

[REDACTED]

From: [REDACTED]
Sent: 27 August 2026 16:22
To: [REDACTED]
Subject: URGENT: Planning Committee tonight – formal objection to permanent access via Ingleton Crescent, application 3/2025/0997

⚠ External Email

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Dear [REDACTED],

I am contacting you urgently regarding planning application 3/2025/0997, which I have only just learned is being considered by the Planning and Development Committee tonight.

Unfortunately, the extremely short notice means I cannot attend or apply to speak. I am therefore asking that this email is treated as my formal representation, circulated urgently to every member of the Planning and Development Committee and brought directly to their attention before the application is determined.

[REDACTED], when we corresponded in October 2025, you agreed that access through Ingleton Crescent did not appear to be a fair or credible solution. You also confirmed that you would call in any subsequent application so that it would be scrutinised by councillors rather than determined by officers alone. I am therefore asking you to actively represent these concerns tonight and request that the application is refused, or at the very least deferred to allow proper examination of the access arrangements and meaningful participation by the residents most directly affected.

My principal concern is the proposal for permanent vehicular access to the northern part of the development through Ingleton Crescent.

I recognise that the proposed conditions would prevent construction traffic from using Waterfall Gardens and Ingleton Crescent. That is welcome, but it does not address the lasting problem. The published Local Highway Authority response expressly states that the northern part of the development would ultimately be accessed through Ingleton Crescent once occupied.

This would permanently change a quiet residential crescent into an access route serving an additional housing development.

Ingleton Crescent is not simply a length of highway on a plan. It is a small, established residential community where children regularly play, walk, cycle and gather around the pond. [REDACTED] and see how the area is used every day. Drivers entering the crescent encounter children, pedestrians, cyclists, parked vehicles, driveways and residents reversing from their homes. Introducing a continuous flow of additional cars, delivery vans, taxis, refuse vehicles and visitors would create a serious and entirely foreseeable conflict.

My objections include:

1. The permanent risk to children and other vulnerable road users who use the crescent and the area surrounding the pond daily.
2. The fundamental change in the character and function of Ingleton Crescent from a quiet residential crescent into a route serving a further development.
3. Additional vehicle movements alongside existing residential traffic, parked cars, driveway movements, deliveries and refuse collection.
4. The cumulative effect of connecting another development through an estate that already contains approximately 110 homes.
5. The absence of convincing evidence that the everyday behaviour of children and families around the pond has been properly captured in the highway assessment.
6. The apparent lack of a specific road safety assessment focused on Ingleton Crescent, Waterfall Gardens, the pond area, existing parking patterns and pedestrian activity at the times children are most likely to be outside.
7. The wider congestion and road safety problems affecting Henthorn Road, which already carries substantial residential traffic as well as traffic and heavy vehicles connected with the household waste recycling centre.
8. The vulnerability of an area that is effectively dependent upon a constrained road network with limited alternative routes if an accident, emergency, road closure or obstruction occurs.
9. The potential effect of additional traffic on noise, air quality and the residential amenity of families living immediately beside the proposed route.
10. The failure to give residents adequate notice that this application would be considered tonight, which has prevented me and potentially other directly affected residents from attending and speaking.

I am particularly concerned that the Local Highway Authority regards Ingleton Crescent as unsuitable for construction traffic because of conflict with residential traffic and on street parking, yet considers the same route acceptable for permanent residential access. Although construction vehicles are clearly different in size, the identified conflicts with residents, parking and highway safety do not disappear once the homes are occupied. They become a permanent daily issue.

The total development is forecast to create approximately 86 two way vehicle trips during the morning peak and 83 during the evening peak. Before approving access, councillors should be satisfied that the impact on this individual residential crescent has been properly and independently assessed, rather than relying only on wider junction capacity modelling.

It is also significant that this is an outline application in which all matters are reserved except access. Access is therefore not a detail that can simply be resolved later. Tonight's decision could establish the permanent use of Ingleton Crescent as the vehicular entrance to the northern development.

I respectfully ask the committee to:

1. Refuse the proposed permanent vehicular access through Ingleton Crescent.
2. Alternatively, defer the application and undertake a committee site visit at a time when councillors can see how children, pedestrians and families use the crescent and pond area.
3. Require a specific and independent road safety assessment of Ingleton Crescent, Waterfall Gardens and the pond area, including existing parking, driveway movements, pedestrian and cycle activity and cumulative traffic.
4. Require the applicant to demonstrate why a dedicated permanent access from Henthorn Road cannot be provided. The proposal for a temporary construction access from Henthorn Road indicates that physical access from that road is possible and this alternative deserves proper scrutiny.

5. Consider whether permanent access should be limited to walking, cycling and emergency use, rather than making Ingleton Crescent the everyday vehicular route into another estate.
6. Ensure that no decision is taken until the directly affected residents have had a fair opportunity to address committee members.

We are not objecting to housing simply for the sake of opposing development. Our objection concerns the decision to route permanent traffic through a quiet family crescent when safer and more appropriate alternatives should be fully explored.

Jonathan, I appreciate that the planning decision rests with the council rather than Parliament, but I am asking you as our MP to support residents, contact the council urgently and press for the application to be deferred or for the access through Ingleton Crescent to be rejected.

Please confirm urgently that this representation has been forwarded to all committee members and will be considered as part of tonight's determination. I would also appreciate confirmation from [REDACTED] as to how he intends to represent the concerns he previously acknowledged.

Kind regards,

[REDACTED]

[REDACTED]

From: Planning
Subject: FW: Planning Application Comments - 3/2025/0997 FS-Case-871697189

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 07 September 2026 07:54
To: Planning <planning@ribblevalley.gov.uk>
Subject: Planning Application Comments - 3/2025/0997 FS-Case-871697189

[REDACTED]

[REDACTED]

Lancashire

Email:

Planning Application Reference No.: 3/2025/0997

Address of Development: Siddons Farm

Comments: I walk my dog down there frequently and most nights I have seen an owl hunting round this area. I have spoken to several other people who have also had this experience. It's a wonderful sight to see and I would not like its habitat ruining for even more houses on this lane. Please can you look into this.