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Your ref: 3/2025/0889
Our ref: 3/2025/0889/LCCHET
Date: 26th November 2025

Fao Stephen Kilmartin

Dear Ms Hopkins,

Planning Application: 3/2025/0889. Erection of a part single-storey and part two-storey dwelling of exceptional design quality (NPPF 84e) with associated landscaping, habitat restoration, change of use of land to residential curtilage and access from higher Road, together with the creation of a small visitor car park for members of the public to view the remains of the Roman road to be preserved within the site.(resubmission of application 3/2025/0095) . Land at Higher Road Longridge PR3 2YX

Thank you for your consultation on this planning application.

We commented on the previous version of this application and the general tenor of our comments then apply to the revised application.

It is known that the Roman road, known as "Margary 7c" (after Ivan Margary who plotted and published details of the routes of many Roman Roads in the UK) which ran from the Roman fort and settlement at Ribchester to Burrow in Lonsdale where another fort was sited. The road survives as earthworks along parts of its route, including across the site of the proposed development (other stretches form the basis of modern roads and tracks).

Archaeological investigations during the installation of a water pipe on the site some years ago confirmed the survival of structural remains of the Roman road.

The watching brief held on the pipe works confirms the conclusions of a Desk Based Assessment (DBA) which supports the applications, that the site is crossed by the Roman road and that remains of the road will survive there, also confirming Lidar aerial surveys that show a linear feature crossing the site on the line of the Roman road. The DBA also provides an extract from the 1812 Enclosure Plan (Plate 3) and 1838 Ribchester Tithe Apportionment Plan (Plate 4) which indicate that the proposed

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development site was unenclosed before 1812 before being laid out as farmland, no doubt helping with the preservation of the Roman road. No traces of any Roman roadside development or other early activity were detected by the 2012 watching brief works, although it should be noted that the pipe trench was extremely limited in width, and thus difficult to monitor. The only significant open area stripped as part of the project measured only 5m by 3m, which did not include the complete width of the Roman road.

We note the care that has been taken to avoid placing the proposed new dwelling on the line of the Roman road, as well as the possible roadside quarry identified to the west of the road, although we also note that the revised landscape plan includes a ha-ha, a type of ditch with a vertical wall on the "inside" and a sloping face on the "outside" to provide a stockproof barrier between the domestic garden area and the more agricultural and rewilded area of the site. The excavations required for this will inevitably damage the Roman road on the route of the ha-ha. As stated in of the DBA the only known remains that would be impacted by the present plans are post medieval trackways and possible ridge and furrow, although there is still a potential for as-yet unknown buried remains to be affected. There is no indication that any such remains would be of national importance and thus merit preservation at the expense of development, but precautionary archaeological works will still be necessary. We would agree with the DBA (section 5.2) however that these can be required by a planning condition rather than some or all being undertaken prior to determination. We would recommend that these include (i) the erection of a physical barrier on the site to protect the line of the Roman road in the form of well-anchored Herras fencing, chestnut paling or similar, to prohibit access and accidental rutting or damage to the remains of the road; and (ii) a programme of 'strip, map and record' works within (a) the house plot, and (b) any site compounds, bunds, material stores, temporary parking areas, etc., required for the works and (iii) a formal excavation of the section of Roman road affected by the ha-ha. Service runs, including any diversion of existing services, should avoid the fenced-off area of the Roman road, but if this cannot be avoided then these should also be subject to the 'strip, map and record' scheme. The depth of stripping should be sufficient to allow the construction works to proceed or to a depth which shows that no buried remains exist, whichever is the shallower.

Landscape or agricultural works to restore the surrounding hay meadows or 'restore/rewild' the landscape in the immediate vicinity of the Roman road should not include anything that would potentially damage the remains of the road. The planting of trees, shrubs etc. should avoid the identified road corridor and not allow or encourage root spread into or 'scrubbing up' of the road corridor. Any proposed planting of wildflower species should be by seeding or the use of small plant plugs with minimal intrusion into the ground in the area of the Roman road.

The following wording for a planning condition is suggested:

Condition: No excavation or ground disturbance works on the application site, including any required for clearance/demolition, site preparation, compounds, services, landscaping, etc. shall take place until the applicant, or their agent or successors in title, has secured the implementation of a programme of archaeological works, to the standards and guidance set out by the Chartered Institute for



Archaeologists as an integral part of the groundworks required for the development. The works should include:

- (i) An appropriate method of fencing off and protecting the Roman road corridor; and
- (ii) A programme of 'strip, map and record' across the house plot, any site compounds, bunds, material stores, temporary parking areas, etc., required for the works.
- (iii) A formal excavation of the section of Roman road affected by the ha-ha.
- (iv) Service runs, including any diversion of existing services, should avoid the fenced-off area of the Roman road, but if this cannot be avoided then these should also be subject to the 'strip, map and record' scheme.

These works must be carried out by an appropriately qualified and experienced professional archaeological contractor and in accordance with a written scheme of investigation, which shall first have been submitted to and agreed in writing by the Local Planning Authority and shall include a contingency plan for the unexpected discovery of complex, extensive or particularly significant remains. The work shall result in the compilation of a formal report on the works undertaken and the results obtained and include the deposition of a copy of the report with the Historic Environment Record. The development shall be carried out in accordance with the agreed details.

Reason: To ensure and safeguard the recording and inspection of matters of archaeological/historical importance associated with the buildings/site.

Note: Relevant archaeological standards and lists of potential contractors can be found on the ClfA web pages: <http://www.archaeologists.net> and the BAJR Directory: <http://www.bajr.org/whoseWho/>.

The council may wish to consider including a condition requiring a time limit (such as prior to first occupation) for the provision of the report on the recording works.

This is in accordance with National Planning Policy (MoHCLG 2024) paragraph 218: *"Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible [Copies of evidence should be deposited with the relevant historic environment record, and any archives with a local museum or other public depository]"*.

Please note that the above comments have been made without the benefit of a site visit.

Yours sincerely

Peter McCrone

Planning Officer
Historic Environment Team

