

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 11 April 2025 16:01
To: Planning
Subject: Planning Application Comments - 3/2025/0196 FS-Case-705163752

[REDACTED]

[REDACTED]

Lancashire

[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 wish to object to this planning application on the grounds that it is far too big, Langho VILLAGE has approximately 750 to 800 properties I believe. A development of this ridiculous size would be catastrophic for the residents who live here, it would make it into a small town which is not where I want to live. Assuming each household has 1 car (more likely they'll have at least 2 if not more) the congestion it would cause (not to mention the extra pollution) would be a nightmare chewing up even more of our already poor standard roads.

Where are the children in these properties going to be educated? The 2 primary schools in the village are already full and cannot expand any further.

What about all the wild life and animals that graze/live on that land? How can it NOT be green belt land when it has been farmed for generations?

This development should not get permission to go ahead. You are decimating our beautiful Ribble Valley.

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 12 April 2025 13:39
To: Planning
Subject: Planning Application Comments - 3/2025/0196 FS-Case-705329965

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Planning Application Reference No.: 3/2025/0196

Address of Development: Grid ref 370230 434438 Land off Longsight Road Langho. Lunged by the railway Northcote Park and Wildmans

Comments: Illusion not like the application to be granted for the following reasons, A59 network already extremely busy, and dangerous at busy time to access. Langho is a small village with no infrastructure to support 300 homes, GP surgery, schools.

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 12 April 2025 17:20
To: Planning
Subject: Planning Application Comments - 3/2025/0196 FS-Case-705364440

[REDACTED]

[REDACTED]

Lancashire

[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: This should not be passed due to the lack of medical and dental support, schooling, and poor road quality in an already overdeveloped land. It is farmland that provides support for the country, not just the local community, and the removal of such land will put further strain on an already struggling industry.

There are also underground streams on and around the land that pass through to link to the river Ribble. The last development that was passed and created in a very close area on the other side of the A59 has damaged the nearby land, creating marshlike qualities and making the land unusable for farming. The developers have little to no knowledge of how to create the correct foundations to drain away the excess water safely, without damaging the environment.

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 13 April 2025 08:52
To: Planning
Subject: Planning Application Comments - 3/2025/0196 FS-Case-705437306

[REDACTED]

[REDACTED]

Lancashire

[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 will be a significant loss to endangered wildlife- bats, woodpeckers, deer etc Langho has only one amenity for food- The Spar which is on my road and there are already problems entering and exiting the road with traffic and parking problems.
The field behind the station is a public footpath and many residents use this to exercise on.

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 13 April 2025 10:33
To: Planning
Subject: Planning Application Comments - 3/2025/0196 FS-Case-705454376

[REDACTED]

Address:

[REDACTED]

[REDACTED]

Planning Application Reference No.: 3/2025/0196

Address of Development: Langho

Comments: If you allow this without looking at local infrastructure such as School placement, hospitals ,shops etc. nearest supermarket would be Clitheroe you would come to the conclusion that this shouldn't go ahead. I have noticed that developers don't want to build in the inner city parts of the country only the better areas such as Whalley which has far to many new houses built. Their only good point was a train station nearby. What are the plans to make sure all the needs mentioned above are done. Profit is the main reason this development is going through no concern for the people who have to live there.

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 13 April 2025 14:35
To: Planning
Subject: Planning Application Comments - 3/2025/0196 FS-Case-705496816

[REDACTED]

[REDACTED]

Lancashire

[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: LANGHO is a small village of between 700-800 properties and the impact of an additional 300 new houses will surely have a detrimental effect on the amenities and roads. Small roads as Whitehalgh Lane couldn't possible cope with the new volume of traffic. Also the traffic impacted adjoining Longsight Road A 59 which is very congested already. No doctors surgery, school places will be affected. Just because the village has a train station doesn't mean all travel solutions will be resolved. Residents will still be using a car for their daily needs. The small businesses in LANGHO are surviving without this additional proposed population. The north west has increased housing already. The application numbers are way to excessive for this semi rural village.

From: [REDACTED]
Sent: 13 April 2025 15:06
To: Planning
Subject: 3/2025/0196

 **External Email**

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Dear Kathryn Hughes

I am writing in objection to the outline application for 300 homes in Langho. (03/2025/0196) for the following reasons..

