

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 03 August 2026 20:09
To: Planning
Subject: Planning Application Comments - 3/2026/0488 FS-Case-862467011

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Planning Application Reference No.: 3/2026/0488

Address of Development: Proposed Development: The Nook, Snodworth Road, Langho

Comments: I wish to register my strong objection to the proposed development at The Nook, Snodworth Road, Langho.

Having reviewed the submitted plans and supporting information, I believe the proposal is contrary to both local and national planning policy and would result in significant, permanent and irreversible harm to the character of the countryside, biodiversity, highway safety and local infrastructure. Furthermore, the application fails to provide sufficient evidence to demonstrate that the development can be delivered safely, sustainably or without unacceptable environmental impacts.

1. Inappropriate Development in the Open Countryside

The proposed development is located outside the defined settlement boundary and constitutes an unjustified encroachment into the open countryside. The application fails to demonstrate exceptional circumstances or a genuine planning need that would outweigh the harm caused by developing this rural site.

The proposal is therefore contrary to Key Statements DS1 and H2 and Policies DMG2 and DMH3 of the Ribble Valley Core Strategy, which seek to direct development towards sustainable locations and protect the countryside from inappropriate forms of development.

Paragraph 180 of the National Planning Policy Framework (NPPF) requires planning decisions to recognise and enhance the intrinsic character and beauty of the countryside. This proposal would instead erode the rural setting of the area and introduce an urban form of development that is wholly out of keeping with its surroundings.

2. Landscape and Visual Harm

The scale, layout and appearance of the proposed dwellings would introduce an incongruous and visually intrusive form of development within a currently open rural landscape.

The development would be clearly visible from Snodworth Road, York Lane and neighbouring

residential properties. The introduction of new dwellings, access roads, parking areas, lighting, fencing and other domestic infrastructure would permanently alter the character of the area and diminish the rural setting enjoyed by existing residents.

The resulting harm would be contrary to Policies DMG1, DMG2, DME1 and DME2 of the Ribble Valley Core Strategy and Paragraph 135 of the NPPF, which require development to be sympathetic to local character and landscape setting.

3. Biodiversity, Ecology and Protected Species

The ecological information submitted with the application appears inadequate and does not provide confidence that the impacts upon biodiversity and protected species have been properly assessed.

The proposed development would result in the loss and fragmentation of existing habitats which currently provide important wildlife corridors between surrounding fields, hedgerows and woodland areas.

Of particular concern is the fact that I have personally found newts within my own garden, despite there being no obvious pond or permanent water source nearby. This suggests that the wider area may support amphibian populations and that habitat connectivity extends beyond the immediate boundaries of the application site.

In addition, owls are regularly seen and heard in the vicinity of the site, particularly during evening and early morning periods. The surrounding countryside clearly provides valuable feeding and hunting grounds. Bats are also frequently observed flying across the area at dusk, indicating that local hedgerows, mature trees and open fields may be used as commuting and foraging routes.

The presence of these species raises serious concerns regarding the adequacy of the ecological assessments submitted. Bats and their roosts are protected under the Wildlife and Countryside Act 1981 and the Conservation of Habitats and Species Regulations 2017, while local authorities are subject to a biodiversity duty under Section 40 of the Natural Environment and Rural Communities Act 2006.

Furthermore, the application does not demonstrate how the development will comply with the mandatory Biodiversity Net Gain requirements introduced through Schedule 7A of the Town and Country Planning Act 1990, as inserted by the Environment Act 2021.

In the absence of comprehensive and up-to-date ecological surveys, it cannot be concluded that protected species and their habitats will not be harmed. The precautionary principle should therefore apply. The proposal is contrary to Key Statement EN4, Policy DME3 and national planning policy relating to biodiversity conservation and enhancement.

4. Severe Highway Safety Concerns, Existing Property Damage and Inadequate Access

The proposed development would place an unacceptable and dangerous burden on a road network that is already struggling to cope with existing traffic levels.

Snodworth Road and York Lane are narrow rural lanes with restricted visibility, limited passing opportunities and no pedestrian pavements. These roads were not designed to accommodate the volume of traffic they currently carry, let alone the additional vehicle movements associated with six

new dwellings, visitors, delivery vehicles, service providers and construction traffic.

The submitted plans effectively create two separate cul-de-sac accesses, requiring all vehicle movements to enter and exit via either Snodworth Road or York Lane. This would increase traffic on roads that are already operating at, or beyond, a safe and practical capacity.

Of particular concern is the poor visibility when exiting onto Snodworth Road. Vehicles travelling uphill often emerge with very little warning, significantly increasing the risk of a serious collision. Additional traffic generated by this development would inevitably make this situation worse.

The existing highway problems are not theoretical; they are experienced by local residents every day. Due to the restricted width of Snodworth Road, motorists are frequently forced to take evasive action simply to pass one another. As a consequence, vehicles regularly drive [REDACTED] and over sections of [REDACTED] in order to avoid oncoming traffic. This has resulted in damage to private property, damage to passing vehicles and frequent confrontations between motorists. The fact that private land is routinely being used as an unofficial passing place is clear evidence that the road is already incapable of safely accommodating existing traffic demand.

Furthermore, pedestrians are placed at considerable risk. The absence of pavements means residents, children, dog walkers and older people have no option but to share the carriageway with vehicles. In many locations the road is only wide enough for a single vehicle, forcing road users into potentially hazardous situations.

The cumulative impact of development throughout Langho must also be considered. Traffic volumes have increased substantially in recent years as a result of continued housebuilding across the Ribble Valley. With further major developments approved or proposed within the area, including large-scale developments nearby, the pressure on these roads will continue to grow. The applicant has failed to demonstrate that the local highway network can safely accommodate this additional burden.

Paragraph 116 of the National Planning Policy Framework is clear that development should be refused where there would be an unacceptable impact on highway safety or where the residual cumulative impacts on the road network would be severe. In this case, the evidence indicates that both tests are met.

Should Ribble Valley Borough Council nevertheless be minded to approve this application, I strongly request that Lancashire County Council first undertakes a comprehensive highway safety assessment and requires substantial traffic-calming and road-safety improvements as a prerequisite of any development. These measures should include speed surveys, reduced speed limits, vehicle-activated warning signs, improved passing places, road markings and any other interventions deemed necessary to protect residents and road users.

However, the need for such measures only reinforces the fundamental point that the existing road network is already inadequate. It is unacceptable that residents are currently experiencing property damage, vehicle damage and daily safety concerns, and it would be irresponsible to approve a development that would inevitably intensify those problems. The Council should not wait until a serious injury or fatality occurs before recognising the severity of the situation.

5. Construction Traffic Impacts

The application also fails to adequately assess the realities of the construction process.

Development of the site would require substantial use of excavators, cranes, low-loaders, concrete wagons, brick lorries, utility vehicles and various other large construction plant. It is difficult to understand how such vehicles could safely access the site using the existing road network without creating hazards and disruption for local residents.

No detailed Construction Traffic Management Plan appears to have been submitted demonstrating that construction can take place safely and without unacceptable impacts on neighbouring properties and road users.

6. Unsustainable Location

Future residents of the proposed development would be heavily dependent upon private vehicles due to the lack of pedestrian infrastructure and the limited accessibility of local services.

There are no pavements along much of Snodworth Road and York Lane, making walking unsafe, particularly for children, older residents and those with mobility difficulties.

The proposal therefore conflicts with Key Statement DM12 and Policies DMG1 and DMG3, which seek to promote sustainable patterns of development and reduce reliance on private car travel.

7. Cumulative Impact on Local Infrastructure

This application cannot be considered in isolation.

Traffic levels in Langho have increased significantly over recent years as a result of ongoing housing growth throughout the Ribble Valley. The approval of further residential developments, together with larger strategic housing proposals elsewhere in the area, will inevitably place additional pressures on local roads and public services.

Insufficient consideration appears to have been given to the cumulative impact on schools, medical services, roads, drainage systems, public transport and other community infrastructure.

Residents are increasingly being asked to absorb the consequences of continued development without corresponding investment in supporting infrastructure.

8. Surface Water, Drainage and Road Safety

Longstanding drainage issues already affect Snodworth Road.

During periods of heavy rainfall, large quantities of water flow down the road and regularly create hazardous driving conditions. During winter this water freezes, producing dangerous stretches of ice and increasing the risk of accidents.

Residents have witnessed vehicles losing control due to these conditions, and the deteriorating state of the road frequently forces drivers into the centre of the carriageway to avoid potholes and damaged edges.

The application does not provide sufficient evidence that additional hardstanding and development within the site will not worsen existing surface water runoff problems.

This raises concerns regarding compliance with Paragraph 173 of the NPPF, which requires

development not to increase flood risk elsewhere and to incorporate appropriate drainage solutions.

Conclusion

For all the reasons set out above, this application should be refused.

The proposal represents an inappropriate and unsustainable development in the open countryside that is contrary to multiple policies within the Ribble Valley Core Strategy and the National Planning Policy Framework. It would result in significant and irreversible harm to the rural character of the area, place additional pressure on an already inadequate road network, threaten biodiversity and protected species, worsen existing drainage concerns and contribute further to the growing strain on local infrastructure.

The applicant has failed to demonstrate that the development can be accommodated safely without causing unacceptable impacts on highway safety. Local residents already experience vehicles mounting private driveways and gardens due to the restricted width of Snodworth Road, resulting in property damage, vehicle damage and frequent conflict between road users. It is wholly unacceptable to intensify these existing problems through the addition of further residential and construction traffic.

Serious concerns also remain regarding the adequacy of the ecological assessments. The presence of newts in my own garden, despite the absence of an obvious water source, together with regular sightings of bats and owls within and around the site, strongly suggests that the area supports a diverse range of wildlife and potentially protected species. Until comprehensive surveys have been undertaken and robust mitigation measures identified, the Council cannot be satisfied that the development will not cause unacceptable ecological harm.

This application offers limited public benefit while imposing substantial long-term consequences on existing residents, local wildlife and the wider countryside. The planning system is intended to protect communities from inappropriate development, not facilitate schemes that create foreseeable and avoidable harm.

I therefore respectfully but firmly urge Ribble Valley Borough Council to reject this application in its entirety.

The concerns raised in this objection are not speculative; they reflect the lived experience of residents who deal daily with dangerous road conditions, inadequate infrastructure and the increasing pressure placed upon our rural community. The Council now has an opportunity to protect the character, safety and environmental value of this area for future generations.

Accordingly, I request that planning permission be refused.

Yours faithfully,



To whom it may concern,

This letter is in reference to the planning permission notice letter received on the 21/07/2026 but dated 13/07/2026. Planning Application No. 3/2026/0488, that proposes the erection of 6 dwellings with associated access and landscaping to the Land to the rear of The Nook, Snodworth Road, Langho, BB6 8DT. I am opposing this planning application.

I first request that this application is not considered in isolation. The council will be aware that 300 new builds in Langho have very recently been given the go ahead. These new houses will increase the size of the village by 51%. This is an excessive increase the village is bracing itself for, to keep on increasing after this shows a lack of consideration for the existing villagers who are concerned about sustainable growth. In order for the 300 homes to work, a strategic level of infrastructure development needs to be done to ensure our village is appropriate for this type of increase. The Neighbourhood Planning guidance states that communities should have “direct power to develop a shared vision for their neighbourhood and shape the development and growth of their local area. They are able to choose where they want new homes, shops and offices to be built, have their say on what those new buildings should look like and what infrastructure should be provided, and grant planning permission for the new buildings they want to see go ahead. Neighbourhood planning provides a powerful set of tools for local people to plan for the types of development to meet their community’s needs and where the ambition of the neighbourhood is aligned with the strategic needs and priorities of the wider local area.” This guidance has already been failed once this year with the governments overhaul of the Ribble Valley council’s decision for planning application of the 300 additional houses in Langho, please see Appeal Ref Review 6002485, it should not be failed again.

