

[REDACTED]

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**From:** Contact Centre (CRM) <contact@ribblevalley.gov.uk>  
**Sent:** 22 April 2025 09:28  
**To:** Planning  
**Subject:** Planning Application Comments - Application 3/2025/0196 FS-Case-707839432

[REDACTED]

[REDACTED]

[REDACTED]

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**Planning Application Reference No.:** Application 3/2025/0196

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

**Comments:** Planning and engagement

Firstly, timing of application submittal could be considered to be calculated- especially over the easter period and bank holiday when considerable numbers of affected resident are potentially on holiday or borne down with childcare. Furthermore, the application states Rogersfield have been consulted- nothing received as of 03/04/25, furthermore diminishing the allocated consultation timeframe.

A single consultation event is nowhere near enough public engagement to promote local participation and engagement, when adding almost 33% to the total dwelling numbers in the immediate local area, akin to adding a further 7000 homes to Clitheroe town. I would not describe it as 'extensive' (SoCI report).

RV Local plan sept 2019 outlines area MM4; 10 dwellings. Nothing further for Langho and the area is not identified in SHLAA regarding Langho.

Adopted core strategy (long term spatial vision) which runs to 2028 identifies Langho as requiring 21 dwellings, with a residual figure of 18 until 2028. Recent Northcote manor/pringle homes has built 42 dwellings alone in 2023, more than double RVBC core strategy numbers. Langho had a stated 719 dwellings as outlined in the SHLAA, with an increased required of 127 over 6+ years to 909. Langho and billington is currently 1500 dwellings as of 2021 census, far beyond the outlined requirements of the core strategy, regardless of the state of its successor revision.

It would be interesting to review in detail the housing strategy to find allocation for Langho housing. The land in question is designated as EN2 – open countryside. EN2 emphasises the protection, enhancement, and restoration of the borough's landscapes, recognising their intrinsic value and importance to the character of the area.

As you will be aware, Policy EN2 focuses on maintaining the integrity of green spaces and preventing the encroachment of development into areas designated as Local Green Gaps, which are intended to keep settlements separate and protect their rural character.

**Key Elements:**

**Protection of Green Infrastructure:** The policy aims to protect and enhance existing green infrastructure, which includes Local Green Gaps, open spaces, and areas of natural beauty.

**Preventing Settlement Coalescence:** By keeping Local Green Gaps open and free from development, EN2 seeks to prevent the merging of settlements and maintain their distinct identities.

Safeguarding Rural Settings: The policy plays a crucial role in protecting the rural character of areas designated as open countryside.

RVBC should therefore seek to ensure that Open Countryside is protected from inappropriate development. In fact, the Applicants very own DAS Pt2 Pg 35 Acknowledges Public open space is severely limited in Langho, so surely open countryside (EN2 Land) is deemed to require protection even more so, and adding a further 300 dwelling, ca. 1200+ people would surely compound this. Building 300 houses at this stage, would certainly bring significant traffic impacts on immediate local networks, impact existing at-capacity schools, impact over burdened local health facilities (which require vehicles to reach I would add- which contradicts the ethos of sustainable living of the DAS), not to mention detrimental impact on views of plethora of local receptors. These alone should deem this development inappropriate

#### DAS and traffic

Transport assessment states 'Health - A doctor's surgery and pharmacy is located approximately 1km to the south of the site on Whalley Road. Clearly the consultants have not been out to site, as this is now a tanning salon, therefore any health related journeys would indeed be by car; again contradicting the completely false ethos promoted by the DAS of sustainable travel, a driver which seems to have been lynched by the DAS; the only primary reason the Applicants could find, since the Land in question borders an inaccessible train station, with only hourly services passing through with several significant Goods trains per week.

DAS Pt1 pg 18 trumpets 'Local facilities' referenced as: local schools and convenience shops! This is misleading, since there is a single SPAR shop, which would be driven to without question, and both schools are full, already operating 45 pupil intakes places per year.

Whitehalgh lane- this is the natural road to langho "services" and I use the term loosely. Currently there is no safe pedestrian access- which make this transit very dangerous- no footpath, not lit, many near-misses in vehicles, secondary gritting route- many winter crashes due to ice and off camber bends (at least 2 over turned vehicles every winter) with single width passing points. One cannot turn right onto A59 without significant delay and degree of danger. In fact, even now without the additional 600+ vehicles ( a conservative estimate based on only 2 vehicles per dwelling) there are already delays on A59 at 8am tailing back to Langho due to Ribchester traffic lights.

There are Direct impacts of views from rear elevation of my house.

DAS Pt2 Pg 35 Acknowledges Public open space is severely limited in Langho, so surely open countryside (EN2 Land) is deemed to be required even more so as outlined above.

