



Spout Farm Preston Road Longridge PR3 3BE

Appeal Statement of Case

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/1 Introduction

1.1. Appeal Background and Context

- 1.1.1. PWA Planning has been retained by Mr Denis Lambert ('the Appellant') to progress an appeal under Section 78 of the Town and Country Planning Act 1990 (as amended) against the decision of Ribble Valley Borough Council ('the Local Planning Authority' / 'the LPA') to refuse Stage 1 Permission in Principle (PiP) for the erection of a minimum of 1 and a maximum of 9 residential dwellings at Spout Farm, Preston Road, Longridge, PR3 3BE ('the appeal site').
- 1.1.2. The original planning application (LPA Ref: 3/2026/0247) was submitted to Ribble Valley Borough Council on 30th March 2026. The Council's acknowledgement letter records receipt of the application on 30th March 2026, whilst the subsequent Decision Notice records a received date of 31st March 2026.

1.2. Procedural Route and Right to Submit a Statement of Case (Saving Provisions)

- 1.2.1. For the avoidance of procedural doubt, this appeal is entitled to proceed under the standard Written Representations procedure allowing the submission of this comprehensive Statement of Case and full supporting evidence.
- 1.2.2. The Town and Country Planning (Appeals) (Written Representations Procedure) (England) (Amendment and Saving Provision) Regulations 2026 came into force on 1st April 2026. These regulations introduced an expedited "Part 1" procedure for certain minor appeals, which removes the opportunity for an appellant to submit a separate Statement of Case and limits consideration strictly to the application material originally before the LPA.
- 1.2.3. Importantly, Regulation 4 of the 2026 Regulations contains express saving and transitional provisions. These confirm that the amendments do not apply to any appeal where the underlying application for planning permission or Permission in Principle was submitted to the local planning authority prior to 1st April 2026.

- 1.2.4. As verified by the Council's own acknowledgement letter dated 2nd April 2026 (received 30th March 2026) and the Decision Notice (received 31st March 2026), application Ref: 3/2026/0247 was lawfully submitted and received prior to 1st April 2026. Consequently, this appeal falls squarely within the saving provisions and properly proceeds under Part 2 of the Town and Country Planning (Appeals) (Written Representations Procedure) (England) Regulations 2009 (as amended). The Appellant is therefore legally entitled to submit this Statement of Case, introduce relevant appeal decisions, and provide final comments on any LPA or third-party submissions.

1.3. Reason for Refusal

- 1.3.1. The application was refused by notice dated 5th May 2026, setting out a single reason for refusal:

"The proposal is considered to be in direct conflict with Key Statement DMI2 and Policy DMG3 of the Ribble Valley Core Strategy and Paragraph 115 of the National Planning Policy Framework (NPPF) insofar that approval would lead to the creation of up to nine new residential dwellings in an unsustainable location whereby there would be a reliance on private motor vehicle by occupiers of the dwellings to access key services and facilities."

- 1.3.2. No other objections were raised by the Council. As confirmed in the Delegated Officer Report, the Council raises no objection to the proposed C3 residential land use, finds no harm in terms of the amount of development (up to 9 dwellings), accepts that the site can physically accommodate the scheme without adverse landscape impact, and confirms that all detailed technical matters—including heritage, arboriculture, and residential amenity—are properly deferred to Stage 2.

1.4. Updates to National Planning Policy Framework (August 2026)

- 1.4.1. Since the application was determined on 5th May 2026, the Government published a revised National Planning Policy Framework in August 2026, which formally replaces the December 2024 version. In accordance with Annex A, paragraph 1 of the new Framework, national policies are material considerations which must be taken into account in decision-making from the day of publication. This appeal must therefore be determined against the August 2026 NPPF.

1.4.2. The August 2026 Framework fundamentally reshapes the assessment of development outside settlements and places heightened weight on housing delivery and brownfield regeneration:

- **Presumption and Spatial Decision-Making (Policy S3 & Policy S5):** The previous Paragraph 11(d) "tilted balance" has been replaced by explicit national decision-making policies. Under Policy S3(1)(b) and Policy S5(1), development outside defined settlements *should be approved* unless the benefits of doing so would be *substantially outweighed* by any adverse effects when assessed against the Framework's national decision-making policies.
- **Evidenced Unmet Housing Need (Policy S5(1)(j)):** Policy S5(1)(j) explicitly mandates the approval of development outside settlements where it addresses an evidenced unmet need—expressly defining this to include situations where the LPA cannot demonstrate a five-year supply of deliverable housing sites—provided the site is physically well-related to an existing settlement and of a scale that can be accommodated by infrastructure.
- **Substantial Weight to Housing Delivery (Policy HO7):** Policy HO7(1) instructs decision-makers that *substantial weight* must be given to the benefits of providing homes that contribute towards meeting evidenced accommodation needs. This directly overturns the planning officer's attempt to dismiss the delivery of 9 homes as carrying only "low/moderate weight".
- **Redevelopment of Previously Developed and Underutilised Land (Policy S5(1)(d) & Policy L2):** Policy S5(1)(d) supports the redevelopment of Previously Developed Land outside settlements, while Policy L2(1) mandates that *substantial weight* be given to remediating degraded land and making better use of vacant and underutilised land and buildings.
- **Objective Transport Assessment and the Connectivity Tool (Policy TR3 & Policy TR6):** Policy TR3(2) formally incorporates the Government's Connectivity Tool into planning

decisions. Furthermore, Policy TR6(4) establishes that development proposals should only be refused on transport grounds where there would be a *severe adverse impact* on network capacity/congestion or an *unacceptable impact on highway safety*—a test which this minor scheme comfortably satisfies, as corroborated by the Local Highway Authority.

