

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 21 April 2025 09:16
To: Planning
Subject: Planning Application Comments - 3/2025/0196 FS-Case-707596246

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Planning Application Reference No.: 3/2025/0196

Address of Development: Land off Longsight Road Langho bounded by the railway Northcote Park and Wildmans Farm,

Comments: There is huge concern over the impact of this development on Langho. Has consultation been made regarding schools, shops, road access etc.

It will increase traffic significantly in a small town. I do not think this is a sensible application and should be rejected.

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 22 April 2025 09:55
To: Planning
Subject: Planning Application Comments - 3/2025/0196 FS-Case-707859108

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Planning Application Reference No.: 3/2025/0196

Address of Development: Longsight Rd, Langho

Comments: I feel that the planning for such a large development, should be refused based on an already struggling infrastructure. The traffic around Whalley, Billington, Wilpshire and Langho is at breaking point as it is. The roads are constantly in disrepair, so even more vehicles will add to the problem. They state in their application about the development being close to the rail network... Let's face it, if people already have a car, they are very unlikely to use unreliable public transport [REDACTED] [REDACTED]). The closest local amenities are Whalley, which is even more traffic going through the town (it's no longer a village due to over development). The closest doctors surgery is King St Whalley, where you already have to wait around 3 weeks for an appointment. I already [REDACTED] [REDACTED], because appointments are never available, due to over population for the area. Whalley nightlife is already at the forefront of criticism, and 300 more homes will only add to the problem, putting even more pressure on the depleted police force in the Ribble Valley.

22 APR 2025



15th April, 2025

The Planning Department,
Ribble Valley Borough Council,
Council Offices,
Church Walk,
Clitheroe. BB7 2RA

Dear Sirs,

Re: Planning Application Reference No. 3/2025/0196 – Land off Longsight Road, Langho

Further to the above planning application we would like to strongly register our objection.

This proposed housing development is too large and totally inappropriate in relation to the rest of the village.

A development of this size will overwhelm the local infrastructure which is already over stretched and won't be able to cope with an extra 300 houses. There is little employment in the area so these houses are likely to be bought from people outside our village, and after time these new families will in turn create a need for extra houses. The more houses you build the more you will need. Destroying our green and pleasant Ribble Valley.

These homes, separated by a railway track, will have little connection to the village as the only direct access is via a narrow passageway under the railway which is convenient for the pharmacy but little else. At the other end of the development, access to the only shop is via the chaotic busy Whitehalgh Lane. Langho has no doctors, dentists, pubs or café's.

More commuters, not just from this development but from various other developments in the Ribble Valley have increased pressure to the already extremely busy A59. Having to cross or join the A59, from Chapel Lane is getting increasingly difficult. It can only get worse.

Whitehalgh Lane is little more than a single track, already busy and dangerous for cars and pedestrians, and the prospect of approximately 600 extra cars using this lane, as the shortest route to the A666 could cause massive problems.

This proposed development will destroy green spaces which will surely affect local wildlife. Fields destroyed again in the Ribble Valley.

We feel that this proposed development is totally incompatible with our village and hope you reject this application and protect our village.

Yours faithfully,

A large black rectangular redaction box covering the signature and name of the sender.

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 21 April 2025 22:05
To: Planning
Subject: Planning Application Comments - 3/2025/0196 FS-Case-707763782

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Planning Application Reference No.: 3/2025/0196

Address of Development: Land off Longsight Road Langho bounded by the railway Northcote Park and Wildmans Farm.

Comments: I'd like to object to the proposed development.

- I don't believe the true volume of traffic onto the A59 has been appreciated. 300 homes with at least 2 vehicles each, plus then visitors, deliveries, and daily workers to support the properties (building, gardening, cleaning etc) will create a huge amount of extra traffic on the already congested, fast and arguably unsafe road. Bypass roads such as these are meant to have minimal and controlled joining locations. Creating another with this volume of properties to serve seems ludicrous.

- Langho has very minimal services, other than hairdressers. The residents of such a location wouldn't be walking anywhere, they'd have to do what most people in Langho do which is get in the car and drive to Whalley or Clitheroe. Thought and pressure must be exerted by the council to choose locations where amenities are available to walk to or easily expanded to support a large new value of residents.

- I can't understand the logic of providing a train station car park. Other than it "looks good" that some sort of public service is being provided by the applicant/developer. This is a quick cheap option of throwing some more tarmac down in the corner, and saying, 'look what we've given you all'. All this is going to do is attract more vehicle traffic to what is already a proposed enormous amount.

- With all the new development in the Ribble Valley area within the last few years, I'd question whether there really a need for more. What are the council's target new growth numbers? Where has the council highlighted suitable development locations in their plans? Is this one? Surely letting developers just get the easily option of building on green fields isn't the answer to a long-term vision of a nice place to live for all. There must be more suitable brownfield locations that the council holds registers for, and developers need to be pushed to put that extra effort into redeveloping them first, even if it affects their bulging back pockets.

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 20 April 2025 00:37
To: Planning
Subject: Planning Application Comments - 3/2025/0196 FS-Case-707395871

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Planning Application Reference No.: 3/2025/0196

Address of Development: N/A. Fields off the A59

Comments: Langho completely lacks the infrastructure for this many houses. One school, one shop, 6 hairdressers/beauticians (make that make sense), no pub or restaurant (you declined a recent planning application for that!), no GP, no dentist. Langho is one big road in and out, 300 houses is going to literally destroy what we know as home. The traffic alone this would bring would make this village incredibly unsafe for our children. You would need to install more crossing points on the main roads to allow safe crossing for our children as even now you have to run to be safe.

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 20 April 2025 10:28
To: Planning
Subject: Planning Application Comments - 3/2025/0196 FS-Case-707425381

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Planning Application Reference No.: 3/2025/0196

Address of Development: Land of Longshight Road Langho

Comments: The village has no infrastructure for this size of development. Schools, aren't big enough. There are not enough doctors and only one shop that also serves as the post office. There is no park or safe areas for children to play. The A59 is a death trap trying to pull out from Northcote Park onto traffic travelling at 60 mph. The noise levels are extremely high. This can only get worse with the possibility of 600 more cars.

We are losing more and more green belt areas in Langho with developers taking every possible site or field they can to build on. Langho is a quite village and we would prefer it to stay that way. There are plenty of brown belt sites and rundown areas which could be re-developed. The land which is subject to planning permission is a local wildlife area used for grazing. Rabbits, frogs, toads, birds, bats and birds of prey thrive here. Wildlife is on a massive decline with green belt areas being taken over by greedy developers wanting prime sites in the countryside.

[REDACTED]
[REDACTED]
[REDACTED]
17th April 2025

Kathryn Hughes
Ribble Valley Borough Council
Church Walk
Clitheroe
BB7 2RA

Re: Planning Application No: 3/2025/0196

We would like to object to the outline planning application (ref: above) for up to 300 residential dwellings on land off Longsight Road Langho, with objections noted below.