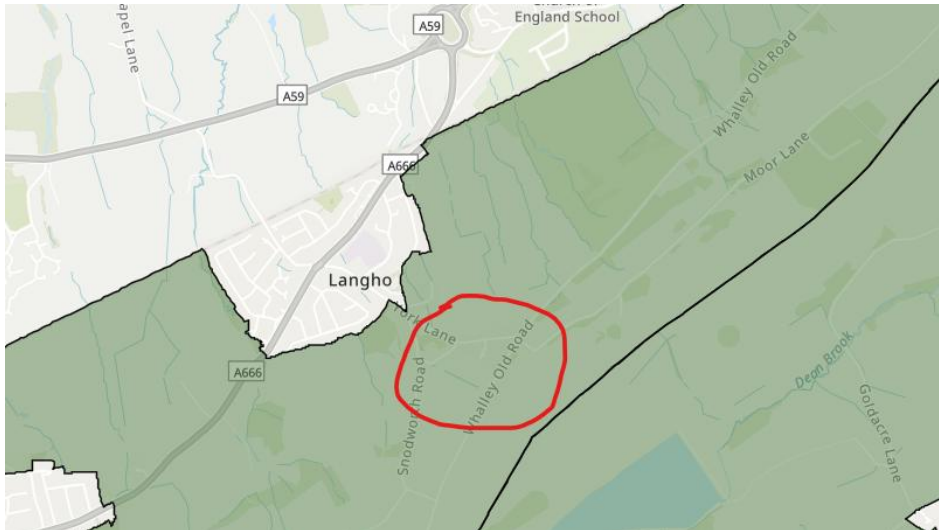
My second point alludes to serious concern for safety regarding the private access road off York Lane. This private road is too small and will not be able to handle the sufficient increase in cars once the developments are built. Only one car can fit down this road at a time. Another major concern for the road is the safety and manageability of construction trucks, lorries, vans and other vehicles accessing the site. The HSE states that “Depending on the size of the site the road layout should preferably be a looped arrangement, which avoids the need for reversing. In smaller sites, a cul-de-sac may be acceptable subject to the provision of adequate turning facilities, which may be in the form of a hammerhead but preferably a turning circle”. (2) You’ll note from the plans on application 3/2026/0488 that the road does not have a looped arrangement, nor are there any adequate turning facilities due to the absence of a hammerhead or turning circle. Another issue is how close this road is to the public footpath to the right of the road. There is no safe place for a pedestrian to access a pavement upon exit. To the right is the proposed access road and to the left is my drive. With the increase in traffic both

during and after the houses are being built/have been built, this would put pedestrian safety at a serious risk. I refer you to further HSE safety advice that states, “Pedestrian routes should be either located a safe distance away from areas of vehicle activity or provided with appropriate physical protection, such as substantial fencing and/or kerbs, to prevent pedestrians being struck by vehicles or their loads. Pedestrian routes should:

- be clearly separated from vehicle routes by fencing and/or a kerb, or other suitable means;
- be wide enough to safely accommodate the number of people likely to use them at peak times;
- ensure pedestrian safety where they cross main vehicle routes;
- provide pedestrians with a clear view of traffic movements at crossings and where gates used by pedestrians lead onto traffic routes; and
- have clearly marked, separate access for pedestrian use at loading bays and site gates used regularly by construction vehicles.”

Due to the existing access and egress infrastructure of the proposed development site, it is not possible for the construction vehicles to be managed in a safe way for local residents without breaking health and safety regulations. The angle at which cars would come out of the private access road and [REDACTED] is poor, if a car was going to exit the drive and the road at the same time and turn in opposite directions, the collision would be instant due to the angle at which these meet the road. All this information can be corroborated with the image provided of the road and [REDACTED] in my references below, please see reference 4. A further point in addition to this would be that the proposed development would result in significant development in a rural location on roads that do not have pavements for pedestrian traffic resulting in future residents being reliant on private motor vehicles to get to and from the properties contrary to Key Statement DM12 and Policies DMG1 and DMG3 of the Ribble Valley Core Strategy and the National Policy Framework. This increase in traffic would make two notoriously dangerous junctions that provide access to The Nook even worse. I note the applicant has used crashmap.co.uk data to portray Snodworth Road and York Lane as safe roads but the data source is not reliable which calls into question the integrity of the report. The reason I know this is not reliable is because there is a fatality that goes unlisted from 19/03/22 on the A666 Whalley Road (close to Northcote) that is not mentioned on there. You will also be aware of the frequent lorries and large vehicles that get stuck on The Nab, Whalley, Painters Wood, Whalley, Snodworth/York Lane junction and at the top of York Lane. The roads are simply not equipped to handle the size of any construction vehicles that would require access. The governments own rural roads design criteria states “All works – both temporary and permanent – affecting rural roads must provide route continuity for non-motorised users (NMUs) as well as vehicular traffic.” (Reference 5) This would not be possible whilst also maintaining the legal standard of 2.5 meters wide road. Please see reference 6 to see the egress of the public footpath running down the side of the private road. There is no safe place for pedestrians to exit the path.

The land the proposed development sits on is clearly labelled as green belt land.



<https://www.cpre.org.uk/interactive-map-of-englands-green-belt-land/> (7)

The proposal to build here would be in direct contradiction with the National Planning Policy Framework. Where the exemptions list “limited infilling in villages”, the use of the word “limited” amounts to one or two dwellings and not the proposed six, as these could be considered as over development as they are not proportionate to the existing context of the village. The National Planning Policy Framework also states that new builds on greenbelt land “require at least 50% of the housing to be affordable”. I highly doubt that these large, detached 4-bedroom houses would fall into this category.

The proposed planning application does not consider the water courses that travel through this land and further down [REDACTED]). Increased activity in this area could cause severe disruption of the water courses that already cause significant issues when we experience excessive rain. These water courses spread down both Snodworth Lane and York Lane as the watercourses cannot bare the excess. Please see listed image (8) to see evidence of this water that had subsequently frozen over York Lane, the van listed managed to stop there but almost crashed into [REDACTED] due to the black ice leftover from the watercourses. Please also see listed image (9) for evidence of the water courses behind [REDACTED]. In winter the land surrounding becomes extremely wet. I note that the planning application has been submitted in summer when the courses are much drier and it would be harder to obtain evidence of this. However, after weeks of hot and dry weather and only a weekend of sporadic rain, image 7 shows the rate at which the water levels increase.

The proposed development would result in the loss of existing habitat and watercourse units, with insufficient details being submitted to demonstrate and appropriate strategy for achieving the statutory requirement for Biodiversity Net Gain contrary to Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021).

The application fails to carry out appropriate assessments to fully assess the impacts of the development upon habitats within and adjacent to the site including whether

appropriate protection and enhancement can be provided for protected species and their habitat. This is contrary to Key Statement EN4 and policy DME3 of the Ribble Valley Core Strategy and the National Planning Policy Framework.

There are other major concerns for the residents surrounding the proposed development site, we have significant concerns over the noise the construction of a development of this size would make, as well as the length of time we would have to deal with this. I [REDACTED] days a week and will struggle to be able to continue with my job with the noise level that would surely increase. [REDACTED] bought this property [REDACTED] with plans to start a family, this proposal now effects our personal lives on such a level that we believe we will either have to delay this plan to expand our family, or potentially move in order to be able to go ahead with this plan as I would have serious concerns with raising an infant in an area of substantial noise. As stated in the National Planning Policy Framework planning permission, “identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason”. It is the council’s duty to ensure that this area is protected from noise.

Our residence itself is a [REDACTED] old, to have this situated next to 6 large new build developments would look completely out of character for the area and be considered inappropriate in context with the York Village hamlet. As well as this, the light our property gets is minimal due to the fact our dwelling is a [REDACTED]. The light throughout the afternoon from the south barely reaches us due to trees on other properties. To build 6 houses [REDACTED] would decrease the light we already get from this direction throughout the day. Especially considering the proposed dwellings look to be very large in height. See reference image (10). The height of the proposed dwellings would also mean that our [REDACTED] is looked upon and therefore our privacy invaded. We bought in a rural area specifically so this would not be an issue.

This proposed development goes against the neighbourhood planning guidance, would break health and safety regulations when in construction, goes against rural road design criteria and green belt land policy. As well as breaking multiple regulations from the national planning policy and environment act and the Ribble Valley’s own core strategy. It is inappropriate for the setting proposed and would change the scope of the village for the worse. Please consider rejecting the planning application on this basis.

Regards,

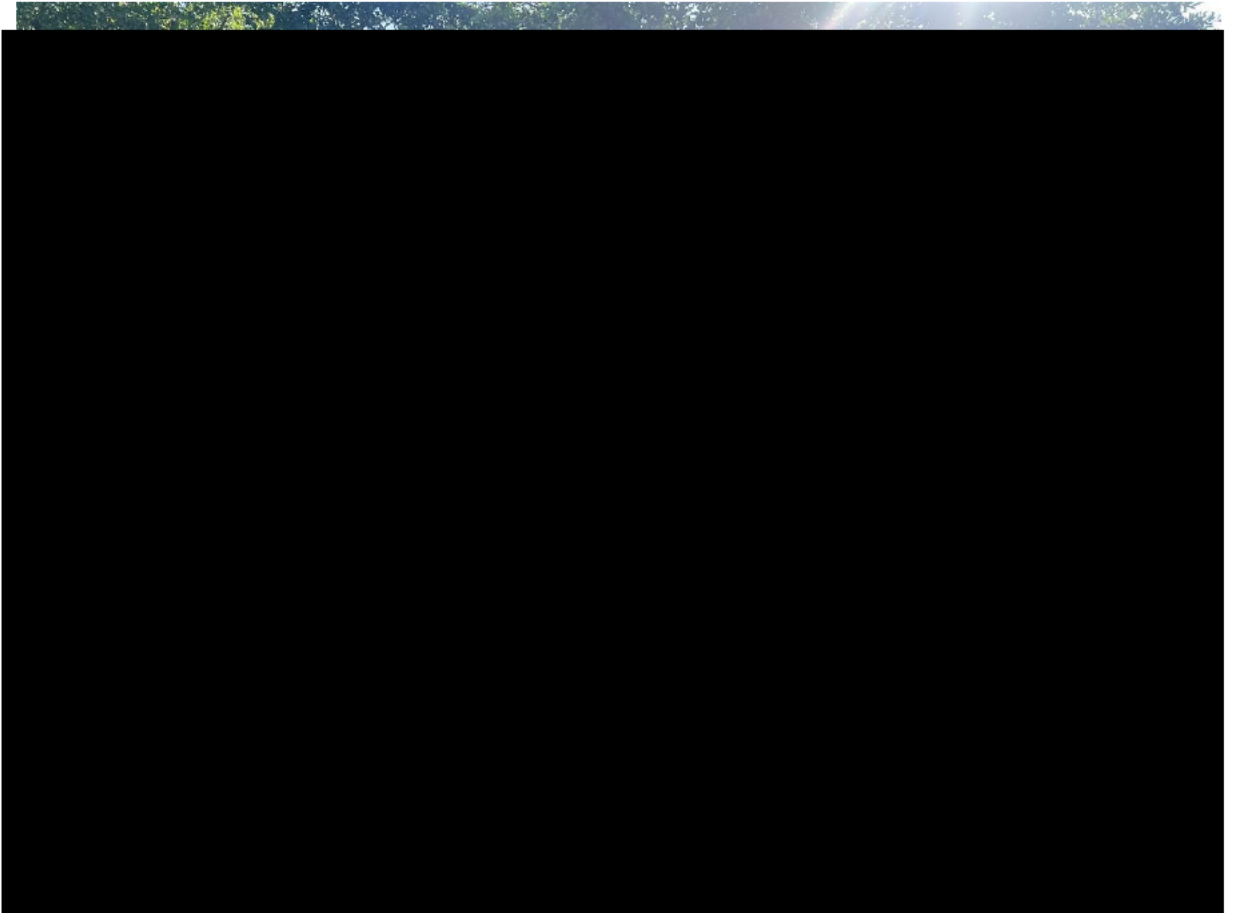
[REDACTED]

