

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 11 July 2026 23:00
To: Planning
Subject: Planning Application Comments - 3/2026/0356 FS-Case-855992796

[REDACTED]

[REDACTED]

Lancashire

[REDACTED]

Planning Application Reference No.: 3/2026/0356

Address of Development: Land at Hammond Ground, Whalley Road, Read, BB12 7RP

Comments: I am writing to formally OBJECT to application 3/2026/0356 on the following material planning grounds:

1. Consistency in Planning Decisions & Valued Landscape

This identical site was previously refused and an appeal was dismissed by the Planning Inspectorate (Ref: 3/2016/1192), where it was strictly designated as a "valued landscape" with an attractive open parkland setting that defines the village boundary. No material change in circumstances has occurred since that dismissal to override the Inspector's clear ruling that development here causes significant, irreversible harm to the open, rural character of Read.

2. Severe Highway Safety Risks (NPPF Para 115)

The proposed access via Whalley Road and nearby Clough Lane introduces substantial volume to a network already facing intense peak congestion and a documented history of road traffic collisions occurring directly outside the local primary schools. Adding vehicles from 77 homes directly into this vulnerable school-run bottleneck creates a severe and unacceptable risk to child and pedestrian safety.

3. Illegitimate "Public Open Space" & Incremental Expansion

The heavy inclusion of "community parkland" lacks any permanent legal mechanism protecting it from future development. Given past multi-acre proposals for this exact site, the community views this as an insincere "Phase 1" strategy intended to establish access infrastructure for a massive, multi-phase expansion that would completely overwhelm the topography and identity of Read village.

4. Non-Designated Heritage Assets

The site forms part of the historic, sensitive parkland setting linked to Grade II* listed Read Hall and encompasses the 1642 Civil War Battle of Read Bridge site. Building here threatens unmitigated damage to non-designated heritage assets and suspected historic war graves.

5. Insufficient Infrastructure & Protected Species

The local GP surgery, drainage infrastructure, and school networks have zero capacity to absorb this level of growth. Furthermore, the land acts as vital foraging territory for protected species, including

Schedule 1 Barn Owls, which has not been evaluated through a full Environmental Impact Assessment despite statutory requests.

I urge the Planning Committee to uphold previous precedents and refuse this application.

[REDACTED]

From: [REDACTED]
Sent: 13 July 2026 09:30
To: Planning
Subject: Application Ref 3/2026/0356

 External Email

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Dear sir/madam

I am writing in support of this application.

The village of Read has had very few new houses built over the last 40 years. This has led to many young people having to leave the village where they grew up as there are few houses available and even fewer affordable ones. Older retirees who wish to downsize to a smaller home or bungalow within the village are unable to do so leaving large houses suitable for families with empty bedrooms.

This has led to the school being undersubscribed, with a large proportion of pupils coming from outside the village by car, causing traffic chaos at drop off and pick up.

The recent parish plan showed nearly 40% of respondents in favour of development in the village, mainly to provide affordable/shared ownership/starter homes and bungalows but also support for large family homes.

The application states that a large area of the site will be given over to public access which is supported by a local greenway group campaigning for greater public access to the countryside.

The land itself is poor agricultural land, suitable only for grazing with no signs of historic parkland. It is best placed for access onto the A671 although I would ask highways to consider extending the 30mph zone from George Lane west towards Whalley to the entrance of the village by 125 Whalley Road from its current 40mph limit.

Regards [REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 13 July 2026 19:16
To: Planning
Cc: Lyndsey Hayes
Subject: Planning Application Nr 3/2026/0356 - Land at Hammond Ground, Read, BB12 7RP

Dear Planning Team

FOR THE ATTENTION OF THE CASE PLANNING OFFICER

Re: Planning Application Nr 3/2026/0356 – Land at Hammond Ground, Read, BB12 7RP

I am strongly opposed to Planning Application Nr. 3/2026/0356 for the following reasons (all policies quoted refer to Ribble Valley Borough Council's Adopted Core Strategy 2008-2028):

1. The proposed development will have a significantly detrimental impact on the landscape and the wider character of the area as Hammond Ground rises from the south to the north and as historic 19th century parkland, can be seen from view-points some distance from the site. This is a breach of KEY STATEMENT EN2 – LANDSCAPE and POLICIES DMG1 – GENERAL CONSIDERATIONS (10.4, 3.) and DME2 – LANDSCAPE AND TOWNSCAPE PROTECTION (10.13) as it will considerably harm the character of this important landscape and will have a major impact on existing amenities. There is no GP or dental surgery in Read and village residents already struggle to register with surgeries outside the village. The proposed landscaping included with the proposed development cannot overcome the harm that it will do to the landscape as Read already has the benefit of open countryside, whose beauty derives from it being unspoilt.
2. The proposed development will have a very detrimental impact on the visual amenity of the immediate setting of the village of Read in the countryside and will damage the historic visual approach into Read from the direction of Whalley. As an area of sloping historic parkland, Hammond Ground can be seen from parts of Whalley Road, George Lane, Whins Lane, Hammond Drive and from the grounds of Read Hall.
3. Hammond Ground's historic parkland is in the open countryside. In my opinion, the proposed development will be in breach of KEY STATEMENT EN2 and POLICY DMH3 – DWELLINGS WITHIN THE OPEN COUNTRYSIDE AND AONB (10.20, 1.). Although the offer of 30% affordable housing within the development will contribute to meeting local housing needs, the remaining 70% of the dwellings comprising the speculative development of four and five bedroom executive-style detached houses