- *serious lack of infrastructure in the village.
- *Langho does not have any doctors with the nearest medical centres already struggling with demand.
- *Langho does not have a dentist.
- *Langho's primary schools are already oversubscribed.
- *Langho does NOT have any cafes as stated in the application or public houses.
- *The number of spaces for the railway car park changes from page to page in the application.
- *The train station is NOT accessible to all users with restricted access.
- *The extra noise and pollution.
- *Extra pressure that this would create on an already extremely busy major road.
- *The loss of natural drainage.
- *Loss of habitat for local wildlife.
- *With the houses already been/being built in the local area these new houses would have a detrimental impact to the area.
- *As outlined in the Core Strategy, Langho has already provided more houses than the guided housing development stated.

It would be highly irresponsible of the Councillors to allow this application to go ahead and I hope they object..

Yours hopefully
[REDACTED]

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 13 April 2025 19:15
To: Planning
Subject: Planning Application Comments - 3/2025/0196 FS-Case-705541764

[REDACTED]

[REDACTED]

Lancashire

[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 oppose the proposed new housing development in our area. We are already facing significant strain on local infrastructure, with overcrowded schools, limited healthcare access, and insufficient public transport. Adding even more homes will only worsen the problem, putting additional pressure on services that are already struggling to meet current demand. It's time to prioritise sustainable planning and ensure that essential amenities are developed in tandem with any new housing, rather than allowing unchecked growth that negatively impacts existing residents.

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 14 April 2025 14:23
To: Planning
Subject: Planning Application Comments - 3/2025/0196 FS-Case-705813421

[REDACTED]

[REDACTED]

Lancashire

[REDACTED]

Planning Application Reference No.: 3/2025/0196

Address of Development: Land off Longsight Road, Langho

Comments: The infrastructure of Langho cannot take any more new houses. There has been several accidents on the A59 and the road is unsafe. pulling out onto the A59 is dangerous. There is no availability in local schools, dentists or doctors. How do you propose to mitigate this and look after the current local residents?

I firmly oppose this application, it's ridiculous and absurd to building any more houses in an area with a lack of infrastructure.

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 14 April 2025 15:39
To: Planning
Subject: Planning Application Comments - 3/2025/0196 FS-Case-705846108

[REDACTED]

[REDACTED]

Lancashire

[REDACTED]

Planning Application Reference No.: 3/2025/0196

Address of Development: Longsight Road, Langho

Comments: I am writing to object to the development of 300 houses in the small village of Langho. Whilst housing is needed everywhere, it is unsuitable to build such a large estate which is disproportionate to the existing size of the village. A smaller estate with more greenery, particularly on the A59 approach would be more in keeping with the local area, and to keep the size of the village sustainable.

Langho is considered a gateway to the Ribble Valley, with tourists leaving the M6 motorway greeted with their first glimpse of Pendle Hill and the fields and greenery surrounding Langho. A large housing estate by the busy A59 will ruin this forever. Large scale, suburban type housing developments risk undermining this identity, discouraging tourism and the economic benefits it brings, affecting local businesses that rely on this sector. Visitors are drawn to the area by its rural charm, which would be compromised by urban expansion on this scale.

Langho is a small semi-rural village, and the scale of the proposed development seems disproportionate to its size. According to google, there are approximately 966 households in Langho, a development of 300 houses would be increasing the size of the village by almost one third, without improving any of the amenities or infrastructure. A development of this magnitude would represent a substantial increase in population, significantly altering the character of the village, and putting undue pressure on existing infrastructure, local services, and the community's way of life, which is extremely close knit and has strong links to St Mary's church.

One of the most significant concerns is the increased traffic that would result from the development. Langho is located along the A59, a major road that already sees a high volume of traffic, particularly during peak hours. The A59 is the main route which links Langho with Preston in the West and Clitheroe/Yorkshire in the East, with the increased volume of motorists, traffic slowing as a result of entry/exit to the development and a number of new measures proposed (additional bus stops and pedestrian crossing) this route will become bottle necked and mean local residents face further delays in their daily commutes. In addition, as recently as February 2025, a serious injury was obtained following a crash on the A59 in Langho. The addition of 300 households turning on and off the A59, and so close to the other development at Northcote Park raises significant concerns about future incidents.

Whitehalgh Lane is a rural road, not designed to handle a high volume of traffic. It has stretches which can only accommodate single cars, tight bends and as a result near misses often occur. Whitehalgh Lane is already extremely busy as a shortcut from the A59 into Langho and it would be remiss not to consider the impact an additional 300 houses would have on this Lane. Residents of the proposed development are undoubtedly going to utilise Whitehalgh Lane as a shortcut to access Langho and beyond, as there are many commuters using this route to access motorways and other road links. Given the proposed increase in traffic, there is a significant safety concern. The increased traffic flow from a development of 300 homes would undoubtedly exacerbate the issues above, leading to a higher risk of collisions and endangering the lives of both residents and visitors.