References

1. [Neighbourhood Planning Guidance](#)
2. <https://www.hse.gov.uk/comah/sragtech/techmeastraffic.htm>

3. <https://books.hse.gov.uk/gempdf/hsg144.pdf>

4. Image of drive and private access road from York Lane



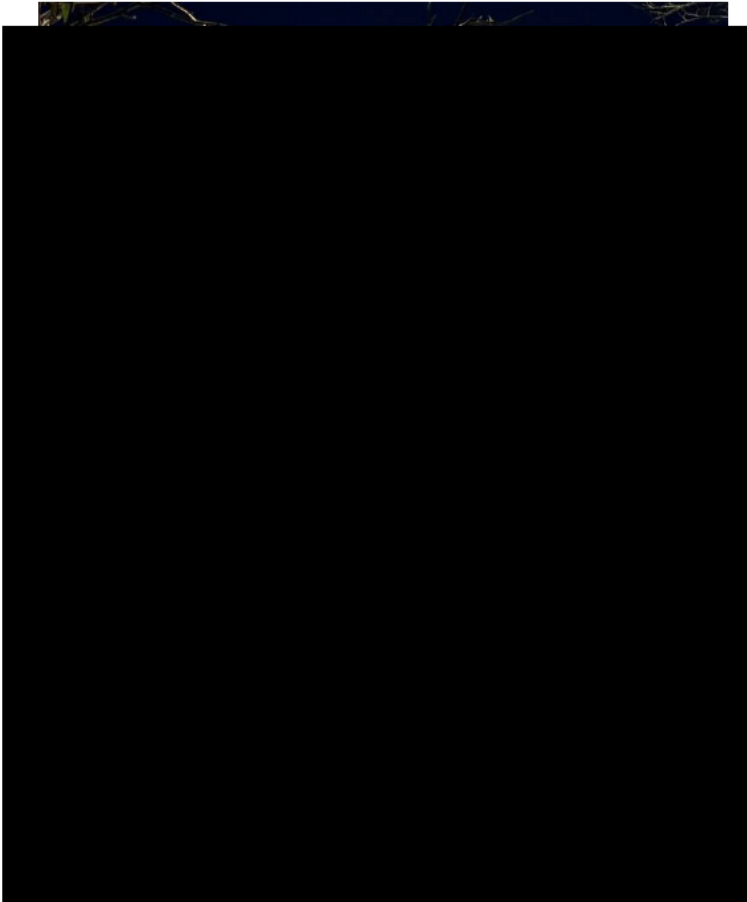
5. [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/405938/HS2 Rural Road Design Criteria.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/405938/HS2_Rural_Road_Design_Criteria.pdf)

6. Image of public path exit onto York Lane

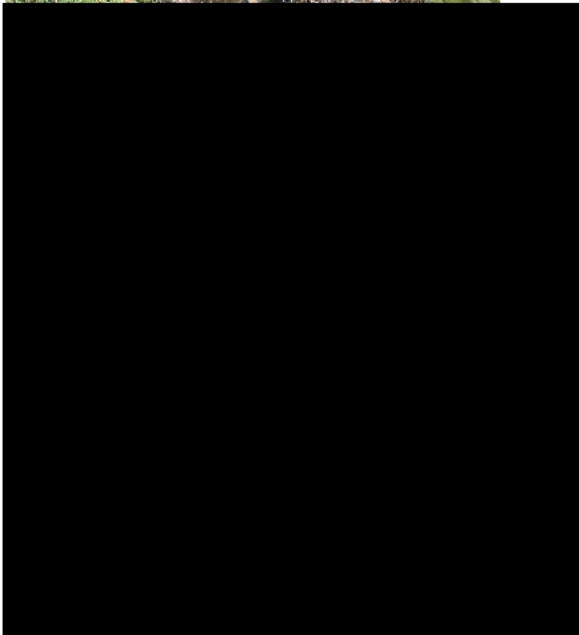


7. Image of green belt land - <https://www.cpre.org.uk/interactive-map-of-englands-green-belt-land/>

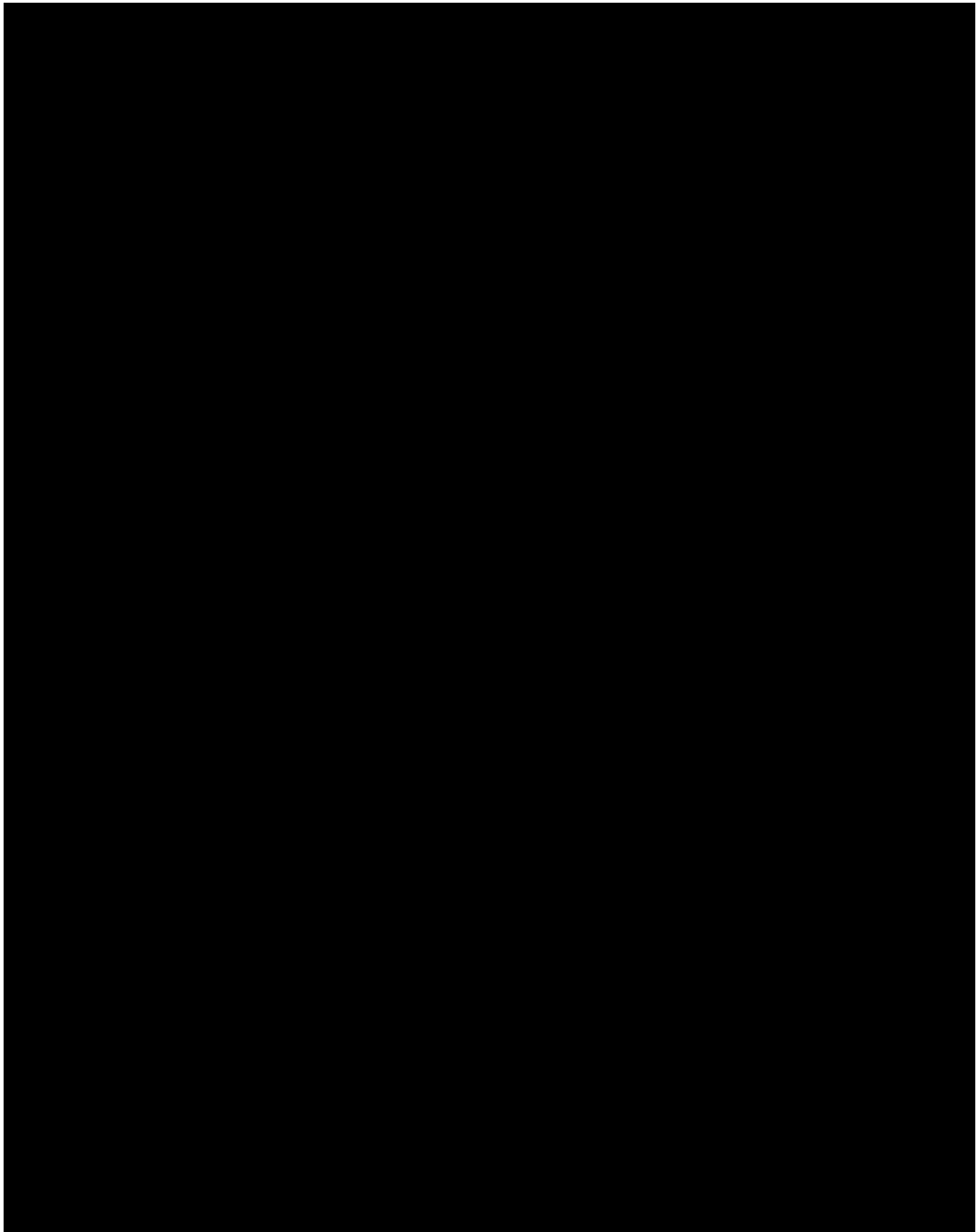
8. Image of water frozen over York Lane and van that almost [REDACTED] because of it.



9. [REDACTED]



[REDACTED] Open area which allows [REDACTED] where the proposed dwellings would be standing.



[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 31 July 2026 10:50
To: Planning
Subject: Planning Application Comments - 3/2026/0488 FS-Case-861628176

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Planning Application Reference No.: 3/2026/0488

Address of Development: LAND AT THE NOOK, SNODWORTH ROAD, LANGHO BB6 8DR

Comments: *This Objection Letter is being issued by [REDACTED] on behalf of our clients (below).

*This letter is issued by email and copied via the Council's planning portal below:

Planning Department
Ribble Valley Borough Council
Council Offices
Church Walk
Clitheroe
Lancashire
BB7 2RA

31/07/2026

Dear Sir or Madam

PLANNING APPLICATION 3/2026/0488 - LAND AT THE NOOK, SNODWORTH ROAD, LANGHO FOR PROPOSED ERECTION OF SIX DWELLINGS WITH ASSOCIATED ACCESS, LANDSCAPING AND INFRASTRUCTURE

OBJECTION ON BEHALF OF [REDACTED],
[REDACTED]

We act on behalf of [REDACTED], whose [REDACTED] the application site. This letter sets out their formal objection to planning application 3/2026/0488, following review of the documents available on Ribble Valley Borough Council's planning portal.

The application seeks full planning permission for six substantial detached four-bedroom dwellings, with associated accesses, garages, parking, drainage, landscaping and infrastructure, on

approximately 0.54 hectares of land between York Lane and Snodworth Road.

Our clients object because the proposal conflicts with Green Belt policy and raises serious concerns about highway and pedestrian safety, surface-water drainage and flood risk, landscape and settlement character, and residential amenity. These matters are summarised below and addressed in more detail in the sections that follow.

1. Executive Summary

1.1 The proposal is inappropriate Green Belt development

The application is not limited village infilling and is not the restrained redevelopment of a compact brownfield site. It would replace one dwelling in an extensive green setting with six additional large houses, roads, garages, parking, drainage works and domestic activity across an essentially open 0.54-hectare site. The exceptions in NPPF paragraphs 154(e) and 154(g) have not been met.

1.2 The site is not grey belt

The land performs a clear Green Belt function by checking the consolidation and outward spread of development between York Lane and Snodworth Road. The site strongly contributes to purpose (a) in NPPF paragraph 143, so it does not meet the NPPF grey-belt definition. In any event, the cumulative tests in NPPF paragraph 155 (unmet need, a sustainable location and no fundamental harm to the remaining Green Belt) have not been demonstrated.

1.3 The harm to openness is substantial

The scheme would introduce a major and permanent increase in built footprint, massing, and height in this open land within the Green Belt. Screening may soften some views, but it cannot restore the spatial openness lost through adding six substantial dwellings and their associated infrastructure. Substantial weight must therefore be given to that harm under NPPF paragraph 153.

1.4 There are no very special circumstances

Six large open-market houses would make only a modest contribution to housing supply. A housing shortfall does not create an exception to Green Belt policy, and mitigation such as landscaping or biodiversity measures cannot be treated as benefits sufficient to outweigh the identified harm.

1.5 The site is poorly connected and access safety is unresolved

Parts of York Lane and Snodworth Road are steep and constrained, with narrow and discontinuous footways. Future occupiers are likely to rely heavily on private cars. The intensified use of both accesses also requires robust verification of visibility, gradients, pedestrian safety, servicing and accident risk. Safe and suitable access for all users has not been demonstrated.

1.6 Drainage and neighbouring flood risk remain unresolved

The drainage strategy is expressly preliminary and depends on watercourse diversion, culverts, attenuation and controlled outfalls. The application does not yet demonstrate capacity of the receiving system, lawful drainage rights, safe exceedance routes, or that adjoining land and properties would not face increased flood or waterlogging risk.

