

Peak time turning observations at the adjacent Pringle Homes development (A59/Northcote Park) are requested to validate the distribution at the site access.

We will provide trip rates which we consider to be representative in a follow up email/meeting.

Construction traffic

A new temporary access on the A59 for construction traffic would be acceptable to allow works on site to commence. The detailed design of the temporary access must be agreed at condition discharge stage and be implemented under an agreement with Lancashire County Council. The visibility splays, geometry and surface will be matters to agree and it will be necessary to limit HGV movements to the off-peak movements 9.30am – 2.30pm with wheel washing and hard standing for operative parking and HGV turning to allow all vehicles to exit the site onto A59 in forward gear.

A59/Access

An indicative access arrangement is submitted drawing 4094/100/SK/001 comprising a priority junction with right turn ghost lane with central pedestrian refuges to both sides, new 3m wide shared cycle/footway along the south side site frontage of A59.

There is a single access onto the A59 to serve the 300 new dwellings. We would seek a secondary/emergency access onto the highway network for this number of dwellings however we would not support another access onto the A59. To mitigate the lack of secondary access we would request that the single access is over engineered to provide an additional lane to accommodate 2 way traffic in the event of an emergency or highway works. A carriageway width of circa 8m would be required between the A59 and the first junction.

We would request that the site access itself provides a right and left turn exit lane onto the A59 with central pedestrian/cycle island.

Longsight Road A59 is subject to the national speed limit. Speed data will need to be collected with a 7-day automatic count during a neutral month to determine 85%ile speeds in both directions to ensure suitable visibility splays are provided at the site access.

We would seek to reduce the speed limit to 40mph on the A59 in accordance with the guidance (extents to be confirmed at a later date) and provide gateway treatment with associated signage and lining to promote speed compliance.

A new signalised toucan crossing for pedestrians and cyclists on the A59 is considered necessary for access to the eastbound bus stop and wider footway network due to the lack of footway along the south side of the A59 to the east of the site.

Tie in measures to assist cyclists onto/off the carriageway will be required as part of the detailed design.



New connections onto the highway drainage system in the A59 will not be permitted. There are 2 watercourses running across the site which are culverted under the A59 on the frontage of the site. Consent from LCC Flood Risk will be required for any new connections and works adjacent to the watercourses. You can obtain detailed advice from LCC Flood Risk separately if required.

The formation of the new access and off-site highway works should be undertaken with a S278 agreement with Lancashire County Council.

Whitehalgh Lane

Whitehalgh Lane is subject to the national speed limit for the majority of its length and is without footways or lighting. We would request volume and speed data is collected with a 7-day automatic count during a neutral month to determine 85%ile speeds in both directions. There is a low bridge, 3.5m high, which carries the railway.

We are concerned that this route will be preferred by drivers accessing the village due to difficulties turning right onto the A59 at peak times. Due to the constraints of the Lane we would want to reduce the speed limit and introduce lighting and traffic calming to ensure a self-enforcing speed limit is achieved. The low vehicle speeds will ensure that pedestrian and cycle movements are accommodated safely. A pedestrian and cycle access onto Whitehalgh Lane together with mitigation measures as described above would be considered necessary to mitigate the impact of the development.

Whalley Road

The existing zebra crossing near Olive Bank and the existing central pedestrian refuge near the school require upgrading to the latest specification.

Whalley Road is identified in the LCWIP for walking and cycle upgrades.

Off-site highway works

To mitigate the impact of the development on the highway network the following off-site highway works are requested.

1. The upgrade/provision of 4 quality bus stops (2 x Whalley Road A666 and 2 x Longsight Road A59) to support all users to travel to/from site sustainably.
2. Provision of new footway/cycleway along the south side of Longsight Road A59 to link into the crossing and existing footway provision.
3. Reduction in speed limit to 40mph and associated traffic regulation orders with enhanced gateway features and associated signing and lining to promote speed compliance on Longsight Road for highway safety.
4. New toucan crossing on A59 to link the footway/cycleway provision.
5. New site access arrangement with right turn ghost island and two new central pedestrian crossing refuges including any changes to the street lighting, surface water drainage.
6. New site access with left and right turn exit lane arrangement with central pedestrian/cycle island.