Langho lacks the necessary amenities to support such a large development.

The local children's park is small and would not be big enough to host an additional 300 families. A park isn't on the plan for the housing estate which would undoubtedly cause more strain on Langho's only park.

The planning application suggests that the area has excellent transport links and people will be able to walk/cycle and use public transport. The reality, is that this is an area where the majority of people rely on a car. The train links from Langho station are unreliable; often delayed or cancelled. The proposed car park for the train station will only serve to benefit people travelling from afar, not existing or new residents of Langho who are able to walk to the train station. There are no supermarkets, doctors, dentists, secondary schools, cafes, shops (beyond the village Spar) that can be reached by foot. The local buses are not regular enough to make this a viable option for the average commuter and as such increased traffic will impact noise and air pollution, contradicting sustainable planning principles.

Local schools are facing capacity issues and healthcare services in the area are stretched thin. The proposed development offers no new provision for these services, making it difficult to see how essential care and education can be maintained. Local dentists are full, doctors have long waiting lists and schools are stretched. 300 families cannot be accommodated.

Without significant investment in local infrastructure, such as healthcare and education the project would place excessive strain on these already overstretched facilities. Additionally, the lack of essential public services will likely lead to an increased reliance on private transport, further exacerbating local traffic issues and environmental concerns.

The development would result in the loss of green space and potentially agricultural land, affecting local wildlife and biodiversity. There are also concerns regarding erosion of the green belt and increased flood risk. Overuse of the land is not in any interests, and there is no thought to use the land to keep green areas to a maximum, just a greediness to pack in as many houses as possible.

In addition to the long-term concerns regarding increased traffic, the construction phase of the proposed development will inevitably cause significant disruption to local roads. Langho's infrastructure is not designed to support the scale of a project of this magnitude, and as such, we can expect considerable delays and congestion on local roads, particularly along the A59 and Whitehalgh Lane.

During the construction phase, the movement of large vehicles, construction machinery, and delivery trucks will likely cause regular disruptions to the flow of traffic. The A59, which is already a busy road, will be particularly affected, leading to delays for residents and commuters trying to navigate through the area. This will also increase the likelihood of accidents, particularly given the narrow nature of some local roads and the risk of conflicts between construction vehicles and general traffic.

Moreover, road closures, diversions, or the presence of construction vehicles blocking lanes could exacerbate delays, further inconveniencing local residents and visitors.

The construction phase could also harm local businesses, particularly those that rely on the free flow

of traffic. Delays on local roads may deter customers from visiting, potentially affecting the viability of these businesses during the construction period.

The development highlights a need for affordable housing which is untrue since the village has a high stock of terraced housing and semi detached properties. There is also additional affordable housing on the Petre estate which has fully alleviated any gaps in need. A housing estate should be much smaller in size and be proportionate to the size of the existing village in order for new residents to have the opportunity to amalgamate into existing village life.

This proposal represents clear over development, planning should be strategic, balanced and integrated with the infrastructure, not led by speculative large scale construction without a master plan. The proposal is out of proportion, out of character and out of alignment with Langho's needs. The development does not respect the village's scale or capacity, and fails to offer the necessary infrastructure, service or environmental protections to justify it's size. For these reasons, I urge the Council to refuse the application and protect Langho from unsustainable over-development.

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 15 April 2025 12:05
To: Planning
Subject: Planning Application Comments - 3/2025/0196 FS-Case-706119436

[REDACTED]

[REDACTED]

Lancashire

[REDACTED]

Planning Application Reference No.: 3/2025/0196

Address of Development: Grid Ref: 370230 434438
Land off Longsight Road Langho bounded by the railway Northcote Park and Wildmans Farm

Comments: This is confirmation of our rejection for the development of up to 300 new high-quality homes.

We [REDACTED] [REDACTED].

Our objections are as follows:

- 1) The A59 single dual carriageway current infrastructure will not accomodate the mass of extra traffic plus all the other traffic from continuous new builds in Billington, Whalley, Barrow and Clitheroe. It is a dangerous stretch of road as it is and gets very busy. The proposed new junctions is irresponsible and will cause a terrible back log of traffic at peak times.
- 2) We have wonderful wildlife living in the small woodland area to the [REDACTED] and an array of bats. The deer and rabbits are regularly grazing in the fields behind our home
- 3) Langho Catholic primary school is full and cannot accomodate an influx of families. The surrounding streets are already congested at school times. If a proposed extension of the school was possible, this would cause even more chaos around the village and the main road through the village
- 4) The road known as Whitehalgh lane is a cut through road to the A59. In the last 4 years we have seen more and more cars using this as a cut through. The current speed limit is 60 miles an hour and that is ridiculous on a narrow country lane. This will only get worse and cause more hazzards and the noise and pollution has increased significantly since we moved to our home in 2020.
- 5) [REDACTED] stunning uninterrupted views across to Hurst Green and Longridge Fell. We payed a premium on our property to enjoy this view and we believe our property's value will be affected if the housing development goes ahead
- 6) We disagree with the proposal for more trees when there is already plenty of mature established

tree's already in situ.