1.7 The scheme would harm character and residential amenity

The development would replace a large area of open land and replace with estate-style backland housing in an existing semi-rural setting – currently characterised by low density housing fronting two roads splaying outwards in different directions to the south-east and south-west. The combination of two blocks of substantial two-storey dwellings, with differences in slab/eaves/ridge levels, facing and overlooking habitable windows, proliferation of garden paraphernalia, added access activity to both roads, and associated lighting and noise will harm the character of the locality, have an overbearing impact on neighbouring residents, result in loss of privacy to immediately adjacent residents, and add disturbance to this quiet area. All of these impacts would be acutely felt by our client's residential property. In particular, plots 3 to 6 would present a high positioned block of houses with direct [REDACTED], lighting, and regular vehicle noise.

1.8 Overall conclusion

The proposal conflicts with the development plan and national Green Belt policy. The Green Belt harm is decisive. The grounds for refusal are reinforced by unresolved sustainability, highway, drainage, character and amenity impacts. Planning permission should be refused.

2. Statutory and Policy Framework

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise.

Development Plan

The relevant development plan comprises:

- the Ribble Valley Core Strategy 2008–2028, adopted in 2014; and
- the Housing and Economic Development Plan Document, adopted in 2019.

The relevant development plan policies (key statements') include the following.

- DS1: Development Strategy - New housing is directed principally towards identified strategic locations and principal settlements. Growth in other settlements must be managed having regard to their size, services, infrastructure, environmental constraints and the Green Belt.
- DS2: Sustainable Development - Reflects the presumption in favour of sustainable development. That presumption does not, however, override specific policies protecting the Green Belt or remove the requirement for development to be genuinely sustainable in environmental, social and transport terms.
- EN1: Green Belt - Overall extent of the Green Belt will be maintained to safeguard the surrounding countryside from inappropriate encroachment. New buildings are restricted to uses appropriate in the Green Belt and other uses which preserve openness and do not conflict with the purposes of the designation.
- EN2: Landscape – It is expected to conserve and enhance landscape character, visual quality and local distinctiveness.
- H2: Housing Balance: Land for residential development will be made available to deliver 5,600 dwellings, estimated at an average annual completion target of at least 280 dwellings per year over the period 2008 to 2028 in accordance with baseline information.
- H3: Affordable Housing: Outside of Clitheroe and Longridge, on developments of 5 or more dwellings (or sites of 0.2 hectares or more irrespective of the number of dwellings) the council will require 30% affordable units on the site.
- DM1: Planning Obligations: Planning Obligations will be used as a mechanism to deliver development that contributes to the needs of local communities and sustainable development. Obligations will be negotiated on a site-by-site basis. The obligations can include affordable housing, highway works, open space, and education.
- DM12: Transport Considerations - Development should be located and designed to reduce reliance on the private car, promote sustainable travel and provide safe and suitable access.
- DMG1: General Considerations - Development should be of an appropriate scale, density, massing and form; be sympathetic to its surroundings; avoid unacceptable effects upon visual amenity and landscape character; avoid unacceptable harm to neighbouring occupiers; provide safe and suitable access; and make satisfactory provision for drainage and infrastructure.
- DMG2: Strategic Considerations - Development outside defined settlement boundaries is subject to restrictive criteria and must be compatible with the development strategy, the character of the area and relevant Green Belt and countryside policies.
- DMG3: Transport and Mobility Development - Should provide safe access, avoid unacceptable highway impacts and encourage sustainable means of transport.
- Policies DME6: Addresses water management, flood risk, watercourses and the need to ensure that development does not increase flood risk elsewhere.

National Policy (NPPF, December 2024) – Green Belt

- Paragraph 142 confirms that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics are openness and permanence.
- Paragraph 143 identifies the five Green Belt purposes. They are:
 - a) to check the unrestricted sprawl of large built-up areas;
 - b) to prevent neighbouring towns merging into one another;
 - c) to assist in safeguarding the countryside from encroachment;
 - d) to preserve the setting and special character of historic towns; and
 - e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- Paragraph 153 requires substantial weight to be given to any Green Belt harm, including harm to openness. Inappropriate development is harmful by definition and should not be approved except in 'very special circumstances.' Those circumstances do not exist unless the harm by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.
- Paragraph 154 provides relevant exceptions for development in the Green Belt. The applicant appears to primarily rely on paragraph 154(e) as limited infilling in villages, and paragraph 154(g) as limited infilling or the partial or complete redevelopment of previously developed land where this would not cause substantial harm to Green Belt openness.
- Paragraph 155 provides a separate, cumulative exemption for homes and other development on 'grey belt' land. Development is not inappropriate only where: (a) it utilises grey belt land and would not fundamentally undermine the purposes, taken together, of the remaining Green Belt across the plan area; (b) there is a demonstrable unmet need for the type of development proposed; (c) it is in a sustainable location, with particular reference to paragraphs 110 and 115; and (d) the Golden Rules in paragraphs 156 and 157 are met where applicable. Identifying land as grey belt is therefore not, by itself, sufficient to justify development and all tests under paragraph 155 must be satisfied.
- Paragraph 11(d) is subject to NPPF footnote 7. Green Belt policies may provide a strong reason for refusal before the tilted balance is engaged. A housing land supply shortfall does not redefine inappropriate development, reduce the substantial weight to be given to Green Belt harm, or dispense with the paragraph 153 balance.

3. Proposal Does Not Satisfy the Exception in NPPF Paragraph 154(e)

3.1 The site is 'not' a small frontage gap

The site presently reads as a large backland site formed by open, partly wooded and verdant area that separates and softens adjoining residential groups around it. Its mature boundaries, varied levels, ponds, watercourses and extensive vegetation reinforce its extensive green setting and its semi-rural character.

In this context, this proposal is not for one or two houses within a narrow gap between established frontage properties along York Lane and Snodworth Road. It is for six substantial houses spread across a sizeable 0.54 ha and open area of backland between these roads.

Plots 3 to 6 running north to south would create a new street of houses reached from a cul-de-sac lane via York Lane; Plots 1 and 2 running east to west would introduce further development served from a cul-de-sac lane via Snodworth Road. The Nook house would be retained, also served via Snodworth Road. The proposed layout manifests a large and irregular right angle of houses, with plots 5 and 6 extending significantly beyond the existing building line of The Nook. This reinforces the fact this site does not represent a small gap.

In summary, this proposal is not the infilling of a 'small' gap between neighbouring frontage buildings as paragraph 154(e) envisages. Instead, it represents the comprehensive development of a substantial and irregular open tract of backland, urbanising this southern edge to the village.

3.2 The proposed development is not "limited"

The proposed new dwellings are substantial four-bedroom detached properties of approximately 2,400 to 2,500 square feet each. The total residential floorspace would be approximately 14,748

square feet, excluding the considerable associated external development.

The word "limited" under paragraph 154(e) must be given meaningful content. The proposed footprint and overall scale of the development spread across the majority of a 0.54 ha site cannot reasonably constitute "limited" development, and especially where no comparable built development presently exists in the locality.

3.3 The site is outside the defined village boundary

The defined settlement boundaries for villages in local plans are not always determinative, but they remain highly material in the context of paragraph 154(e).

The application site was deliberately excluded from the Langho settlement boundary and included within the Green Belt during the development plan process. That provides a strong indication that for planning purposes the site is not regarded as part of the village. In practice and for good reasons the adopted settlement boundary of Langho in the Policies Map (Inset 16) tightly wraps around the main built-up area of Langho for sensible physical, visual, and functional reasons, excluding the application site around 200m to the south.

3.4 The site does not form part of the main built-up area of the village

The applicant relies upon the presence of houses around the site and its theoretical proximity to village facilities. However, those matters do not establish that the land itself forms part of the village for the purposes of paragraph 154(e). The site's relationship to the defined settlement boundary (as above) and other factors come into play, as discussed below.

York Lane and Snodworth Road are both steep and subject to a 30 mph speed limit. Pavements are very steep and narrow in places and are not continuous along the full routes between the site and the centre of Langho. This walking environment represents significant deterrents to travel on foot to key facilities, particularly for: older people; persons with impaired mobility; young children; residents carrying shopping; and persons using pushchairs. A site is not within a village merely because it sits within a nominal walking-distance radius or because houses can be identified along some of its boundaries. The character of the intervening surfaces, routes, and topography, influence accessibility and this in turn affects how the site should be seen as within or outside of the village. On balance, the site and its local context and flawed accessibility means that it should not be considered as part of the village for the purposes of paragraph 154(e).

3.5 Limited facilities and an unsustainable relationship with Langho

The applicant's sustainability case is also overstated. Langho provides only a limited and incomplete range of day-to-day services. There is no comprehensive local centre offering a broad range of employment opportunities, secondary education, substantial food shopping, comparison retail, leisure facilities or other essential services. More extensive provision is available only by travelling to Whalley, Great Harwood, Wilpshire or Blackburn.

As above, the Council must also consider whether the actual routes to services are safe, direct, convenient and genuinely attractive for pedestrians and cyclists. The steep gradients, constrained highways, narrow and incomplete footways and limited range of local services mean that future occupants, particularly in six large four-bedroom family houses likely to generate high levels of car ownership, would rely heavily upon private vehicles for most journeys.

The proposal would therefore fail to minimise the need to travel and would not sufficiently prioritise sustainable transport. This view reinforces the conclusion that the site is physically and functionally outside the village for the purposes of paragraph 154(e).

3.6 Site is outside the defined settlement boundary of Langho

Importantly, the site also lies well outside the defined settlement boundary shown on the adopted Housing and Economic Development DPD Proposals Map. Although the settlement boundary is not absolutely determinative, it reinforces the physical and functional evidence above that the site does not form part of the village for the purposes of paragraph 154(e).

3.7 Conclusion

For the reasons set out above, the proposal does not satisfy the exception in NPPF paragraph 154(e). The site is not a small or recognisable gap within an otherwise substantially built-up frontage. It is a

sizeable, open backland site extending between two diverging minor roads and lying around 200 metres beyond Langho's defined settlement boundary. The scheme would not simply complete an established pattern of development. It would create an entirely new and substantially more intensive form of development, comprising six large, detached dwellings arranged along two new cul-de-sac accesses, together with garages, parking, turning areas, drainage infrastructure and associated domestic activity. Plots 5 and 6 would extend particularly far beyond the existing built form into the open Green Belt. The scale, layout and physical effects of the proposal cannot reasonably be described as "limited," while the site's spatial separation from Langho's main built-up area, poor pedestrian connections and semi-rural character mean that it does not properly function as part of the village. The Council should therefore conclude that the proposal does not constitute limited infilling in a village and that therefore the exception in NPPF paragraph 154(e) is not engaged.

4. Proposal Does Not Satisfy the Exception in NPPF paragraph 154(g)

4.1 The NPPF definition of 'Previously Developed Land'

The application documents describe the site as a "garden plot", "residential curtilage" or "well-contained" site, and asserts those descriptions overcome PDL or Green Belt concerns. They do not. The NPPF Glossary defines previously developed land (PDL), or brownfield land, as "Land which has been lawfully developed and is or was occupied by a permanent structure and any fixed surface infrastructure associated with it, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed). It also includes land comprising large areas of fixed surface infrastructure such as large areas of hardstanding which have been lawfully developed. Previously developed land excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.."

The NPPF does not separately define 'greenfield' land but by applying common sense land which does not fall within the positive definition of PDL can be properly described as greenfield. In this context, it is clear that not all of the site constitutes PDL.

4.2 Majority of the site is 'greenfield' in character

The submitted plans show that the site is a sizeable and irregular tract extending between Snodworth Road to York Lane, buffering between houses to the east and west. The existing structures / hard surfaces occupy a very small fraction of the site. The site is essentially open and green, comprising extensive lawns; planted and ornamental gardens; mature trees and shrubs; ponds and water features; watercourses; and drainage features.

The environmental information submitted with the application describes the land as a residential garden containing varied topography, landscaped and terraced areas, ponds, mature vegetation and culverted watercourses. Only localised areas of made ground associated with tracks, landscaping or minor structures are identified. That evidence is inconsistent with any suggestion that the whole site is PDL. Ownership, domestic use and planning unit status are not determinative of the status of PDL and its existing character.