will not meet local housing needs as they will aim to attract buyers with no previous connection to the Borough of the Ribble Valley.

4. The proposed development will result in the urbanisation of the village of Read. It is unsympathetic to the existing land use of historic parkland within open countryside in terms of its scale and massing, the resulting harm of which in my opinion puts it in breach of POLICY DMG1 – GENERAL CONSIDERATIONS (10.4, 2.)

5. Hammond Ground became an area of historic parkland in the 19th century within the original grounds of Read Hall. Read Hall and its grounds have a rich history including Roger Nowell (the local magistrate who initiated the investigation into the Pendle Witches in 1612), Alexander Nowell (Dean of St Paul's during Elizabeth 1's reign) and Read has associations with the English Civil War 1642-1651 including the Battle of Read Old Bridge in 1643. Hammond Ground is a heritage asset. Therefore, the proposed development may be in breach of KEY STATEMENT EN5 – HERITAGE ASSETS and POLICY DME4 – PROTECTING HERITAGE ASSETS (10.15, 4.). The archaeological report included with the planning application found evidence of "extensive relict farming landscape which dates from Medieval and Modern Periods." The report anticipates that the proposed development's actual impact on significant archaeological remains will be low but then "notes" that there has been a lack of previous archaeological investigations. Finally, it concedes that "it is unlikely that any archaeological remains present within the footprint of the proposed residential development would survive the development process." I would summarise the report as saying that they found evidence of Medieval human activity, think it is unlikely that significant archaeological remains are present but can't be sure because no-one has checked to find out, and if the proposed houses are built, nothing within the footprint of the residential development would survive construction. In my opinion, this report is fatally flawed due to its self-contradictory findings, opinions and conclusion and ought not to be relied upon.

6. The Tier 1 villages of Read & Simonstone already suffer with a huge increase of through traffic passing through them on the A671 (Whalley Road) or via Sabden Road and Trapp Lane in Simonstone when passing over Pendle Hill. This increased traffic volume results directly from the already high quantity of housing development in the area, particularly in Clitheroe, Whalley and Barrow. The type of housing built has attracted many working families from outside the Borough that tend to have a high level of car ownership (two or three vehicles per family) and professional people who commute through Read & Simonstone to connect to the M65 or Accrington Bypass to join the wider motorway network. There is only one Pelican crossing in Read to serve both villages. The south side of Simonstone is severed from the north side by the A671, preventing safe pedestrian access to the convenience store and Post Office at the Texaco Garage, the Stork Hotel or Simonstone St Peter's CE Primary School. I have personal experience of waiting for up to three minutes to cross the A671 in Simonstone even on a Sunday. Any further housing development in Read or Simonstone should pay

for a new Pelican or Puffin crossing to serve Simonstone on the A671 in the area of its junction with Scott Avenue and an uncontrolled refuge crossing should be provided near the junction of the A671 and Fountains Avenue. This development will only increase traffic volumes further and will create an unsafe junction on a 40mph section of Whalley Road. The sketch plan of the development's proposed junction with the A671 is dangerous, not fit for purpose and does not comply with LCC Highways standards for visibility splay design. The central filter lane for traffic turning right into the development from the direction of Padiham proposed on the sketch plan crosses the full width of the junction opening. Traffic queuing to turn right into the development will block the exit of traffic wishing to turn right onto the A671 towards Whalley and Accrington and there is no safe area on the main road for it to make that turn. There are many examples across the Ribble Valley where LCC Highways has failed to insist that the traffic orders and signage are changed to create a safer 30mph speed limit where the new proposed junction meets the A671 and I think traffic orders should be changed to ensure traffic approaching the proposed junction along Whalley Road is limited to 30mph from both directions. This proposed junction layout will be particularly dangerous during the 2-3 year construction phase when heavy plant, HGV's and vans will be frequently accessing the site and as there is no other way into or out of the site, the disruption and hazard this will cause will be considerable.