- Weight of Outdated Development Plan Policies (Annex A, Paragraph 2): Annex A confirms that Development Plan policies that are materially inconsistent with national decision-making policies should be given *very limited weight*. The restrictive countryside policies of the 2014 Core Strategy (Policies DMG2 and DMH3) are entirely inconsistent with Policy S5(1)(j) and must be set aside.

1.5. Scope of Permission in Principle Assessment

- 1.5.1. The statutory scope of a Stage 1 PiP application is strictly governed by the Town and Country Planning (Permission in Principle) Order 2017 (as amended) and national Planning Practice Guidance (PPG).
- 1.5.2. As confirmed by the PPG and accepted in the Council's Delegated Officer Report, determination at Stage 1 is legally restricted to three core parameters only:
- Location;
 - Land Use; and
 - Amount of Development.
- 1.5.3. All technical and detailed matters are explicitly and lawfully deferred to the Stage 2 Technical Details Consent (TDC) stage. This includes detailed architectural design, layout, appearance, landscaping, arboricultural mitigation, ecology, surface water drainage design, and detailed access engineering (including visibility splay construction and off-site footway works).
- 1.5.4. Lancashire County Council (LCC) Highways was consulted on the application and raised NO OBJECTION to the principle of development. The Local Highway Authority specifically confirmed

that suitable access opportunities exist from either Preston Road or Spout Lane, and that an appropriate engineering solution—including the provision of a 2m frontage footway linking into existing pedestrian infrastructure—can be satisfactorily designed and conditioned at Stage 2.

1.6. Summary of Grounds of Appeal

1.6.1. This appeal is advanced on the following principal grounds:

- **Ground 1: Express Policy Support under NPPF Policy S5(1)(j) (Evidenced Unmet Housing Need)**

Ribble Valley Borough Council cannot demonstrate a five-year supply of deliverable housing sites. While the Council's Delegated Report cited a supply of 3.45 years based on the January 2026 Chatburn appeal (APP/T2350/W/25/3372635, Appendix 2), and subsequent inquiry evidence at Langho indicated supply was between 3.04 and 3.45 years (Appeal Ref: 6002485, Appendix 3), the Council's newly published *5 Year Housing Land Supply Position Statement (August 2026)* formally concedes that the position has collapsed further to just 2.24 years. Against a requirement of 1,628 dwellings, the Council identifies a deliverable supply of only 730 homes—representing an acute, compounding deficit of 898 dwellings. The evidence demonstrates that with each successive examination of the Council's land supply, the shortfall is actively worsening. Under Policy S5(1)(j), this severe unmet need triggers an express national presumption that development outside settlements should be approved.

- **Ground 2: The Site is Physically Well-Related to a Principal Settlement**

Spout Farm immediately adjoins the defined settlement boundary and built-up edge of Longridge, a designated Principal Settlement. It is bounded by the newly completed Sandpipers development to the north and faces extensive residential development directly across Preston Road. The site is visually and physically contained, satisfying the first limb of Policy S5(1)(j).

- **Ground 3: The Scale of Development Can Be Accommodated by Infrastructure**

The application seeks up to 9 dwellings. The Council's Delegated Report expressly confirms that the site can comfortably accommodate this quantum without adverse impact on character or density. Statutory undertakers and LCC Highways confirm that local utilities and highway infrastructure have adequate capacity, fully satisfying the second limb of Policy S5(1)(j).

- **Ground 4: Highly Accessible Location and Proven Sustainable Connectivity (Policy TR3)**

The Council's sole refusal reason—alleging that the site is unsustainable and reliant on private cars—is objectively unfounded. In accordance with Policy TR3(2), the Government's Connectivity Tool (Appendix 1) scores the site at 61 (excluding driving), placing it in the 30–40% national distribution band—substantially outperforming the score of 50 recently accepted by the Planning Inspectorate as a sustainable rural score in the allowed Langho Appeal (Ref: 6002485) (Appendix 3). The site benefits from high-frequency bus services (every 10–15 minutes daytime) with stops located within approximately 110 metres (northbound) and 107 metres (southbound), and is within 11 minutes' walk (approximately 0.8 km) of convenience retail at Mardale Road. Under Policy TR6(4), development cannot be refused where highway impacts are not severe.

- **Ground 5: Substantial Weight Mandated for Brownfield Regeneration and Housing (Policies HO7 & L2)**

Spout Farm is not verdant, open countryside. It accommodates a complex of existing buildings, commercial yard areas, and extensive hardstanding from lawful commercial uses. Under Policy S5(1)(d), the redevelopment of previously developed land is expressly supported outside settlements. Under Policies HO7(1) and L2(1), decision-makers are instructed to give *substantial weight* to meeting housing needs and making effective use of underutilised land.

- **Ground 6: Consistency in Decision-Making and Established Precedent**

Directly opposite the site, the Council granted planning permission for up to 275 dwellings (Ref: 3/2016/0974) (Appendix 5), where the LPA formally concluded that Preston Road is "*capable of being considered a sustainable location in strategic terms*". It is unreasonable and contrary to established principles of consistency for the LPA to now assert that a minor development of 9 dwellings on the same highway corridor is fundamentally unsustainable.