1. The size, scale and location of the development

POINT ONE: Developments should be ‘APPROPRIATE TO THE SCALE OF, AND IN KEEPING WITH, THE EXISTING SETTLEMENT’ and the proposed development is not

POLICY DMG2: STRATEGIC CONSIDERATIONS

10.5 . ‘DEVELOPMENT PROPOSALS IN THE PRINCIPAL SETTLEMENTS OF CLITHEROE, LONGRIDGE AND WHALLEY AND THE TIER 1 VILLAGES SHOULD CONSOLIDATE, EXPAND OR ROUND-OFF DEVELOPMENT SO THAT IT IS CLOSELY RELATED TO THE MAIN BUILT UP AREAS, ENSURING THIS IS APPROPRIATE TO THE SCALE OF, AND IN KEEPING WITH, THE EXISTING SETTLEMENT’ (P.88 Core Strategy Adopted version)

Firstly, the scale and size of this development is wholly inappropriate and unprecedented for Langho as a Tier 1 village. It represents a ~35%-50% increase in both Langho village footprint* and housing numbers.

**I note that Brockhall should be considered a separate village (see list of Tier 2 settlements on Page 28 of the Core Strategy Adopted Version) and therefore should not be considered in respect of either assessing population size and/or amenities. It is located over a mile from village of Langho – for example, the Black Bull pub (on the periphery of Brockhall Village is 1.2miles from the centre of the site).*

POINT TWO: Developments should be ‘CLOSELY RELATED TO THE MAIN BUILT UP AREAS, and the proposed development is not

POLICY DMG2: STRATEGIC CONSIDERATIONS

10.5 . ‘DEVELOPMENT PROPOSALS IN THE PRINCIPAL SETTLEMENTS OF CLITHEROE, LONGRIDGE AND WHALLEY AND THE TIER 1 VILLAGES SHOULD CONSOLIDATE, EXPAND OR ROUND-OFF DEVELOPMENT SO THAT IT IS CLOSELY RELATED TO THE MAIN BUILT UP AREAS, ENSURING THIS IS APPROPRIATE TO THE SCALE OF, AND IN KEEPING WITH, THE EXISTING SETTLEMENT’ (P.88 Core Strategy Adopted version)

The natural and manmade constraints surrounding Langho – specifically the green belt to the east, south, and west, and the Clitheroe to Rochdale railway line to the north – fundamentally restrict its capacity for significant expansion, with the boundaries of the urbanised area already defined to their extreme potential.

The location of the site and the proposed developed is intrinsically affected by the location of the railway line and its impact on **accessibility**. The railway means there is an unavoidable and very ‘real’ barrier to accessing Langho’s amenities - this in turn negates the ability to meaningfully integrate any new development with the existing settlement. Access is a major concern; especially in relation to suitable and inclusive pedestrian access, and in suitable vehicular access to the main village.

The proposed development will neither feel a part of, nor be integrated into the village owing to its geography and single limited point of access between the existing village and the new development – see future points around accessibility.

POINT THREE: Developments should ‘STRENGTHEN EXISTING TOWN AND VILLAGE CENTRES’ and the proposed development will not

POLICY DMG3: TRANSPORT AND MOBILITY

10.6.5. PROPOSALS WHICH STRENGTHEN EXISTING TOWN AND VILLAGE CENTRES WHICH OFFER A RANGE OF EVERYDAY COMMUNITY SHOPPING AND EMPLOYMENT OPPORTUNITIES BY PROTECTING AND ENHANCING THEIR VITALITY AND VIABILITY. (Core Strategy Adopted version)

The A666 is a main commuter route between Blackburn and the Ribble Valley and on commutes to and from work, people will ‘pop into’ the local shops. By not having access to the proposed development off the A666, any increased population will not benefit the local Spar/ pharmacy/ Post Office by passing in transit on their way to and from work.

If people are uncomfortable with the pedestrian access to the village, then residents of the proposed development will use their cars for errands and may choose to use other shops more accessible from the A59 (eg the Asda at Barrow Brook) rather than the shops in the local village.

2. Accessibility

POINT FOUR: Developments should be ‘ *HIGHLY ACCESSIBLE BY MEANS OTHER THAN THE PRIVATE CAR*’ and the proposed development is not

POLICY DMG2: STRATEGIC CONSIDERATIONS

10.6.3. PROPOSALS WHICH PROMOTE DEVELOPMENT WITHIN EXISTING DEVELOPED AREAS OR EXTENSIONS TO THEM AT LOCATIONS WHICH ARE HIGHLY ACCESSIBLE BY MEANS OTHER THAN THE PRIVATE CAR. (P.90 Core Strategy Adopted version)

The new development will be primarily accessed by private car owing to its separation from the main village centre, with very limited access for anyone with any type of reduced mobility (including those with young families and using prams or pushchairs).

Possible problems that come with increased car use:

- There will also likely be an increase in car use on Whitehalgh Lane as this represents the quickest and shortest route from the entrance to the proposed development to the westerly side of the village (where the Spar is) and back towards Blackburn. This road is already a dangerous rat run and does not need to see a further increase in traffic
- It is likely that Whitehalgh Lane will form the primary route of access for majority of people accessing Langho from the site (noting the relative ease of a left-hand turn from the proposed development junction onto the A59)
- Safety issues will be exacerbated by an increase in parents who do walk and will need to cross the road. The A666 is a busy commuter route and the existing zebra crossing is in the wrong location to serve the proposed new development. People, parents and other residents, who do walk will likely cross the road higher up towards St. Mary’s Langho as it is more direct.
- Some parents will inevitably park outside local schools, adding to an already severe road safety issue.

POINT FIVE: Developments should have ‘ *PROVISION MADE FOR ACCESS TO THE DEVELOPMENT BY PEDESTRIAN, CYCLISTS AND THOSE WITH REDUCED MOBILITY*’ and the proposed development does not – certainly not in respect of connectivity to Langho village

POLICY DMG3: TRANSPORT AND MOBILITY

10.6.2. THE PROVISION MADE FOR ACCESS TO THE DEVELOPMENT BY PEDESTRIAN, CYCLISTS AND THOSE WITH REDUCED MOBILITY. (Core Strategy Adopted version)

RVBC notes that ‘provision [should be] made to access development by cyclists, pedestrians and those with reduced mobility’. The existing underpass is not in good condition, with frequent flooding and water ingress resulting in large puddles. The land is very steep and the underpass very narrow - even with any potential future improvements, those who suffer from mobility issues and/or use prams, wheelchairs, or other mobility related tools, will not be able to use this

as a main route of access. It is certainly not 'highly accessible' and access will remain restricted for many people.

Parents of children may not be comfortable with access to the main village (shops and park) via an underpass that is not overlooked. Even with the inclusion of improved lighting, having to walk through an underpass as the main route to the village for shops is perhaps a worrying prospect in a marked lack of integration between the existing village and the new development.

Railway line and potential parking

Proximity to the railway line appears to be being used as a core supporting justification for this proposal, however this station only serves one train line, with trains only running on average once per hour each way between Clitheroe and Rochdale.

The potential for a car park is referenced, but there is little clarity on how this would benefit the local Langho community, or reduce car journeys by private car. 100% of the car park's users would access via vehicle from the A59 and therefore it seems fair and reasonable to suggest two points:

- People already living in Langho north of the railway line will likely walk, or park where they currently park, rather than driving all the way to a car park
- People using the car park are therefore more likely NOT be from Langho and are therefore more likely than not to continue their onward journey along the A59, and NOT travel through the village and support the local economy through use of shops and amenities.
 - If people do use the amenities, it is fair to suggest that many of these journeys would be made via Whitehalgh Lane (noting the difficulty of turning right against the traffic), further increasing traffic on an already busy road.

