



Land South of Longsight Road, Langho, Ribble Valley

Design and Access Statement



PART OF HENRY BOOT

Prepared on behalf of
Hallam Land Management Limited

March 2025

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PART OF HENRY BOOT

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INTRODUCTION

1 INTRODUCTION

This Design & Access Statement (DAS) has been prepared by Stantec on behalf of Hallam Land Management Limited in support of an outline Planning Application at Land South of Longsight Road, Langho, Ribble Valley (the Site) for the delivery of up to 300 dwellings.

1.1. DOCUMENT SCOPE

This DAS describes proposals for a residential development at the Site.

The document includes a comprehensive understanding of the Site and its features, as well as its surrounding context. This has informed the production of a locally relevant Illustrative Masterplan which has helped define design concepts, principles and parameters to help shape and guide future reserved matters application(s).

This statement has been prepared in accordance with Article 9 of the Town and Country Planning (Development Management Procedure) (England) Order 2015, which requires certain applications to be accompanied by a Design and Access Statement.

The National Planning Practice Guidance (NPPG) states that a Design and Access Statement is a 'concise report that provides a framework for applications to explain how the proposed development is a suitable response to the Site and its setting and demonstrate that it can be adequately accessed by prospective users'.

The DMPO also states the following requirements:

"(2) An application for planning permission to which this paragraph applies must, except where paragraph (4) applies, be accompanied by a statement ("a design and access statement") about:

The design principles and concepts that have been applied to the development; and How issues relating to access to the development have been dealt with.

(3) A design and access statement must:

Explain the design principles and concepts that have been applied to the development;

Demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;

Explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;

State what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and

Explain how specific issues which might affect access to the development have been addressed."

1.2. DESCRIPTION OF DEVELOPMENT

Outline planning application for residential development with all matters reserved except for access to, but not within, the Site.

1.3. DOCUMENT STRUCTURE

This document is structured as follows:

Chapter One: Introduction - Introduces the Site and the development proposals.

Chapter Two: Context Assessment - Describes the various contextual elements influencing the development of the Site.

Chapter Three: Site Assessment - Provides a comprehensive assessment of the Site in relation to access, movement, landscape features, topography, drainage, ecology, and utilities.

Chapter Four: Evaluation - Provides a summary of the development considerations and opportunities that will inform the design and provides a summary of the consultation and engagement process that has informed the design proposals.

Chapter Six: Illustrative Design Guidance - Presents an Illustrative Masterplan and design principles to provide guidance for future reserved matters applications should broadly follow.

Chapter Seven: Outline Parameters - Presents the development parameters that future reserved matters applications should broadly follow.

Chapter Eight: Conclusion - Provides a summary of the information presented throughout this DAS and of the proposed development.

'The application Site is an opportunity to create a desirable collection of homes at the edge of Langho. Open space views stitch this new place to live, work and play, taking inspiration from the surroundings as well as recognising new approaches to urban design and master planning'

1 INTRODUCTION

1.4. SITE LOCATION

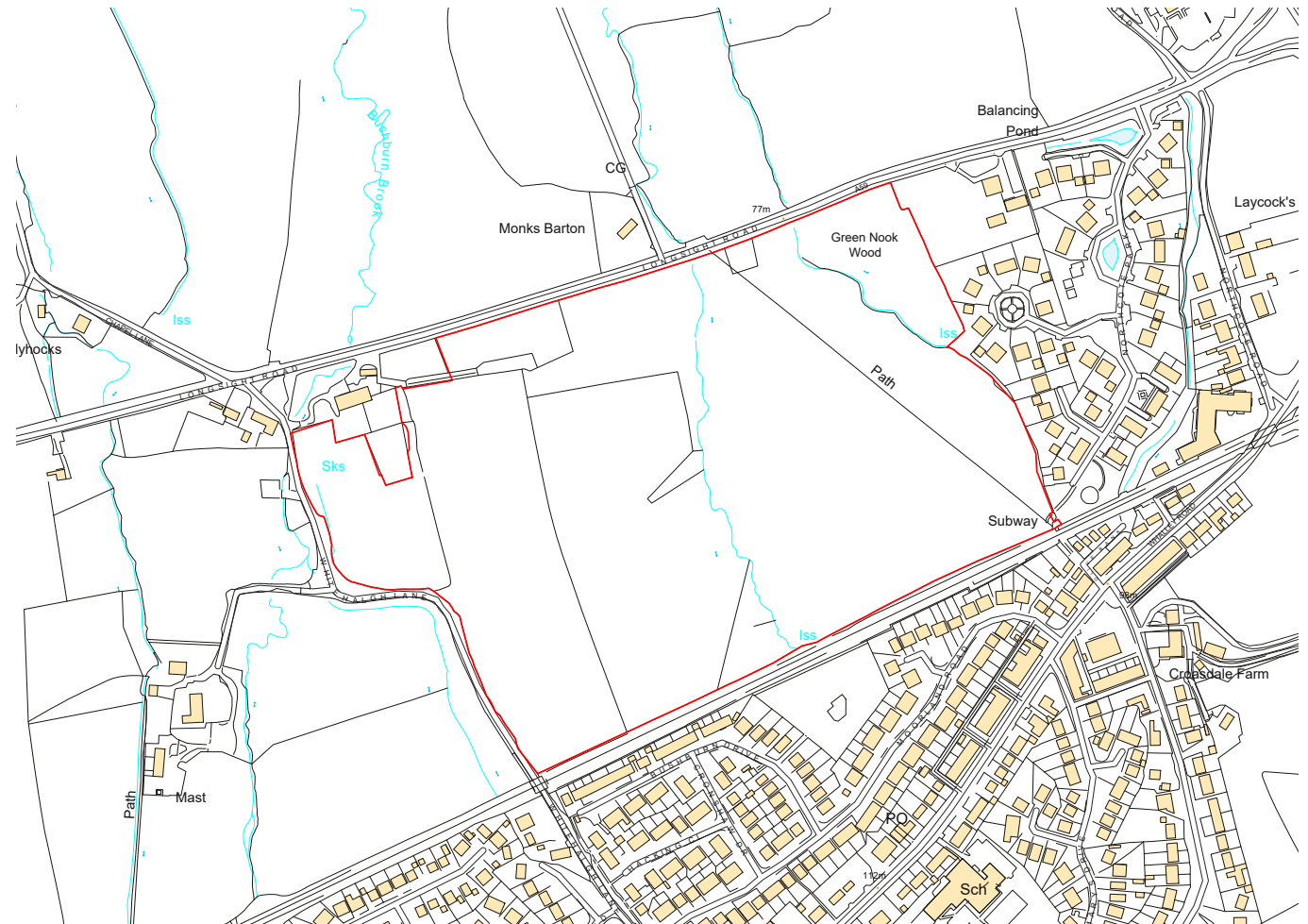
The Site lies north of the existing settlement of Langho within the Ribble Valley in Lancashire. Langho is north of Blackburn and east of Preston, both accessible via public transport connections. Both Blackburn and Preston offer nationwide transport connections to Manchester, Liverpool, Leeds and further afield connections towards London and Scotland.