Applying the Statutory Balance of Policy S5

- 1.6.2. The appeal proposal falls squarely within Policy S5(1)(j) and Policy S5(1)(d). National policy directs that such development should be approved unless the benefits are substantially outweighed by adverse effects. The Council has identified no technical, environmental, landscape, or highway safety harms. The subjective assertion that future residents might choose to drive to certain facilities falls woefully short of a "substantial adverse effect". The Inspector will therefore be respectfully urged to allow the appeal and grant Stage 1 PiP.

/2 Site Description and Surrounding Context

2.1. Site Location and Physical Character

- 2.1.1. The appeal site comprises the Spout Farm complex, a parcel of land measuring approximately 0.69 hectares situated on the southern edge of Longridge, immediately adjacent to the defined settlement boundary. The site is located to the east of Preston Road (B6243), with residential development at Sandpipers immediately to the north and the established Alston Grange residential development on the opposite side of Preston Road. To the east and south-east, former reservoir infrastructure and established physical features provide a permanent, defensible boundary that encloses the site and separates it from the wider landscape.
- 2.1.2. Spout Farm accommodates the existing farmhouse together with a collection of stone buildings and other structures associated with the site's historic and former commercial uses. These have included a plant nursery, café premises and the operation of the Appellant's forestry business. The eastern part of the land also comprises an established yard and areas of hardstanding historically used in connection with commercial activity and the storage of heavy goods vehicles. The previous commercial operations on the site are currently dormant and no longer actively trading, leaving the complex underutilised.
- 2.1.3. The combination of existing built form, hardstanding and the surrounding pattern of residential development gives the land a distinctly developed and transitional edge-of-settlement character. The site is not situated within a green, untouched tract of countryside; rather, it is visually and functionally enveloped by modern residential development on two sides and major road infrastructure along its western frontage.
- 2.1.4. The site lies entirely within Flood Zone 1 (lowest risk of fluvial flooding) and is not located within a Conservation Area, National Landscape (formerly AONB) or other nationally designated landscape. There are no statutorily listed buildings within the site, although the Council considers the existing farmhouse and associated stone buildings to constitute Non-Designated Heritage Assets (NDHAs). The Council has raised no objection on flood risk, landscape

designation, or heritage grounds, accepting that all technical matters relating to the existing structures and drainage are properly deferred to the Technical Details Consent stage.

2.2. Previously Developed Character and Spatial Context

- 2.2.1. The existing farmhouse, former commercial premises, yard areas and areas of hardstanding contribute to the developed character of Spout Farm. The site has a longstanding history of residential and commercial activity, including uses associated with the café, plant nursery and forestry business. The commercial and built-up status of the land is formally corroborated by the Valuation Office Agency (VOA) records, which confirm extensive non-domestic rateable floor areas across the site, including 1,652.8 square metres of garden centre, sales display, storage, and rough-surfaced fenced commercial land, alongside a 97.5 square metre café premises.
- 2.2.2. It is acknowledged that those parts of the site formerly associated with the plant nursery may technically fall outside the definition of Previously Developed Land (PDL) in Annex B of the NPPF. Nevertheless, the wider site contains a mixture of existing buildings, hardstanding and remnants associated with its former uses. The existing residential dwelling, the former Potting Shed café (approved under Ref: 3/1990/0671), and the extensive eastern yard area with established hardstanding utilised for the commercial tree surgery business (Ref: 3/84/0675/P) fall squarely within the NPPF Annex B definition of Previously Developed Land. Visually and functionally, the entire landholding exhibits the characteristics of a degraded brownfield site awaiting sensitive residential regeneration.
- 2.2.3. The surrounding context has also changed substantially through residential development immediately adjoining and opposite the site. The Sandpipers development of 34 dwellings directly adjoins the northern boundary, whilst further residential development extends along the western side of Preston Road. The site is therefore not open countryside in the ordinary sense; it is a physical and visual infill parcel nestled between completed, modern housing developments.

2.3. Settlement Hierarchy and Surrounding Infrastructure

- 2.3.1. Longridge is identified as one of the Borough's Principal Settlements under Core Strategy Key Statement DS1. Spout Farm lies immediately adjacent to the defined settlement boundary and existing built-up area of Longridge. As confirmed by the Council in the recent Langho inquiry (Appeal Ref: 6002485) (Appendix 3), the spatial policies directing development to sustainable settlements must be read in the context of the Council's critical housing deficit, where settlement boundaries are fundamentally out of date.
- 2.3.2. The site benefits from existing vehicular access arrangements. Lancashire County Council (LCC) Highways identified an access from Spout Lane to the north and a separate access from Preston Road serving the farmhouse. Preston Road is classified as the B6243 and is subject to a 30mph speed limit adjacent to the site.
- 2.3.3. A Public Right of Way, Footpath FP0302118, passes through the site. The Highway Authority and the LPA both accept that the presence of the Public Right of Way represents no impediment to the principle of development, and its definitive alignment, protection, or sensitive accommodation will be addressed at the Technical Details Consent stage.
- 2.3.4. Lancashire County Council Highways raised no objection to the grant of PiP. The Highway Authority considered that opportunities exist to provide access from either Preston Road or Spout Lane, with detailed access, pedestrian and highway matters to be addressed at the Technical Details Consent stage. LCC Highways specifically confirmed that the necessary access width (5.5 metres) and pedestrian footway connections can be satisfactorily achieved within land controlled by the applicant and/or the adopted public highway corridor.