DAS pt 2 Pg 39 'New ped access opened from Whitehalgh Lane' this is ridiculously dangerous. It is a well travelled cut-through road, connecting primary routes between Whalley road and A59, not lit, many narrowed single car width sections, no pathway, incredibly precarious in winter. Irresponsible to promote pedestrian access on this lane.

I consider that this route will undoubtedly be the primary route for all traffic exiting the development and travelling towards Blackburn, Langho schools and 'centre'. Traffic calming measures seem pointless as it is not possible to travel above 30mph due to the corners, cambers and width restrictions on this road. Whitehalgh Lane will simply become more prone to collisions between cars, pedestrians and/ or cyclists with potentially 500 cars daily. The traffic assessments states almost 50% of expected journeys will be along whitehalgh Lane, and tries to insinuate that vehicles will exit right from the development to the island and continue towards blackburn on the A666; this is a ridiculous position to hold; turning right onto A59 will incur significant delay and risk, even with a 40mph zone imposed, which we know of course doesn't actually mean it will be adhered to.

It is very evident even to a layperson that this will not be the case, and every vehicle not travelling east or west will exit LEFT, up whitehalgh lane and onwards to snodworth or A666 and beyond to blackburn/M65/M62/A56. The data also suggests no local trips will be taken, which I cannot see as a justified position in any sense. It is very clear there will be many local trips made, not only for minor purposes (e.g. post office or convenience shop) but clearly for dropping off at either local schools

both of which require driving (0.5mile walk uphill St Marys, or close to 1mile St Leonards from centre of the development) and already bring significant congestion to the local network, with numerous parking and safety issues.

It is unrealistic to assume that the number of car journeys onto A59 E or W, will not divert into Langho to undertake school drop offs, (since the development will be ca. 210 family sized, 2+ car houses), via Whitehalgh Lane; the shortest, quickest and most direct route versus exiting right onto A59, crossing 2 live traffic lanes @40+mph. once completed, it is likely most will be returning back down Whitehalgh lane to continue their journey, adding to the expected traffic flows on a bending, off-camber narrowed country lane with no walkways.

DAS Pt 2 Pg 39 : “To promote low car ownership, homes are to be built close to amenities and public transport routes to maximise pedestrian/cycle connectivity.

The Site will encourage sustainable travel by providing an enhanced safe network of off-road pedestrian and cycle links through the on-site open space, promoting healthy lives.”

Being placed on A59, the development will categorically not promote sustainable travel- these are ridiculous statements! Clearly the A59 is a significant attraction to families for onward mobility to Skipton/Leeds or to M6 network/Preston, M65 network/Manchester. Regarding train use- this is nonsense. The train service is poor, runs hourly and is very often interrupted. As a local I will 90% of the time drive to Manchester than take the 1hr10 journey by expensive (£8+ one way) train. There is no onward train link easily, quickly or cheaply east. Again, the applicant has seized upon a notion of sustainable living and travel with low-car use, which is complete nonsense, simply because the land backs onto a train line.

The transport assessment relies on the RV core strategy document, whilst the planning statement seems to contradict this as outdated.

Incidentally, as per 2021 census, 48% of households in Billington and Langho had 2, 3 or more cars in the household, and 90% had 1 or more cars, which would mean car numbers between 270 at minimum, and up to 900 at worst.

#### Ecology

There are a Significant number of bats present nightly in summer months along land adjacent to whitehalgh Lane and the railway line at Rogersfield, with small herds of deer and barn owls using the fields for foraging/hunting.



Planning Dept.  
Council Offices  
Church Walk  
Clitheroe  
BB7 2RA  
23 April 2025

**RE: Application 3/2025/0196**

Please find listed below, comments on the above planning application (300 houses):

- There are no cafes or bars in Langho
- There is no doctor's surgery
- There is no parking for train users (limited spaces on a currently disused public house)
- Car parking is a major problem in Langho as a result of the chemist; parcel collection/drop point; 5 hairdressers/beauty shops and a dearth of rail user parking
- The junction of Moorland Road and Whalley Road is already a major hazard caused by the parked cars of train, chemist and parcel drop customers. I have personally witnessed a number of collisions, one occurring only about 3 weeks ago.
- The proposal for 300 houses, to include 2.5 storey houses, will result in a significant increase in traffic
- The impact on local public services – schools, doctors, waste disposal, sewage, pollution – the list goes on

As a general observation, when planning applications of this size are submitted, many of the promises made by the applicants/developers are not adhered to once work commences. The plans are often amended after approval and the promised community contributions are scaled back or withdrawn. A recent example that comes to mind is the developer's refusal to build the A59 roundabout prior to work commencing on the Standen/Pendle Road development- lack of funds!


The approval of the holiday park on the A59 at Barrow Lodge was a poor decision – there is no pedestrian crossing/footbridge. This lack of a condition will result in a major accident anytime soon.

Too often conditions are imposed on planning applications but not enforced as per original application: the developer all too frequently resubmits with amendments: always to their own (financial) advantage.