1.5. SITE DESCRIPTION

The Site comprises approximately 20ha and sits between the Ribble Valley Railway Line and the A59 (Longsight Road). Langho train station is located just outside of the south-east corner of the Site and is accessed via a public footpath and underpass from Olive Bank. Car parking for the station is currently utilising the vacant Pritira restaurants car park, along Whalley Road, and has limited spaces for commuters.

The Site features a large amount of Category A and B trees, largely concentrated around the central beck which runs north to south and creates an undulating topography along the centre of the Site.

An existing Public Right of Way (PRoW) crosses the Site diagonally, leading from the underpass to the train station and Langho, to Longsight Road and further north-wards towards Old Langho Road.



Site Red Line Plan



PLANNING POLICY CONTEXT

2 PLANNING POLICY CONTEXT

2.1. THE ADOPTED LOCAL PLAN

The adopted Ribble Valley Borough Council (RVBC) Development Plan comprises the following key documents, which together form the framework for managing development in the borough. These include:

- Core Strategy 2008-2028 (adopted 2014); and
- Housing and Economic Development Plan (adopted 2019).

2.2. CORE STRATEGY (ADOPTED 2014)

The Core Strategy sets out the overarching strategy, policies and long-term vision for Ribble Valley, with the Key Statements providing the strategic framework for development within the borough. They guide the delivery of sustainable growth, housing provision, environmental protection and infrastructure improvement.

The following Key Statements are relevant to this proposal:

- DS1: Development Strategy;
- DS2: Presumption in Favour of Sustainable Development;
- EN2: Landscape;
- EN3: Sustainable Development and Climate Change;

- EN4: Biodiversity and Geodiversity;
- EN5: Heritage Assets;
- H1: Housing Provision;
- H2: Housing Balance;
- H3: Affordable Housing;
- DMI1: Planning Obligations;
- DMI2: Transport Considerations.

The Site is not allocated in the HEDP.

2.3. OTHER MATERIAL CONSIDERATIONS

In addition to the policies of the statutory Development Plan, there are a series of national and local planning policy and guidance documents which are considered to be material considerations in the context of the proposed development including:

- National Planning Policy Framework (NPPF) (2024);
- Planning Practice Guidance;
- National Design Guidance; and
- Emerging RVBC Local Plan.

National Planning Policy Framework (NPPF) (2024)

Government guidance in the form of the National Planning Policy Framework (NPPF) sets out the Government's planning policies and how these should be applied. The NPPF states at Paragraph 8 that the planning system has 3 interdependent key objectives, which when pursued in a mutually supportive way, can achieve sustainable development. The three key objectives are:

- **An economic objective;**
- **A social objective; and**
- **An environmental objective.**

The Government places a high emphasis on design and the NPPF expands on the principles of good design, to define what is expected of well-designed places. It also explains how policies and decision-making processes should support the inclusion of good design, providing detailed advice at Section 12: Achieving well-designed places. The contribution that good design makes to sustainable development is set out in paragraph 131, as follows:

“The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities...”

(Para. 131, NPPF 2024)

There is also a presumption in favour of sustainable development, as set out at Paragraph 11. Section 9: Promoting sustainable transport (para. 109) of the NPPF points to the role that design has to play in ensuring that transport issues are considered at the earliest stages of development proposals, and the role that design can play to ensure that development maximizes opportunities for sustainable transport options.

“...patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.”

(Para. 109(b) NPPF 2024)

The NPPF is also clear at paragraphs 132 and 133 that Development Plans should set out a clear design vision to provide certainty to applicants, and that design policies should be prepared in conjunction with local communities to reflect local aspirations.