7) We strongly object to the woodlands surrounding the new development of 1 million pound houses opposite Northcote Manor has been protected but the small woodland [REDACTED] is not. We are not happy that those houses have been protected to not have any properties built to the rear of them.

8) The land to [REDACTED] slopes away but there was no proposal to build on lower ground to protect the views from the existing properties along Bushburn Drive.

9) The village has no doctor, dentist, garage or supermarket express store. The existing SPAR is small and expensive. We have no public house in the village. We have loads of beauty salons but not enough shops to accommodate a further 1,000 people minimum, not forgetting all the extra vehicles in the village and on the roads.

10) Langho has been a sleepy village with lots of bungalows for predominantly the elderly. More families have moved into the village moving into the bungalows, extending them for family use.

11) We disagree that the proposal for affordable housing is not necessary in Langho based on the prices of the latest project. We have seen buyers moving in from the south and the Manchester area who generally do not require affordable housing. Why do local councils and developers not make use of unused buildings, i.e. old mills and factories etc in local towns to accommodate people that need affordable housing rather than continually eating in to beautiful countryside.

12) Hallam Land was involved with the development of the estate opposite Northcote Manor. When challenged on how and why the residents were allowed to put signs up to keep the rest of the people in the village out of their estate like "Private Property/Keep out" is disrespectful to the existing residents who have lived in the village for many years before they moved in to the village.

13) The local council need to concentrate on spending money on road infrastructure, schools, NHS facilities and better shopping facilities before even considering another housing development that they can get 300 more homes paying council tax.

14) The access road into the site is totally irresponsible and the back log of traffic during peak times from the Northcote Manor roundabout to the slip road on Whitehalgh lane will be a disaster as there is already three roads that join the A59 already, then the proposal for a traffic light system into the new proposed development is ludicrous and will cause chaos and will be a more dangerous stretch of road to what it already currently is.

15) One of [REDACTED] who has only just moved in just over twelve months ago mentioned searches didn't reveal anything relating to this new development. This seems very strange, the local council or third parties are withholding extremely necessary information to people moving into houses backing onto this land and the village in general. [REDACTED] renovating their new home and have been told if this new development goes ahead, it will almost certainly devalue their house and everyone else's backing on to this land. Not acceptable whatsoever.

Please confirm receipt of this objection.

Kind regards

[REDACTED]

Planning Application number 3/2025/0196

Grid Ref: 370230 434438

Location: Land off Longsight Road, Langho

Objections and comments regarding the planning application number 3/2025/0196

300 homes are far too many new homes to be built on that piece of land and far too many new homes for the village of Langho.

Langho does not need any more new homes. We have had a considerable number of new homes built recently to meet our contribution to the number of new homes needed to be built in the Ribble Valley to fulfil the figure set by the government.

As I write this 8 more new detached 4-bedroom houses are being built in Langho.

Recently a new extensive extension to the Petre Wood estate has been built for starter homes, growing families, downsizing, affordable homes, shared ownership homes and apartments. Therefore, the need for these types of homes has already been met in Langho. The building of these homes has already filled to the brim the capacity for primary school places for children in Langho and secondary school places in the Ribble Valley, it has filled local doctors and dentist surgeries in Whalley to capacity with more patients than they can cope with. There are no doctors' surgeries or dental practises in Langho. There are 2 primary schools which are both already fully subscribed every year. There is no nursery for pre-school children, so where are they going to go, the nearest in Billington is full. There are no secondary schools in Langho. All secondary school places available in Clitheroe and Billington are already filled every year. There is only one Spar shop which includes a post office that has very limited parking and is chaotic most times of the day, especially lunch times, school finishing times and teatimes.

Also, a new housing estate has just been built, Northcote Park, comprising of approximately 40 new houses consisting of large, detached houses, affordable homes and bungalows. Therefore, this type of housing need has also been addressed in Langho. This again has contributed to filling local school places, doctors and dentist practises in the area to maximum capacity.

The reality is there needs to be a new primary school, secondary school, doctors practice and dentist practise, another supermarket to be built for there to be anything like the infrastructure to support 300 new homes in Langho.