I fully recognise the need for more housing nationally and locally but is it this type of housing where the shortage exists? Is the Ribble Valley in danger of being over-developed residentially whilst public and associated services remain static?

In conclusion I would like to state my objection to this proposed development.

Yours faithfully





**From:** [REDACTED]  
**Sent:** 21 April 2025 15:28  
**To:** Planning  
**Subject:** Re: Objection to Planning Application 3/2025/0196 – Land off Longsight...  
**Attachments:** 97D6D3A3-C47F-4F9B-802F-CFB5C836167A.MP4

 **External Email**

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FAO Kathryn Hughes

Hi, I have already uploaded this objection on the portal however the 3 photos, 1 diagram and a very short video contained within did not show. As they are key parts of my objection would you please be kind enough to reply with a simple “recieved in full” so I can rest assured knowing my full objection will be seen by all the relevant RVBC planning department officers concerned. I’m sure it will be refused (Which I trust it will as it’s absurd) but in case it should go to Appeal then the photo evidence is there to ensure Appeal planners also refuse this application as it will strengthen my case.

My email [REDACTED]

Kind regards  
[REDACTED]

Re: Objection to Planning Application 3/2025/0196 – Land off Longsight Road, Langho bounded by the railway Northcote Park and Wildmans Farm

This is a comprehensive full objection to this planning proposal made by a resident who knows intimately the immediate area and accesses the A59 himself daily. I would urge ALL PLANNERS to read this objection in its entirety as it tells some amazing statistics bringing into question the validity and honesty of much of the proposed Hallam Land reports and statements. It also demonstrates the dangerous placing of a 300 house new estate entering directly the sole A59 access point.

Objection overview

Out of character with Langho and the wider Ribble Valley, all of which represent clear conflicts with both local and national planning policies and demonstrate a fundamental lack of sustainability. It also contains woeful inaccuracies directly attributable to the proposal and seeks to deceive planners either through omissions, blatant untruths or utilises national statistics that I can prove masquerade figures contained within some reports and are totally inaccurate in our particular locality.

This proposal is submitted after all by a Land company rather than an actual builder and so is purely for profit with ultimately the plans being sold to the highest bidder.

Scale of development within Langho illustration

2023 Langho population 2261

Houses 966

(above includes Dinckley in addition not just village of Langho)

Proposed development Houses 300

Population expected circa 750 so basically a third increase. However that entire third increase in population is going to be funnelled into ONE SINGLE access point and utilise NOT ONE ADDITIONAL SERVICE!

This clearly conflicts with many Ribble Valley Core Strategies (2008-2028)

- **Key Statement DS1: Scale of Development:** The sheer scale of 300 homes is entirely disproportionate to Langho's existing population, its designated role as a Tier 1 village for limited growth, and the severely limited capacity of its infrastructure and
- **DMG1 - General Development Control:** This policy sets out several criteria that development proposals must meet.
- **Scale and Massing (10.4):** The introduction of a 300-home estate on open countryside adjacent to the A59 is entirely unsympathetic to the existing character of Langho and the rural western approaches to the Ribble Valley. The sheer scale and density of the proposed development are out of keeping with the existing built environment and will represent a significant visual intrusion.
- **Safe and Convenient Access and Movement (10.4):** As detailed in point 1, the proposed access onto the busy A59 raises serious highway safety concerns. The internal layout and external connections fail to prioritise safe and convenient access for pedestrians, cyclists, and those especially with reduced mobility.
- **Traffic Congestion (10.4):** The anticipated increase of approximately 700 plus cars on the already congested A59 will exacerbate existing traffic problems, directly contradicting this policy requirement.
- **Protection of Public Rights of Way (10.4):** While the applicant may not propose a direct obstruction, the encroachment of a large housing estate on either side of the existing Public Right of Way, with vehicular crossings, will negatively impact its amenity and discourage its use, conflicting with the spirit of this policy.
- **Adverse Effect on Amenities (10.4):** The influx of a significant population into Langho, a village with severely limited amenities, will strain existing services and negatively impact the quality of life for both new and existing residents.
- **Net Loss of Important Open Space (10.4):** The development will result in the loss of green open fields that are currently used for informal recreation by local residents, contradicting the aim to avoid the net loss of important open space and failing to consider the landscape importance of these fields.
- **Air Quality (10.4):** The significant increase in vehicle traffic will contribute to a decline in local air quality, particularly on the already busy A59.
- **Key Infrastructure (10.4):** Langho lacks the necessary infrastructure (schools, healthcare, etc.) to support a development of this scale, and the proposal fails to adequately address this deficiency.
- RVBC council meeting 17th April 2025 Public Pack agenda page 98 states Five year new House supply as of 31/03/2024 is already exceeded on both counts of Local Housing Need and Core Strategy measurements.