2.4. Local Services and Public Transport Provision

- 2.4.1. Longridge town centre is located approximately 1.7 kilometres from the site and provides a range of shops, supermarkets, healthcare facilities, cafés, restaurants, employment opportunities and community services. Comprehensive primary and secondary education facilities are established within and around the settlement, including Barnacre Road Primary

School, St Wilfrid's Catholic Primary School, Longridge Church of England Primary School, Longridge High School, and St Cecilia's RC High School on Chapel Hill.

- 2.4.2. Day-to-day shopping needs are met within comfortable walking distance. A local convenience store (Premier) at Mardale Road is situated approximately 800 metres (0.8 km / an 11-minute walk) from the site. In accordance with the newly adopted definition in Annex B of the August 2026 NPPF, a "reasonable walking distance" is defined as around 800 metres or a 10-minute walk. The Mardale Road store falls squarely within this national benchmark, ensuring future residents have direct, convenient access to day-to-day necessities on foot. In addition, a public house and secondary education facilities (both Longridge High School and St Cecilia's RC High School) are located within comfortable active travel distance along continuous, lit pedestrian footways.
- 2.4.3. With respect to primary education, Alston Lane Catholic Primary School is situated approximately 1.3 kilometres to the south. While a continuous, surfaced pedestrian footway extends along Preston Road for the vast majority of this journey, it is acknowledged that upon turning into Back Lane to access the school gates, the formal footway terminates and transitions into a shared rural carriageway. The planning officer seized upon this transition to characterise the walking route as "not an attractive mode of transport". However, this critique must be properly contextualised: the physical character of Back Lane is not unique to Spout Farm; it represents the exact, identical environment navigated every day by existing pupils, parents, and staff travelling to the school from the wider rural catchment.
- 2.4.4. Furthermore, future occupiers are not restricted solely to Alston Lane Catholic Primary School. Additional established primary schools—including Barnacre Road Primary School and St Wilfrid's Catholic Primary School—are situated within Longridge itself, accessible along continuous, lit pedestrian footways or via the high-frequency Service 1 bus route that operates directly past the site frontage.
- 2.4.5. The officer's critique improperly assesses an edge-of-settlement site against an unachievable, idealised urban standard. This exact tension was addressed in the recently allowed Langho

Appeal Decision (Ref: 6002485, Appendix 3). In that case, the Inspector explicitly acknowledged that pedestrian and cycle routes to local facilities were "*not ideal*" and were constrained by traffic, steep gradients, and an absence of dedicated footways along rural lanes (specifically Whitehalgh Lane). Crucially, Inspector G D Jones concluded that in the context of a rural district, such imperfections are entirely commonplace and do not render a development unsustainable or justify the refusal of planning permission. The Langho Inspector found that despite these route constraints, the availability of wider transport alternatives meant the development offered a genuine range of choices without reliance on the private car.

2.4.6. The exact same principle applies to Spout Farm. National planning policy does not demand that every journey be undertaken entirely on foot, nor does it seek to eliminate the car. Under Policy TR3(1)(a) of the August 2026 Framework, the statutory test is whether the site offers a "*genuine choice of transport modes*". In this regard, any household preferring not to walk along Back Lane is not forced to drive: the site benefits from high-frequency bus services operating directly past the site frontage and stopping adjacent to the school turn-off. This is objectively confirmed by the DfT Connectivity Tool (Appendix 1), which awards the site an exceptional national score of 74 for Public Transport to Education—placing it in the 50–60th percentile, comfortably above the national average.

2.4.7. Public transport provision is a defining asset of the site. Operational bus stops are located immediately outside the site on Preston Road:

- The northbound bus stop towards Longridge town centre is situated approximately 110 metres (a 2-minute walk) from the centre of the site; and
- The southbound bus stop towards Preston is situated approximately 107 metres (a 2-minute walk) from the site.

2.4.8. As recorded in the Council's Delegated Officer Report, these stops are served by high-frequency bus services operating from approximately 05:29 until 23:46. Services operate approximately half-hourly during early morning and evening periods, and run every 10 to 15 minutes during

the daytime (primarily via Service 1). This provides exceptional, regular, non-car connectivity directly into Longridge town centre and onwards to Preston city centre.

2.4.9. Pedestrian infrastructure is already present along Preston Road. Furthermore, LCC Highways identified that a 2-metre wide footway across the site frontage—linking the site entrance to the existing footway network at Spout Lane over a distance of approximately 100 metres—can be secured via condition and delivered under a Section 278 agreement at the Technical Details stage.

2.4.10. The site's objective sustainability credentials are decisively confirmed by the Department for Transport (DfT) Connectivity Tool (appended in full at Appendix 1). Governed by Policy TR3(2) of the August 2026 NPPF, the tool records the following metrics for the site (Square ID: 360250_435950):

- Overall Connectivity (excluding driving): National score of 61 (30–40th percentile). This is an exceptional rating for an edge-of-settlement site in a rural borough, substantially outperforming the score of 50 that was recently accepted by the Planning Inspectorate as indicating good rural connectivity in the allowed Langho inquiry (Appeal Ref: 6002485) (Appendix 3);
- Public Transport Overall: National score of 66 (40–50th percentile);
- Public Transport to Education: National score of 74 (50–60th percentile, performing ABOVE the national average);
- Public Transport to Shopping: National score of 73; and
- Public Transport to Health Facilities: National score of 67.

2.4.11. These objective Government metrics entirely refute the planning officer's subjective assertion that future occupiers would be "reliant on private motor vehicles". The site is extraordinarily

well-connected by public transport, sits within a recognised reasonable walking distance of local convenience retail, and offers genuine modal choice in strict accordance with national policy.