The fields you are proposing to build on are abundant with wildlife, they are home to rabbits, field mice, a run through for deer, and a stop off for pheasants and heron. The fields at present are being used for horse grazing and the trees are full of nesting crows and magpies. The fields are well used by walkers helping with their mental and physical health and wellbeing. By building 300 homes on these fields, you will be contributing to many of Langho parishioners feeling very depressed and very stressed. You will be contributing to the increase of climate change not helping to decrease climate change as the homes will create the use of much more electricity, gas and water. All the extra cars will see an increase to car omission in Langho, leading to the decline in the air quality.

The entrance you propose to use for entering and leaving the site is to near the junction of the A59 (Longsight Road) and Whitehalgh Lane. This junction is already dangerous with several accidents happening every year, building the entrance to the housing estate there will make it even more dangerous. The A59 has a speed limit of 60mph, too fast for between 300 and 600

cars trying to pull out of the estate. The A59 is an extremely busy road and cannot cope with any more cars. The main road, the A666, which goes through the centre of Langho is extremely busy and is already gridlocked at peak times. This road cannot cope with any more cars.

All the other roads leading in and out of Langho are used as rat runs to avoid using the main road the A666 that runs through the village because the main road is so busy and as noted above it is gridlocked at peak times, the morning and evening commute to work, school start and finishing times and lunchtimes. The other roads are Whitehalgh Lane, York Lane, Snodworth Road and Whinney Lane. These are all small narrow country lanes and were built for farmers to use not for car after car. They already have far too many vehicles using them, due to the heavy traffic they need constant repair, they constantly break up creating large potholes, as soon as the potholes are filled in new ones appear, and within a few weeks the original potholes just re-emerge.

Langho's roads cannot cope with the extra number of cars 300 new homes would bring.

To sum up Langho does not have the infrastructure and roads needed to support over 300 new residents.



[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 15 April 2025 22:33
To: Planning
Subject: Planning Application Comments - 3/2025/0196 FS-Case-706332327

[REDACTED]

[REDACTED]

Lancashire

[REDACTED]

Planning Application Reference No.: 3/2025/0196

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

Comments: I am writing to formally object in the strongest possible terms to the proposed development on the land off Longsight Road, Langho, bounded by the railway, Northcote Park, and Wildmans Farm (Planning Application Reference: 3/2025/0196). As set out in more detail below, this application should be refused due to its significant negative impacts on highway safety, the local environment, existing infrastructure, and the character of 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.

1. 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 vehicles per household, this could introduce an estimated 600 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.

The existing accident record on this stretch of the A59, which features a treacherous dip and rise creating blind spots, has seen multiple incidents in recent months, yet the applicant's data significantly underrepresents this reality given it states that only 3 accidents occurred on this stretch of the A59 in the 5-year period from 2018-2023. In just the last couple of months (6 February 2025 and 8 April 2025) there have been 2 significant road traffic accidents resulting in severe injuries. The

proposed single access point for approximately 600 additional vehicles from 300 homes onto this busy national speed limit road is an accident waiting to happen, particularly during peak hours.

Furthermore, the applicant's assessment of pedestrian and cycle accessibility (required by Paragraph 117 of the NPPF) is wholly unrealistic. Suggesting that residents will cycle to Rishton and Great Harwood ignores the extremely steep terrain and the narrow, derestricted roads lacking footpaths, making such journeys perilous, especially for children and less experienced cyclists. Similarly, expecting cyclists to use the A59 carriageway, with 40-ton trucks passing at speed, is equally absurd and demonstrates a complete disregard for cyclist safety. The proposed pedestrian and cycle access via Whitehalgh Lane is equally flawed. This narrow, twisty, unlit lane with no pavements and steep sections is unsuitable and unsafe for pedestrians and cyclists, especially children and those with reduced mobility, directly contradicting Ribble Valley Core Strategy Policy DM12: Transport Considerations, which prioritises safe, sustainable, and accessible transport options.

Paragraph 117(b) of the NPPF also requires that development addresses the needs of people with disabilities and reduced mobility in relation to ALL modes of transport. The current pedestrian infrastructure along the A59 in this location is woefully inadequate for people with disabilities. Pavements are not continuous on either side of the carriageway, requiring multiple crossings of the A59. This creates a dangerous and inaccessible environment for wheelchair users and those with other mobility impairments, effectively preventing them from accessing public transport (train or bus) independently and safely. In addition, there is no lift at Langho train station (with a narrow stairway the only option to exit the station from the proposed development) and it isn't possible to install one given the small parcel of land at the station. Further, as Whitehalgh Lane (where the proposed pedestrian/cycle access has been placed in the proposed development) has no pavements there is no method for people with disabilities and reduced mobility to possibly access Langho (and its limited amenities) or indeed to leave the proposed development at all. Therefore, the proposed development fails to meet the requirements of the NPPF in terms of accessibility for all.