Train Station

The planning proposal majors on the fact numerous times within the report that Langho Train station complies with so many National Planning Policy Framework guidelines (NPPF). It therefore purports to portray Langho as a substantial excellent location to develop new homes.

This demonstrates the first omission in the proposal. Where, when there is reports for absolutely everything else detailed to the extreme (so as to confuse the layman in my opinion) is the simple

census of train traffic and existing locals usage? There is non (I wonder why?) however, as a local I carried out my own report one day and these are the results -  
Having utilised the railway myself on numerous occasions including taking my bike many times to Manchester I can report that hardly anyone uses the Clitheroe - Rochdale via Manchester train service to commute. I have caught trains from 06.31 in the morning which are hourly apart from one additional half hour at 7.02 for commuters. When I took my bike at 7.31 there was one other passenger. I then proceeded to check the volumes of  
Passengers on all the Manchester bound trains one day shortly after. The trains begin with the first at 06.31 followed by 07.02 07.31 08.31 and on those four trains there was a total of 9 passengers in the morning weekday commuter traffic. I could do this simply because [REDACTED] the station. Having just looked today at train times on the Trainline app I use, the 9.31 am is cancelled. My [REDACTED] on the same line and is often late for [REDACTED] due to cancelled trains further demonstrating why the major emphasis on train travel being a plus in this application is basically null and void. To put this into real figures 0.4% of the local population (9 people) utilised the train station for commuting that morning and with the increased proposed population up by 750 (national statistics state 2.5 per household) a further 3 people will do so. So why all the fuss over building a huge 300 house development of this nature in rural little Langho next to a train station? POINTLESS.

#### New Station Car Park

The proposed new station 43 space car park including 5 DISABLED BAYS shown on the indicative Master Plan in the proposal is nothing more than an attempt to demonstrate compliance with good planning when in reality it is not needed at all, why? because hardly anyone uses the station for commuting as detailed above. In addition, what are the 5 disabled bays for when there is NO DISABLED ACCESS TO LANGHO TRAIN STATION PLATFORMS it's only achieved via many steps rising from the ground level of a narrow uneven muddy underpass to platform height above. I also during one of my commuter frequency gathering station visits happened on a very cold frosty day. The current train station car park facility which is the front row of the disused Indian restaurant car park ( all signage clearly states this is permitted front row parking for approximately 10 vehicles) had 4 cars in it and all were covered in frost at 08.45 so NOT ONE COMMUTER had used the car park. So why is a 43 space station car park submitted on the plans and as a benefit to whom? Just a plain demonstration of a Land company putting in their proposal commuter facilities to flower their application as though it is complying majorly with NPPF revised Oct 2024 guidelines. One things for sure, the new residents won't be using this car park so it will be nothing but a folly added to promote and pass planning. Incidentally here is a photo of part of the station underpass access and steps totally flooded to wellington boot height and impassible on the 5/12/2024 enhancing further the problems of this small unmanned village station.

#### Design and access statement 2 of the proposal pages 50 and 51

This shows the car park will be provided for the langho railway station to the Southeast of the site and states that land will be safeguarded for the future improvements to the station. WHAT FUTURE IMPROVEMENTS ARE THESE THEN? Does Hallam Land hold the future of the Railway within its powers or this simply a good sounding statement to yet again obtain planning permission? I must note here, at the residents initial meeting, when I mentioned to Adam Masters (the applicant for this proposal) during discussions that the train service could not be made more frequent for the simple fact that prior to Bromley Cross the train line enters a long single track tunnel. This results in a signal box on the Bromley Cross side of the tunnel to ensure complete safety of all trains that pass

through. So to indicate or state that in future more services could be added was fatally flawed through a lack of local knowledge and for whom I would state, so there is no case for expansion at all.

Promotion of pedestrian and cycling access as a major positive in this application in the immediate and surrounding areas.

Much is made in the report on cycling and how it fits with NPPF guidelines however these points to be taken into consideration.

Langho is based at the start of a very long steep hill that many a car struggles to ascend easily but for sure only the ultra fit would ever venture to cycle up the hill, certainly never any children. Only the brave would ever attempt to cycle it and yet the planning proposal has a special pedestrian and cycle only access on Whitehalgh Lane to enable cycling in and around Langho joining up to national cycle routes. The report mentions how easy it would be to access services such as Doctors and Dentists via cycling to Rishton and Great Harwood. This would never happen as the steep terrain both ascending and descending into these two settlements is not only extremely steep but has no footpaths and is on relatively narrow de restricted roads .

Whitehalgh Lane itself is slightly steep in places and only single car width in two pinch points. There is no footpath either so either ascending into Langho or venturing down to cross the A59 is a risky ride. I would suggest too given the topography never for a child as it would be an accident waiting to happen.