The presence of some ancillary structures and limited hard surfaces does not alter the predominantly greenfield physical character of the site. The applicant's own Landscape and Visual Impact Assessment acknowledges that the proposal would replace areas of ornamental garden with residential development and introduce significant additional built elements. The proposal would therefore develop land that is primarily open and predominantly free from buildings, rather than merely reusing a substantially developed site.

4.3 Substantial Harm to Green Belt Openness

Even if the Council were to conclude that most or all of the site is PDL, paragraph 154(g) of the NPPF

would apply only where the development would not cause substantial harm to Green Belt openness. The proposal fails that test for the reasons outlined below:

- **Spatial openness** - Openness is not merely a visual concept. It has an important spatial dimension concerned with the absence of built development. The proposal would introduce: six substantial detached houses; garages; enlarged and intensified accesses; internal access roads and driveways; parking and turning areas; retaining and engineering works; drainage infrastructure; boundary treatments; external lighting; garden structures; and the normal activity and paraphernalia associated with seven occupied homes. That would result in a major and permanent increase in built footprint, height, and overall volume, thereby considerably reducing the sense of openness which currently exists on site.
- **Visual openness** - The applicant's reliance on limited long-distance visibility does not answer the Green Belt question. The site is visible from York Lane, Snodworth Road, the public footpath adjoining the northern boundary and elevated farmland and public rights of way to the south, as well as from surrounding residential properties. The Landscape and Visual Impact Assessment itself acknowledges these views. The fact that some views are filtered by trees does not preserve openness. Deciduous screening changes seasonally and landscaping cannot conceal the substantial increase in built form, roofs, upper storeys, lighting, vehicles and domestic activity. Relying upon retained vegetation to screen development is conceptually inconsistent with Green Belt policy. The concern is not merely whether the houses can be hidden from certain viewpoints. Fundamentally, a screened housing development remains built development and remains spatially harmful to openness.
- **Landscape mitigation cannot replace openness** - New planting may soften visual effects over time, but it cannot restore openness once six houses and their associated infrastructure have been constructed. The proposal would replace an open and verdant character with a suburban estate environment. That is a fundamental and permanent change, not a localised landscape adjustment.

4.4 Conclusion

For the reasons set out above, the proposal does not satisfy the exception in NPPF paragraph 154(g). The presence of a limited number of ancillary structures and hard surfaces does not mean that the whole 0.54-hectare site should be treated as previously developed land, still less that it is suitable for comprehensive residential development. The great majority of the site remains open and substantially free from buildings, comprising extensive lawns, landscaped gardens, trees, ponds, watercourses and other green features. In any event, the precise extent of PDL is not decisive. Even if the Council were to regard the whole site as falling within the curtilage of The Nook, the NPPF expressly cautions that “it should not be assumed that the whole of the curtilage should be developed.” Crucially, paragraph 154(g) is engaged only where the proposed limited infilling or redevelopment would “not cause substantial harm to the openness of the Green Belt.” The proposal plainly fails that test. It would replace a predominantly open and verdant site with six substantial two-storey dwellings, garages, two intensified access arrangements, internal roads, parking and turning areas, drainage and engineering works, boundary treatments, lighting and the activity and paraphernalia associated with seven occupied homes. This represents a major and permanent increase in built footprint, height, volume and urbanising influence across land that is presently largely unbuilt.

In context the development is therefore materially different from the limited redevelopment of a compact brownfield site envisaged under paragraph 154(g). It would amount to the comprehensive suburbanisation of an extensive open Green Belt garden. Landscaping may soften some views over time, but it cannot restore the spatial openness permanently lost to buildings and infrastructure. The Council should therefore conclude that the proposal would cause substantial harm to Green Belt openness and that the exception in NPPF paragraph 154(g) is not engaged.

5. Proposal Does Not Satisfy the Exception in NPPF paragraph 155

The applicant indicates that it may seek to advance a 'grey belt' exception under the NPPF paragraph 155, although that does not appear to be its primary submitted justification. Either way, their preliminary assessment is inadequate due to the following reasons:

5.1 Grey belt definition

The NPPF Glossary defines grey belt as Green Belt land comprising previously developed land and/or other land which, in either case, does not strongly contribute to any of Green Belt purposes (a), (b) or (d) in paragraph 143. It excludes land where policies relating to the other areas or assets in footnote 7 would provide a strong reason for refusing or restricting development.

The question is therefore whether the site, assessed at an appropriate and sufficiently granular scale, strongly contributes to at least one of purposes (a), (b) or (d). Purpose (c), safeguarding the countryside from encroachment, is not part of the formal grey-belt definition, but remains directly relevant to the proposal's effects, development-plan conflict, and the overall planning balance.

5.2 Strong Contribution to Purpose (a)

Purpose (a) serves to check the unrestricted sprawl of large built-up areas. The applicant appears to dismiss purpose (a) on the basis that Langho is a village rather than a large built-up area. That is an unduly narrow reading of the NPPF.

The site strongly performs to purpose (a) because its mainly open land character performs an important checking function by preventing the consolidation and urbanising of development between existing roads and houses extending southwards into the open countryside.

Partial enclosure or proximity to development does not automatically mean that a site makes only a weak contribution to Green Belt purposes. The proper focus is the role of the land in restraining the outward and cumulative spread of development.

The applicant places substantial reliance upon the site being "contained". Containment is not itself a policy test within the NPPF grey belt definition. A site may be visually enclosed by vegetation, partly bordered by houses, situated between roads and nevertheless perform a valuable Green Belt function.

Purpose (c): safeguarding the countryside from encroachment should also be considered in the context of purpose (a). The site clearly assists in safeguarding the countryside from encroachment. The proposal would introduce a small new estate of large dwellings outside the settlement boundary, involving substantial new built form and domestic activity where there is presently a predominantly green and undeveloped character. The Landscape and Visual Impact Assessment identifies a Moderate Adverse effect at site level, confirming that the proposal would cause a material change in character. The site therefore makes a significant contribution to safeguarding the countryside from encroachment.

5.3 Impact on purpose (a)

In context, the proposal would be a form of urban sprawl. Even though the site is partly bordered by existing houses, it is not contained to the south at all and hardly contained to the east and west. Notably, plots 5 and 6 would significantly extend beyond the building line of The Nook, resulting in physical and visual sprawl into the open countryside.

5.4 Conclusion

For the reasons set out above, the site should not be regarded as grey belt land. Its predominantly open character performs an important Green Belt function by checking the consolidation and further outward spread of development between York Lane and Snodworth Road and especially avoiding suburban expansion to the south. On the case advanced above, the site therefore makes a strong contribution to Green Belt purpose (a) and falls outside the NPPF definition of grey belt.

In any event, identifying land as grey belt would not, by itself, make the development appropriate. NPPF paragraph 155 establishes a cumulative test and every relevant requirement must be satisfied. The application has not demonstrated that the scheme would avoid fundamentally undermining the purposes, taken together, of the remaining Green Belt across the plan area. Nor has it demonstrated an unmet need for the particular type of development proposed: six large, four-bedroom detached market houses, with no affordable, smaller or accessible dwellings.

The proposal has also not been shown to occupy a sustainable location. Its separation from Langho's main built-up area, steep and constrained pedestrian routes, discontinuous footways, limited range of nearby services and likely dependence on private cars weigh materially against compliance with NPPF paragraphs 110 and 115.

Accordingly, the proposal fails both stages of the grey belt assessment. The site does not meet the definition of grey belt and, even if the Council were to conclude otherwise, the cumulative requirements of NPPF paragraph 155 have not been satisfied. The development therefore remains inappropriate development in the Green Belt and the potential grey belt exemption under paragraph 155 is not engaged.

6. Absence of Very Special Circumstances

6.1 Applying the NPPF paragraph 153 test

In considering this application the Council must ensure that substantial weight is given to any harm to the Green Belt, including harm to its openness.

Development in the Green Belt is inappropriate unless certain exceptions applies. As explained above, none of the exceptions within paragraphs 154 or 155 of the NPPF applies.

Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in 'very special circumstances.' Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

6.2 Harm to the Green Belt

The identified Green Belt harm is very significant and includes:

- definitional harm arising from inappropriate development;
- substantial loss of spatial openness;
- visual erosion of openness;
- encroachment into an open and verdant site in the open countryside;
- consolidation and outward spread of built form (including incursion to the south by plots 5 and 6);
- conflict with Green Belt purposes (a) and (c);
- conflict with policies EN1, DMG1 and DMG2;
- substantial and adverse change to the character of the site; and
- cumulative and precedential implications for similar Green Belt garden sites elsewhere across the borough.

The 'bar' of harm on the Green Belt is therefore high and in context the proposal does not constitute very special circumstances due to the reasons explained below:

6.3 Housing land supply

The applicant relies heavily upon the Council's housing land supply position and the tilted balance in paragraph 11(d) of the NPPF. That approach is incorrect. Paragraph 11(d) is expressly subject to footnote 7. Where Green Belt policies provide a strong reason for refusal, the tilted balance is not engaged.

In effect, a housing shortfall does not create a new exception to Green Belt policy or reduce the substantial weight to be afforded to Green Belt harm. Furthermore, the proposal would provide only six large open-market houses - a modest contribution to housing supply that does not materially begin to outweigh the identified harm to the Green Belt. Therefore, increasing land supply in this location does not constitute very special circumstances.

6.4 Other matters

Landscaping and biodiversity measures proposed by the applicant are principally mitigation for the harm caused by the development and should not be double counted as decisive benefits which can constitute very special circumstances.

6.5 Conclusion

The proposal is inappropriate development in the Green Belt and would cause substantial harm to

openness, Green Belt purposes and local character. The modest benefit of six large market dwellings, together with landscaping and biodiversity mitigation, does not clearly outweigh that harm. Very special circumstances have therefore not been demonstrated.

7. Highway Safety

7.1 General concerns

The proposed development would use two separate vehicular access points: the Snodworth Road access for Plots 1 and 2 and the retained dwelling, and the York Lane access for Plots 3 to 6. Although both may be existing accesses, their intensity and nature of use would change materially. An access serving one dwelling or limited domestic activity cannot automatically be assumed suitable to serve multiple family houses, visitors, deliveries, servicing, refuse collection and emergency vehicles. York Lane and Snodworth Road are both steep, constrained 30 mph roads. Their gradients, alignment, roadside vegetation, limited pedestrian infrastructure and proximity to neighbouring accesses all materially affect visibility and driver reaction time.

The Council must consider:

- whether the required visibility splays can be achieved entirely within land controlled by the applicant or the public highway (e.g. it is unclear whether requisite splays can be achieved on York Lane, noting the potential conflict with our client's land ownership) ;
- whether splays would require the removal or substantial cutting-back of vegetation;
- whether splays adequately account for the steep vertical alignment of both road accesses;
- whether drivers emerging uphill or downhill would have sufficient visibility;
- whether vehicles can safely pass near the accesses;
- whether refuse and delivery vehicles can enter and leave without unsafe reversing;
- whether pedestrians using narrow or intermittent footways would be placed at additional risk; and
- whether surface water, debris or ice on the steep approaches could exacerbate highway danger.

7.2 Accident and incident history

The applicant appears to rely upon an absence of recorded personal-injury collisions at the precise access points over a limited period. That is not conclusive evidence that the intensified accesses would be safe. Recorded collision data does not ordinarily capture damage-only accidents, near misses, loss-of-control incidents, hazardous overtaking or braking, occasions when road users have taken evasive action or incidents not reported to the police.

The relevant assessment should not be confined to the exact access points. It should consider the surrounding lengths of York Lane and Snodworth Road, their bends, gradients, junctions and the known local history of accidents and hazardous incidents.

Our clients and other local residents are aware of accidents, incidents and near misses on these roads. That local evidence should be properly investigated by the Highway Authority rather than rely on a narrowly drawn review of recorded injury collisions.