2. Misrepresentation of Local Amenities and Affordable Housing Numbers and Unrealistic Accessibility Proposals:

The applicant's Planning Statement is riddled with demonstrable factual errors and misleading claims designed to falsely portray the site as sustainably located. The "ASDA" cited in neighbouring Barrow is a tiny convenience store within a petrol station, not a viable alternative for regular shopping needs and only accessed by the A59. The referenced restaurant in Langho (section 3.1 of the Site Assessment within the Design and Access Statement), located behind the bus stop, has been closed and non-operational for approximately three years. The referenced nursery has been vacant for approximately two years and the referenced petrol station has been closed for at least three years (section 3.1 of the Site Assessment within the Design and Access Statement). The children's play area, stated to be 20 meters away from the site boundary (2.13 in the Planning Statement), is rendered inaccessible by a railway line, requiring a significant detour. The assertion of no dedicated train station car park (2.16 in the Planning Statement) is patently false, as parking exists at the adjacent closed restaurant. The 10-minute walking distance circle in the Design and Access Statement of the application is a deceptive tool that ignores the impassable railway line separating the site from the few genuine amenities. These inaccuracies reveal a fundamental lack of due diligence and appear to be an attempt to mislead the planning authority.

Section 7.53 of the applicant's Planning Statement fails to reference two large developments currently under construction within a couple of miles of the proposed development (Billington Redrow (38 homes) and Whalley Manor Park (188 homes)) when calculating required affordable

housing volumes. As such, this data should be discounted as it is factually incorrect and vastly overestimates the current requirement for affordable homes in the area. In addition, these other two developments will further impact the already oversubscribed local schools which casts serious doubt over the validity of the LLC Schools Planning Team letter. Further, the letter itself acknowledges that it only has data up to 2022 and therefore cannot be considered credible.

As noted above, the applicant also proposes direct pedestrian and cycle access from the development to Whitehalgh Lane. This suggestion is entirely unrealistic and demonstrates a fundamental misunderstanding of the local topography and the safety of Whitehalgh Lane. Whitehalgh Lane is a narrow, twisty, unlit road with no pavements for the majority of its length. To suggest that pedestrians and cyclists, including families with children, would regularly use this route to access the A59 is both dangerous and illogical. The idea that cyclists would navigate the steep decline of Whitehalgh Lane only to then face the perilous crossing of the busy A59 is equally improbable. This proposed access point is clearly an attempt to superficially comply with good planning application practice regarding pedestrian and cycle access, but in reality, it will never be a viable or safe option for residents.

Furthermore, it is highly unlikely that dog walkers would utilise Whitehalgh Lane as a pedestrian access route due to its narrowness, lack of lighting and pavements, and the inherent safety risks associated with walking along such a road, particularly in the dark or during periods of low visibility.

3. Fundamentally Unsustainable Location Due to a Severe Lack of Local Amenities:

The village of Langho offers a woefully inadequate range of amenities to support a development of this scale. The sole food outlet is a small sandwich shop without seating, and the only retail is a small convenience store located at the opposite end of the town. The absence of bars, restaurants, a doctor's surgery, and the overcapacity of local schools highlight the unsustainable location of a 300-home development, which will force residents to travel using private vehicles to other towns for essential services, increasing traffic on the A59 and directly contravening the core principles of sustainable development and Ribble Valley Core Strategy Policy DS2: Achieving Sustainable Development, which mandates locating development in areas with sufficient infrastructure and services. The applicant's claim of "3 overnight stay facilities" in section 3.1 of the Site Assessment within the Design and Access Statement is also misleading, with one being a holiday lodge/camping business, another the Michelin-starred Northcote hotel (hardly a typical overnight stay option for most), and the third a private police convalescent facility inaccessible to the public.

Contrary to the principles of creating walkable neighbourhoods and reducing reliance on private vehicles, future residents of this development will have virtually no access to everyday necessities, social interaction spaces (such as bars or restaurants), or essential services within a reasonable walking distance.