7. Reduction of speed limit on Whitehalgh Lane and associated lighting and traffic calming measures.
8. Upgrade of zebra crossing and central pedestrian island on Whalley Road near Olive Bank and school.

The off-site highway works will be constructed under a S278 agreement with Lancashire County Council and shall be constructed prior to first trading.

Contributions

To mitigate the impact of the development on the highway network the following contributions are requested within a Section 106 agreement.

1. Travel Plan support £36,000. Circa £250 per dwelling to support a modal shift linked to Travel Plan.
2. Public Transport support £175,000 every year for 5 years = £875,000

PROW

FP03-06006a crosses the site linking A59 to Langho Station. The line of the footpath is to be retained. The minimum width will be 2m. Further comments will be provided from the PROW and Active Travel Teams at the next meeting.

Internal layout

As described above under 'access' the first section of the estate road will be circa 8m wide carriageway narrowing to the standard width 5.5m after the first junction.

At this current time the bus which travels along the A59 will not re-route into the estate due to delays and new bus stops on the A59 will provide residents with access to these services.

The estate roads will need to be suitable for the 11.2m long refuse wagon and the links and turning heads will need to have a swept path analysis to support this.

The estate roads and associated infrastructure should be built to adoptable standards and we would seek to formally adopt the roads under S38 Highways Act 1980.

Due to the size of the site we will seek a phasing condition to ensure details of each phase are submitted and that the infrastructure on that phase provides sufficient infrastructure particularly a suitable running surface, lighting and a suitable turning head for the refuse vehicles.

Parking

Each dwelling will require 1 car parking space for 1 bedroom, 2 spaces for 2-3 bedrooms and 3 spaces for 4+ bedrooms and secure covered cycle parking. Garages should measure 3m by 6 internally to count as a car parking space and secure cycle parking.



Conclusion

Lancashire County Council acting as the Highway Authority does not raise an objection regarding the proposed development and are of the opinion that the impact of the proposed development can be sufficiently mitigated with the details as outlined above.

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



Appendix 3- Ribble Valley Borough Council Response



RIBBLE VALLEY BOROUGH COUNCIL

Officer:	Kathryn Hughes	Direct Tel:	01200 414571	Council Offices Church Walk Clitheroe Lancashire BB7 2RA
Email:	kathryn.hughes@ribblevalley.gov.uk			
Our Ref:	RV/2024/ENQ/00082			
Location:	Land south of Longsight Road, Langho			Tel: 01200 425111
Date:	16.12.24			
Proposal:	Residential development of up to 300 homes.			

Pre-Application Enquiry Response

Dear Oliver

I write further to your submission of a request for pre-application advice at land south of Longsight Road, Langho. The enquiry seeks the Council's views on the potential for residential development for up to 300 dwellinghouses.

The site is located to the south of Longsight Road at Langho outside of the defined settlement limits being land designated as Open Countryside.

As such, taking account of the nature of the proposal, the policies that are engaged and relevant to the determination of the proposed development are considered to be as follows:

Relevant Core Strategy Policies:

Key Statement DS1 – Development Strategy
Key Statement DS2 – Sustainable Development
Key Statement EN3 - Sustainable Development and Climate Change
Key Statement EN4 - Biodiversity and Geodiversity
Key Statement H1 - Housing Provision
Key Statement H2 - Housing Balance
Key Statement H3 - Affordable Housing
Key Statement DMI1 – Planning Obligations
Key Statement DMI2 – Transport Considerations

Policy DMG1 – General Considerations
Policy DMG2 – Strategic Considerations
Policy DMG3 – Transport & Mobility
Policy DME1 – Protecting Trees & Woodland
Policy DME2 – Landscape & Townscape Protection
Policy DME3 – Site and Species Protection and Conservation
Policy DME6 – Water Management
Policy DNH1 – Affordable Housing Criteria
Policy DMH3 – Dwellings in Open Countryside
Policy DMB4 – Open Space Provision
Policy DMB5 – Footpaths and Bridleways

Site Location/Constraints:

The site is bounded by Longsight Road (A59) to the north, Northcote Park residential development and protected woodland to the east; Network Rail railway line to the south and Whitehalgh Lane to the west.