Paragraph 135 of the NPPF states that with regard to design planning policy and decision making should ensure that developments;

“a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

Promoting Sustainable Transport

Section 9 of the NPPF sets out clear guidance on promoting sustainable transport. Paragraph 115 requires that development proposal ensure that:

“sustainable transport modes are prioritised taking account of the vision for the Site, the type of development and its location”.

Paragraph 117 further states that development should “give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas”, and facilitate public transport.

Additionally, paragraph 118 highlights the need for vision-led transport assessments or statements for significant developments to ensure that any impacts on the transport network are identified, monitored and mitigated.

These principles ensure that new developments contribute to reducing reliance on private vehicles and promoting more sustainable travel choices.

2 PLANNING POLICY CONTEXT

Emerging RVBC Local Plan

The application Site was submitted as part of the 'Call for Sites' process, in 2022. Representations to the Strategic Matters Consultation (Regulation 18) were also submitted in 2022. Since this process concluded, there have been limited further updates in respect of the next steps for the new Local Plan.

The Council are updating their evidence base to underpin the strategy and policy under the new local plan. Of relevance to this proposal, this includes:

- Housing Land Availability Study and 5 Year Supply (adopted 2021); and
- Strategic Housing and Economic Needs Assessment (SHENA) (adopted 2020).

The SHENA (adopted 2020) combines housing and economic data to forecast development needs. It outlines the current and future housing needs of RVBC, identifying a target of 280 dwellings per annum.

Nevertheless, in accordance with the NPPF, due to the stage the emerging RVBC Local Plan is at, it should be given no weight in the determination of any planning application.

National Design Guidance

The National Design Guide sets out what developers need to deliver to help win the support of communities and ensure new homes are built faster and better.

Good design is set out in the Guide under the following 10 characteristics: Context, Identity, Built Form, Movement, Nature, Public Spaces, Uses, Homes and Buildings, Resources and Lifespan.

The Guide reinforces the aim of the NPPF to create high quality places and buildings and has been prepared in the context of anticipated climate change, changing home ownership models and changes in technology.

The scheme proposed here is wholly in line with the expectations of the Design Guide, and as set out in the Design and Access Statement, provide a well-designed development for the community.



The 10 characteristics of a well designed place



SITE ASSESSMENT

3 SITE ASSESSMENT

This section sets out the various contextual elements that have influenced the proposed development, including local planning policy, and the Site's local and Site-specific context.

3.1. LOCAL FACILITIES AND AMENITIES

The Site is strategically placed to benefit from the facilities in Langho.




















Some of the facilities include;

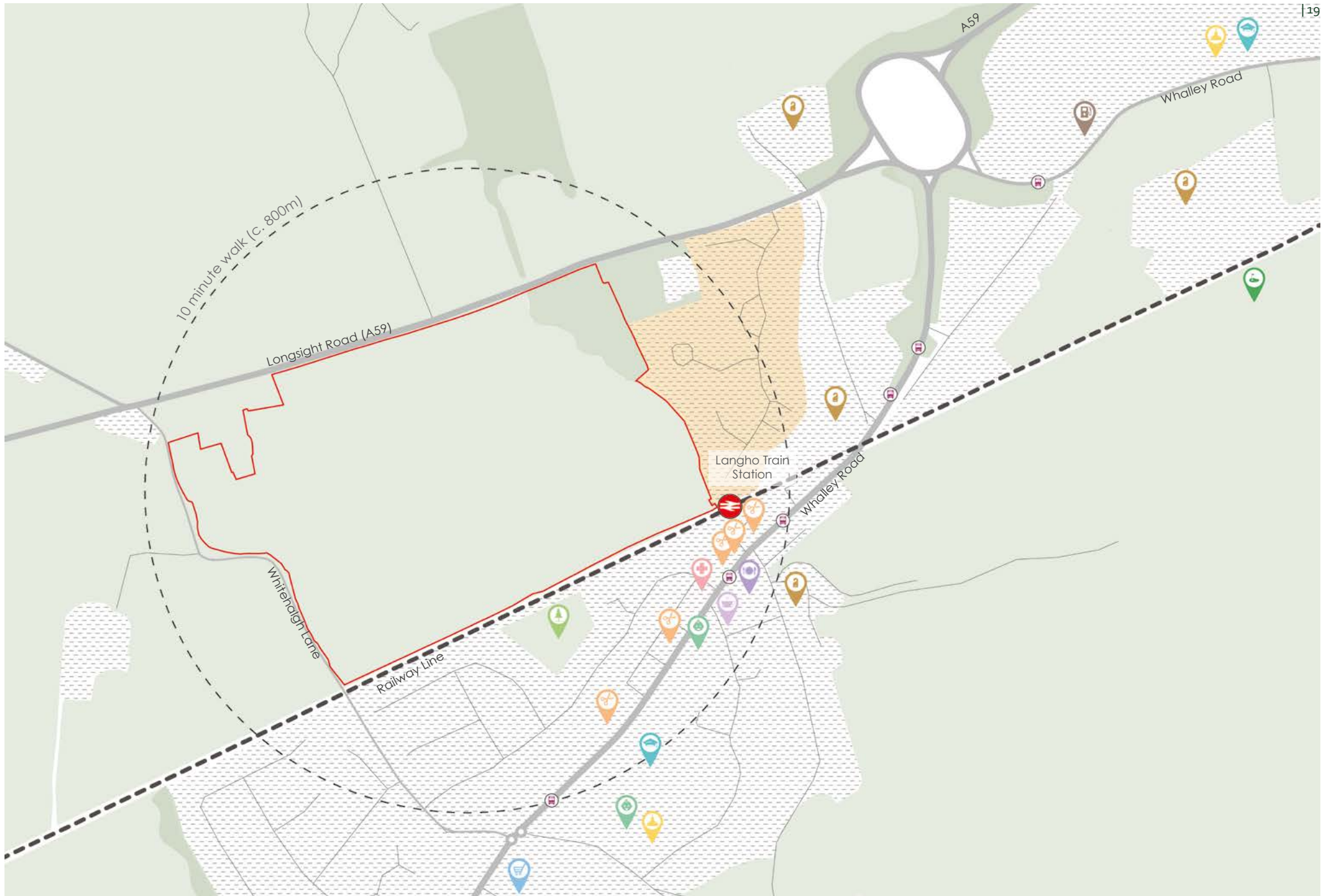
- Langho Train Station,
- St Mary's R.C. Primary School,
- Langho & Billington Pre School,
- St Leonards C of E School,
- Local convenience shops,
- Parks including the Langho in Bloom Community Orchard and children's play areas,
- Golf Course,
- Cafe's, restaurants and bars,
- Langho Pharmacy, and
- Mytton Fold Hotel and restaurant.