3. The number of houses- up to 300 is too many for the settlement

Further to the wholly inappropriate scale of the development, the number of homes is too high, and there is little demonstrable strategic need for any further homes in Langho, especially at this scale.

There is no demonstrable need within the Strategic Housing and Economic Needs Assessment Ribble Valley Borough Council, 2020.

4. Impact on existing habitats, natural environments and biodiversity

Another concern is the protection of trees and existing (and future) habitats, and how this will be protected if outline planning permission was granted -both during construction and once development is complete. Areas of concern include the further erosion and removal of existing

trees at a later planning stage, the reduction in natural railway-adjacent buffer zones providing nature corridors (and visual and acoustic screening), and the potential reduction of planned community green spaces, and the potential replacement with further housing and/or hard landscaping.

5. Concern around this being an outline planning application only – noting multiple reserved matters, future planning applications, and conditions

Another concern is the future protection of principles included within this planning application – with particular reference and concern around screening, buffer zones (and the limit of development boundaries), green space, building heights, and biodiversity protection.

POLICY DMG3: TRANSPORT AND MOBILITY

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. (P.86 Core Strategy Adopted version)

6. Infrastructure and services

Whilst the proposed site is not a playing field, nor an open park, it is fair to suggest that any development would result in a 'NET LOSS OF IMPORTANT OPEN SPACE' Other than the small playground, the site is the only open natural space locally within Langho that does not require a walk up a hill to access. Whilst, as per previous points, the site itself is not accessible, its scale provides provide important health and wellbeing benefits through visual connection to green space.

POLICY DMG1: GENERAL CONSIDERATIONS

NOT RESULT IN THE NET LOSS OF IMPORTANT OPEN SPACE, INCLUDING PUBLIC AND PRIVATE PLAYING FIELDS WITHOUT A ROBUST ASSESSMENT THAT THE SITES ARE SURPLUS TO NEED. IN ASSESSING THIS, REGARD MUST BE HAD TO THE LEVEL OF PROVISION AND STANDARD OF PUBLIC OPEN SPACE IN THE AREA, THE IMPORTANCE OF PLAYING FIELDS AND THE NEED TO PROTECT SCHOOL PLAYING FIELDS TO MEET FUTURE NEEDS. REGARD WILL ALSO BE HAD TO THE LANDSCAPE OR TOWNSCAPE OF AN AREA AND THE IMPORTANCE THE OPEN SPACE HAS ON THIS.

Other concerns around infrastructure include unknown pressure on schools, GP practices and other public services.

Conclusion

This objection urges that the proposed housing development is excessive in scale and situated in an entirely unsuitable location, directly contradicting Ribble Valley Borough Council's Core Strategy.

This application appears to lack consideration for the long-term sustainable integration of such a significant number of dwellings into the existing settlement of Langho, with little regard for accessibility.

Therefore, I urge the Ribble Valley Borough Council Planning Committee to reject this application for development off the A59.

Yours sincerely,

A solid black rectangular box redacting the signature of the author.

[REDACTED]

From: [REDACTED]
Sent: 20 April 2025 17:09
To: Planning
Cc: bparishclerk@outlook.com; Cllr Tony Austin; Cllr Steve Farmer
Subject: Outline Planning Application 3/2025/0196

 **External Email**

This email originated from outside Ribble Valley Borough Council. Do **NOT** click links or open attachments unless you recognize the sender and are sure the content within this email is safe.



19 April 2025

Kathryn Hughes

Ribble Valley Planning Department.

Reference Outline Planning application 3/2025/0196

Land off Longsight Road, Langho, bounded by the railway, Northcote Park and Wildmans Farm.

Dear Ms Hughes,

I wish to formally object to the above outline planning application on multiple grounds.

1. Langho railway station and its access route through to the village of Langho.

The applicant places a significant emphasis upon the site's closeness and access to Langho railway station as a positive attribute for its application. Planners and Councillors who know this area will be aware that the railway acts as a barrier for this development.

Access to either of the station platforms is IMPOSSIBLE for those with limited mobility due to the fact that both platforms are only accessible by steep steps. There are no ramps – and there is no space to provide them. The station is 'off limits' to those who are disabled or have limited mobility.

In addition the only direct access to the village of Langho and its facilities from the proposed development is via a very dark, often flooded and narrow underpass – which ends, on the southern exit with another set of several sets of steps – thus barring the route to those with limited mobility, carrying goods or pushing prams. Again there is no room for an alternative route.

Should Planners or Councillors agree to this development with this knowledge, surely they will be in breach of Equal Opportunities legislation as they are discriminating against those members of the public with disabilities. The developers state that the development will cater for the elderly, yet the site clearly places barriers for those who would purchase properties.

The only alternative routes for those who are disabled or have limited mobility is to use a car or to take a much further (and potentially dangerous) route via Northcote Road South or via Whitehalgh Lane. Both offer serious challenges which must not be overlooked. If the only access to the nearest essential services such as shops is via a longer and potentially dangerous route for those with limited mobility or disabled, then this, surely, is discriminatory. To walk along any new (and narrow due to Langholm's walls being close to the main trunk road) is frightening (just try it!) with very heavy traffic, including heavily-laden trucks moving at the legal speed limit of 60 mph. Even a proposed speed reduction to 40 mph would not reduce the intimidatory experience. This is followed by a walk up Northcote Road South which whilst being a cul-de-sac, still carries some traffic, has no street lighting or pavements at its northern end.

A route via Whitehalgh Lane is no less fraught with danger. The proposed developer via the Hydrok Fore Transport Assessment refers to 'A road width of approximately 6.0 metres is exhibited throughout'. This is incompatible with the truth – as anyone who travels along this winding lane will testify. The *Crashmap* data is severely limited in its time span and any local resident will attest to the multiple accidents that occur every year with damaged hedges and car bodyparts littering the hedgerows. The *Crashmap* data (again because of its limited range of data chosen) fails to record several serious and fatal crashes at its junction with the A59. Drive or walk along Whitehalgh Lane and you are faced with several blind bends and three pinch-points which require single-track usage: Midfield to the railway bridge, from the railway bridge for approximately 15 m south and the blind bend by Wildmans Farm. Currently this road is National Speed Limit of 60 mph. It carries a significant amount of traffic from the Brockhall development, farm traffic from local farms and contractors and is already a 'rat run'. There is no footpath on this road until one reaches Midfield, meaning that the bulk of the journey from the development to Langho is on the roadway with no pavement (or the space to provide one). Again, is this acceptable route for anyone, especially the young on their way to St Mary's School, or the disabled and those with limited mobility?

There is no bus service directly linking Langho village with this proposed development.

Halam's 'Overall, it is considered that there are no discernible patterns of collisions indicating a specific site-related issue that would need to be addressed to accommodate the changes in traffic flows associated with the proposed development' is a simplistic whitewash. They have no real appreciation of the locality and the very real safety-related issues that a development of this size will have on both the new residents and the existing population.