The site lies within open countryside with a number of mature trees and water features within a series of open fields. Public Footpath 6a crosses the site from the Longsight Road (north) to Whalley Road Langho via Langho Railway Station.

The potential impact of this on the local area must be fully assessed and considered.

Principle of Development:

Key Statement DMH1 sets out the overall spatial and locational aspirations for general (including residential) development within the Borough. It directs new housing towards the Strategic site at Standen as well as the principal settlements of Clitheroe, Longridge and Whalley. In addition, DMH1 focuses development towards the Tier 1 Villages which are the most sustainable. DMH1 goes on to state that development that has regeneration benefits, is for identified local needs or satisfies neighbourhood planning legislation will be considered in all the borough's settlements, including small-scale development in the smaller settlements that are appropriate for consolidation and expansion or rounding off the built-up area.

Langho is a Tier 1 Village however the site lies outside of the settlement boundary within Open Countryside. Therefore Policy DMG2 is engaged. In order to be supported development must meet one of the following criteria:

1. The development should be essential to the local economy or social well-being of the area;
2. The development is needed for the purposes of forestry or agriculture;
3. The development is for local needs housing which meets an identified need and is secured as such;
4. The development is for small scale tourism or recreational developments appropriate to a rural area;
5. The development is for small scale uses appropriate to a rural area where a local need or benefit can be demonstrated;
6. The development is compatible with the enterprise zone designation.

Policy DMH3 reinforces the policy position that residential development within the open countryside should be restricted to only that which meets a number of explicit criterion.

Based on the scheme presented the development fails to meet any of the above criteria in either DMG2 or DMH3.

Policy DMG3 states the LPA will attach considerable weight to the availability and adequacy of public transport and associated infrastructure to serve those moving to and from the development. This is reinforced by the NPPF which requires development to be sustainable.

Notwithstanding the location of the site on the A59, a proposal for 300 housing units outside of the settlement of Langho would create a substantial housing estate which would be dependent upon existing infrastructure within a relatively modest settlement (approximate population 3,400 in the 2021 Census including Billington). There are potential implications for capacity with medical practitioners such as Doctors and Dentists in the area. Contributions towards school places are likely to be requested by Lancashire County Council.

An application would need to demonstrate that the site has (or would have) good access and connectivity by foot and cycle to existing local amenities and services as well as public transport connections.

Public Footpath 3-6-FP6a crosses the site from Longsight Road into the settlement of Langho with the train station located at the southeast corner of the site. There is currently an hourly train service from Langho that serves Manchester Victoria/Salford/Bolton/Balckburn and Clitheroe.

Part of the proposal seeks to provide additional car parking facilities at Langho to assist in accommodating residents who seek travel by public transport to Clitheroe, Blackburn and Manchester.

There have been concerns raised regarding the current travel provision by rail to and from Manchester with frequent services being cancelled and/or rail replacement services being provided causing disruption to travel patterns and uncertainty for commuters relying on these services for both work and leisure purposes.

Visual Amenity:

Policy DMG2 states that within the Open Countryside development will be required to be in keeping with the character of the landscape and acknowledge the special qualities of the area by virtue of its size, design, use of materials, landscaping and siting. Where possible new development should be accommodated through the re-use of existing buildings, which in most cases is more appropriate than new build.

An LVIA would assist with the LPA's assessment of the landscape and visual impact of the proposed development in this setting. The site is prominent from a number of public vantage points and makes a positive contribution to the open and rural character of the area. It is considered that 300 homes in this location would be a significant development at odds with the surrounding open countryside location and existing low density housing development adjacent to the site.

Design and Appearance:

No details of design and appearance have been submitted, however during the meeting we discussed scale, densities, public open space, linkages, sensitive development edges and the possibility of a design code being agreed at a later stage.

Policy DMG1 sets out the design requirements in this respect.