7. Read residents report that during times of prolonged heavy rainfall, the manhole cover to the mains sewer running along the A671 already lifts and overflows and that surface water ponds in the southwest corner of the Hammond Ground site and runs across the A671 when it rises above footpath level, affecting traffic safety. The proposed development appears to rely on the existing mains surface water drains and sewers which are already failing during flood conditions. Although the installation of an attenuation basin has been included to the southwest of Hammond Ground in the proposed plans, the risk of this backing up, overtopping and causing a major flood across the A671 is high. In my opinion, even with a SUDS scheme, the development risks creating an unacceptable risk of flooding and potentially breaching POLICY DME6 – WATER MANAGEMENT (10.17) due to the inadequacy of the existing infrastructure.

8. The proposed development includes the provision of a network of footpaths across a preserved area of parkland which will be intended for public access as well as for the enjoyment of residents of the dwellings on the development. However, the proposal is to place the responsibility and cost of maintaining this public access space onto the residents of the development via the vehicle of a Management Company into which residents would make regular financial contributions. The maintenance of public access space containing paths and a large number of ageing mature trees is going to be very onerous from a public liability point of view and the costs very high. Good practice would require a 3 yearly tree survey to be carried out by a qualified tree surgeon and the recommendations implemented. The proximity of many of the trees to footpaths will put them in a high-risk category where any failure to maintain the trees could have fatal consequences. In my opinion, the idea that private residents on the

development will be willing or able to pay the costs of maintaining public access space are highly dubious. There are already cases in the Ribble Valley where residents who are in dispute with or disagree with the Management Company, withhold their payment contributions which can lead to the responsible Management Company being unable to meet its obligations. With public access land, there is always a risk of attracting anti-social behaviour or vandalism which would require a Police response. If this behaviour occurs and causes distress, inconvenience or cost to the residents of the new development, the residents paying into the Management Company may be tempted to try to restrict access to the 'public access' parkland. This flawed model, whose future failure is entirely foreseeable could lead to the proposed public access space becoming unsafe and could place other publicly funded bodies in a very difficult situation where the wider public interest is at stake. For these reasons, I consider that the proposal for a Management Company to be responsible for public access land should be within the scope of this Planning Application for Planning Officers and the Planning Committee to consider very carefully.

9. There is no children's play area provision shown in the proposed area of residential development of the public access parkland. Bearing in mind that 70% of the proposed residential units are large, detached houses, they will definitely be attractive to families with children. The closest play area to the proposed site is in Read next to the Cricket Ground and would need children from the development to walk some distance and cross the busy A671, which is completely unacceptable. The development should include play area provision on site and should also contribute to the provision or maintenance of existing play area provision in Read.

10. Both local primary schools in Read and Simonstone are very popular and fully subscribed despite the national birth rate being at a record low level. The children of the families on the proposed development would need to be provided with school places somewhere and in the short term these are likely to be a long way from Read. This is just one example of the unsustainability of this development – that primary school pupils will need to travel miles for a school place, increasing traffic on already busy roads and increasing greenhouse gas emissions.

11. The Travel Plan for the proposed development expects any cyclists to use the A671 to enter or exit the site. This is an extremely busy and dangerous road without cycle lanes and through Read narrows considerably due to parked vehicles. The Travel Plan suggests that cyclists could ride approximately 3km southeast of the site to access Route 685 which is a traffic free cycle route on the National Cycle Network. As long as the Martholme Greenway remains severed and discontinuous in Read by private land ownership along its route, this is completely inadequate provision for cyclists and is not a safe or reasonable proposal. The Travel Plan goes on to say that an on-road cycle route not on the national cycle network is available approximately 4km northwest of the site from Accrington Road in the neighbouring village of Whalley. To access this requires cycling along a 50mph section of the busy and winding A671

without a cycle lane. In my opinion this is not adequate provision for cyclists and puts the development in potential breach of KEY STATEMENT DMI2 – TRANSPORT CONSIDERATIONS.

In summary, for the reasons set out in 1. – 11. above, I think that the multiple major harms that this proposed development would cause considerably outweigh the development's benefits and that consequently the Planning Application should be recommended for refusal by the Case Planning Officer and refused by the members of the Planning & Development Committee.

Kind Regards

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 13 July 2026 21:09
To: Planning
Subject: Planning Application Comments - 3/2026/0356 FS-Case-856502874

[REDACTED]

[REDACTED]

Lancashire

[REDACTED]

Planning Application Reference No.: 3/2026/0356

Address of Development: Land at Hammond Ground , Whalley road, Read, BB12 7RP..

Comments: I object to the application.

1. This application of 77 houses with the mention of "POTENTIAL" public access parkland is a smoke screen. Once granted it opens up the entire area to be developed with 100+ more houses. It is the typical over development creep you can see in the neighbouring "village" or Whalley. There is no commitment to the "public access" parkland and the wording in the application is "potential" for a reason, It will not be developed as such.