Further facilities and amenities found within towns such as Blackburn, Whalley and Great Harwood include;

- Royal Blackburn Hospital,
- Doctors,
- Dentists,
- Supermarkets,
- Sports and recreation facilities, and
- Secondary Schools and Colleges.

Key

	Site boundary
	A road
	Minor road
	Railway line
	Railway station
	Bus stop
	Education
	Nursery
	Park
	Golf course
	Hairdresser
	Overnight stay
	Petrol station
	Place of worship
	Restaurant/ bar
	Cafe
	Pharmacy
	Convenience shop
	Pringle Homes Development







3 SITE ASSESSMENT

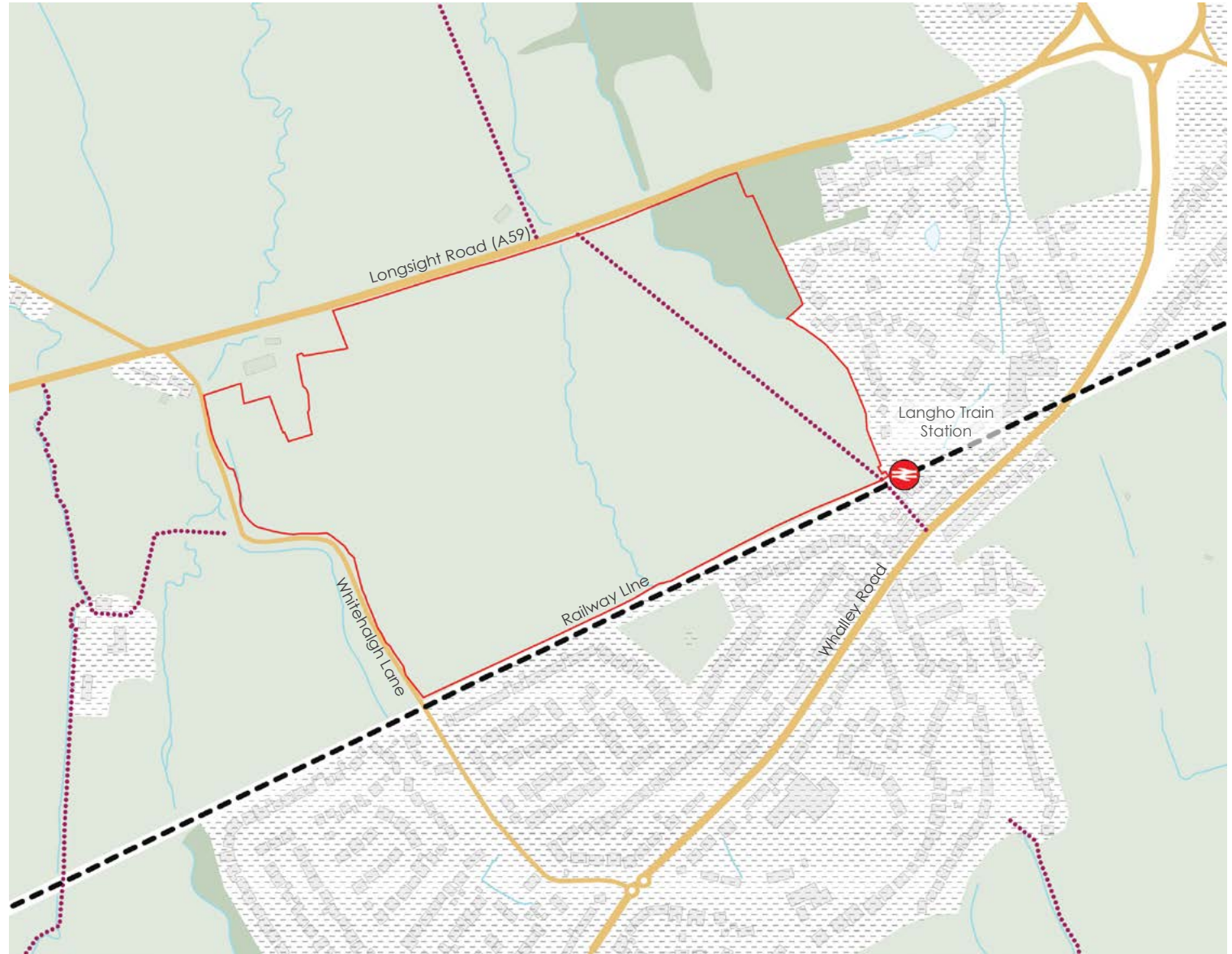
3.2. PEDESTRIAN AND VEHICULAR MOVEMENT

As noted, a PRoW crosses the Site diagonally and meets Longsight Road to the north and links up Olive Bank towards Old Whalley Road to the south.