The access and egress barriers placed before the disabled and those with limited mobility moving to and from this site without vehicular transportation are insurmountable. To process and give approval for this outline application would, in my opinion, be in breach of Discrimination legislation.

2. Education provision.

The village of Langho would be faced with an increase of over 30% of housing and approximately 50% of population (using latest data available). This would place an additional and intolerable load on the two primary schools within the village. These schools are at, and close to, full capacity. Both have been recently extended. There is little or no room to extend further at either site. The walking route to St Mary's Primary School via Whitehalgh Lane is too dangerous to contemplate.

3. Health Services.

If Planners and Councillors talk to local residents, they will find that one of their biggest concerns is the provision of health services, particularly at G.P. and hospital levels. The nearest G.P. services are in Whalley which is heavily overloaded and patients have to wait for four weeks (as checked today). The local provision is so overloaded that *any* increase will severely diminish the remnants of this core service. In addition the nearest accident and emergency hospital (Blackburn Royal) regularly posts 'Red Alert' notices due to excessive demand upon its services. Local residents would welcome Halam providing a new GP provision and perhaps a new or expanded hospital. The documentation provided by Halam shies away from its responsibilities to any commitments in this area. This is unacceptable.

I strongly oppose this outline planning application on the above grounds. The railway – hailed as a positive asset by the Developer, is a barrier to its implementation. The surrounding limited routes provide no safe and secure options for its bypass.

Regards,

██████████.

Copies to:

Billington & Langho Parish Council blparishclerk@outlook.com

Councillor Anthony Austin cldr.anthony.austin@ribblevalley.gov.uk

Councillor Steve Palmer cldr.steve.farmer@ribblevalley.gov.uk

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 19 April 2025 11:18
To: Planning
Subject: Planning Application Comments - 03/2025/0196 FS-Case-707301243

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Planning Application Reference No.: 03/2025/0196

Address of Development: Longsoght rd langho

Comments: Utterly disgusting how you as a council are contemplating given permission for this abomination in our village. The narrow roads and doctors and schools have not got the capacity and you know it. I'm sick and tired of my quality of life being destroyed just because of your greed for money. There's no where green in Langho to walk as it is!! Rabbits galore run free on that filed and you should care!! The scruffy mess those other house you allowed have left that filed in a disgraceful manner but you don't care! You do your job for the local people who pay your wages and we say a resounding NO!!!

From: [REDACTED]
Sent: 21 April 2025 12:56
To: Planning
Subject: Re: Planning Application Reference No.: 3/2025/0196 - Land off Longsight Road

 **External Email**

This email originated from outside Ribble Valley Borough Council. Do **NOT** click links or open attachments unless you recognize the sender and are sure the content within this email is safe.

Dear Sirs

Planning Application Reference No.: 3/2025/0196 : Land off Longsight Road

I wish to object to the above application. My main reasons are outlined below:

- 300 homes is a massive number and completely out of proportion to the size of Langho.
- The Ribble Valley has already had more than it's fair share of new houses. I understand that there already sufficient number of potential sites in the pipeline to meet government requirements, therefore besides being unsuitable this one is not needed.
- The land is open countryside and not within the settlement boundary.
- Local amenities such as doctors, dentists and schools are already struggling and clearly cannot support this development.
- Access onto the A59 from 300 new homes would clearly add to congestion and would be dangerous.
- There is already a lack of green field space around Langho, therefore retaining this one is important. It is used extensively by dog walkers.

It is clear that local residents are united against this potential development believing that it is completely unrealistic. I trust that the Planning Committee will reject the application.

Yours faithfully

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 22 April 2025 09:21
To: Planning
Subject: Planning Application Comments - 3/2025/0196 FS-Case-707846284

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Planning Application Reference No.: 3/2025/0196

Address of Development: Land off Longsight Road Langho bounded by the railway Northcote Park and Wildmans Farm

Comments: The Ribble valley does not require any more housing developments. The roads, trains schools, GPs and pharmacies are not able to cope with the abundance of new housing as they are already at capacity. Langho is currently a quiet village on the outskirts of the Ribble valley. Increasing its infrastructure will spoil its quaintness and have a negative impact not only the village of Langho but the whole of the Ribble Valley.

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 21 April 2025 21:10
To: Planning
Subject: Planning Application Comments - 3/2025/0196 FS-Case-707745095

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Planning Application Reference No.: 3/2025/0196

Address of Development: Land off Longsight Road Langho

Comments: We want to express our concerns regarding the proposed 300 house development on the land next to the A59, next to Northcote Park. The proposal does not show any supporting services which an estate of this size would need to prevent issues in the surrounding area. Our biggest concern besides the obvious of doctors surgery, schools etc., is the volume of sewage and surface water which would result from any new development.

The current pipework which [REDACTED] out and flows down Bushburn Brook every time it rains heavily, lifting cast iron manhole lids and leaving behind a trail of human waste, sanitary towels, condoms, tampons and wet wipes in its wake.

Adding 300 houses to this system on what will inevitably be a combined sewer system will be a polluters charter, which the environment agency will be made aware of.

Putting larger pipes in would not help as the sewage plant at Elker Lane which the waste flows to has not got the capacity to cope with the extra waste and water.

All the council sees is extra income from council tax so they will brush over the impact of this, as will North West Water, seeing increased revenue from an extra 300 houses without any consideration for the consequences.

The new development has to jump through hoops to be seen to be environmentally friendly on site, but the impact further away from site is not taken into account. The development with its inevitable increased sewage will make Bushburn Brook a dead zone for wildlife and have a major impact on the river Calder that it flows to. It will also make parts of the land we farm a no go area for livestock and ourselves as it is a health risk.

Perhaps the developers would consider putting in their own treatment plant to alleviate this?

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 21 April 2025 23:27
To: Planning
Subject: Planning Application Comments - 3/2025/0196 FS-Case-707778278

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Planning Application Reference No.: 3/2025/0196

Address of Development: Land off Longsight Road Langho, bounded by the Railway, Northcote Park, and Wildmans Farm

Comments: I strongly object to this planning application.

Recent housing developments in Langho and Brockhall has put considerable demand on local facilities; and Langho and the surrounding areas do not have the infrastructure / or roads to cope with a development of this size.

Residents of Northcote Park, The Rydings & Dales, Brockhall, and the village of Langho, will be severely affected by the significant increase in traffic on the A59, which is already a very busy and dangerous road, especially at junctions.

There will be a significant loss of green space, a loss of mature trees, and potential for disruption to local wildlife and their habitats. And the development sets a precedence for future Greenfield Developments in the area.

People in Langho value the local green spaces and biodiversity, which contributes to environmental sustainability and the residents wellbeing. The development erodes these benefits; it reduces the green buffer zones; and increases air, noise, and light pollution.

The proposal puts pressure on local schools, healthcare facilities, shops, and other essential public services, without demonstrating exactly how sufficient infrastructure improvements will be made to satisfy demand.

In particular, the development represents an excessive and disproportionate use of land; resulting in a build density and scale that is incompatible with the surrounding area. Furthermore, the size of the development would significantly alter the local character of Langho as a village community.

I trust these objections will be fully considered, and the application will be rejected.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
19th April 2025

Planning Application number 3/2025/0196

Land off Longsight Road bounded by the railway, Northcote Park and Wildman's Farm.