2. Biodiversity Next Gain - Of course the report says there is a positive gain. It would not say anything else considering the developer will of had to pay the authors of the report thousands of pounds to produce it.

What happens to all the protected Bats once the development removes some trees and more importantly installs street lighting?? Bats are a protected species, I did not see a Bat report.

In the application when asked Is there any reasonable likely hood of adversely affecting a Protected or Priority species. The answer given was "NO".

3.Flood risk - Whalley road already floods. the development will only increase this occurrence no matter how much they try and send down street drains to an attenuation pond and then into a stream that will no doubt end in the River Calder after it has taken in some of the Petro carbon pollutants from the roads and driveways of the development.

4.Types of homes - The development has 70% 3 and 4 bed homes with 30% being 2 bed "Social Affordable or Intermediate rent", but none assigned as "Starter Homes". If any do end up rental to fit in with the remaining executive homes they will be high rental rates for professionals. This development would mean the loss of green belt for the provision of executive homes and not the starter homes that the country requires.

5. Traffic- It is already widely known that Read and Simonstone has a problem with excessive traffic on Whalley road. The 77 homes will only increase this by 2 cars per household.

The increased traffic issue does not just affect Whalley Road. Whins Lane is also affected.

Most of Whins lane is at National speed limit and cars often use it a a rat run to avoid Whalley road. This causes many potential risks for the many local residents who walk the lane during the day and evening. Most cars do not drive at speeds appropriate to the lane. The houses on the development

will simply access Whins lane from George lane and add to the already unacceptable risk taken when walking the lane. There was a fatal accident on Whins Lane about 2 years ago.

6 Travel Plan - Again as the report has cost the developer a significant sum it will be bound to favour the development. The idea that people will use the few buses that travel Whalley Road is farcical. All houses will have multiple cars and they will use those. Cycling is also not an option. Nobody would want to ride a bicycle on the road.

In summary. it is an executive home development, which will add more traffic to an already struggling arterial route. It disregards issues on BNG, flood risk and travel. It is the precursor to a much wider future development of all currently agricultural land in and around Read and Simonstone.

[REDACTED]

From: Planning
Subject: FW: 3/2026/0356
Attachments: planning application objection.docx; objection letter.pdf

[REDACTED]

Sent: 01 July 2026 00:52
To: Planning <planning@ribblevalley.gov.uk>
Subject: Fw: 3/2026/0356

 External Email

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Dear planning officer,

My apologies I have just realised that I have upload the incorrect version of my objection letter. Please would you replace the objection sent at 23:59 with the attached.

Apologies once again.

[REDACTED]

[REDACTED]

Sent: 30 June 2026 23:59
To: planning@ribblevalley.gov.uk <planning@ribblevalley.gov.uk>
Subject: 3/2026/0356

Dear planning officer,

Please find attached my objection to the above application.

Thank you.

[REDACTED]

Objection letter

Planning application reference No: 3/2026/0356

Address of development: Land at Hammond Ground, Whalley Road, Read, BB12 7RP

For the attention of the case officer

I'm writing to formally object to the above application and my reasons for this are set out below starting with those of most significant.

Previous secretary of state decision

This site has been reviewed nationally at appeal in 2018 ([APP/T2350/W/17/3185445](#)), by the then secretary of state for a development plan consisting of 50 houses, this appeal was dismissed. For context:

- The current application is 54% larger than the site put forward at the previous appeal;
- The council could not display a 5 year supply at the time of either application but could demonstrate that it does achieve the build targets each year;
- There is greater strain on local services now, which is supported by the objection from the local GP.
- All other aspects remain largely the same, Hammond Ground is open countryside outside of the settlement boundary with historical and heritage value.
- Whilst there has been changes to NPPF these do not materially impact the original considerations on this development, and if anything further support objection as a result of greater weight towards brownfield developments first, infrastructure pressures and flood risk.
- The re-positioning of the site creates an adverse impact as a result of specific mine safety concerns and increased flood risk factors which I will return to below.

The applicant has not demonstrated any material change in circumstances since 2018 that would justify a different conclusion. The landscape character is unchanged, the heritage assets is unchanged, the settlement boundary is unchanged. The prior dismissal should weigh heavily in favour of refusal.

Total loss of open land

The application champion statement is that parkland will be become publicly accessible and that this project is enhancing the countryside not adversely impacting it. Yet, the application itself points to a very different story, one that likely leads to total loss of open land at the full site:

- As late as 29/02/26 the site plan included in expert reports submitted was substantially different to the final version (see extract 1 of original) and again another proposal in extract 2 (first drafted 28/01/26 amended 21/04/26). This is an indicating factor that the developer has future development in mind and also cast doubt over how the expert reports have been formed when the plans have consistently been changing;
- The road structure terminate on the outside of plots which are indicative of further expansion plans;
- The suggestion that a management company will protect the land is unclear at all levels. What will go into the management company, why would the tenants open access up to the wider public if they are paying for the upkeep, what legal mechanisms is being used to ensure the developer doesn't retain access.
- All the mining, ground, tree surveys and various other reports surveyed the full fields not just the suggested development area, why would this be required if the plans were not to develop the full site.
- Critically, the secretary of state found that whilst harmful landscape and visual effects could diminish over time through landscaping, the proposed mitigation measures would not prevent the development from having substantial harmful effects on the character and appearance of the countryside.