In determining planning applications, all development must:

DESIGN

- 1. Be of a high standard of building design which considers the 8 building in context principles (from the CABE/English Heritage building in context toolkit).*
- 2. Be sympathetic to existing and proposed land uses in terms of its size, intensity and nature as well as scale, massing, style, features and building materials.*
- 3. Consider the density, layout and relationship between buildings, which is of major importance. particular emphasis will be placed on visual appearance and the relationship to surroundings, including impact on landscape character, as well as the effects of development on existing amenities.*
- 4. Use sustainable construction techniques where possible and provide evidence that energy efficiency, as described within policy DME5, has been incorporated into schemes where possible.*
- 5. the code for sustainable homes and lifetime homes, or any subsequent nationally recognised equivalent standards, should be incorporated into schemes.*

ACCESS

- 1. Consider the potential traffic and car parking implications.*
- 2. Ensure safe access can be provided which is suitable to accommodate the scale and type of traffic likely to be generated.*

3. *Ensure safe access can be provided which is suitable to accommodate the scale and type of traffic likely to be generated.*
4. *Consider the protection and enhancement of public rights of way and access.*

Residential Amenity:

The nearest residential properties are located on Northcote Park to the east which abuts the site to the east. There are also single storey style properties to the south on the far side of the railway line which need to be taken into consideration in terms of layout and scale.

The impact of the proposed scale of the buildings and any changes required to land levels cannot be fully assessed as insufficient details of these have been provided at this stage. Any potential impacts therefore would need to be submitted and considered as part of any application.

Given the close proximity of the development to the train line, a noise assessment would be required to determine that future occupiers would not be adversely affected by noise levels. I would also advise early discussions with Network Rail to ascertain their restrictions on proposed development close to their assets.

Ecology/Biodiversity Net Gain/Trees:

Green Nook Wood is a protected woodland sited to the east of the site and provides a buffer to the housing site at Northcote Park and the A59 Longsight Road.

There are also many mature trees and water features within the site which should be retained where possible.

A full phase 1 ecology survey will be required and the proposal will be subject to the BNG legislation. As such the application will need to assess the baseline value of the site in line with the statutory BNG metric and demonstrate a strategy for 10% enhancement.

Please see the following link for further information:

[Biodiversity net gain - GOV.UK \(www.gov.uk\)](https://www.gov.uk/biodiversity-net-gain)

A full arboricultural tree assessment needs to be undertaken in order to fully assess the impact on existing trees, hedgerows and shrubs and that an appropriate scheme of planting and landscaping can be provided within the site.

Highway Safety:

The proposal intends to provide a new vehicular access from Longsight Road in the form of a controlled junction. Separate advice has been sought from LCC highways but the LPA understanding that there are no fundamental concerns subject to appropriate mitigation being provided.

Longsight Road is a classified A road. Whilst there is vehicular access via Whitehalgh Lane to the western boundary of the site this would only be capable of serving a limited number of properties.

Drainage:

The site lies within Flood Zone 1 with the management of surface water including sustainable drainage systems with water to be attenuation in detention ponds sized for 1 in 100 year plus 30% climate change events before being discharge into the main watercourse.

There is an existing water course which runs through the site and it is understood that the FRA has identified a risk of surface water flooding in areas of the site close to this watercourse and that sections of the proposed internal access road would be within this at risk area.

As such in accordance with the NPPF and the EA guidance the development would need to pass the flood risk sequential test. To pass the sequential test, it would need to be demonstrated that there are no other sites that are suitable or available to accommodate a similar development. Separate dialogue on an appropriate sequential test methodology has been provided by email.

In addition, a full drainage strategy which is in line with the sustainable drainage hierarchy identified in National Planning Guidance should be submitted with the application. Foul and surface water should be drained on separate systems.

Affordable Housing:

A minimum 30% on-site affordable housing will be required, to be secured by s106 agreement. This would need to provide an appropriate tenure split of affordable home ownership and affordable rent which achieves LHA rates and that meets a local need with priority given to people with a Ribble Valley connection. Affordable housing would need to be suitably pepper potted across the site and appear as tenure blind.

Over 55 accommodation in accordance with policy H3 would also need to be secured by s106 agreement.