Dear Sir/Madam

I would like to express my concerns regarding the above planning application as follows;

1. Unacceptable scale and design of the proposal in the open countryside. The proposal to build 300 houses in this location in the open countryside is not sustainable. There would be a reliance on the car for almost all journeys; social, school, shopping and work related. The narrow country lanes, such as Whitehalgh Lane, are single track in places and could not safely take the extra traffic. To also put a pedestrian access onto this road to access the village school and shops shows how far the land management company puts profit before people's safety. Whitehalgh Lane would need to be upgraded to two lanes for its entirety, including under the railway, with a dedicated footway into Langho, before you built one extra house never mind three hundred.
2. Access to the railway station needs to be upgraded for all users, including those in wheelchairs and prams before any planning applications are submitted.
3. Lack of facilities in the community – Primary schools are full, the local secondary school is too even though it has increased its intake by 20%. There are no doctors, dentists, cafes, public houses and very few amenities in Langho. There is only one shop. This was reported to the land management company, however rather than take on board the suggestions and include shops, pubs, cafes they chose to ignore these recommendations and put forward a proposal that relies on car journeys rather than putting something on site which might not be as profitable.
4. The proposed Toucan crossing on the A59 would be significantly underused and would become an unnecessary cost to RVBC to maintain in future years.

5. The proposed railway car park would be isolated and attract anti-social behaviour. It would also be unsafe to use in dark nights, particularly for lone females. This was pointed out at the tick box exercise of a public consultation, however the concerns raised were ignored.
6. I believe that RVBC has a current housing supply above the bench mark of 5 years and can demonstrate it.
7. Consistency of planning applications across the tier 1 villages also needs to be shown. The following reasons were given to a refusal for application number 3/2016/042 in Read which is also a tier 1 village. They are equally as relevant to this application today which is also outside the settlement boundary and in open countryside.

RECOMMENDATION 3/2016/042: That planning permission be REFUSED for the following reason(s):

1. The proposal, by reason of its scale and location, would lead to the creation of new residential development in the open countryside in excess of the identified residual number of dwellings proposed to be accommodated in Read and Simonstone. The proposal would cause harm to the development strategy set out in the Ribble Valley Core Strategy. As such, the proposal does not comprise sustainable development and is therefore considered to be contrary to Key Statements DS1, DS2 and H2 and Policies DMG1, DMG2 and DMH3 of the Ribble Valley Core Strategy.
2. The proposal, by reason of its scale and location, would be injurious to the setting of the AONB and would result in irreversible harm to the visual amenity of the parkland landscape that contributes significantly to the character of the village of Read and the surrounding area contrary to Policies EN2 and DME2.
3. The proposal would create a harmful precedent for the acceptable of similar unjustified proposals, which would have an adverse impact on the implementation of the planning policies of the Council, contrary to the interests of the proper planning of the area.

I also noted from the SCI part 1 the following; and I certainly hope that this is taken into account when a decision is made.

5.16 Overall, the LPA deemed the proposal to be an unacceptable form of development for the following reasons: - - - - The scale, design, and massing are not appropriate for its countryside setting, having significant visual and landscape impact, especially on low density housing development adjacent to the site. Insufficient infrastructure, including existing road infrastructure, and the implications for capacity with local amenities and services, such as doctors, dentists, and schools.

In conclusion I strongly urge the above application to be refused.

Kind Regards



Application 3/2025/0196

Objection. (2 Persons [REDACTED])
[REDACTED]

We strongly object to the above application to build 300 houses on the land adjacent to the A59 for a number of reasons.

We would first like to point out that having read the planning application documents, there are a number of untruths and contradicting claims. There is no doctor surgery in Langho, there are no Cafes or bars, there is only one shop (the Spa on Hillcrest Road) and there are no parking spaces for the railway on Olive Bank. In Hallam Planning Statement it says there is a proposal to build a car park with approximately 30 spaces but in the Framework Travel Plan it states there is a proposal for a carpark for the railway comprising of 43 spaces including five disabled and electric charging. We have no disabled access to the railway so why do we need disabled parking spaces and what is the true proposed number?

Hallam States that they want to maintain the outlook and reduce the impact on existing homeowners but then they plan to build 2.5 storey houses behind them. They will be removing a huge outdoor area which is used by dog walkers and residents who wish to enjoy the outdoor space for health and well-being. How does the building of 300 houses in this space improve the area for those local residents?

There will be a huge increase in traffic and parking for the use of the chemist, parcel collect and drop off point, hairdressers of which planners have decided we need five hairdressing establishments and beauty parlours. In addition, we have the parking associated with rail users. Although there are several spaces provided on the former Spring Mill pub, these are clearly not sufficient as parking in and around Moorland road is both dangerous and obstructive. Should the derelict Spring Mill be re-developed, loss of this parking is highly likely. Delivery vans for the chemist and parcel storage, frequently block access and visibility to the A666. Cars parking on both sides of the road including the entrance also make it a hazard to enter and exit the A666. This congestion is amplified by drivers parking half way on the pavement for a considerable distance on both sides of Moorland Road.

Hallam state that traffic calming measures will be introduced on Whitehalgh Lane. This will cause more traffic to cut through Moorland Road. Drivers from Rogersfield already use it as a cut through, many of whom ignore the 20 mph speed limit. If this building were to go ahead, then traffic calming measures should be applied to Moorland Road as well.

When scrutinising the planning documents, it would appear that most of the responsibility for this site will be left to the developer and not Hallam. What reassurances would there be that the locals will be notified when these new plans are submitted for approval? When Northcote Park was initially approved, plans showed a railway car park which was a sweetener for the locals. Originally there was permission for 18 houses, this number was increased to over 40. The car park was removed when Hallam sold the land to Pringle and existing residents were not notified of this removal.

In Statement of Community Part 2, Hallam say they are committed to providing financial contribution for improving local amenities and infrastructure. This is in addition to the 106

funding. How will this be enforced when Hallam sell the land to a developer if permission is granted?

Schools are already full to capacity. Where will additional children be educated if a housing development is approved? We are firm believers that young children should be educated in their local community to enable them to cement friendships outside school. If young children need to be transported out of the area, these friendship groups will not be nurtured. Already children from outlying areas, including Blackburn and Burnley are filling secondary school places in Ribble Valley schools.

Statement of Community Part 4 says further details regarding house type and mix will be determined at the Reserved Matters Stage. If these outline plans are passed for this development, what assurances can our RVBC Planning give the residents that the original plan submitted to the community will be adhered to and that the number will not escalate or that three storey properties will not be permitted.

On the question of sewage disposal, RVBC normally sweep the issue to one side stating that "it's a United Utilities problem." Clearly capacity for current Ribble Valley properties has been exceeded. The Ribble, valued by tourists, is receiving increased pollution. Edisford Bridge recreational & camping area is at high risk to the children paddling there. I don't believe it's acceptable for RVBC Planners to approve this and future large developments until this serious problem has been addressed and rectified by whoever is responsible.