In the traffic report A59 junction access majors on crossing the road safely via new pedestrian crossings for cycling however where are you going once you have crossed the A59? I'm a [REDACTED] [REDACTED] down the A59 with 40 ton articulated trucks passing me even at 40 MPH! I cycle on the footpath but even then travelling West towards the M6 the footpath gets overgrown and forces both riders (not legal to ride on footpaths) and pedestrians to go closer to the carriageway kerb in places. I'm experienced and can ride anywhere, no way is a child ever going to do this so what is all the concern on the new Whitehalgh Lane development access point all about? Simply complying with planning musts contained within the NPPF guidelines when in reality in this particular planning proposal the cycling access stated is UTTERLY USELESS to the residents and best described as another planning application folly. Whitehalgh lane is not even lit, it is steep with no footpath and plenty of severe blinds bends. I appreciate the proposal does plan to have traffic calming humps littered all the way up and down but really! You cannot speed on the Lane, it's too narrow with severe bends and two single lane carriageway pinch points. No one will utilise it for cycling I reiterate, just a planning 'plus' promotion. What it will do though is remove forever the quirks of ancient lanes in a small community. Instead it will make it out to be an 'urban rat run' full of needless and pointless unnecessary traffic calming measures.

#### MAJOR False claims for Langho amenities

I am particularly concerned that the statements and diagram contained within Design and Access statement 1 pages 18 & 19 regarding availability of "AMENITIES FOR EXISTING AND NEW RESIDENTS ALIKE" thereby core to the proposal contains totally false statements. The proposal states there are the following facilities in Langho available today

Nursery - There is none, Building has been empty for 2 years

Restaurant - behind the bus stop, there is none, it's been empty for 3 years that I know of.

Cafe - well a terraced house sandwich shop with a table and two chairs put outside on a sunny day.

A Doctors surgery - There is none (however elsewhere in a grid the proposal then states the Doctors surgery is Roe Lee surgery in Blackburn a further 4 mile car journey away).

Petrol Station - there is none, it's been abandoned and used as a car cleaning business for years now. (It's not denoted on this particular document but is on another elsewhere in this proposal)

3 overnight stay facilities - One is a holiday lodge /glamping business and the other a Michelin starred Hotel and Restaurant (hardly your average overnight stay facility at circa £500 per night DB & B

however, it is what the Ribble Valley is all about and does attract many tourists and walkers). The third, a Benevolent Police fund convalescent facility with specialist physiotherapist facilities. Elsewhere in the proposals it mentions locally there is an Asda - yes in a petrol Station via a 4 mile car journey down the A59! Not an ASDA for weekly groceries but a convenience store! conveniently not classed as such on the proposal.

My point on the above is what else is flowered up in this proposal that is not factual just to paint a rosy picture to obtain planning. Below is actual detail from the planning submission.

Design and access statement 2 SUMMARY page 60

States "The increase in population will benefit local businesses and amenities through increased footfall and spending, improving the vitality and viability of Langho's FACILITIES AND AMENITIES!

The next paragraph then states "The railway station makes Langho a highly sustainable location. The settlement should be the focus of development, in order to reduce impacts on infrastructure from car centric development in LESS SUITABLE LOCATIONS. This will accord with national sustainability and transport objectives"

My summary on the above design and access statements 1 and 2 reads - "we have made clear false and ridiculous statements about Langhos amenities and train station to make this proposal look good when in reality any RVBC planning reader (or should it go to appeal then the appeal planner in London) will now get a true picture of little Langho and this proposals focus.

Traffic report and peak volumes.

Whilst I appreciate the amount of detail that is contained within the report I find the numbers extremely low and cannot find a base car volume applied to the 300 houses. I suspect it's one car per home when in reality it will be two plus resulting in 700 cars and most likely an ADDITIONAL 1000 CAR JOURNEYS per day departing and arriving using the sole A59 access.

134 per peak AM hour leaving and 34 entering is way too low. 34 an hour entering will be nothing more than delivery vans for a 300 home site never mind all the parents returning from school runs. Of which there will be many due to lack of local schools and available free places resulting in further afield additional journeys.

(Traffic figures sourced from transport assessment part 1 and 2)

Section 9 of the NPPF sets out clear guidance on promoting sustainable transport,

Para 117 further states developments should give priority first to

Pedestrian and cycle movements both within the scheme and neighbouring areas - If the topography and access is that severe then no amount of planning compliance on the face of it is valid and the proposal must therefore be rejected. The NPPF goes on to say "these principles ensure that new developments contribute to reducing reliance on private vehicles and promote more sustainable travel choices.

Langho is not the place for this to happen. It is entirely the wrong place to safely achieve this and enhance the area and therefore this planning objection must be rejected in its entirety.