Conclusion:

For the reasons discussed above the proposal cannot be considered to be an acceptable form of development which accords with national and local planning policy, by virtue of it being an inappropriate form of development in the countryside, and the visual and landscape impact and insufficient infrastructure, accessibility and connectivity for this quantum of development. The scale, design and massing of the proposed development would not be appropriate in this countryside and woodland setting and would result in an incongruous addition of built form and quantum of development which would harm the character and appearance of the area.

In any event, notwithstanding the principle of development not being accepted in this location and any additional information being submitted and found satisfactory there would be an unacceptable impact on landscape and woodland setting.

Submission Requirements:

Please note the Council has a local validation checklist in place; full details of which can be viewed at: <https://www.ribbonvalley.gov.uk/planning-buildings/validation-checklist-planning-applications>

Should you proceed to submission of a formal full application, based on the nature of the proposal/site constraints identified above, it is my opinion that the Local Planning Authority would require the following information to accompany such an application to allow for an accurate assessment:

- Application form and Certificates
- Application Fee
- Location plan 1:1250/1:2500
- Existing and Proposed Site Plan 1:500/1:200
- Arboricultural Impact Assessment
- Phase I Ecological appraisal
- BNG assessment including Metric
- Planning Statement
- Design and Access Statement

- Transport Assessment and Travel Plan
- Flood Risk Assessment and Sequential Test
- Statement of Community Involvement
- Landscape and Visual Impact Assessment
- Landscape Strategy
- Sustainable Drainage Strategy and Sustainable Drainage Pro-Forma
- Noise assessment

The aforementioned required information may not be exhaustive and is provided on the basis of the level of information submitted. Failure to provide required information is likely to result in an application being made invalid until such information is received.

The above observations have been provided on the basis of the level of information submitted and the comments contained within this response represent officer opinion only, at the time of writing, without prejudice to the final determination of any application submitted.

Yours Sincerely

Kathryn Hughes
Principal Planning Officer

Appendix 4- Consultation Leaflet

PUBLIC CONSULTATION EVENT

LONGSIGHT ROAD, LANGHO



On behalf of our client, **Hallam Land**, we would like to share with you their plans to develop up to 300 new high-quality homes, including affordable homes, public open space and additional train station car parking, on land at Longsight Road in Langho.

An Outline Planning Application for the development of up to 300 dwellings is currently being prepared for submission to Ribble Valley Borough Council. Therefore, Hallam Land are seeking to consult the public to understand views of the proposed scheme. They are notifying you, as neighbours of the site, to provide clarity and an opportunity to comment on the development proposals.

Have your say

Ahead of the application submission, a community consultation event will be held by the applicant and their development team. Local residents can view the proposals and speak with members of the development team. The details are as follows:

Wednesday 20th November 2024. 15:00- 21:00

Mytton Fold Hotel, Whalley Road, Langho, BB6 8AB

You can view more information at the following website:

www.HallamLangho-consultation.co.uk

Please send any comments/queries on the Outline Application proposals to the following e-mail or via the feedback form at the consultation event or on the website:

Email: consultation@njllconsulting.co.uk

Post: NJL Consulting, Northspring, 70 Spring Gardens, Manchester, M2 2BQ

Subject line: Langho Consultation.

What is an Outline Planning Application?

Outline Planning Applications are submitted to determine the principle of development, and in this case, the means of access to, but not within, the site. Ultimately, this is to establish whether residential-led development would be suitable for the area.

If the Outline Application is approved, a Reserved Matters Application would address some or all the outstanding details of an Outline Application, including in this case details on appearance, landscaping, layout and scale of the proposed development.

What will the proposed development deliver?

- A boost to housing supply in the local area, with the creation of up to 300 new homes, including market and affordable housing.
- Dedicated car parking for approximately 30 spaces to serve users of the adjacent Langho railway station.
- A new priority-controlled junction on the A59 to serve the new homes and train station car park.
- High quality public open spaces.
- Retention and planting of trees to create green streets character areas throughout the site.
- Retention of public footpath running through the site.
- A network of new footpaths to formalise existing trails and give residents safe routes to open space across the site and to the surrounding area.
- Sustainable urban drainage features to both store water sustainably on site and improve biodiversity.
- Additional landscaping on site which will provide opportunities for improving biodiversity and assimilating the development into the wider countryside.

Appendix 5- Website Screenshots