[REDACTED]

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 21 April 2025 23:50
To: Planning
Subject: Planning Application Comments - 3/2025/0196 FS-Case-707782330

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Planning Application Reference No.: 3/2025/0196

Address of Development: Land off Longsight Road Langho bounded by the railway Northcote Park and Wildmans Farm,

Comments: SUMMARY

I wish to formally object to the proposed development named above. This application should be refused because the development would not reflect local need and it would be an unsustainable, major development in the open countryside out of the settlement boundary. It is not in keeping with Langho and the surrounding area.

My reasons for objecting to this proposal are explained in more detail below:

1. THERE IS NO DEMONSTRABLE NEED FOR THE PROPOSED DEVELOPMENT IN LANGHO

Hallam Land Management Limited (HLML) contends that the proposed development would help to meet Ribble Valley’s need for new homes. Ribble Valley has consistently exceeded its housing targets in recent years - on some occasions by considerable margins

A study by 24housing.co.uk examined building completion rates in various local authorities across the UK between 2020 and 2023 and compared them to the population of each local authority to determine the number of builds completed per 10,000 people. Ribble Valley was ranked sixth in the country with 232.6 new buildings completed per 10,000 people.

The policy of Ribble Valley Borough Council (RVBC) is to seek affordable housing provision at 30 % of units on each new development site. The examples below show how some recent new developments in Ribble Valley have incorporated affordable homes into their developments:

- At Taylor Wimpey’s Halfpenny Meadows site Clitheroe, 312 of the total 1040 units are affordable homes
- At L& Q homes Whalley Manor site, Whalley 56 of the total 188 units are affordable homes
- At Redrow’s, Calder Grange site, Billington, 10 of the total 36 units are affordable homes

These figures refute HLML’s claims that there is a housing shortfall in Ribble Valley, a lack of affordable homes and that the proposed development is an opportunity to create a “sustainable

extension" to the village, which will help to meet the borough's need for new homes.

The housing target for Ribble Valley as a whole under the new National Planning Policy Framework (NPPF) is 310 houses a year. When the standard 5% buffer is applied to ensure choice and competition in the market, this equates to 1,628 homes over the 5 year period or 325 homes per year.' (Page 37 Planning Statement) If this development were to go ahead it would mean that Langho alone – rather than Ribble Valley as a whole - was meeting almost all of the target for one year.

The applicant undermines their argument that the proposed development would help to meet Ribble Valley's need for new homes by stating in their Planning Statement that RVBC has exceeded its housing delivery targets (paragraph 5.9) and that it has a significant housing surplus of 587 houses (paragraph 5.11)

These figures reinforce the fact that there is no demonstrable need for the proposed development in Langho: it would constitute overdevelopment both in terms of Langho itself and the Ribble Valley as a whole.

2. THE SCALE AND DENSITY OF THIS MAJOR DEVELOPMENT IS EXCESSIVE AND THE LOCATION INAPPROPRIATE

The proposed development of up to 300 homes should be refused as it is excessive in terms of scale and density and it would be built on a greenfield site. Langho is a small rural village. This development would drastically alter Langho's size and character and would have a significant negative effect.

- It would increase the number of dwellings in Langho by approximately a third — a scale of growth entirely unsuited to a village of this size
- It would be completely disproportionate to Langho's existing population of 1723 (2021 Census) and could potentially increase it by at least a third assuming that at least two people would live in each house. It would also be entirely disproportionate to the current settlement pattern,
- It would overwhelm the existing infrastructure and result in unsustainable urbanisation, eroding the identity of Langho and the wider Ribble Valley.
- The scale and density of the proposed development are not in keeping with the prevailing built environment and will represent a significant visual intrusion.
- The scale of the development is also not in keeping with its classification as a Tier 1 village designated for only "a limited amount of new housing" (Housing Allocation Policy within the Ribble Valley Local Plan 2008-2028) and the severely limited capacity of its infrastructure and services.
- It would be built on open countryside adjacent to the A59 and so would be unsympathetic to the existing character of Langho and the rural approaches to the Ribble Valley.

The NPPF emphasises that planning decisions should contribute to the achievement of sustainable development and reflect the character and needs of their locality. The proposed development fails to meet these requirements.

3. THE DEVELOPMENT WOULD BE IN OPEN COUNTRYSIDE OUTSIDE SETTLEMENT BOUNDARIES

The development would not meet the requirements of key policies in RVBC's Core Strategy (2008-2028). Policy DMG2 requires development outside settlement boundaries such as the one proposed

by the applicant to be small-scale, essential, or beneficial. Development in such areas must:

- be essential for specific purposes, including residential development that meets a demonstrable local need.
- demonstrably support the local economy or social wellbeing,
- promote small-scale tourism or recreation
- Serve rural uses with evident demand, or align with the Enterprise Zone designation.

This proposal does not meet any of these criteria: It is a major development which does not meet existing housing needs and does not provide any clear evidence of the economic or social benefits it would bring.

Page 44 of the applicant's Planning Statement states that: 'it is agreed that the proposed development would conflict with Policy DMG2 insofar as it would not meet any of the criterion where development in 'Open Countryside' would be acceptable'.

Policy DMH3 prioritises protection of open countryside from visually harmful development. The proposed development by virtue of its scale, size and location would result in an unacceptable visual intrusion to the local landscape and have a significant adverse effect on the character, appearance and visual amenities of the area.

4.THE DEVELOPMENT WOULD ADVERSELY AFFECT THE RESIDENTS OF LANGHO

If the development was approved it would diminish the quality of residents' lives in many ways.

- It would put further pressure on already overstretched amenities leading to, for example: increased waiting times for GP appointments; increased competition for places in Langho's primary schools and local secondary schools; increased volumes of traffic on Langho's roads leading to congestion, delays and longer journey times
- There would be increased noise pollution during the construction work and from increased traffic and human activity during the work and after it is completed
- The development would bring substantial visual pollution e.g. Open green fields would be replaced by dense, modern housing e.g. there could be an increase in litter if litter bins were not provided
- Air quality would deteriorate due to increased vehicle emissions and the removal of open green space that helps absorb pollution
- Development on the proposed site would result in a significant, permanent loss of informally used green open space. This would represent a major loss for residents who use this space for general recreation. These fields represent a valuable community asset as access to green space is generally considered beneficial for physical and mental wellbeing. The green spaces proposed for the new development would in no way compensate for the loss of these fields.
- Alterations to the existing, heavily used Public Right of Way (PRoW) necessitated by the proposed development will make the path less attractive and safe for Langho residents and other pedestrians to use and could therefore discourage its use. This would be in direct conflict with Ribble Valley Core Strategy Policy DMB5: Footpaths and Bridleways, which aims to protect and enhance the public rights of way network. The magnitude of change is assessed as High, resulting in a Major-Moderate level of effect to current land use during all phases of the development. Effects would be direct, long term and permanent and are considered to be adverse.(Land and Visual Impact Assessment Page 21)

5. THE DEVELOPMENT WOULD HAVE A DETRIMENTAL IMPACT ON THE CHARACTER OF LANGHO

The proposed development of 300 houses on open fields would have a devastating impact on Langho's rural character. Undeveloped farmland would be lost and replaced by a residential development. This is a cause of great sadness for many Langho residents. The scale and density of the proposed development are out of keeping with the prevailing built environment and will represent a significant and visually harmful intrusion into the landscape. The applicant's Landscape and Visual Impact Assessment states that the change of land use would comprise a Major adverse effect. (Page 61)

The Design and Access Statement (Section 3.2) describes the development as "sensitive integration," However, the construction of 300 homes, some reaching 2.5 storeys (Section 4.1), would dominate the landscape. Langho would no longer be a pleasant, tranquil village. It would become more urbanised and its rural character would be lost.