/3 Relevant Planning History and Established Precedents

3.1. Site-Specific Planning History

3.1.1. Spout Farm has a longstanding planning history reflecting the range of residential and commercial activities which have taken place across the site. Relevant historic approvals include:

- **Ref: 3/84/0675/P:** Change of use of barn and outbuildings for a tree surgery business. Approved 12th March 1985.
- **Ref: 3/85/0495/P:** Change of use to form a nursery garden and retail products grown or cultivated alongside the existing use of the barn and outbuildings. Approved 14th November 1985.
- **Ref: 3/1990/0671:** Extension to use of café and erection of covered access. Approved 23rd October 1990.
- **Ref: 3/1990/0672:** Erection of domestic garage. Approved with conditions.
- **Ref: 3/1992/0540:** Modification of condition 3 on 3/87/0711 to allow the use of premises from 9:00 AM to 12:00 PM. Approved 2nd September 1992.
- **Ref: 3/1993/0295:** Change of window to additional entrance. Approved 30th April 1993.
- **Ref: 3/2006/0974:** Change of use of first floor to photographic gallery and office. Approved 12th January 2007.

3.1.2. This planning history demonstrates the longstanding presence of commercial and other non-agricultural activities at Spout Farm and provides important context to the existing buildings, yard areas and hardstanding which remain across the site. These approvals confirm that Spout Farm has operated lawfully for decades as a commercial destination generating non-residential

vehicle trips, including the routine operation of heavy goods vehicles and customer traffic associated with the café, gallery, retail nursery, and forestry contractor depot.

3.1.3. Importantly, the lawful operational footprint established by these permissions is corroborated by official Valuation Office Agency records, which document substantial non-domestic rateable floor areas across the site (including 1,652.8 square metres of garden centre, display, and storage land, alongside 97.5 square metres of café floorspace). The planning history conclusively establishes the lawful, developed status of a substantial portion of the holding as PDL, with the remaining former nursery components functionally degraded and heavily built upon. The principle of redeveloping this complex for a modest quantum of residential use directly aligns with national policy objectives to make effective use of brownfield land.

3.2. Surrounding Residential Development and Established Precedents

3.2.1. The land immediately adjoining Spout Farm to the north has been subject to a series of residential permissions which ultimately resulted in the development now known as Sandpipers:

- **Ref: 3/2013/0782:** Development of 32 dwellings including affordable housing and alterations to the existing access following site clearance. Approved 16th January 2014.
- **Ref: 3/2016/0580:** Residential development comprising 34 dwellings and associated works. Approved 2nd May 2017.
- **Ref: 3/2020/0309:** Erection of 34 dwellings and associated works. Approved 21st December 2020.
- **Ref: 3/2022/0006:** Variation of conditions attached to permission Ref: 3/2020/0309. Approved with conditions.

3.2.2. The planning officer sought to dismiss the precedent established by the adjoining Sandpipers development in the Delegated Officer Report, asserting that its principle was established in 2013 under a *"more light-touch approach to determining whether or not a site is sustainable"*.

This assertion is fundamentally flawed and unjustified. The Sandpipers scheme was not merely an historic 2013 consent; it was reassessed, varied, and approved under subsequent full planning applications in 2017 (Ref: 3/2016/0580), 2020 (Ref: 3/2020/0309), and 2022 (Ref: 3/2022/0006)—all determined under the adopted Ribble Valley Core Strategy and the National Planning Policy Framework.

3.2.3. Furthermore, the development of Sandpipers fundamentally altered the physical and spatial baseline of the area. It established the active built-up urban edge of Longridge directly against Spout Farm's northern boundary and mandated extensive off-site highway and pedestrian improvements along Preston Road. The residents of Sandpipers rely upon the identical highway corridor, the identical bus services, and the identical pedestrian routes into Longridge that serve Spout Farm. To treat Spout Farm as an unsustainable anomaly immediately adjacent to 34 modern, occupied family homes is an entirely inconsistent and indefensible approach to spatial decision-making.

3.2.4. Substantial residential development has also taken place on the western side of Preston Road. Of particular relevance are:

- **Ref: 3/2011/0316:** Outline application for residential development of up to 60 dwellings on land at Preston Road (Alston Meadows). Approved in April 2013.
- **Ref: 3/2016/0974:** Outline residential development comprising up to 275 dwellings, a local neighbourhood centre, access arrangements and associated landscaping and wildlife infrastructure on land west of Preston Road. Approved in September 2017.
- **Ref: 3/2018/0105:** Reserved matters approval for 256 dwellings, neighbourhood centre, and infrastructure pursuant to outline permission 3/2016/0974. Approved 6th February 2018.
- **Ref: 3/2023/0100:** Full planning permission for residential development of 91 units together with access roads, a 200 square metre community hall, and associated infrastructure on land west of Preston Road. Approved 22nd May 2023.

3.2.5. Application Ref: 3/2016/0974 is particularly material to the current appeal. The site was situated across an 18.84-hectare parcel outside but directly adjacent to the defined settlement boundary of Longridge. In assessing the principle of development, the LPA expressly concluded within the Committee Report (Appendix 5) that:

"in locational terms the site in principle is capable of being considered a sustainable location in strategic terms."

3.2.6. The 2017 Committee Report also records that Lancashire County Council Highways had initially raised concerns regarding pedestrian and cycle connectivity and measures to encourage sustainable public transport. Those matters were not treated as demonstrating that the location itself was inherently unsuitable for residential development. Instead, the Council considered that the outstanding sustainable transport measures were capable of being satisfactorily resolved through further negotiation and mitigation.