7.3 Trip generation

The application predicts a relatively low number of peak-hour movements. That estimate should be treated cautiously. Six large four-bedroom family houses are likely to generate multiple-car ownership, work journeys, school journeys, visitors, online deliveries, servicing, refuse collection and movements throughout the day rather than solely during conventional peak hours.

The relevant safety question is not merely the average number of movements during one selected hour. It is whether every movement can take place safely given the road geometry, gradients, visibility and pedestrian conditions.

Paragraph 116 of the NPPF requires safe and suitable access for all users and provides that development should be refused where there would be an unacceptable impact upon highway safety or severe residual cumulative effects upon the road network. The Council should not approve the application unless the Highway Authority is satisfied, on the basis of independently verified visibility, levels, speed and safety evidence, that both accesses are safe and suitable for their proposed

intensified use.

7.4 Conclusion

The application has not demonstrated that the intensified use of the York Lane and Snodworth Road accesses would be safe and suitable for all users. In the absence of independently verified evidence addressing visibility, gradients, pedestrian safety, servicing and local accident concerns, the proposal conflicts with Policies DMI2 and DMG3 and NPPF paragraph 116.

8. Unsustainable Travel and Inadequate Pedestrian Accessibility

8.1 General concerns

As discussed earlier, the routes between the application site and village facilities are steep and constrained. Pavements are narrow and are not continuous throughout the routes along York Lane and Snodworth Road, and pedestrian connectivity along Snodworth Road is especially limited. The mere fact that a destination lies within a theoretical walking radius does not mean it is realistically accessible by sustainable modes. The Council should consider the actual walking distance rather than straight-line distance, gradient, footway width, footway continuity, road-crossing conditions, lighting, accessibility for mobility-impaired users, accessibility for pushchairs and young children and the attractiveness and perceived safety of the route.

Against those practical considerations, the site cannot reasonably be characterised as a genuinely sustainable village location. Future residents would be substantially dependent upon private vehicles, contrary to the objectives of Key Statements DS1, DS2 and DMI2, Policies DMG2 and DMG3 and paragraphs 110, 115 and 116 of the NPPF.

8.2 Conclusion

The site is not genuinely accessible by sustainable modes. Steep gradients, narrow and discontinuous footways, limited local services and poor pedestrian conditions would result in substantial reliance on private cars. The proposal therefore conflicts with the sustainable travel objectives of the development plan and NPPF paragraphs 110, 115 and 116.

9. Surface-Water Drainage, Watercourses and Neighbouring Flood Risk

9.1 General concerns

The site contains a complex and materially constrained drainage environment. The preliminary drainage strategy identifies ground that limits or prevents infiltration, existing open and culverted watercourses, the proposed diversion of a watercourse, removal or alteration of a pond, uncertainty over the exact starting points and routes of existing culverts, separate new drainage outfalls, flow-control devices, geocellular attenuation tanks, a proposed attenuation feature and a substantial increase in impermeable area. The strategy is expressly preliminary and remains subject to detailed design and confirmation. Those are not minor matters. They go directly to the deliverability and safety of the development and to its potential effect upon adjoining properties. These matters need to be fully addressed at the application stage. They should not be deferred by planning condition.

9.2 Specific concerns

The proposal would replace extensive permeable garden land with roofs, roads, driveways, parking areas and other hard surfaces. Because infiltration is constrained by ground conditions, the scheme depends upon engineered underground storage, flow-control devices, watercourse diversion, existing culverts and controlled discharge into existing receiving systems.

The Council should require clear and independently verified evidence concerning:

- the surveyed line, dimensions, condition and capacity of every existing culvert and watercourse;
- the location and status of all ponds, springs, land drains and informal drainage routes;
- whether every relevant watercourse has been included within the drainage assessment;
- the legal right to alter, divert or discharge into watercourses;
- the downstream capacity and condition of receiving systems;

- the consequences of blockage, surcharge or mechanical failure;
- safe exceedance routes during storms exceeding the design event;
- the effect of the site's steep topography upon overland flows;
- the relationship of tanks, culverts and outfalls to adjoining land and buildings;
- long-term ownership and maintenance arrangements;
- construction-phase drainage and silt control; and
- the adequacy of allowances for climate change and urban creep.

Our clients and other neighbours indicate that water movement across and around the site is complex and that adjoining land and public footpath to the north have experienced flooding problems during regular inclement weather. Those matters require proper investigation and mitigation measures put in place.

9.3 Risk to neighbouring properties

The diversion of watercourses, removal or alteration of ponds and concentration of runoff through engineered drainage systems may transfer rather than eliminate flood risk. There is particular concern for neighbouring properties lying downhill or close to proposed outfalls and culverts. Any blockage, surcharge, uncontrolled exceedance, failure of a flow-control device, inadequate maintenance, misidentification of an existing culvert or change to an established overland flow route could increase waterlogging or flooding affecting adjoining gardens, buildings or the nearby public footpath.

The assertion that discharge would be restricted to a nominal greenfield rate is not sufficient. The critical questions are whether the receiving watercourses and culverts can safely accommodate the proposed flows and whether the development changes the concentration, location and timing of runoff.

The application should not be approved unless the Lead Local Flood Authority and all other relevant bodies are satisfied, on the basis of a final coordinated strategy, that the system is deliverable, all watercourses and culverts have been accurately identified, lawful drainage rights exist, there will be no increase in flood risk elsewhere, safe exceedance routes are secured, long-term maintenance is enforceable and neighbouring properties will not be adversely affected.

9.4 Conclusion

The application has not demonstrated that the proposed drainage system is deliverable or that it would avoid increasing flood and waterlogging risks to neighbouring land. These fundamental matters require resolution before permission is granted and should not be deferred to planning conditions. The proposal therefore conflicts with Policies DMG1 and DME6.

10. Residential Amenity, Levels, Privacy and Overbearing Effects

10.1 General concerns

The site is partially bordered by existing residential properties, [REDACTED] property. The proposal would develop six large two-storey dwellings into close juxtaposition with established homes and gardens. The impact cannot be judged solely by reference to generic separation distances shown on a two-dimensional plan. The site has pronounced and changing levels, and the proposed dwellings would be constructed at different and in some cases elevated finished-floor levels.

The combination of elevated floor levels, substantial two-storey massing, upper-floor windows, close boundary relationships, the orientation of principal and side elevations, removal or thinning of vegetation, retaining structures and differing ground levels between the application site and adjoining properties creates a material risk of overlooking, loss of privacy, overbearing enclosure and loss of outlook.

10.2 Overlooking and loss of privacy

Neighbouring residents currently look towards a predominantly green and planted garden setting. They would instead face houses, upper-storey windows, roofs, driveways, vehicles and domestic

activity. Where a proposed house is positioned on higher ground, a conventional separation distance may provide insufficient protection because upper-storey windows can look directly down into neighbouring rooms, terraces and gardens.

Existing vegetation should not be relied upon as a permanent privacy screen unless its retention, health, height and future management can be secured by condition or obligation. Deciduous vegetation also provides substantially reduced screening during winter months.

The Council should require a detailed, window-by-window and level-sensitive assessment showing the relationship between every proposed habitable-room window and existing habitable rooms and adjoining private gardens and sitting-out areas, together with existing and proposed ground levels, finished-floor levels, ridge and eaves heights, boundary treatment heights and verified cross-sections extending through affected neighbouring properties.

These concerns are pertinent to the likely adverse impact on our client's living conditions, and other neighbours.

10.3 Overbearing impact and loss of outlook

The proposed houses would materially alter the outlook from adjoining homes and gardens, replacing open landscape and vegetation with substantial built elevations and roofs. An overbearing effect may arise even where a nominal separation guideline is met. The proper question is whether, having regard to height, mass, proximity, orientation and levels, the proposed development would appear oppressive or unduly dominant when experienced from neighbouring rooms and gardens. That concern is especially acute where a proposed dwelling is uphill, an existing property or garden lies at a lower level, a substantial gable elevation faces the boundary, the proposed house occupies a presently open outlook, or mature vegetation would be removed or reduced.

These concerns are pertinent to the likely adverse impact [REDACTED], and other neighbours.

10.4 Noise, lighting, and disturbance

The development would also introduce materially greater levels of activity, including vehicle movements along internal accesses, headlights, garage-door activity, deliveries and servicing, refuse collection, external lighting, garden activity and general domestic noise. Those effects would be especially pronounced where access roads, turning areas, parking spaces or driveways pass close to existing gardens and windows.

The application documents contain general assertions that amenity would be protected but do not provide a sufficiently detailed, level-sensitive assessment of all neighbouring relationships. The proposal therefore risks unacceptable harm to existing residents, contrary to Policy DMG1 and the requirement in the NPPF to secure a high standard of amenity for existing and future users.

These concerns are pertinent to the likely adverse impact [REDACTED], and other neighbours.

10.5 Conclusion

The scale, position and levels of the proposed dwellings, particularly Plots 3 to 6, would create unresolved risks of overlooking, loss of privacy, overbearing impact, loss of outlook and increased noise and lighting. The proposal would therefore cause unacceptable harm to neighbouring living conditions, contrary to Policy DMG1 and the NPPF.

11. Adverse impact on local character

11.1 General concerns

The loose pattern of houses along York Lane (within generous plots, irregular spacing, mature vegetation and an appreciable relationship with the countryside) sharply contrasts with the proposal. The proposal would introduce two estate-style rows of six houses behind existing frontages, creating a materially different pattern and density of development.

Rather than rounding off a built-up area, the proposal would fill a substantial green recess, create new backland development, coalesce development between two roads, and materially increase the

density and extent of built form. That conflicts with the adopted settlement boundary and with Key Statements DS1 and EN1 and Policies DMG1 and DMG2 of the Ribble Valley Core Strategy.

11.2 Conclusion

The proposal would replace a substantial green recess with an intensive suburban form of backland development that is fundamentally at odds with the loose, semi-rural pattern of York Lane and Snodworth Road. It would consolidate development between the two roads and materially erode local character, contrary to Key Statements DS1 and EN1 and Policies DMG1 and DMG2.

12. Other Matters

Paragraph 1.3 of the applicant's Design and Access Statement ('DAS') incorrectly states the site "...is located immediately outside the settlement boundary..." The defined settlement boundary in the adopted Local Plan is in fact around 200 metres to the north.

Paragraph 1.3 of the DAS states the site "...is surrounded by residential development on all sides..."

In reality the site is not wholly surrounded by residential properties on all sides.

Paragraph 2.2 of the applicant's Planning Statement states "A pavement runs along the entire length of York Lane providing suitable pedestrian connectivity from the Site towards the main centre of Langho and Whalley Old Road." This is incorrect. In reality, there is a significant stretch of York Lane where there is no pavement at all, only grass verges and private driveways. In addition, the initial pavement leading away from the site is steeply graded, narrow, and sub-standard, and unsuitable for pushchairs and wheelchairs.

Paragraph 3.1 of the applicant's Planning Statement states "In spatial terms, the proposals would not project development out into open countryside but would instead deliver a small-scale consolidation within an established village-edge context." This statement is misleading because the proposed built form of new houses would significantly encroach into open countryside from a physical, visual, and planning policy perspective, resulting in a harmful outward expansion of built-up development in this area.

Paragraphs 4.37 to 4.39 on the applicant's Planning Statement appear to contradict paragraphs 4.28 to 4.36, now stating the site is outside of a built-up area to suit the PDL exception under NPPF paragraph 154(g). In effect, this argument rules out the exemption under NPPF paragraph 154 (e). Furthermore, even if PDL applies it does not mean the proposal for 6no. new substantial dwellings with ancillary structures, hardsurfaces, etc. would accord with paragraph 154(g). As explained above, the proposal would clearly cause substantial harm to openness due to the location, layout, and scale of development. Logically, therefore, neither paragraph 154(e) nor (g) are engaged.

Notwithstanding the NPPF, paragraphs 4.59 to 4.66 of the applicant's Planning Statement does not fully address the affordable housing requirements in the adopted Local plan under policy H3: Affordable Housing. The proposal exceeds 5 dwellings and therefore the council requires 30% affordable units on the site.