Travel Plan

This report contains details of vehicle crashes (2018-22) in the immediate vicinity of A59 traffic and makes it 5 in total when in reality on crash map information it now states (2019 - 23) 8 on the same detailed roads of Longsight Road junction with Whitehalgh Lane, Whitehalgh Lane itself and Langho roundabout plus 3 that just occurred in the last few months and a horsebox last year so 12 in total. 5 of these accidents were just prior to the unsighted dip in the A59 in the following section. So yes there is major exposure adding in all these unnecessary additional journeys. So the reality is OVER DOUBLE THE VOLUME OF ACCIDENTS compared to the submitted report for the same time period. Add into these statistics any cyclists or pedestrians that did decide to venture onto the A59 from the development and the results could be catastrophic. Further reason for total planning rejection.

The proposed traffic measures and A59 crossings.

## Development Access Junction

Why is the report building into the proposal pedestrian and cycle wider paths when YOUR OWN REPORT STATISTICS PROVE NO ONE CYCLES down the A59 (Transport assessment plan 1 & 2) What you are demonstrating is what is required in a “normal housing” area where you might build 300 houses nearby to shops and facilities including parks and leisure but you have chosen to develop in a small village with one small shop so everyone is going to drive and utilise this junction in their cars. Supermarkets are closest in Great Harwood some 4.5 miles away over a very steep hill that will not be walked to or cycled! Most other supermarkets are in Clitheroe (6.7 miles 12 - 18 min A59 car journey) which is where most residents in the locality travel to, all in their cars.

I live [REDACTED] and know the majority of my neighbours including those who do the school run daily. There are 42 homes on Northcote Park and its residents have 12 families involved in the school run which equates to 35%. On the stated TRICS modelling data the volume of AM and PM peak traffic flows to and from the development the tables states 134 departures weekday AM peak hour. In Northcote Park adjacent development the school run hour traffic flows will equate to some 14/15 departures per hour as certain families school children go to different schools in different cars. Upscale this real figure 7 fold to 300 homes and the peak traffic departure is 103! now, your tables indicate this to be 134 in total so what is happening to all the journeys for the actual work commuters when 103 (real upscale figure) departures are taken up by school runs out of 134 stated departures. There is a massive gap in these figures that multiplies then to every other traffic flow measurement in the report and brings very much into question validity and honesty of said traffic report (yet again in this proposal).

## RVBC Core Strategy states

DM12 New development should be located to minimise the need for travel by private car.

This development will increase dramatically travel along the A59 corridor and is placed in entirely the wrong area for 300 homes as everyone needs to travel by car for everything with there being such a lack of basic local facilities.

This contravenes DM12 entirely so I totally object to the planning application.

## DMG3

Priority is given to public transport ie rail bus cycle walking reduced mobility however reduced mobility is not addressed apart from being wheeled up a steep hill and even then the station has a low Narrow underpass with no lifts. No one cycles as it's dangerous or extreme ascents / descents, no one Walks to work as there is little employment within a 5 mile Radius.

Cars will be used for everything just as they already are. Proposals own figures state 84% of total journeys will be via car, take into account what I have just pointed out in inaccuracies and the total journeys by car will be above 96% in my estimation much as they are on Northcote Park itself. Factor this into all the traffic flow calculations detailed in your reports and the figures will balloon upwards causing more peak time traffic chaos on the A59.

## A59 access junction

The access point is situated near a low point of a dip in the A59, in this section of road shown below in the diagram which is taken from Transport assessment part 1 page 44/100. The purple lines indicate distance from junction visibility. In the report it states visibility either way of junction is JUST 120 metres to the brows of the road dip. In reality and as measured by residents to turning left Westwards visibility is just 87 metres to the visible road crest, beyond that approaching traffic can be unseen depending on type of car the resident is driving exiting the junction. To the right attempting to travel Eastwards, the visibility is way beyond 120 metres so yet again inaccuracies are prevalent in this planning application.

just 87 metres to the visible road crest.

Even if the speed is reduced to 40 mph how much reaction time is there for a car /truck/ motorcycle that is actually travelling at 40 mph to be passing the junction? (bear in mind this has been a derestricted speed limit road forever). 4.7 seconds is the answer, look right look left look right again and that vehicle is almost upon you. Disaster waiting to happen if this goes ahead. I would add at this point Northcote Park is the only housing development along the A59 corridor with access directly onto the A59 but building a new development 7 times the size of Northcote Park, a 300 Home Development in entirely the wrong place is simply going to create havoc, accidents and slow down yet even further travel across the lovely green Ribble Valley. The proposals access point is fundamentally flawed and dangerous as detailed and demonstrated below.

New A59 Access exact junction point photographic evidence looking Westbound

A59 Development Exit point is bounded on either side by road crests as mentioned previously which restrict safe exit view particularly when wanting to turn right joining Eastbound traffic. The photographs demonstrate clearly the closeness of the crest therefore obstructing clear long sighted oncoming traffic view for safe exiting of development. The photos are taken at There is also a video added that backs up this total disregard for road safety in placing a development of this size in this particularly dangerous place.