3.2.7. In the Spout Farm Delegated Report, the planning officer attempted to differentiate the approval of Ref: 3/2016/0974 by stating that the scheme was for 275 dwellings and included a local neighbourhood centre *"in an attempt to provide some facilities within walking distance for future residents"*. However, this rationale does not withstand scrutiny. A 200 square metre community building does not replicate the comprehensive shopping, health, education, and commercial services of Longridge town centre or higher-order settlements. Those hundreds of approved residents still fundamentally rely upon the Preston Road transport corridor and public bus network for daily commuting and higher-order trips. The Council accepted that the Preston Road corridor was strategically sustainable to accommodate 275 homes, and it cannot logically reverse that stance for an infill proposal of just up to 9 dwellings on the opposite side of the carriageway.

3.2.8. The legal principle of consistency in planning decision-making is firmly established (*North Wiltshire DC v Secretary of State for the Environment [1992]* and *DLA Delivery Ltd v Baroness Cumberlege [2018]*). While each application must be considered on its planning merits, like cases must be decided in a like manner unless there is clear and sound planning justification

for departing from previous conclusions. The Council has repeatedly endorsed the southern approaches of Preston Road as a sustainable, suitable location for residential expansion.

- 3.2.9. These permissions are material not simply as historic planning decisions, but because the resulting development now forms part of the existing physical context within which Spout Farm falls to be considered. Residential development immediately adjoins the site to the north and extends substantially southwards along the opposite side of Preston Road. Spout Farm is therefore framed on multiple boundaries by established housing. Retaining this previously developed complex as an isolated pocket of "unsustainable open countryside" amidst hundreds of newly occupied dwellings represents an indefensible planning anomaly that the Planning Inspectorate is respectfully invited to correct.

/4 Proposed Development and Permission in Principle Scope

4.1. Principle and Quantum of Development

- 4.1.1. Against this planning context, the appeal relates to an application seeking Stage 1 PiP for the erection of a minimum of 1 and a maximum of 9 residential dwellings at Spout Farm, Preston Road, Longridge.
- 4.1.2. The application is supported by a Location Plan identifying a site area of approximately 0.69 hectares. The proposed quantum therefore falls within the statutory parameters for minor housing-led development capable of being considered through the PiP consenting route.
- 4.1.3. The application expressly allows the precise scope of demolition and retention of the existing buildings to be determined at the subsequent Technical Details Consent stage. PiP is therefore sought for residential development comprising a minimum of 1 and a maximum of 9 dwellings, with the detailed configuration of the site to be established at Stage 2.

4.2. Legislative Framework and Statutory Scope of Assessment

- 4.2.1. The PiP consent route was established under the Town and Country Planning (Permission in Principle) Order 2017 (as amended) and is supported by National Planning Practice Guidance.
- 4.2.2. The statutory framework establishes a two-stage process for housing-led development:
- **Stage 1 (Permission in Principle):** Establishes whether a site is suitable in principle for a specified amount of housing-led development.
 - **Stage 2 (Technical Details Consent):** Assesses the detailed development proposals and associated technical matters before development can proceed.
- 4.2.3. In determining a Stage 1 PiP application or appeal, the assessment is limited to three core parameters:

- **Location:** The suitability of the site for the proposed residential development.
- **Land Use:** The acceptability of residential development on the land.
- **Amount of Development:** The suitability of the proposed quantum, in this case a minimum of 1 and a maximum of 9 dwellings.

4.2.4. It is fundamental to the proper operation of the planning system that a Stage 1 application cannot be refused, delayed, or burdened by demands for detailed technical information. National PPG is unequivocal that Stage 1 must not be conflated with Stage 2, as the purpose of the legislation is to reduce upfront costs for applicants bringing forward suitable minor sites.

4.2.5. The Council's Delegated Officer Report adopts this statutory framework and assesses the proposal against location, land use and amount of development. Crucially, the Council's formal assessment confirms that:

- **Land Use is Acceptable:** The Council expressly concluded under Policy DMG1 that introducing residential development onto this site is sympathetic to the prevailing residential context and fully compliant with local policy; and
- **Amount of Development is Acceptable:** The Council expressly concluded that the 0.69-hectare site is of a sufficient size to accommodate up to 9 dwellings with associated gardens and parking, integrates successfully with the surrounding urban grain, and causes no objectionable landscape or visual harm.

4.2.6. Consequently, the "Land Use" and "Amount of Development" parameters are formally agreed and established. The Council's sole reason for refusal rests entirely upon a subjective interpretation of "Location" regarding accessibility and private motor vehicle reliance.

4.3. Technical Matters Reserved for Stage 2 (Technical Details Consent)

4.3.1. Detailed matters which do not fall within the Stage 1 assessment are reserved for consideration through a subsequent Technical Details Consent application.

4.3.2. These include, amongst other matters:

- detailed layout, scale, architectural design and appearance;
- the precise scope of building demolition and retention;
- formal building recording and heritage mitigation in respect of the Non-Designated Heritage Assets (NDHAs);
- detailed access junction geometry, visibility splays and turning facilities;
- internal estate road specifications, refuse tracking (swept path analysis) and car/cycle parking provision;
- residential amenity (overlooking, separation distances and light);
- hard and soft landscaping schemes and tree protection measures;
- Phase 1 ecology surveys, bat roost assessments and statutory Biodiversity Net Gain (BNG) strategies;
- site-specific surface water drainage strategies and Sustainable Drainage Systems (SuDS) engineering; and
- the detailed accommodation, enhancement or sensitive diversion of the definitive Public Right of Way (Footpath FP0302118).