As per the NPPF (para 48-50) there is a requirement to consider the cumulative impact of development which based on the above appears probable. Without clear define legal mechanisms from the outset this should be considered what it is, a piecemeal development potentially leading to the full development of the site and the **loss** of associate heritage and open countryside land outside of a settlement boundary in contrary to both Local and national policy.

Location Outside the Settlement Boundary

The application site lies outside the defined settlement boundary of Read and Simonstone. The site is situated within the open countryside as defined by the Ribble Valley Core Strategy 2008-2028 (CS). CS Key Statement DS1 sets out the settlement strategy for the Borough.

CS Policy DMG2 requires that development within the open countryside is in keeping with the character of the landscape and acknowledges the special qualities of the area. Whilst Policy DMG2 makes provision for development in Tier 1 settlements that consolidates, expands or rounds off the built-up area, the appeal Inspector confirmed in 2018 that the application site is not within the defined settlement boundary and therefore the scheme conflicts with Policies DMG2 and DMH3. These conflicts remain unchanged.

CS Policy DMH3 restricts residential development in the open countryside and the AONB to that which is essential for the purposes of agriculture or which meets an identified need. The proposed development does not satisfy either of these exceptions.

CS Policy DME2 provides that development proposals will be refused which significantly harm important landscape or landscape features. The applicant's own Design and Access Statement (DAS), prepared by Woodcroft Design, incorrectly states on page 5 that "**Read is identified as a Tier 2 settlement.**" This is factually incorrect. Read and Simonstone is a Tier 1 settlement under CS Key Statement DS1, as confirmed by the 2018 appeal Inspector and correctly stated in the applicant's Planning Statement, prepared by Connollys. This material error in a statutory application document calls into question the quality and accuracy of the application documents as a whole.

Heritage — Grade II* Listed Read Hall

Read Hall is a Grade II* listed building situated to the west of the application site. The large house dates from 1818-1825 and its significance is mainly derived from its architectural interest.

The 2018 Inspector found that the appeal scheme would cause some modest harm to the setting of Read Hall due to the loss of parkland, and applied great weight to the asset's conservation under section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990.

The applicant's Heritage Statement assesses the impact on the setting of Read Hall as very low. Even on the applicant's own assessment, there is less-than-substantial harm to a Grade II* designated heritage asset. Under NPPF paragraph 208, such harm must be given considerable weight and can only be outweighed by substantial public benefits. The LPA must apply great weight to the conservation of the asset and give clear and convincing justification for any decision that would allow harm to proceed.

Mine and safety

The Mine Entry Investigation submitted with the application (prepared by PWA Consulting) reveals a significant unresolved ground condition risk. The investigation successfully located the mine shaft (376434-002) but explicitly states: "The investigation for the adit was unsuccessful." The adit (376434-001) was not located however visual observations of this process deem to the extent of the search to be brief. In the applicant's consultants own words "The adit could potentially pose a risk to the development depending on a number of factors, such as its bearing/orientation and dip. The adit **will** require further investigation in order to confirm or rule out the risk it poses".

Until these works are completed, it is not possible to determine whether plots 63, 64, 72 and 74 can be safely built upon, what remediation they would require, or whether the proposed layout would need to be fundamentally altered to avoid the adit's zone of influence. The applicant's (NPPF) paragraph 189 obligation to provide adequate information to enable the LPA to assess ground condition risks has not been discharged. The application should not be determined while the risk from the unlocated adit remains unquantified. This raises safety concerns at the site and threatens the site viability as a whole, or will the developer conveniently seek to remove affordable housing at a later date to ensure the site feasibility.

Impact of trees

One of the main characteristics of this parkland are the mature trees throughout. Whilst the application doesn't propose the removal of trees, I do have the following concerns (NPPF136 & BS5837)

The tree survey report is already out of date (visited February 2024) section 2.2 "due to changing nature of trees – and possibly other site circumstances – this report and recommendations are limited to a two-year period. Similarly, this report could be invalidated if any alterations are made to the site that could change the conditions as seen at time of inspection". This report should be removed from consideration on both grounds that it's expired and that the site has materially changed which can be demonstrated through extracts 1 and 2.

The application does not appear to recognise the impact on mature trees and from the plan appears to build hard surfaces over tree roots in the form of roads and houses. Assuming these roads have drains and the homes have foundations it is unclear how these would not be damaged during development. Granted this is extremely difficult to conclude from the reports submitted.

