

Development Control  
Ribble Valley Borough Council

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Your ref: 3.2026.0078  
Our ref: D3.26.0078  
Date: 8<sup>th</sup> June 2026

**App no: 3.2026.0078**

**Address: Land at Causeway Farm Longsight Road Balderstone**

**Proposal: Outline application for up to 85 no. residential units with access applied for off A59 Longsight Road.**

The submitted documents and plans, including Eddisons Transport Assessment dated November 2025 and Framework Travel Plan have been reviewed and the following comments are made.

### History

3/2024/0771 - Outline planning application for up to 9,290sqm of employment development. (Use Class B2 - General Industrial and/or Use Class B8 - Storage and Distribution with access applied for off A59 Longsight Road (all other matters reserved). Refused.

3/2023/0148 - Outline planning application for up to 9,290sqm of employment development. (Use Class B2 - General Industrial and/or Use Class B8 - Storage and Distribution with access applied for off A59 Longsight Road (all other matters reserved). Refused.

### Proposal

This application seeks outline with access approval for 85 new dwellings. Matters relating to appearance, landscaping, layout and scale are reserved to be considered at a later date.

### Sustainability

#### Travel Plan

A Framework Travel Plan is submitted with the application. The Highway Authority disputes that the site provides options robust sustainable travel options as presented and that mitigation measures are considered to be required to address the immediate matters.



A robust Travel Plan and mitigation measures to support sustainable travel modes are required to support this development. We consider that targets for modal shift should be set at this stage. Measures to incentivise modal shift by residents should be included for example the provision of cycle vouchers or bus passes.

Lancashire County Council offer a Travel Plan support service whereby we oversee the progression from the Framework Travel Plan to the Full Travel Plan in line with agreed timescales and targets. To offer this service we would request a contribution of £6,000 based upon the number of dwellings.

### Schools and food convenience

The nearest Primary School, St.Mary's RC, is located approximately 400m walking distance from the centre of the site. It is noted that this is a catholic school where entry will be prioritised to catholic pupils. The next nearest school is located outside the recommended walking distance from the site and without continuous footways along Mellor Brook and Mellor Brow which are not conducive to walking.

The nearest secondary school is in Blackburn Council area. The nearest within LCC are located in Billington and Rishton, it is noted that Billington is a catholic school. The bus service 616 serves Ribblesdale secondary school located in Clitheroe and runs past the site – 33 minute trip.

There is a 'SPAR' food convenience shop located at the petrol station which is approximately 150m from the site.

There is not currently a continuous footway on the A59 between the site and the school nor a formalised pedestrian crossing point to the school and shop. Due to the high volume and speed of traffic on the A59, enhanced infrastructure will be required to support walking at the site. This will include a new signalised pedestrian crossing and a new footway along the highway verge on the southeast side of the A59.

### Bus travel

The nearest bus stops are located on Longsight Road A59 and are approximately 200m from the site and are served by services 280 (Preston- Skipton, hourly Mon-Sat, limited Sun service) and 25A (Mellor Brook – Blackburn, Mon-Sun 2 hourly daytime). These are services subsidised by Lancashire County Council and the site would be isolated and remote if these services were to cease. We would therefore request a contribution towards services running past the site to ensure that there are sustainable transport options for staff. We would request a contribution under a S106 agreement for these services to adequately support the development.

The nearest bus stops need to be upgraded to quality bus stop standard and these works can be undertaken under the S278 agreement with Lancashire County Council.

A new footway along the highway verge on the southeast side of the A59 between the site and the bus stop is required and is included on the site access arrangement.

### Train travel



The nearest railway station is located at Wilpshire approximately 4.5km.

### Cycling

The site is located approximately 2km east of BAE systems and the Enterprise zone which are large employment centres.

There is a short section of bridleway BW0304070 between Whalley Road and the A59/site. There should be a link into the site from the bridleway for pedestrian and cyclists.

The cycle provision on the surrounding highways is poor and improvements would assist cyclists.

The provision of high quality secure and covered cycle parking at each dwelling is required to be provided.

### **Traffic Impact**

Traffic surveys were undertaken on Thursday 15th September 2022 at A59 Longsight Road/Myerscough Smithy Road/Daniel Thwaites Road and A59 Longsight Road/B6245 Ribchester Road. The surveys were undertaken between 0730 and 0930 hours in the morning and between 1630 and 1830 hours in the evening.

The peak hours were identified as 0745 to 0845 hours and 1630 to 1730 hours, for the AM and PM peaks respectively.

The 2022 flows are growthed to 2030 using TEMPro. The 2022 survey data is older than 3 years therefore we consider this not to be wholly representative and not sufficiently growthed for 5 years to 2031.

There is committed development at Salesbury Enterprise Zone and Cuerden Garden Village and an appeal decision pending at for up to 300 dwellings in Langho 3/2025/0196 that should be included in the assessment.

The trips have been distributed using observed turning movements but no indication of where this is.

Using trip rates 0.146 arrivals and 0.371 departures AM peak (total 2-way 0.517) and 0.340 arrivals and 0.157 departures PM peak (total 2-way 0.497) the proposed development is forecast to generate approximately 44 two-way trips in the AM peak and around 42 two-way trips in the PM peak hour.

We would request that these trip rates are increased to reflect the NW Preston trip rates of 0.585 AM and 0.633 PM as these are considered to provide a more realistic rate.