6. THE DEVELOPMENT WOULD INCREASE ROAD SAFETY AND OTHER TRAFFIC RELATED CONCERNS

The A59 is an important route between the Ribble Valley and Preston and the motorway network to the west, and Clitheroe and Yorkshire to the east. It is already heavily congested especially during peak times. It would lack the width and capacity to cope with the volume of traffic generated by the addition of vehicles from 300 new households. Such an increase in traffic would adversely affect road users by exacerbating existing congestion, increasing travel times and increasing the risk of accidents. This raises serious concerns about road safety, traffic flow and air pollution.

The addition of the proposed single access point from the A59 to the development off Longsight Road and other measures proposed to facilitate access to the new development, - the addition of two bus stops and the reduction in the speed limit - will affect road safety, impede traffic flow, create bottlenecks and tailbacks and therefore increase air pollution. This raises issues contrary to Ribble Valley Core Strategy Policy ENV1: Environmental Protection and T1: Sustainable Transport and Paragraph 110 of the NPPF, which states that developments should ensure safe and suitable access for all users.

The proposed access onto the busy A59 The internal layout and external connections fail to prioritise safe and convenient access for pedestrians, cyclists, and those with reduced mobility

The applicant's Transport Assessment (TA) seems to underrepresent the severe impact this development will have on the already congested A59 e.g. the road safety issues that could arise. This is relevant to Paragraph 116 of the NPPF, which states that developments can be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety,

7. THE DEVELOPMENT DOES NOT EFFECTIVELY MEET THE REQUIREMENTS OF PARAGRAPH 117 OF THE NPPF REGARDING PEDESTRIAN AND CYCLE SAFETY AND ACCESSIBILITY

The applicant's assessment of pedestrian and cycle accessibility) seems unrealistic. Suggesting that residents will cycle to neighbouring towns - sometimes over difficult terrain - or along the congested A59 carriageway, with traffic passing at speed, demonstrates a lack of awareness of the issues cyclists may face when travelling on the roads.

The planning application proposes that pedestrian and cycle access to the proposed development will be via Whitehalgh Lane and that Whitehalgh Lane should be a “shared surface” for pedestrians, cyclists and vehicles (Transport Assessment, Section 5.1). These proposals are unsafe and impractical: Whitehalgh Lane is a narrow, unlit, winding road with limited passing places and tight corners where it is impossible to clearly see oncoming traffic and potential hazards. Traffic speed can also make driving on it hazardous. If Whitehalgh Lane became a shared surface for pedestrians, cyclists and vehicles and no modifications were made to improve safety - such as road widening and adding lighting - the road would be a safety hazard and thus directly contradict Ribble Valley Core Strategy Policy DM12: Transport Considerations, which prioritises safe, sustainable, and accessible transport options.

8. THE APPLICANT’S PLANNING APPLICATION DOES NOT ADEQUATELY ADDRESS THE NEEDS OF PEOPLE WITH DISABILITIES AND REDUCED MOBILITY IN RELATION TO ALL MODES OF TRANSPORT;

Paragraph 117(b) of the NPPF states that development must address the needs of people with disabilities and reduced mobility in relation to all modes of transport.

The lack of continuous pavements on either side of the A59 creates a dangerous, inaccessible environment for wheelchair users and those with restricted mobility potentially preventing them from accessing public transport (train or bus) independently and safely.

Whitehalgh Lane (where the pedestrian/cycle access has been placed in the proposed development) has no pavements so people with disabilities and reduced mobility are unable to access Langho easily, independently and safely.

Langho station is inaccessible to wheelchair users and people with reduced mobility.

Therefore, the applicant’s proposal fails to address the needs of people with disabilities and reduced mobility in relation to all modes of transport and to ensure accessibility for all. It does not propose methods to rectify this.

Secured, funded, and timely infrastructure improvements financed by the developer would be needed to improve accessibility so there is “all-abilities access” to the station. The priority should be making Langho station disability friendly. This may benefit other rail users too.

9. LANGHO DOES NOT FIT THE CRITERIA FOR PARAGRAPH 110 OF THE NPPF WHICH STATES THAT SIGNIFICANT DEVELOPMENT SHOULD BE FOCUSED ON LOCATIONS WHICH ARE OR CAN BE MADE SUSTAINABLE

The applicant's planning application infers that the area has excellent transport links which makes sustainable travel possible. In reality, there is no viable public transport infrastructure to meet the needs of many existing and future residents. For example:

- The hourly direct train service from Langho to Manchester can be unreliable
- There is no direct train service between Langho and Preston to ease congestion on the roads. Changing at Blackburn would increase journey times. Therefore the most likely option would be for people to travel there by car using the A59
- The hourly bus service from Clitheroe to Preston via Langho may not be sufficient or

convenient for some residents

This is likely to mean that residents will rely on travelling by car, which would not achieve the “sustainable transport” objectives of the Planning Statement, (Section 5.8) or of the NPPF (Section 9: Promoting sustainable travel)).

The applicant's proposal includes a car park for Langho train station and presents it as a community benefit. The number of spaces allocated for this car park varies throughout the application. This car park is unlikely to be needed by residents of the proposed development as they will be on the station’s doorstep. It is therefore likely to attract non-resident traffic onto the A59 given this is the only access point. This would have a detrimental impact on its existing traffic issues. The inclusion of a car park in the proposal would encourage car use and it comes across as an attempt to comply with sustainable transport policies without any bringing any real term benefits.

Policy DM12 - Transport Considerations in RVBC’s Core Strategy states that new developments should be located to minimise the need for travel and prioritise access by foot and cycle. The location of this development in Langho, with its limited amenities, will inevitably increase reliance on private vehicles for accessing everyday necessities, healthcare, education, and employment in neighbouring towns. Furthermore, the proposed pedestrian and cycle access routes, particularly via the dangerous A59 and the impractical Whitehalgh Lane, fail to provide genuine, safe, and attractive alternatives to car use.

10. LANGHO IS AN UNSUSTAINABLE LOCATION FOR DEVELOPMENT DUE TO A SIGNIFICANT LACK OF LOCAL AMENITIES

The Planning Statement (Paragraph 6.3) references “proximity to services”, However, Langho lacks the necessary infrastructure to support a major development of the proposed scale.

- Healthcare: Whilst there is a chemist in Langho there are no doctors or dentists. The development could add an additional 300+ residents to Langho which could mean that current long wait for GP appointments would be even longer. This would be detrimental both to existing and future residents of Langho
- Schools: There would be more pressure on school places, which again would affect existing and future residents of Langho The two primary schools in Langho are already oversubscribed. Local secondary schools such as Clitheroe Royal Grammar and St. Augustine’s are also oversubscribed and reject applicants on an annual basis.
- There would be increased pressure on waste management systems and water supply

Existing residents of Langho have virtually no access to everyday necessities, social interaction spaces (such as bars or restaurants), or essential services within a reasonable walking distance

Faced with a severe lack of amenities in Langho, residents (existing and future) would be forced to travel to other towns for essential services. This is most likely to be by car. This would increase traffic on the A59 and directly contravene the core principles of sustainable development and Ribble Valley Core Strategy Policy DS2: Achieving Sustainable Development,

The applicant's planning statement fails to adequately address this deficiency in amenities and state how these vital services will be supported or expanded. Without secured, funded, and timely infrastructure improvements, this development would place unsustainable pressure on already

overstretched services. Consideration would need to be given as to how developers could contribute to improving Langho's infrastructure so that it becomes a sustainable location..