Photo 1 taken at normal head height clearly showing road crest

Photo 2 taken at 1 metre height demonstrating likely sports car view

Video taken at normal standing height

This makes you wonder why in the all the photos that flatter and promote the new development as locally friendly have Hallam Land have not included any photos of their proposed access / exit junction as shown above. Anyone driving a slightly low sports car like a Mazda MX 5 using this junction would have compromised vision of approaching vehicles.

Why does the proposal carry such weighting to pedestrian and cycling traffic calming with 2 proposed pelican crossings and a toucan crossing slightly further Eastwards when by the stated traffic count report there is NO CYCLISTS on the A59? The junction is so friendly in these respects so as to comply with good traffic planning however, in reality it will never be used as such for the simple reason once you have walked / cycled the enlarged junction and it's wider new 3 metre cycle / walking pavement you're then as a cyclist put straight back onto the A59 and become vulnerable to being an accident statistic. No new development resident would ever let their child cycle on the A59 so the purpose is a another folly to comply with good planning practice only.

Any resident that uses a wheelchair would not use this junction either as once crossed the A59 and again, beyond the confines of the new junction they would then have to cross back to the Southside of the A59 a short distance along with no pedestrian traffic lights to assist. It's difficult and you have to be patient to do this at times when fully able bodied due to traffic volumes. Bear in mind I [REDACTED] at this A59 crossing and know exactly what I experience.

Severely Compromised Highway Safety and Direct Conflict with National Planning Policy Framework (NPPF):

The applicant's Transport Assessment (TA) presents a dangerously inadequate evaluation of the severe impact this development will have on the already overburdened and demonstrably hazardous A59. This directly contravenes Paragraph 116 of the NPPF, which mandates refusal for developments with unacceptable highway safety implications. The proposed development is likely to generate a significant increase in vehicular traffic on the already heavily burdened A59. Based on an average of two plus vehicles per household, this could introduce an estimated 700 additional cars to the local road network. The A59 in this vicinity is already known to experience significant congestion, particularly during peak hours. This additional volume of traffic will inevitably exacerbate existing congestion, leading to increased delays, driver frustration, and a heightened risk of accidents. This traffic increase is unacceptable. Furthermore, any measures implemented to facilitate access to the new development, such as a reduction in the speed limit or the installation of traffic lights at the entrance, are likely to impede the existing flow of traffic, creating tailbacks and increasing air pollution, contrary to Ribble Valley Core Strategy Policy ENV1: Environmental Protection and T1: Sustainable Transport.

A couple of anomalies

1. Are the overhead power cables that cross the proposed development fields in a couple of directions going to be sunken? only they are shown in various photographs but not on any drawings. I couldn't find any information concerning this.
2. Who has built in the past 3 weeks the rounded turfed verge on the A59 /Whitehalgh Lane corner ? Strangely coincidental that it's exactly as the master plan drawing! It does make me wonder that whoever has instructed it thinks planning permission is a given?

Summary

This proposal by Hallam Land is built upon NPPF framework and RVBC core strategy positive guidelines however it is totally compromised by the following

1. It's in entirely the wrong place just because it's next to a train station that basically is not used by commuters and so we are planning to build a 300 house development for 12 train commuters! In addition the only report I can see Hallam Land did not undertake was a survey of train travel usage despite being asked this direct question at the November residents consultation meeting.
2. Station car park is simply not required and is there again just to comply with good planning practice. If not one commuter used the current station car park on the survey day why propose a 43 space one! Absolute useless folly.
3. A59 and surrounding road network will be severely compromised by the additional traffic and the case for further accidents in the locality greatly increased as Langho is being increased in population by a third.
4. It's next door to an existing 42 house development that also directly accesses the extremely busy A59 but its 7 times the size creating huge amounts of additional daily journeys.
5. The proposal carries many inaccuracies about Langho and it deliberately in my view falsifies claims of available amenities, this compromises very much the validity of other reports contained within.
6. Pedestrian, Cycle, Disabled access is promoted as a plus in so much as to comply with planning however the reality is very much different. This is due mainly to the immediate locality containing very steep narrow terrain in places, no footpaths on certain immediate roads and forces cyclists to use the A59 (I dread to think of the consequences of this). Even wheelchair users will need to cross back over the A59 of their own accord to access further afield if not using their cars.

7. The proposed access junction is fundamentally flawed as it is sited close to a major road crest and makes exiting the development Eastwards a very dangerous exercise.
8. What schools are the children going to as the primary schools of Langho are oversubscribed, this exacerbates school run travel more so.
9. Travel report statistics are way under estimated at peak times as demonstrated by comparison to Northcote Park school run actual figures and call into question every travel statistic thereafter.
10. The lovely approach to the Ribble Valley from the West will be changed forever and now start to look more like an urban area with so many houses built into its current open greenfield approach.
11. RVBC already has 5 years plus supply of new housing planned (figures available from RVBC planning meeting 17th April 25) so this development is not even required to meet housing needs.