The following junctions have been modelled using future 'with and without development' flows and are considered to continue to operate within capacity and require no mitigation measures.



- A59/Site Access- PICADY
- A59/ Myerscough Smithy Road/ Daniel Thwaites Road- ARCADY
- A59/ Ribchester Road- LINSIG

The Highway Authority raises concerns regarding the conclusion and requests additional analysis is undertaken. We request that the trip rates are increased, growthed to 2031 and with the committed development highlighted included in the analysis.

Regarding the A59 / proposed site access priority junction arrangement we consider that a right turn lane provision with central islands is necessary to safely accommodate the development traffic considered the daily flows of circa 16,000 vehicles.

Regarding the Ribchester Road traffic signals, analysis for 3/2025/0196 appeal decision pending, demonstrates the junction approaching capacity and that mitigation maybe necessary here.

#### Road safety

There are 5 collisions recorded in the previous 5 years on Longsight Road between A59/ Myerscough Smithy Road and Abbott Brow/Osbaldeston Lane. Measures to address speed compliance on Longsight Road are required and are likely to offer improvement to highway safety and the number/severity of collisions/injuries in the future.

#### **Construction traffic**

A new temporary access on the A59 for construction traffic would be acceptable to allow works on site to commence. The detailed design of the temporary access must be agreed at condition discharge stage and be implemented under an agreement with Lancashire County Council. The visibility splays, geometry and surface will be matters to agree and it will be necessary to limit HGV movements to the off-peak movements 9.30am – 2.30pm with wheel washing and hard standing for operative parking and HGV turning to allow all vehicles to exit the site onto A59 in forward gear.

#### **Site access**

A new priority access junction is proposed on the A59 to serve the site and shown on drawing Eddisons '3839-F02 Rev B Proposed site access plan'.

The carriageway width is proposed at 5.5m wide with 6m radii with visibility splays of X2.4m by Y131m to both sides along A59 which lie within the adopted highway or the applicants land.

We would request that the estate road is widened to 6m. The visibility splays are considered acceptable in accordance with the Design Manual for Roads and Bridges standard based upon the speeds recorded with the 7-day ATC between 9/9/22 – 15/9/22 (NW and SE bound traffic is 46.57mph and 46.3mph respectively).



It is noted that Longsight Road is subject to a 30mph speed limit on this section and that speed compliance is a significant issue. The proposal to extend the 30mph speed limit south-westwards will require additional associated signing and lining to reduce speeds for highway safety reasons.

A 3m wide shared cycle/footway is provided along the A59 between the site and Whalley Road bridleway link to the southwest.

A new 1.5m wide footway is provided along the A59 between the site to the northeast side to join to the existing footway network.

We consider that the proposed site access arrangement is not sufficient to accommodate the development traffic. We consider that the estate road needs to be increased to 6m wide and the layout should include a right turn ghost lane and associated islands on the A59 to be suitable in this location.

In addition a signalised crossing is required on the A59 to support pedestrian movements.

A surface water drainage strategy will be required at a later date and it must be noted that Lancashire County Council Highways will not allow a new connection onto the highway drainage system in Longsight Road. The water must be collected and drained to an alternative system/outfall.

### **Off-site highway works**

To mitigate the impact of the development on the highway network the following off-site highway works are requested.

1. The upgrade of 2 quality bus stops to support all users to travel to/from site sustainably.
2. Provision of new footway along the southeast side of Longsight Road between the site and the existing footway approximately 100m long to link the site to the nearest southwest bound bus stop for pedestrian safety.
3. Provision of new footway/cycleway along the southeast side of Longsight Road between the site and Whalley Road.
4. Review the extent of the 30mph speed limit and associated traffic regulation orders with enhanced gateway feature in the vicinity of the site access to promote speed compliance on Longsight Road for highway safety.
5. New site access arrangement with right turn ghost island and associated infrastructure including islands and any changes to the street lighting, surface water drainage.
6. New signalised pedestrian crossing on A59.

The off-site highway works will be constructed under a S278 agreement with Lancashire County Council and shall be constructed prior to first trading.

### **Contributions**

To mitigate the impact of the development on the highway network the following measures are requested.



1. Travel Plan support £6,000
2. Public Transport support

## **PROW**

Public footpaths FP0304060, FP0304061, FP0304062, FP0304063, FP0304064 and FP0304065 pass through the proposed site. Please see comments by LCC PROW Team under a separate cover for advice on the requirements for the diversions.

## **Internal layout and parking**

The layout is a reserved matter to be considered at a later date. The internal estate roads should be designed to Lancashire County Council adoptable standard.

The level of car parking should be provided in accordance with the standards based upon 1 per 1 bedroom dwelling, 2 for 2-3 bedrooms and 3 spaces for 4+ bedroom dwellings.

Secure and covered cycle parking is necessary for all dwellings. Garages should be 3m by 6m to provide a car and cycle parking space.

## **Conclusion**

Lancashire County Council acting as the Highway Authority raises concerns regarding the isolated nature of the site where there is only a food convenience shop and religious school within walking distance and these are not suitably connected to the site due to pedestrians needing to cross the A59 which carries a high volume of traffic with speeds significantly higher than the posted speed limit.

Measures to mitigate the connectivity can be partly secured with off-site highway works including a signalised crossing on the A59 and new footways to the nearest bus stops for example. There are no measures proposed as submitted.

We consider that the application as submitted does not address the highway matters to accommodate the development traffic on the surrounding highway network.

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