13. Overall Conclusion

This is not limited infilling or the restrained redevelopment of a previously developed site. It is the comprehensive suburban development of a predominantly open Green Belt site, extending built form beyond the settlement boundary and causing substantial harm to openness, Green Belt purposes and local character. The site is not grey belt and, in any event, the cumulative requirements of NPPF paragraph 155 have not been met. No very special circumstances clearly outweigh the identified harm.

The proposal is also poorly connected to services, would encourage car dependency, has not demonstrated safe and suitable access, relies on an unresolved drainage strategy and would cause unacceptable harm to neighbouring residential amenity and the loose, semi-rural character of York Lane and Snodworth Road.

The limited benefit of six large market dwellings does not outweigh these clear and substantial conflicts with the development plan and the NPPF. Planning permission should therefore be refused.



[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 01 August 2026 09:40
To: Planning
Subject: Planning Application Comments - 3/2026/0488 FS-Case-861869008

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Planning Application Reference No.: 3/2026/0488

Address of Development: The Nook Snodworth Road York Lane

Comments: This ridiculous scheme is parachuted in by planners from outside the area for the sole reason of making money, not of helping to improve the housing needs of local people.

It's In the green belt so should never be considered.

It Is not working alongside Ribble Policy

any one single aspect so should not be considered.

It Completely changes the possibilities of this small special community giving rise to other similar requests as it would set a bar and it in no way looks or reflects the existing community and its countryside backdrop.

The roads in this area are overwhelmed now after endless house building on parsonage road, in Langho and sunbower with the place feeling like a rat run at school times and with angry morning and nighttime commuters racing back and forth.

Our home and our neighbours are continuously harassed by delivery drivers and speeding drivers with regular clips on our mirrors, bumpers and headlights and routinely touched by speeding cars on the narrow roads as they pass.

This will add to that, plus create blockages on the routes were the proposal is with each house potentially having at least five cars all leaving and arriving throughout the day and night.

The roads are not wide enough to cope with large plant in the building process.

Dirt and waste from these sites will spoil forever the local eco system and the potential for loosing colonies of animals who live in this area forever is devastating and will have long term impact.

The proposals are in no way correct on the drawings, neighbouring properties having the trees at either side of the very narrow entry on York Lane, should not be impacted and will undoubtedly be put through hell if this goes through for the next three years of construction there will be intense disturbance and then endless traffic at the side of there houses forever.

The proposed houses are way to high and not in keeping with the established properties and are compacted into small sites to get as many in as possible, which means tiny green spaces and lots of concrete and masonry detail which will change water direction forming new issues for other existing houses and depleting the green belt further whilst looking harsh against the natural backdrop.

Schools locally are already full.

There are very few shops, which means more traffic for deliveries of food etc coming and going to this site and no thought for the people who have spent a lot of hard earned cash to get themselves into a more rural setting, not considered at all in this ostentatious site on there door step and overwhelming

there homes.

If this goes ahead how many more will do the same and sell their gardens and small fields, in no time this well thought of area will be just another building site were nature and the eco system dries up.

It is dangerous president to set allowing this through and a dangerous road system with no available changes to make to improve it.

A failure to stop this will be hurrendous for the villages long term future and another blow for rural greenbelt areas.

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 01 August 2026 10:13
To: Planning
Subject: Planning Application Comments - 3/2026/0488 FS-Case-861878882

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Planning Application Reference No.: 3/2026/0488

Address of Development: The nook snodworth road

Comments: This Proposal is in green belt and should not be considered in any shape or form. The concrete masonry and high aspect of the design is completely out of local character and image Local wildlife will be disturbed and never recover from this
The very narrow entrant range is ridiculous and with up to fifty cars and delivery vans every day moving in and out will cause accidents and make neighbours and other community members lives unbearable.
This is not in any way supporting local housing for residents affordable, down sizing or disability focussed.
The additional adverse bright lighting will negatively impact bats and endangered bird species currently in this area and the people living on the sides of this horrendous scheme.
This is not an asset to this lovely area and will only set a dark president for similar schemes to be proposed if passed , therefore changing the landscape of this lovely area and its future forever to the detriment of rural communities.
The roads are dangerous, not wide enough and already overcrowded, in winter impassable at times and it is illogical to further worsen these roads which have become congested rat runs morning and evening times.
There are no shops so more delivery drivers will be coming and going and the schools are all full.
This greenbelt was set to protect a precious place from commercial change and these houses not only look manufactured , but will bring my rubbish, fumes, dirt and light to spoil a fragile ecosystem that has taken hundreds of years to develop.
If this is past it will have a devastating long term local impact and needs to be completely thrown out.

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 02 August 2026 16:20
To: Planning
Subject: Planning Application Comments - 3/2026/0488 FS-Case-862074901

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Planning Application Reference No.: 3/2026/0488

Address of Development: The Nook Snodworth road Langho

Comments: This scheme would set a very dangerous precedent giving rise to many people selling their green areas for development and ultimately could be the foundation for the reinvention of this now beautiful rural community area becoming a busy urban area in time, which would be a dreadful move towards depleting beautiful little community areas and losing local heritage.

It is a greenbelt area and the scheme has no place in on this site.

It is in no way a positive move towards improving local housing as it does not fit into any Ribble valley policy . Does not create downsizing opportunities or disability friendly housing.

It does not create affordable houses and does not consider local residents.

The construction process will be loud, dirty and disrupting for three years with dust and other contaminants spread on roads and in the air and noise levels will be horrible for all local residents..

This scheme will change the light on the community and will be forever disruptive to native creatures including bats, owls and curlews that live here currently.

This is why it is greenbelt and should remain so.

Gardens are relative to families and these houses look to be proposed to have lots of car-parking, concrete and masonry details which suggests people with lots of vehicles will purchase them should they be built.

In the same way there is only one shop in the area so a need for delivery services for food takeaways etc would mean the vehicles entering and leaving this ridiculous scheme would be vast.

Designer lighting schemes and additional noise and rubbish dirt fumes and water usage , will all have a negative impact on wildlife and local people's lives.

These proposals would in no way be in keeping with property's already in existence and are of a particularly modern in sympathetic image.

The most dangerous aspect of this proposal is the potential to increase trafficking to already old and dilapidated roads.

Since new housing has been developed at sunny bower, Langho and brockhall these two roads are now like rat runs in the mornings and at night. They get clogged up, people can't pass each other and often vehicles touch each other and hit each other's wing mirrors and bumpers because they are not wide enough.

In the winter they can be impassable and rain floods them sometimes whilst snow and ice makes them dangerous.

The neighbours directly aside to this scheme will verify there experiences of this no doubt.

The schools are full

There is only one shop and there are no amenities unless you drive.

In conclusion, this is clearly a chancer looking to make a cheap buck without any interest in this community and somebody who does not care about its future.

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 01 August 2026 10:48
To: Planning
Subject: Planning Application Comments - 3/2026/0488 FS-Case-861885363

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Planning Application Reference No.: 3/2026/0488

Address of Development: THE NOOK, SNODWORTH ROAD, LANGHO

Comments: I object to the proposed development on the grounds contained in the letter [REDACTED]
Planning emailed to RVBC on my behalf.

From: [REDACTED]
Sent: 31 July 2026 10:59
To: planning@ribblevalley.gov.uk
Subject: PLANNING OBJECTION - PLANNING APPLICATION 3/2026/0488

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 01 August 2026 13:05
To: Planning
Subject: Planning Application Comments - 3/2026/0488 FS-Case-861909258

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Planning Application Reference No.: 3/2026/0488

Address of Development: Land to the rear of The Nook, Snodsworth road, Langho BB6 8DR.

Comments: The Development is inappropriate in a Green Belt Area, It would change the character of this semi rural part of Langho
IT IS CONTRARY TO GREEN BELT POLICIES INTENDED TO PROTECT THE COUNTRYSIDE

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 01 August 2026 14:19
To: Planning
Subject: Planning Application Comments - 3/2026/0488 FS-Case-861923329

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] **Reference No.:** 3/2026/0488

Address of Development: Land to the rear of The Nook Snodworth Road Langho BB6 8DR

Comments: I object because the proposal would:

- Urbanise a large open green space. Including habitats for endangered species like Greater Crested Newts, Hedgehogs and other native wildlife.
- Change the character of York Lane and Snodworth Road.
- Increase traffic on unsuitable roads.
- Create highway safety concerns.
- Increase reliance on private cars.
- Introduce unresolved flood and drainage risks.
- Harm neighbouring residents through overlooking, noise and loss of privacy.
- Conflict with local planning policies.

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 02 August 2026 14:17
To: Planning
Subject: Planning Application Comments - 03/2026/0488 FS-Case-862060078

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Planning Application Reference No.: 03/2026/0488

Address of Development: THE NOOK, SNODWORTH ROAD, LANGHO

Comments: Objection to Planning Application 3/2026/0488

From: [REDACTED]
[REDACTED]
[REDACTED]

Dear Sir/Madam,

I would like to object to Planning Application 3/2026/0488 for the following reasons.

Green Belt

The land is in the Green Belt and I do not believe this development should be allowed. Building six large detached houses on this open field is not just a small gap being filled in. It is a major development on land that has always been open countryside.

The site is outside the Langho settlement boundary and building on it would permanently reduce the openness of the Green Belt. Once this land is built on, it cannot be returned to how it is now. I do not believe the applicant has shown any very special circumstances that would justify building here.

Character of the Area

This part of Langho has a quiet, semi-rural feel which is one of the reasons many people choose to live here. The open field between York Lane and Snodworth Road is an important part of that character.

Replacing it with six large executive houses, roads, driveways, garages and extra lighting would completely change the look and feel of the area. It would make this part of the village much more built up and could encourage more development on nearby Green Belt land in the future.

Traffic and Road Safety

York Lane and Snodworth Road are already narrow and difficult in places. They are steep and can be busy, especially at certain times of the day.

Adding six family homes will mean more cars using these roads. Local people regularly see near misses and visibility is not good in places. I do not believe enough has been done to show that the extra traffic can be accommodated safely.

Unsuitable Location

I do not think this is a suitable place for more housing. Walking to village facilities is not easy because some pavements are narrow, steep or missing altogether.

Most people living in these houses would have to rely on their cars for everyday journeys, which is not in keeping with planning policies that encourage more sustainable development.

Drainage and Flooding

I am also worried about drainage. There are already problems with flooding and water collecting in this area during heavy rain.

Building houses, roads and driveways on this land will increase the amount of surface water unless there is a proper drainage system in place. At the moment, I do not think enough information has been provided to show that nearby homes will not be affected.

Impact on Existing Residents

The proposed houses would overlook nearby homes and gardens, reducing the privacy of existing residents.

People living nearby would also lose their view across open green space and instead face a large housing development. There would be more traffic, noise, lighting and general activity, which would take away from the peaceful nature of the area.

Planning Policies

As I understand it, this application does not comply with important local and national planning policies. It would build on Green Belt land, damage the character of the area, increase traffic problems and place housing in a location that is not particularly sustainable.

I am also concerned that the development does not appear to include the affordable housing contribution that would normally be expected for a scheme of this size.

Other Concerns

I understand that local residents have identified a number of inaccuracies in the information submitted with the application, particularly regarding walking routes, the settlement boundary, drainage and highway safety.

I believe planning decisions should be based on accurate information, and where important questions remain unanswered, permission should not be granted.

Conclusion

For all of these reasons, I respectfully ask Ribble Valley Borough Council to refuse Planning Application 3/2026/0488.

This proposal would result in the loss of Green Belt land, change the character of this part of Langho, increase traffic on roads that are already difficult to use, create concerns about drainage and flooding, and have a negative impact on nearby residents.

I do not believe the benefits of the proposal outweigh the harm it would cause, and I therefore ask that planning permission is refused.

Yours faithfully,

A solid black rectangular box used to redact the signature of the author.