4. Devastating Impact on a Valued Public Right of Way and Loss of Vital Green Space:

The proposed development will severely harm the existing and heavily used Public Right of Way (PRoW) that provides a crucial recreational amenity and a green link for the community, directly conflicting with Ribble Valley Core Strategy Policy DMB5: Footpaths and Bridleways, which requires the protection and enhancement of this network. This PRoW is a vital amenity for many existing residents of Langho, providing a safe and accessible route for leisure activities, dog walking, and enjoying the local countryside. Its importance is amplified by the fact that it represents one of the few accessible green areas within the town, offering a valuable green corridor connecting Langho with neighbouring areas. The presence of housing on either side will inevitably lead to increased vehicular

crossings, making it less attractive and safe for pedestrians and discouraging its use.

The applicant's claim to "retain its green character" while bisecting it with numerous vehicular access points is ludicrous. Furthermore, the loss of the open green fields represents a significant loss of important open space and will negatively impact the landscape, contrary to DMG1, which aims to prevent such losses.

5. The Illogical and Counterproductive Train Station Car Park:

The proposal includes a 30-space car park for Langho train station, a facility that already has underutilised informal parking (which, as noted above, exists at the adjacent closed restaurant) and serves a train line with frequent cancellations. This car park is clearly not needed by future residents of the proposed development and is likely to attract non-resident traffic onto the already congested A59 given this is the only access point, further exacerbating traffic issues. It is a transparent attempt to superficially align with sustainable transport policies without any genuine benefit.

6. Conflict with Multiple Ribble Valley Core Strategy Policies:

The proposed development demonstrably conflicts with multiple key policies within the Ribble Valley Core Strategy (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 services.
- DMG1 - General Development Control: This overarching policy sets out several criteria that development proposals must meet:
 - o 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 approaches to the Ribble Valley. The sheer scale and density of the proposed development are out of keeping with the prevailing built environment and will represent a significant visual intrusion.
 - o 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 with reduced mobility.
 - o Traffic Congestion (10.4): The anticipated increase of approximately 600 additional vehicles on the already congested A59 will exacerbate existing traffic problems, directly contradicting this policy requirement.
 - o 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.
 - o 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.

o 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.

o 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.

o 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.

- DMG2 - Landscape and Townscape (10.5): This policy aims to protect and enhance the landscape character of the Ribble Valley, recognising its rural and attractive nature. The proposed development of 300 houses on open fields at a key gateway to the Ribble Valley from the M6 will represent a significant and visually harmful intrusion into the landscape, entirely out of character with the surrounding area. The scale and massing are inappropriate for this rural setting.

- DME5 - Amenity (10.16): This policy seeks to protect the amenity of existing and future residents. Placing a large number of households in a location with such limited local amenities, forcing a reliance on car travel and potentially leading to social isolation, will negatively impact the quality of life and amenity of future residents. The increased traffic, noise, and potential air pollution will also negatively affect the amenity of existing residents. The proposal to build an unnecessary train station car park, ostensibly to encourage sustainable transport but with no realistic prospect of significant use, further demonstrates a lack of consideration for genuine amenity needs.

- DME6 - Managing Flood Risk (10.17): Local knowledge indicates that the development site is prone to surface water accumulation during heavy rainfall. The proposal fails to adequately address how increased surface water runoff from the extensive new built environment will be managed and mitigated, potentially increasing flood risk in the surrounding area.

- DMH3 - Housing in the Open Countryside (10.20): The proposals map clearly defines the development site as "open countryside." This policy restricts development in such areas to that which is essential for specific purposes, including residential development that meets a demonstrable local need. A development of 300 houses, far exceeding any identified local need within Langho, clearly contravenes this policy. Furthermore, the policy prioritises the protection of open countryside from visually harmful development, which this proposal undoubtedly represents.

- DMB4: Open Space, Sports and Recreational Facilities (10.26): The loss of informally used open space (i.e. the existing open fields) for recreation (regularly used by local residents for dog walking and informal recreation, representing a valuable community asset) contravenes the aim to prevent the net loss of such areas.

- DMB5 - Public Rights of Way (10.27): This policy aims to protect and enhance the public rights of way network. The proposed development, by building on either side of a heavily used Public Right of Way that provides a vital link to open land, will negatively impact its amenity, potentially leading to increased vehicular crossings and a less enjoyable experience for users.

- DM12 - Transport Considerations: This policy mandates that new developments should be located to minimise the need for travel and prioritise access by foot and cycle. As detailed extensively above, 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. The applicant's unrealistic portrayal of cycling accessibility further underscores this conflict.

Finally, it is crucial to reiterate that Langho is identified as a "Tier 1 Village" within the Core Strategy, designated for only "a limited amount of new housing" in the Housing Allocation Policy within the Ribble Valley Local Plan 2008-2028. A proposal for 300 houses far exceeds this strategic allocation and undermines the settlement hierarchy established within the Core Strategy.