[REDACTED]

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**From:** [REDACTED]  
**Sent:** 23 April 2025 17:37  
**To:** Planning  
**Subject:** Re: Objection to Planning Application 3/2025/0196 – Land off Longsight...

 **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.

Hi  
As requested photos and diagram are attached.

11:16



5 December 2024

16:17





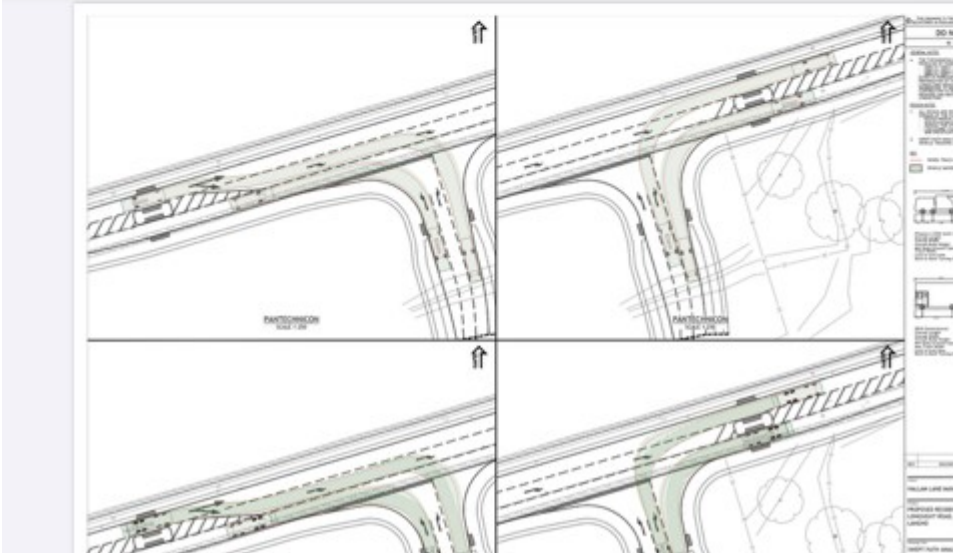
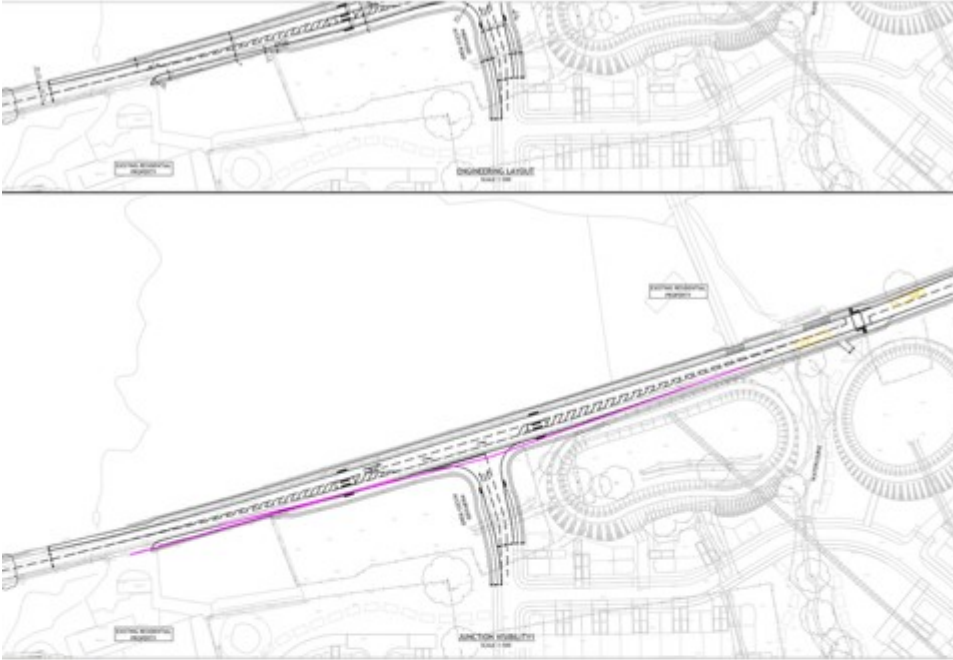


Diagram states visibility either side of junction is 120 metres (purple lines) when in actual fact to the left / approaching Eastbound traffic it's 87 metres at standing height (higher viewpoint photo) from centre of access junction and even less in the lower photo which is taken at 1 metre height as though in Mazda MX 5 sports car looking towards the point where the road crests after a hidden dip. To the right, viewing approaching Westbound traffic from the right hand road crest it's actually a much greater distance that is visible.

Top photo is for placing where flooded underpass access is mentioned.

Many thanks