Flood risk assessment

The flood risk assessment concludes that all areas are low which I disagree with based on the photography evidence included in the geo report in which there are a number of pictures that indicate flooding and heavily saturated ground at this site (extract 3). The placement of hard surfaces on a sloped site would on basic principals lead to excess runoff flowing down the estate roads onto the highway. This would increase the risks of traffic accidents and flooding of the properties on Whalley Road. I have seen streams form across this site during high rainfall starting near to housing on George Lane flowing diagonally across the site (also quoted in Landscape report). These all should be consideration as per NPPF 181 and 182.

Principal room concern

Page 21 para 5.52 of the landscape report states that "it is the rear back gardens that back onto the site and therefore unlikely the proposed development will be visible from the principal rooms". I contest this as the whole of Hammond ground site is visible from my principal windows (living room) and it is unclear how the expert has formed this opinion. This statement also cast wider doubt on the validity of the full report. Extract 4 photo from my living room clearly demonstrates that the impact would be more than moderate especially when considering the proposed two and half storey homes. This report failed to adequately assess the impact of existing users (NPPF 135F).

Road/Travel

The proposed development (and potential future development) would generate a substantial increase in vehicles joining Whalley road a busy and accident prone road that frequently queues from the Simonstone Road junction all the way past the site entrance. Many cyclists also use this road and it is unclear how their safety has been address in the traffic and road layout reports. The risk to cyclists would be increased from the proposed entrance plan given that the lanes sizes would reduce to accommodate the extra lane. The traffic impact is already increasing due to the development of 183 homes at Whalley that is still underway. The road is at near capacity during peak hours.

Infrastructure

The local general practice has raised an objection to the application and have noted they have capacity concerns which is without considering the full impact of the 183 home development in Whalley which is currently under development. A further 77 homes will cause great strain on local facilities which there is no support provided from this application which is contrary to NPPF 101. The same issues are noted for other facilities including dentist and schools.

Inadequacy and Inaccuracy of Application Documents

Through-out the need for future investigation is referenced which highlights that this is not a fully researched back application that could have many and wide ranging impacts if development was granted. It is unclear how these limitations would be managed by constraints alone and as in their words "an award winner developer" should be well aware of submitting complete applications with all necessary documents. For example the DAS:

- Carries the same grammar errors that it did in an application at Earby (26/0204/FUL) by the same developer "growth of shrubs should are not above 1m high."
- Outdated references referring to the Design 'Homes 2019' guide rather than version 2023
- Contradicting topography descriptions within the report west to other report submitted.
- Refers to Read as a Tier 2 settlement.

These errors, individually and collectively, demonstrate that the DAS has not been prepared with the level of care and site-specific attention required for a major application on a sensitive site with a directly relevant dismissed appeal. The LPA is respectfully requested to consider whether a revised and accurate DAS should be sought from the applicant before the application is determined.

Conclusion

While the requirement for new housing is recognised and that there are questions over the LPA 5 year supply, development must take place in appropriate and sustainable manor. This application results in loss of heritage land, in open countryside, outside of settlement boundaries, with potential safety concerns over unlocated mines and the potential for mature trees not being fully safe guarded. Surely this isn't the solution to the boroughs housing requirements and that there is other less sensitive or brownfields sites that could be exhausted first. Once developed this can't be reversed and the historic value of the land will be lost forever.

This is a beautiful piece of historical countryside that should be protected not destroyed.

Extract 1

Proposed development 1 (extract from a report dated 28/01/26 revised 21/04/26)

1.2. The Proposed Development

The proposed development comprises the construction of a residential development along with associated access roads, parking areas, landscaping and public open space. The finalised layout for the site is still undecided, but the development is expected to take place in the southeast quadrant of site and Figure 1 has been provided for indication purposes. Regardless of actual layout, this MRA has assessed the mineral resources across the entire site.



Figure 1 Indicative Sketch Layout.

Proposed development 2 extract from original Geo-environmental and coal mining risk assessment (now replaced) originally dated 29/02/24.



Access gate onto site.



Looking north across site.



Small ditch running along the southern boundary.