[REDACTED]

From: [REDACTED]
Sent: 02 August 2026 20:26
To: Planning
Subject: Application 3/2026/0488 - Land to the rear of The Nook Snodworth Road Langho BB6 8DR
Attachments: Water dispersing letter - 23.01 - Emailed to owner.pdf; image1.jpeg

⚠ External Email

This email originated from outside Ribble Valley Borough Council. Do **NOT** click links or open attachments unless you recognize the sender and are sure the content within this email is safe.

FAO Lucy Walker

I wish to formally object to the proposed development of six houses for the following reasons:

Highway Safety and Traffic Concerns

The existing road network in this area is already subject to significant safety issues. There have been several accidents on Snodworth Road within metres of the proposed entrance which I have witnessed and the fact they are not always reported to the relevant authorities needs to be considered. Vehicles constantly travel above the speed limit on this narrow road and having additional vehicles trying to enter and exist would undoubtedly cause more accidents.

The application states average speeds on Snodworth rd as 28.6mph - 28.9mph however this is a steep road and the safety guidelines advise that driving speed should be reduced by 10 mph to factor this in which confirms that vehicles are already driving too fast for this type of steep road.

Parking is already limited in the area and living next to the proposed site we regularly have vehicles park outside our property which obstruct visibility of oncoming traffic and have [REDACTED]
[REDACTED] this problem will increase with the proposed development.

There is no footpath on Snodworth rd or the lower middle section of York Lane meaning pedestrians, including children and families, will be forced to walk on the carriageway itself to reach local amenities or forced to use their motor vehicles which contrary to Key Statement DM12 and Policies DMG1 and DMG3 of the Ribble Valley Core Strategy and the National Planning Policy Framework. This increase in traffic would make two notoriously dangerous junctions that provide access to The Nook even worse.

Green Belt and Rural Character

One of the key reasons for choosing to live in this location is its peaceful and quiet character. We are concerned not only about the significant disruption and noise associated with construction works but also the long-term impact of six additional family homes, including increased vehicle movements, general residential activity and associated noise. This would fundamentally alter the character and tranquillity of the area and raise concerns regarding privacy, security and safety, particularly as we have [REDACTED].

The proposed development would result in the introduction of an incongruous, unsympathetic, and discordant form of development, particularly when viewed from public vantage points along Snodworth Road + York Lane and existing neighbouring properties. This would result in adverse, long term and permanent visual and landscape harm contrary to Policies DMG1, DMG2, DME1 and DME2 of the Ribble Valley Core Strategy and the National Planning Policy Framework including paragraph 135.

The proposed development would result in development, outside of a defined settlement, which fails to meet any of the exception criteria for allowing development in such location contrary to Key Statements DS1 and H2 and Policies DMG2 and DMH3 of the Ribble Valley Core Strategy.

Allowing this housing development on greenbelt land without any "Very Special Circumstances" to permit it will undoubtedly set a precedent for all greenbelt land to be built on which is not good for the residents or the council.

Impact on Wildlife and Biodiversity

The site and surrounding area support a wide range of wildlife, including birds, some of which are unusual or rare for the area and include spotted flycatchers & barn owls, other animals include deer, squirrels, rabbits, hedgehogs, and moles. Development of the site would inevitably disturb habitats and reduce biodiversity.

Drainage and Flood Risk

Our property sits [REDACTED] is already a significant problem. The council has recently installed additional drainage infrastructure to address surface water problems, and we have also had to install further drainage systems on [REDACTED], both above and below ground to try & help the already huge problem. I have serious concerns over the accuracy of the supporting evidence on the planning application which has already failed to identify the watercourse within 20 metres for which there are 2 streams that flow directly from the site to [REDACTED]. Both streams have flooded within the last 12 months for which I have photographic evidence attached. I have also been contacted by the highways department as per attached letter with concerns about excess water overflowing onto the highway on York lane causing very dangerous conditions especially in freezing conditions.

Having spoken with professionals in flooding I was advised that the drainage infrastructure is unable to cope with the current level of water so the removal of trees, shrubs and vegetation along with 6 huge concrete foundations for the properties will undoubtedly increase surface water runoff and exacerbate an already huge problem.

For the reasons outlined above, I strongly object to the proposed development of six houses and respectfully request that the application be refused.

Kind Regards

[REDACTED]

[REDACTED]

from same address as next

[REDACTED]

From: [REDACTED]
Sent: 02 August 2026 21:09
To: Planning
Subject: 3/2026/0488

⚠ External Email

This email originated from outside Ribble Valley Borough Council. Do NOT click links or open attachments unless you recognize the sender and are sure the content within this email is safe.

[REDACTED]

Ref Planning application No 3/2026/0488

Dear Sir/Madam

I strongly object to the planning application. The follows are the reasons why -

1. 6 large dwellings will have a severe effect on wildlife, the area has owls, bats, deer, hedgehogs, butterflies, bees and possibly newts and many more wild life species.
2. The proposed houses are totally out of character for the area.
3. Snodworth road, York lane and Whalley old road are used as a rat run for the M65 and local towns, the building of 300 houses recently passed for langho and the ones ongoing at petre roundabout, not to mention all the new builds opposite Northcote Manor and the many currently being built at Sunny Bower are going to make these already dangerous roads worse!. we have no speed enforcements in place as we have already been declined for speed bumps, flashing "slow down" signs etc.
4. York lane is practically a single lane road due to residents parking, having more traffic coming out on to 2 blind bends from the proposed houses will be extremely dangerous, especially in winter, the proposed entrance onto York lane is where the road goes extremely steep. in fact my [REDACTED] that skid on the ice/snow. in the [REDACTED] that i have lived here i have seen many accidents on that bend.

Yours Sincerley
[REDACTED]

Sent from my iPhone

From: [REDACTED]
Sent: 03 August 2026 00:28
To: Planning
Subject: 3/2026/0488

⚠ External Email

This email originated from outside Ribble Valley Borough Council. Do **NOT** click links or open attachments unless you recognize the sender and are sure the content within this email is safe.

[REDACTED]
[REDACTED]
Up until [REDACTED] I have been a resident at the above address since [REDACTED]
[REDACTED]) And prior to that at the [REDACTED] on [REDACTED].

Ref Planning application No 3/2026/0488

Dear Sir/Madam

I strongly object to the planning application.....

1. Serious effect on wildlife, the area has owls, bats, deer, hedgehogs, butterflies, bees and possibly newts and many more wild life species.
2. York Lane Is a single track road due to resident parking. And with Snodworth rd, York lane And Whalley old Rd being used as a cut through to the near towns And the M65 On a daily basis. With blind bends makes these three roads extremely dangerous already. Especially in winter when there is bad snow and ice. In bad rain conditions there is a lot of surface water on the bad bend on York Lane... On the exact point where this new proposal entrance will be.
3. Numerous times the village have signed a petition for speed control objects to be put in place- Speed bumps, Speed flashing light signs etc. But apparently, only one fatality in the last 25 years is not enough. Even though there have been numerous accidents.
4. The Houses proposed are not in keeping with the area.
5. The houses proposed will over look properties that have been there for a number of years.
6. The proposed house are to be built on greenbelt land.... if this gets passed, does it mean we can build anywhere we like ??

Yours Sincerley
[REDACTED]

Sent from [Outlook for iOS](#)

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 03 August 2026 08:48
To: Planning
Subject: Planning Application Comments - 3/2026/0488 FS-Case-862185173

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Planning Application Reference No.: 3/2026/0488

Address of Development: Land to the rear of The Nook Snodworth Road Langho BB6 8DR

Comments: Greenbelt: Greenbelt land development with impact to light pollution and wildlife in the area.

Water & Floods: There are plenty of watercourses running through the land - our garden regularly floods this will get worse with the current plans unless all watercourses running through the land are managed appropriately- they are not in the current plans.

Traffic: We have witnessed many near misses from cars coming down the hill - others have observed incidents. Especially in icy weather the area around the access route gets very dangerous. With a fully populated set of houses this will add significant number of cars to a very busy rural road - with no pavements already with a lot of footfall due to the school. It is hard enough to walk down this road already without additional work happening.

[REDACTED]

From:

[REDACTED]
03 August 2026 14:26

To:

Planning

Subject:

Planning application No: 3/20226/0488

⚠ External Email

This email originated from outside Ribble Valley Borough Council. Do **NOT** click links or open attachments unless you recognize the sender and are sure the content within this email is safe.

03/08/2026

[REDACTED]
[REDACTED]
[REDACTED]

Dear Sirs,

I wish to add my voice to the list of local residents objecting to the above request for planning permission.

My objection to this proposal is three fold;-

The location of the proposed build is designated as "green" belt.

The road surface condition of both York lane and Snodworth road are, to put it mildly, atrocious, for several reasons:

Primarily due to lack of upkeep, secondly due to regular flooding, a point I will expand upon shortly and thirdly, the fact that both roads are increasingly being used as rat runs by drivers who wish to avoid the traffic leaving Blackburn via the main A666 road through Whilpshire. Cars come down both roads from Whalley old road at excessive speed and on several occasions, there have been serious accidents. I myself have had my property damaged due to a driver losing control and colliding with my [REDACTED]. To add extra entrance and exit roads onto both York lane and Snodworth road would be an accident waiting to happen.

There are several watercourses coming down from the hill and some of these run directly through the land in question. These water course regularly flow down both Snodworth road and York Lane during periods of bad weather and in winter freeze on the roads, which is another reason that accidents have occurred.

These natural watercourses are of very great importance to the wildlife that enjoy the habitat that they produce and to remove or divert these natural water soaks would in my opinion be detrimental to both the flora and fauna who survive within these unique habitats.

The council are already proposing to build 300 homes in the village of Langho which will overstretch the little resource infrastructure that we already have so why do we need more?

Please reconsider and deny planning permission for this venture.

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 29 July 2026 14:57
To: Planning
Subject: Planning Application Comments - 3/2026/0488 FS-Case-861095379

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Planning Application Reference No.: 3/2026/0488

Address of Development: THE NOOK,
OFF YORK LANE AND SNODSWORTH ROAD,
YORK, LANGHO, BLACKBURN

Comments: THE DEVELOPEMENT ENTRANCES SURELY ARENT SAFE PLACES TO HAVE A JUNCTION.
THE YORK LANE JUNCTION IS ALREADY ON A BAD BEND.

THERES NO FOOTPATH ON SNODSWORTH, WHINNEY LANE & PARTS OF YORK LANE. SO NO SAFE
WALKING TO SCHOOLS, SHOPS OR EVEN THE BUS OR TRAIN.

THERE ARE SEVERAL WATER COURSES ON THE PROPOSED LAND WHICH THEY SAY ARE NONE.
OBTIOUSLY THEY HAVE VISITED DURING THIS DRY WEATHER AND NOT LOOKED AROUND
PROPERLY. THERE IS A STREAM THAT RUNS BEHIND HOUSES IN YORK LANE INTO SAID FIELD.

THE ROADS IN YORK ARE ALREADY UNSAFE WITH THE AMOUNT OF TRAFFIC GOING THROUGH,
ESPECIALLY WITH THE SPEED THEY GO ALSO. IT IS MEANT TO BE A 30MPH ZONE BUT MOST TRAVEL
40-60MPH.

28.7.2062

FAO LUCY WALKER

PLANNING APPLICATION NO. 3/2026/0488

GRID REF: 370744 433584

Dear Ms Walker,

I write to register my opposition to this development for the following reasons:-

The entrance/exit for The Nook merges with the footpath between York Lane and Snodworth Road at the York Lane end, there is not enough space for vehicles to pass each other. There is also the bend in the road at this point too, most cars travel down the middle of the road. After two days of steady but not heavy rain there is a very muddy area on the footpath a few paces from York Lane where water from the moor was running down, this was from land near the driveway entrance, belonging to The Nook, heading towards no 2 York Lane. My concern is where the water in heavy rain spells will go after this development is finished? It will be the people who live in properties below this development who will suffer the consequences to their properties and gardens. Please reject this development. Thank-you.

Yours Faithfully,