11. THE DEVELOPMENT WILL HAVE A PERMANENT DETRIMENTAL IMPACT ON The WILDLIFE INHABITING THE DEVELOPMENT SITE AND ON THE ENVIRONMENT

The site proposed for development offers beautiful views of the countryside and supports a local eco system. Building on this site will have a significant, irreversible effect on the wildlife that inhabit it. Their habitats will be destroyed and the area's ecological and cultural heritage will be damaged.

The Ecological Impact Assessment (EIA) of the site was undertaken outside the optimum survey period so the list of ecological features provided 'is preliminary in nature'. It can therefore be assumed that the assessment does not represent a true reflection of the negative impact that this development will have on wildlife habitats.

The assessment did identify 'ecological features which could be affected by proposals or warrant consideration due to the legal protection afforded them'. These are listed on Page 1 of the EIA and include great crested newts. Roosting bats are also seen as an ecologically important feature at a local scale (Point 5.15 Page 25) Given that these ecological features could be affected by proposals or warrant consideration due to the legal protection afforded them it would be appropriate to wait until the further surveys scheduled for spring and early summer 2025 have been undertaken so that a comprehensive ecological impact assessment can be carried out. The surveys scheduled include a survey for breeding birds, an assessment of the impacts of proposals on roosting bats and (given that on Site ponds will be lost to the development) on great crested newts. (Page 38)

The application does not comprehensively address the loss of, or change in, biodiversity. Mitigation measures proposed to offset the destruction of a thriving ecosystem in Section 5.2 of the EIA seems inadequate. This contravenes Ribble Valley Borough Councils Core Strategy Key Statement EN3, i.e. that "New development in vulnerable areas should ensure that risks can be managed through suitable measures, including through the conservation of biodiversity, improvement of ecological networks and the provision of green infrastructure."

Biodiversity Loss. The Ecological Impact Assessment (Section 4.1) acknowledges adverse effects on bats, skylarks, and hedgerows, which are critical to local wildlife.

To achieve a net gain of 10%, subsequent approvals will require an additional 46.7 habitat units.

12. THE DECISION TO APPROVE THE BUILDING OF THE NORTHCOTE PARK DEVELOPMENT HAS NO BEARING ON WHETHER THIS PLANNING APPLICATION SHOULD BE APPROVED

HLML's attempt to gain approval for the proposed development by claiming that the approval for the Northcote Park estate has set a precedent for building on this side of the railway is unjustifiable. There is a significant difference in scale, mass and potential impact between the existing 42-home Northcote Park and the 300 dwelling development proposed by HLML.

22 APR 2025



15th April 2025

Dear Madam

Planning Application No: 3/2025/0196

Grid Ref: 37023 434438

Thank you for your letter dated 31st March 2025 regarding the above application which raises many concerns for us.

We have lived in our  & at that time we were advised that no development would be permitted on the land in question as this was protected against future development.

With the proposed 300 new homes, the village population would be increased by something in the region of 600 adults & possibly the same number of children. Subsequently this would put an extremely extreme additional demand on local schools which would undoubtedly result in increased class sizes.

As regards medical services, it is currently extremely difficult to obtain GP appointments, which in our case is the Sabden & Whalley Medical Centre, & should you wish to be seen by your regular doctor [which is recommended] you could be waiting for up to 4 weeks! This development would inevitably have a further impact on this already busy surgery.

In addition there would be an increase in vehicle numbers from the development, perhaps up to 450, which would ultimately lead to a severe increase of traffic into the village, especially via the already very busy Whitehalgh Lane which is narrow & twisting & which, in places, is only wide enough for 1 vehicle at a time to pass & has no speed restrictions.

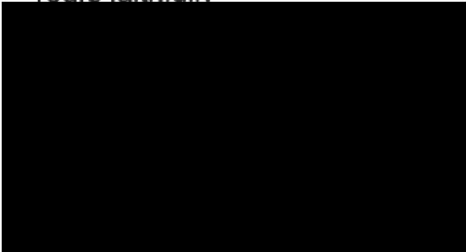
Regarding village facilities, there is a chemist, tanning studio & several hairdressers, but unfortunately there is only one small general store & combined Post Office situated on Portland Road, which because of its location & lack of parking facilities, regularly causes extreme congestion, & at times creates queues of vehicles on the main road whilst waiting to turn into Portland Road. Quite clearly this problem will only be exacerbated by any regular increase in vehicle use along with the parking arrangements outside St Mary's & St Leonard's Primary Schools at the start & end of the school day.

Contrary to the applicant's resume & the supporting evidence stating that this development would enhance the quality of life of the village, we can see no evidence of any enhancement or benefits with the proposals whatsoever!

In conclusion, we feel that the time has come for the RVBC to consider the needs of the existing residents & put them first, & therefore we raise our objections to the application until such time as a guarantee can be given that there will be no impact at all on them.

Quite clearly Developers will put forward many comments in support of their application, as they are only interested in their financial gain.

Yours faithfully



[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 21 April 2025 13:59
To: Planning
Subject: Planning Application Comments - 3/2025/0196 FS-Case-707662201

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Planning Application Reference No.: 3/2025/0196

Address of Development: Longsight Rd
Langho

Comments: I object to the development of the 300 houses.

What is the development contributing to village life? Where will the heart of the village be?

Whitehalgh Lane will become exceptionally dangerous as the volume of traffic increases.

The infrastructure is not there for this development - school places, doctors/dentists - it's already very difficult to get appointments.

Access/egress to the site is from a fast road (A59) - the huge increase in volume of traffic will make this a dangerous stretch of road.

There is no need for this development - there are houses for sale in the area already; there are plenty of other housing developments in the vicinity.

There is wildlife to be considered - the fields are home to foxes, rabbits, hares, owls, mice etc.

Habitats will be lost.

The constant development on the green belt will have an impact on flooding as water run-off increases rather than be absorbed by the ground. This puts areas downstream at higher risk of flooding in the future.

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 20 April 2025 20:57
To: Planning
Subject: Planning Application Comments - 3/2025/0196 FS-Case-707534080

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Planning Application Reference No.: 3/2025/0196

Address of Development: Land of longsight road langho bounded by railway, northcote park and wildmans farm

Comments: This planning permission should not be accepted, not only would it be allowing for no fields in the village where many people [REDACTED] take dogs on walks to daily But it is also building 300 new houses in the village when the infrastructure such as schools and doctors would not be here to support the vast increase in population.

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 19 April 2025 20:21
To: Planning
Subject: Planning Application Comments - 3/2025/0196 FS-Case-707377118

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Planning Application Reference No.: 3/2025/0196

Address of Development: Lango

Comments: This is an outstanding beauty spot, and should be reconsidered before building a housing development.