Footpaths along Longsight Road are provided on either side of the road. There are no dedicated cycle routes but cyclists can use the carriageway.

The main vehicular access road is the A59 (Longsight Road) to the north. The A59 connects to the M6 and Preston to the west, with further travel taking the route towards Liverpool. To the east, the A59 connects through towns such as Whalley and Clitheroe and travels further west into Yorkshire, passing Skipton, Harrogate and finally connect into York.

Key	
	Site boundary
	Roads
	Railway
	PRoW



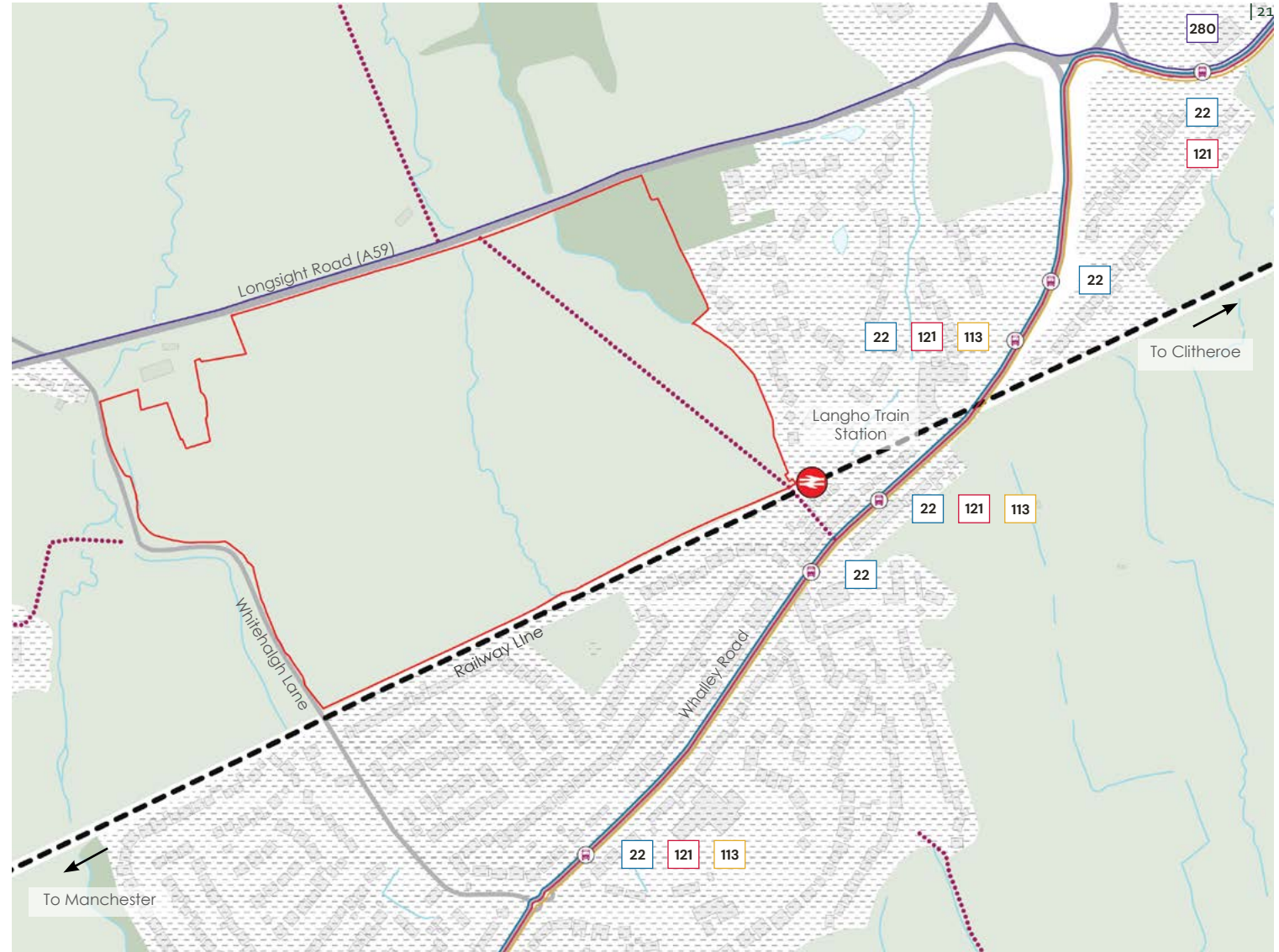
3.3. PUBLIC TRANSPORT ANALYSIS

The Site is well connected via public transport from the Langho train station, located just outside the south-east corner of the Site. Langho train station provides direct train journeys to Blackburn, Clitheroe and Manchester along the Ribble Valley Line.










Connections can be made from Blackburn and Manchester for county-wide and nationwide train travel, such as Preston, Blackpool, Leeds and York.

There are also bus stops along Longsight Road which travel towards Preston and Blackburn to the west on buses 25 and 280 and to Clitheroe to the east, on buses 25 and 280.