4.3.3. The Council's Delegated Officer Report confirms that these technical matters fall properly to Stage 2 and acknowledges that none of them could justify the refusal of PiP. Any attempt by third-party representations to introduce detailed technical matters as grounds for refusal at Stage 1 is ultra vires and must be dismissed by the Inspector in accordance with established statutory guidance

4.3.4. This distinction does not prevent the suitability of the location itself, including its accessibility and relationship with the surrounding settlement, from being assessed at the Permission in Principle stage. Rather, the detailed design and technical means by which development would be delivered are reserved for Stage 2.

4.4. Access and Physical Infrastructure

- 4.4.1. Spout Farm benefits from established, existing connections to the surrounding highway network. In its statutory consultation response, Lancashire County Council (LCC) Highways identified two existing vehicular access points serving the holding: an established direct access onto Preston Road (which historically served the farmhouse) and a second access to the north leading from Spout Lane. Preston Road is classified as the B6243, is subject to a 30mph speed limit passing the site, and accommodates regular public transport services.
- 4.4.2. Lancashire County Council, acting as Local Highway Authority, raised NO OBJECTION to the grant of PiP. Crucially, the Highway Authority confirmed that viable opportunities exist to create safe vehicular and pedestrian access from either Preston Road or Spout Lane, concluding that an appropriate engineering solution can be fully resolved and agreed at Stage 2.
- 4.4.3. The Highway Authority indicated that at the Technical Details Consent stage it would seek an access with a minimum carriageway width of 5.5 metres, supported by two-way vehicle geometry, compliant visibility splays, and 2-metre wide pedestrian footways with dropped kerbs and tactile paving. LCC Highways also identified the opportunity to deliver a 2-metre wide footway along the site frontage, linking the site entrance to the existing footway network at Spout Lane over a distance of approximately 100 metres, to be secured via condition and delivered through a standard Section 278 agreement at Stage 2.
- 4.4.4. The availability of access points ensures that a safe, policy-compliant, and deliverable access strategy can be achieved. LCC Highways has confirmed that suitable visibility splays and highway connections can be satisfactorily accommodated within the site and the adopted public highway corridor. In strict accordance with the statutory parameters of the PiP consenting route, the principle of vehicular and pedestrian access is established, while the precise junction geometry, final access point selection, and off-site highway works are properly deferred for detailed assessment at the Technical Details Consent stage.
- 4.4.5. National Policy TR6(4) of the August 2026 NPPF explicitly sets the statutory threshold for refusing development on transport grounds, confirming that proposals should only be refused

where there would be a *"severe adverse impact on the transport network (in terms of capacity and congestion), or an unacceptable impact on highway safety"*. Given that LCC Highways raised no objection and confirmed that safe and suitable access can be engineered, the proposal falls far below this restrictive statutory threshold. Detailed engineering designs, swept-path analysis, and Section 278 mechanics will be fully addressed at Stage 2.

/5 Planning Policy Context

5.1. Statutory Development Plan Context

5.1.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the Development Plan unless material considerations indicate otherwise.

5.1.2. The statutory Development Plan for the area comprises:

- The Ribble Valley Core Strategy 2008–2028 (adopted December 2014);
- The Housing and Economic Development Development Plan Document (HED DPD, adopted October 2019); and
- The Longridge Neighbourhood Development Plan.

5.1.3. Within the adopted Core Strategy, the policies of particular relevance to the determination of this appeal include:

- **Key Statement DS1 (Development Strategy):** Directs the majority of new housing development to the strategic site at Standen and the Principal Settlements of Clitheroe, Longridge, and Whalley, followed by Tier 1 Villages;
- **Key Statement DS2 (Sustainable Development):** Reflects the national presumption in favour of sustainable development and the tilted balance;
- **Key Statement DMI2 (Transport Considerations):** Requires development to be located to minimise the need to travel, incorporate good access by foot and cycle, and have convenient links to public transport to reduce reliance on the private car;

- **Policy DMG1 (General Considerations):** Requires development to be sympathetic to existing land uses, secure safe access, and achieve efficient land use including the reuse of previously developed land;
- **Policy DMG2 (Strategic Considerations):** Directs development in Principal Settlements to consolidate, expand or round-off built-up areas, while restricting residential development outside defined settlements;
- **Policy DMG3 (Transport and Mobility):** Attaches considerable weight to the availability and adequacy of public transport, pedestrian and cycle accessibility, and road safety; and
- **Policy DMH3 (Dwellings in the Open Countryside):** Strictly limits residential development in the open countryside to agricultural, forestry, or proven local needs housing.

5.1.4. The appeal site is located immediately adjacent to the defined settlement boundary of Longridge. Strictly construed, the proposal conflicts with Policies DMG2 and DMH3 insofar as it proposes general market housing outside the defined settlement boundary.