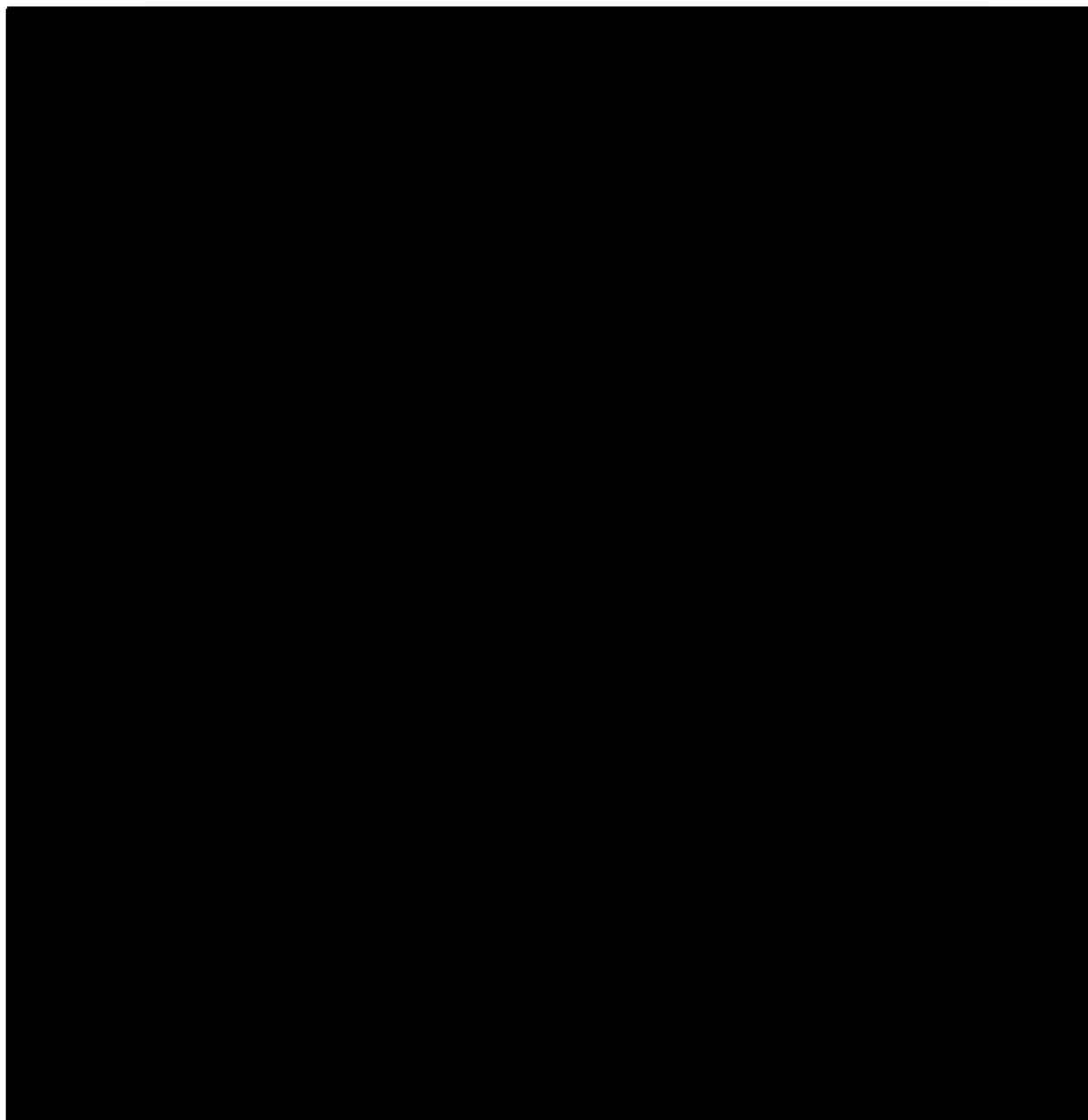
Looking east at the gate through the fence running across site.



Small metal storage container in the south east of site.



Northern-most shallow gully.



[REDACTED]

From: Planning
Subject: FW: Planning Application Comments - 3/2026/0356 FS-Case-852710805

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 01 July 2026 10:14
To: Planning <planning@ribblevalley.gov.uk>
Subject: Planning Application Comments - 3/2026/0356 FS-Case-852710805

[REDACTED]

[REDACTED]

Lancashire

[REDACTED]

Planning Application Reference No.: 3/2026/0356

Address of Development: Hammond Ground

Comments: I have [REDACTED] and as a long standing resident have serious concerns about the proposed building of some 77 dwellings on Hammond Ground. I have seen three developments in read/Simonstone in the last 38 years. Woodfields off Whins Lane. Victoria Lodge off Whalley Road and the latest one again off Whins Lane . All have impacted on the road networks which at peak times are overloaded. Each of these were relatively small developments and in keeping with the village environment of Read and Simonstone. The proposed large scale development would in my opinion be unsustainable and dangerous given the high incidence of road traffic accidents around Devils elbow and the country road links of Roman Road, George Lane. Straits lane and Whins Lane. A development of this size (and which also may give rise to further develop)would in my opinion lead to a significant highway improvement / development scheme being necessary in the future. The cost of which I assume the Highways authority would find difficult / impossible to fund.

My other concerns as a resident are other infrastructure impacts ie schools , healthcare and the obvious negative impact on the historic parkland/ landscape around Read Hall and the countryside feel to Read and Simonstone.