Along Whalley Road, there are also buses for journeys into Blackburn and Shadsworth, namely on the 22 Valleyline from the closest bus stop, the Railway Station, located outside of the Pitira restaurant. On the opposite side of the road, the 22 Valleyline provides buses to Clitheroe and to Nelson & Colne College on the 113 bus and Burnley College on the 121 bus.



Key

- | | | | | | |
|---|---------------|---|---|---|---|
|  | Site boundary |  | Bus stops |  | 113 - Wilpshire to Nelson & Colne College |
|  | A road |  | 22 - Clitheroe to Blackburn |  | 280 to Preston to Skipton |
|  | Railway |  | Line 121 - Blackburn to Burnley College | | |
|  | PROW | | | | |

3 SITE ASSESSMENT

3.4. LVIA

The adjacent annotated photographs illustrate a range of views available towards the Site from within the 3km study area.

The photographs are not intended to illustrate every view towards the Site, but rather they represent a selection of views taken from a variety of directions and distances from the Site. The initial Site survey and photographic appraisal was undertaken in late October 2024 which was based on 11 no. photographic viewpoints.

As a result of the visual enclosure provided by vegetation located within the wider landscape, localised topographical changes and existing built form of Langho and adjacent developments to the east of the Site, only a limited number of Major and Moderate/ Major adverse visual effects would occur. These adverse effects would occur for vehicles travelling along Longsight Road (A59) adjacent to the Site, when travelling through the Site along Public Footpath 6 (Billington and Langho), from residential properties to the immediate east (Year 1 at Northcote Park) and southern boundary (Moorland Road and Bushburn Drive, Langho). In most cases as a result of mitigation proposals, these adverse visual effects would reduce in the long-term.

Whilst some adverse visual effects would arise as a result of the proposed development, most views in the local area would be seen in the context of Langho Village and or recently completed development at Northcote Park. Overall, any impact would be limited and localised set within the immediate context of existing residential development to the south and east, arterial transport corridor (A59) to the north and local road to the west. The greatest effects would occur in these areas bounding the Site and not extend any great distance into the surrounding farmland due to intervening woodland and hedgerows and changing topography which already limits ground level views towards the Site.

Away from the northern edge of Langho the surrounding village settlements would have very limited visibility towards the Site as a result of screening from woodland, buildings and topography so from most situations the visual changes at the Site would not be perceptible. Isolated residences and property groups in the rest of the study area would not be subject to effects greater than minor with the majority experiencing No Change and No Effect level of effect away from Site boundaries. From the wider PRoW network, most routes are subject to no changes and a No Effect level of effect in particular from lowland undulating farmland areas to the north which are set down from the Site and afforded screening from both intervening woodland as well as favourable topography.

From further afield where raised vantage allows for the Site to reveal itself in some wider panoramic views such as that from the Ribble Valley Jubilee Trail, the magnitude of change experienced would be Low resulting in a Minor adverse level of effect, with the development likely to be difficult to distinguish from existing development and wooded framework enclosing it.

For the surrounding road network routes beyond the Site boundaries would experience no more than a Negligible change and Minor level of effect with most routes experiencing No change and No Effect level of effect.

From a landscape and visual perspective, any notable effects on landscape character and features as a result of the proposed development would be confined to surrounding local areas with visual effects reduced by the proposed mitigation planting.

Overall, the total extent of the landscape and visual effects would be localised and limited in nature. The proposals would relate well to the surrounding landscape and townscape context forming an appropriate extension to the existing development pattern, which ultimately would not extend the existing settlement any further to the north due to the presence of recent housing development to the immediate east (Northcote park) and Langho Centre to the west all of which will remain ultimately constrained by the A59 road corridor.



Viewpoint 1



Viewpoint 3 part 2



Viewpoint 6

3 SITE ASSESSMENT

3.5. THE SITE

The Site comprises circa 20ha and borders the Ribble Valley railway line.

The Site has extensive views out towards the wider Ribble Valley countryside.

Pringle Homes recently completed on their 42-unit development located to the east of the Site. As part of the development, a path and gate was installed leading to Langho train station, providing better pedestrian connectivity to the station and into Langho on the northern side of the railway.

1 View looking north across the Site



3.6. TECHNICAL DESIGN CONSIDERATIONS













An underground foul sewer pipe crosses the Site west to east at the southern end of the Site.

The Site also has an abundance of existing trees, majority of which being category A and B trees and protected woodland Green Nook Wood in the north eastern corner of the Site.

An existing beck also flows through the centre of the Site, falling down the hill from the railway line to Longsight Road.

Several areas of the Site are subject to surface water flood risk, identified opposite.

Key

	Site boundary
	Roads
	Watercourse
	Railway line
	Railway station
	High surface water flood risk
	Medium surface water risk
	Low surface water flood risk
	Category A trees
	Category B trees
	Protected woodland
	PRoW
	Underground sewer



3 SITE ASSESSMENT

3.7. OPPORTUNITIES

There is an opportunity to enhance the existing landscape by retaining the Category A and B trees located on Site, the existing Beck and the existing woodland area in the north-east corner of the Site. There is also the potential to create an area on Site for Bio-diversity Net Gain (BNG) to further increase bio-diversity benefits.

There is potential to orientate principal elevations towards the views of the surrounding landscape of the Ribble Valley and internally to existing vegetation.

The existing PRoW on Site is a key pedestrian connection which provides on-foot connection to Langho train station. There is also an opportunity to connect into the existing PRoW to the west of the Site.