This analysis clearly demonstrates that the proposed development is in direct conflict with numerous key policies within the Ribble Valley Core Strategy, highlighting its unsustainable nature and the significant harm it will cause to the local environment and community.

7. No Justification Based on Housing Need as per the Council's Own Local Plan:

The Ribble Valley Local Plan 2008-2028 clearly states that the Council can already meet its housing targets through allocated sites. This proposed development is not one of these allocations, rendering it entirely unnecessary and undermining the Council's strategic planning framework.

8. Fundamental Failure to Promote Sustainability and Address Climate Change (Core Strategy Section 3.19):

The inherent car-dependent nature of this development, the loss of carbon-sequestering green space, and the lack of commitment to sustainable design principles directly contradict the Council's strategic objectives for sustainability and climate change mitigation.

9. Negative Impact on Sympathetic Tourism (Core Strategy Section 3.17):

The proposed development also fails to align with the principles of sympathetic tourism outlined in Section 3.17. This section recognises the importance of tourism to the local economy and emphasises the need to protect and enhance the area's attractions.

The existing Public Right of Way that traverses one of the fields within the proposed development site is actively used as part of organised walks for tourists staying at the renowned Northcote hotel, a significant contributor to the local tourism sector. These walks allow visitors to experience the Ribble Valley's landscape and enjoy its network of footpaths.

The proposed development, by building on the very fields through which this Public Right of Way runs and potentially altering or detracting from its rural character and the surrounding views, will negatively impact this established tourism activity. The presence of a large housing estate in place of open fields will undoubtedly diminish the appeal of this walking route for tourists.

This disruption to established tourism activities, directly linked to a key local business, is contrary to the Council's policy on sympathetic tourism. By detracting from the area's natural beauty and the enjoyment of its public footpaths, the development risks reducing the attractiveness of the Ribble Valley to tourists, potentially harming the local economy. The loss of this walking route as a tourism asset has not been adequately addressed in the application and represents a further negative impact that warrants refusal.

10. Severe Threat to Local Biodiversity and Protected Woodlands (Core Strategy Section 4.1 and Key

Statement EN4, DME1):

The presence of protected bat populations on the site necessitates a thorough ecological assessment, which appears to be lacking. Furthermore, including Green Nook Wood (protected by a Blanket Tree Preservation Order) as an amenity for the development will inevitably lead to increased foot traffic from the new residents, damaging its delicate ecosystem and potentially breaching the TPO, directly contravening the Council's commitment to protect trees and woodlands and conserve biodiversity. This Wood is currently on private land with no public access and has been deemed by the applicant's Biodiversity Net Gain Strategy to be in poor condition. Whilst the proposed development is not building on the Wood, it will be utilised by the residents of the new estate for leisure activities (including dog walking) which will clearly negatively impact its condition further.

11. Gross Non-Compliance with Emerging Local Plan and National Design Guidance:

The proposal fails to create a well-designed place according to the National Design Guidance, exhibiting significant shortcomings in terms of Context (harming the surroundings), Movement (creating unsustainable and unsafe access), and Public Places (offering limited and inaccessible options). Replacing green fields with a dense housing estate does not enhance the surroundings. The limited and potentially dangerous access raises concerns about movement. The lack of accessible public spaces outside the development is also a significant concern.

12. Concealment of a Significant Infrastructure Constraint:

The applicant's Design and Access Statement omits the presence of multiple potentially vulnerable water drains crossing the site which serve multiple existing properties on the other side of the A59, the existence of which has been confirmed by United Utilities, raising serious concerns about their site assessment and the potential for disruption.

13. Illogical and Misleading Comparisons to Northcote Park:

Any attempt to justify this 300-home development by comparing it to the existing 42-home Northcote Park is fundamentally flawed due to the significant difference in scale and potential impact.

Finally, the applicant's own admission in paragraph 5.9 of their Planning Statement confirms that Ribble Valley Borough Council is already meeting its housing delivery targets, and paragraph 5.11 acknowledges a significant housing surplus. Their subsequent condescending criticism of the Council's planning efforts is both unwarranted and irrelevant. The demonstrable lack of need for this development, coupled with its overwhelming negative impacts and clear policy conflicts, provides an irrefutable basis for its outright refusal.

Conclusion:

For all the reasons outlined above, the proposed development is unsustainable, poorly planned, and will have a significant detrimental impact on highway safety, local amenities, the character of the area, and the quality of life for existing and future residents. It is in direct conflict with numerous local and national planning policies. I, therefore, urge the Ribble Valley Borough Council to refuse this application.