I acknowledge the need for housing to meet the country's demand but would like to suggest areas of land in current local authority ownership that could be used for development. Another suggestion is the area around the former Time Computers factory site near the traffic lights leading to the M65. This area was at one point considered for the development of a race course therefore significant increase in traffic volumes most have been thought to have been sustainable in that area.

[REDACTED]

From: Planning
Subject: FW: Planning Application Comments - 3/2026/0356 FS-Case-852824586

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 01 July 2026 13:26
To: Planning <planning@ribblevalley.gov.uk>
Subject: Planning Application Comments - 3/2026/0356 FS-Case-852824586

[REDACTED]

[REDACTED]

Lancashire

[REDACTED]

Planning Application Reference No.: 3/2026/0356

Address of Development: Hammon ground

Comments: Impact on local traffic will significantly increase. There is already too much traffic though road. The two local primary schools cannot handle the current amount of children to attend nevermind if more are to come.

[REDACTED]

From: Planning
Subject: FW: Planning Application Comments - 3/2026/0356 FS-Case-852990410

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 01 July 2026 21:32
To: Planning <planning@ribblevalley.gov.uk>
Subject: Planning Application Comments - 3/2026/0356 FS-Case-852990410

[REDACTED]

[REDACTED]

Lancashire

[REDACTED]

Planning Application Reference No.: 3/2026/0356

Address of Development: Hammond Ground

Comments: I am concerned about the probable increase of traffic on the road through Read and Simonstone. The build up starts at 05.30 with cars, lorries, tractors, trucks and tankers. It is joined by local and school traffic up about 10am. The traffic then starts to build about 3pm, with 'the school run', and continues with lorries, trucks, tractors and tankers up to about 6pm. There is a sandwich shop, small convenience store, two schools, pharmacy, chip shop, garage/paper shop and two licenced premises along the main road. If any van stops to deliver, any truck stops to pick up, the village is immediately grid locked. Any major shopping has to be done in Padiham, Whalley or Great Harwood, which means driving through Read and Simonstone. If there was extra volume on the road, it would turn it into a virtual car park. Extra housing would put buckling pressure on all the infrastructure of the area, as well as destroying a valuable green breathing space. The supplies of electricity, gas and water would have to increase, so more road digging. The sewerage system would be under pressure, as water which naturally filters through soil, would be diverted into an overloaded sewage system, both in the pipes as well as at the treatment works. A small village like ours, is simply not able to absorb a sudden increase in housing, the owners of which could be commuters, who would add to the clogging of the road. From 4pm the lights at Portfield Bar, more often than not, has traffic backed up to Read Hall gate house, so again extra housing will only make it worse.

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 14 July 2026 15:05
To: Planning
Subject: Planning Application Comments - 3/2026/0356 FS-Case-856751060

[REDACTED]

[REDACTED]

Lancashire

[REDACTED]

Planning Application Reference No.: 3/2026/0356

Address of Development: Hammond Ground

Comments: I wish to oppose the building of 77 Properties on Hammond Ground in Read. My main objection is the additional traffic more housing in this area of the Ribble Valley will create. Much of the already new build housing in Barrow, Clitheroe, Whalley etc has increased the traffic through the villages of Read and Simonstone along Whalley Road. The increased traffic has increased noise & chemical pollution. Slow traffic queuing through the villages at peak times creates more air pollution (increasing risks for children walking to and from school). Whalley Road has one pedestrian crossing not adequate for pedestrian safety on such a busy road. Having observed many instances where vehicles fail to stop at a red light - more traffic equates to more driver stress, more rushing to beat the lights. What assessments have been done in recent months at peak times of the number and speed of cars, heavy goods lorries and large farming vehicles along Whalley Road to consider it safe to add to the burden on Whalley Road? Plans point 2.7 states there are local services to support more housing. I would argue that local shops(2 small convenience stores, 1 takeaway, 1 pub) is not enough provision to dissuade residents shopping out of the villages - thereby use of cars adding to traffic on Whalley Road. point 3.2.5 lists there are Restaurants in the villages but this is not the case. Within the proposal are plans to provide each household with travel information of car sharing schemes in the area to reduce traffic - what are these schemes, are they already successful or even established in the villages?. Point 3.2.8 details footpaths for walking and suggests in 3.3.2 they could be used for cycling. Are they footpaths or bridleways are they legal for shared use? Is the terrain suitable for cycles/electric bikes? The principle of reducing the need to use cars and rely on walking, cycling, pubic transport is comendable for many reasons. However currently many households have more than one person working, despite increased "working from home' for some occupations many have to drive to work due to distance, equipment, physical limitations, shift patterns, multi journey workloads. Therefore 77 houses could equate to more than 77 cars adding to an overloaded local roadway. More housing may be needed but without suitable infrastructure and safe road planning it is foolhardy and planning should be refused.