The Site has the opportunity to provide direct connection to Langho train station and improve the accessibility for the wider residents of Langho by providing car parking facilities for train commuters.



Key

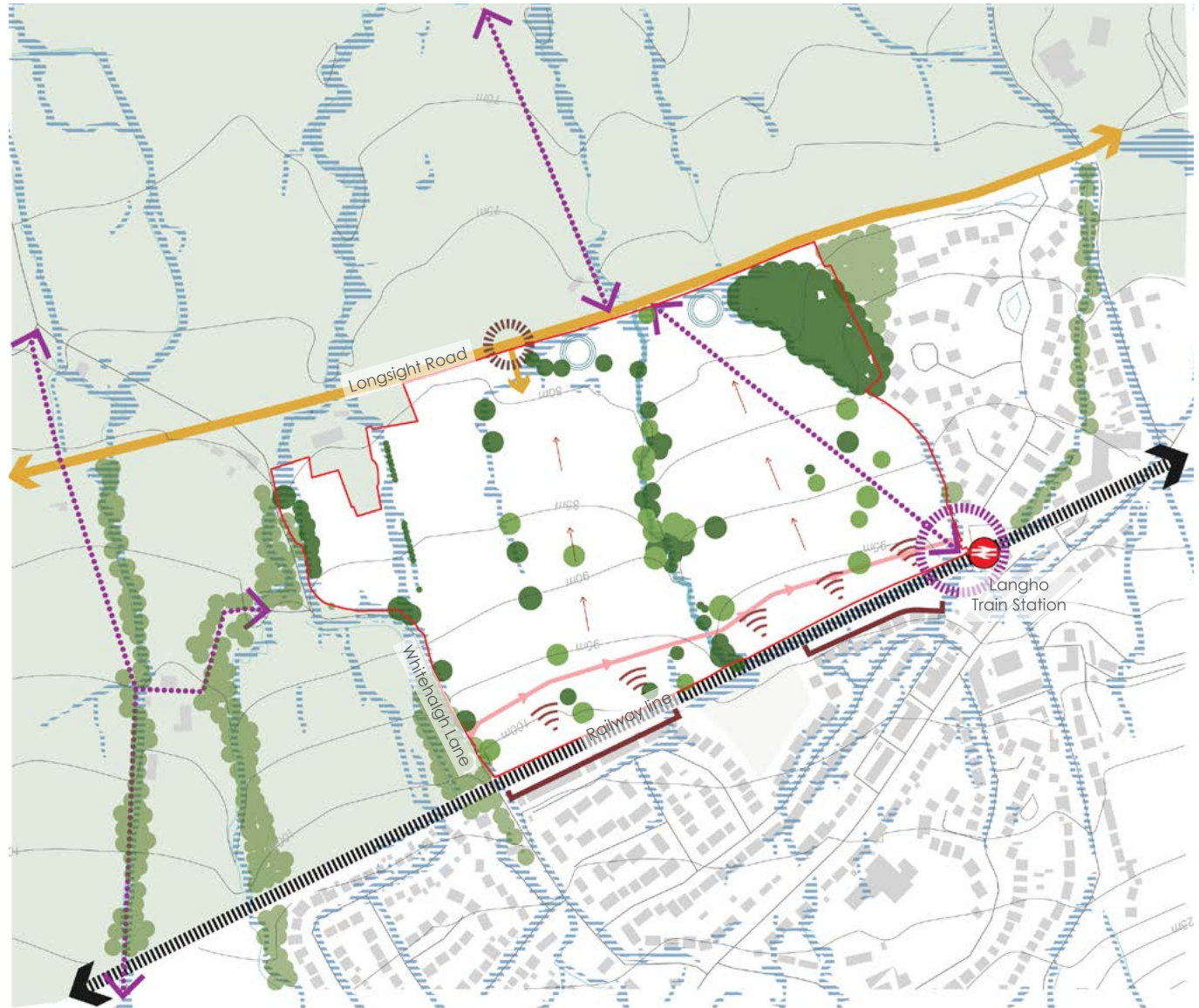
- | | | | |
|--|---------------------------------|---|---|
|  | Site boundary |  | Low point of the Site |
|  | Existing trees/woodland |  | Key connection into Langho |
|  | Public Rights of Way |  | Opportunity to enhance existing vegetation & PRoW |
|  | Access point off Longsight Road |  | Opportunity for pedestrian connection |
|  | Contour lines |  | Potential development frontage |
|  | Existing beck |  | Car park opportunity |

3.8. CONSTRAINTS

The Site gradually slopes away from the railway line at the south of the Site down towards the A59 towards the north of the Site. Housing will need to be designed and plotted to work with the existing topography and gradual slope. The Site also dips centrally where the existing beck is located, which provides a fixed Site feature to enhance and frame development around.

Any housing will need to avoid the existing underground foul sewer pipe running across the Site east to west.

Housing will need to be sensitively designed from the openness of the railway line, to mitigate any noise and overlooking constraints and to also mitigate negatively impacting the existing residents along Moorland Road and Bushburn Drive.



Key

- Site boundary
- Existing trees/woodland
- Public Rights of Way
- ☀️
↓ Access point off Longsight Road
- Contour lines
- ↑ Direction of slope
- Existing beck
- Low point of the Site
- Key connection into Langho
- 🔊 Noise from railway line
- Underground foul sewer
- Backs of existing residential houses
- Surface water flood risk

3 SITE ASSESSMENT

3.9. CHARACTER ANALYSIS

Langho's local character is primarily rural, with village and farmhouse style vernacular and materiality.

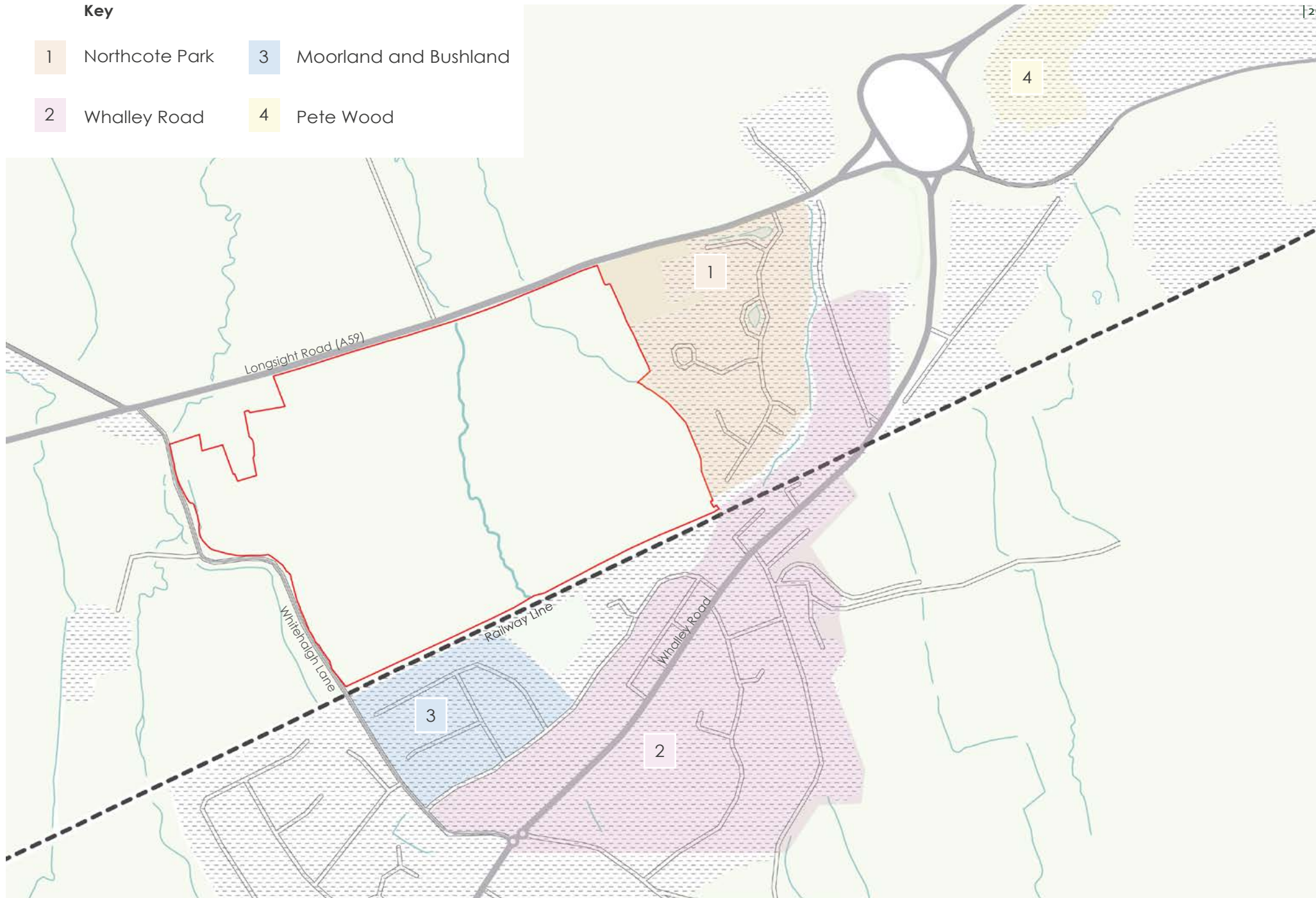
Bungalows are common within Langho, with larger detached units being at the forefront. Semi-detached feature intermittently within the area and terraced units feature more commonly along Whalley Road.

Buff stone is primarily used in Langho, along with stone cils, headers and window perimeter detailing. Although, there is a board mix of base materials featuring, such as red brick, buff brick and brown brick. Render is also routinely used and a small amount of tile hang can be seen.



Key

- 1 Northcote Park
- 2 Whalley Road
- 3 Moorland and Bushland
- 4 Pete Wood



3 SITE ASSESSMENT

3.10. NORTHCOTE PARK, PRINGLE HOMES

BUILT FORM

Northcote Park, located to the east of the Site, boasts mainly large detached plots, with some use of terrace, semi-detached plots and bungalows.

The material palette of the character area is buff stone, render and flat grey roof tiling. The vernacular is also carried throughout the character area, including stone window surround detailing, stone corbels, pitched and mono-pitched door canopies, use of chimneys and sash windows.



LANDSCAPE

Northcote Park has generous front garden and offset distances. Public realm is also incorporated throughout the scheme with small landscape break-out spaces with benches, planting and high quality hard landscaping.

A play area is also located at the southern end of the estate with play equipment, wooden play features and tree and hedge planting.

Boundary treatments include stone walls, hedging, white fences, gated driveway entrances, knee-high wooden fencing and black estate railings.

Existing vegetation has been retained and worked into the scheme.