5.1.5. However, it is common ground that the Council cannot demonstrate a five-year supply of deliverable housing sites. The extent of this shortfall has deteriorated severely: having claimed a 6.2-year supply in May 2025, the Council's position was reduced to 3.45 years at the Chatburn appeal in January 2026 (Appendix 2) and tested down to 3.04 years at the Langho inquiry in June 2026 (Appendix 3). Most decisively, the Council's newly published *5 Year Housing Land Supply Position Statement (August 2026)* formally confirms that deliverable supply has plummeted to just 2.24 years—a deficit of 898 homes. In the recent Langho inquiry (Appeal Ref: 6002485, Appendix 3), it was agreed between the Council and the appellant that Core Strategy Policies DMG2 and DMH3 are fundamentally out of date as a direct consequence of this acute shortfall. The continued worsening of the supply position further diminishes any weight that could be attached to these restrictive policies.

- 5.1.6. Furthermore, the statutory Development Plan is now over a decade old, having been adopted in December 2014 and never reviewed within the statutory five-year review period. Crucially, Annex A (Paragraph 2) of the August 2026 NPPF explicitly directs that Development Plan policies which are materially inconsistent with the national decision-making policies set out in the Framework must be given *very limited weight*. As established below, the blanket countryside restriction policies of the 2014 Core Strategy directly conflict with the national decision-making provisions of Policy S5(1)(j), which explicitly mandates the release of suitable edge-of-settlement land where there is an evidenced unmet housing need. Policies DMG2 and DMH3 must therefore be afforded very limited weight in the determination of this appeal.
- 5.1.7. No conflict with the Longridge Neighbourhood Development Plan was identified by the Council or included in the reason for refusal. The dispute between the parties turns entirely upon the application of national spatial policies regarding development outside settlements and the transport requirements of Key Statement DMI2 and Policy DMG3.

5.2. The National Planning Policy Framework (August 2026)

- 5.2.1. The National Planning Policy Framework was revised and republished in August 2026, replacing the previous December 2024 version in its entirety. In accordance with Annex A (Paragraph 1), the policies within the August 2026 Framework are material considerations that must be taken into account in decision-making from the day of publication.
- 5.2.2. The August 2026 NPPF introduces a significant structural change to the planning system, establishing a distinct suite of National Decision-Making Policies (NDMPs) within Chapters 3 to 20 that apply directly to development proposals. As set out in Chapter 1 (Paragraph 7), these policies establish clear statutory directions on how decision-makers must weigh planning considerations, explicitly defining circumstances where *substantial weight* must be given to specific benefits and narrowing the grounds upon which development proposals may be refused.
- 5.2.3. The overarching purpose of the planning system remains the achievement of sustainable development, delivered through three interdependent economic, social, and environmental

objectives (Paragraph 17). The August 2026 Framework reinforces that planning decisions must play an active, positive role in guiding development to sustainable solutions, taking local circumstances and rural realities into account (Paragraph 18).

5.3. Spatial Decision-Making and Development Outside Settlements (Policies S3 & S5)

5.3.1. Policy S3 of the August 2026 Framework sets out the presumption in favour of sustainable development for decision-making. Under Policy S3(1)(b), where development is proposed outside defined settlement boundaries, decision-makers are directed to apply Policy S5.

5.3.2. Policy S5 (Principle of development outside settlements) establishes a clear, positive consenting framework for development in the countryside. Policy S5(1) states that specified forms of development outside settlements *should be approved*, unless the benefits of doing so would be *substantially outweighed by any adverse effects*, when assessed against the national decision-making policies in the Framework.

5.3.3. Policy S5(1)(j) identifies one such form of supported development as:

“Development which would address an evidenced unmet need (including, but not limited to, development proposals involving the provision of housing where the local planning authority cannot demonstrate a five year supply of deliverable housing sites or scores below 75% in the most recent Housing Delivery Test), and where the development would:

i. Be physically well-related to an existing settlement and be of a scale which can be accommodated taking into account the existing or proposed availability of infrastructure;
or

ii. Comprise major development for freight and logistics purposes which accords with policy E3.”

- 5.3.4. Policy S5(1)(d) separately supports the redevelopment of Previously Developed Land outside settlements, stating that such proposals should be approved under the same statutory presumption:

"The redevelopment of previously developed land (including a material change of use to residential or mixed-use including residential);"

- 5.3.5. Importantly, Policy S5 replaces the former Paragraph 11(d) "tilted balance" with a specific decision-making mechanism. Where a proposal meets the criteria of Policy S5(1)(j) and/or S5(1)(d), planning permission should be granted unless the adverse effects *substantially outweigh* the benefits. Policy S5(2) clarifies that adverse effects are only likely to substantially outweigh benefits where a proposal fails to comply with one of the specific national decision-making policies that expressly mandate refusal (such as severe highway impacts under Policy TR6(4) or unacceptable flood risk under Policy F6). No such prohibitive policies are breached in this case.

5.4. Housing Supply and Effective Use of Land (Policies HO7 & L2)

- 5.4.1. Policy HO7 (Meeting the need for homes) governs decision-making on residential proposals and introduces a mandatory policy weighting:

"In applying the policies in this Framework, substantial weight should be given to the benefits of providing homes which will contribute towards meeting the evidenced accommodation needs of the community, as identified through needs assessments prepared for the area of the local planning authority and other relevant evidence."

- 5.4.2. Policy HO7(1) establishes that the provision of market and minor housing in an authority with an acknowledged shortfall must be afforded substantial positive weight. This statutory instruction directly supersedes the planning officer's subjective decision to assign only "low/moderate weight" to the housing delivery benefits of the 9 dwellings at Spout Farm.

5.4.3. Annex D of the Framework sets out the calculation of housing need and supply, confirming that where strategic development plan policies are more than five years old, five-year housing land supply must be calculated against local housing need using the standard method (Paragraph 8). It confirms the statutory application of a 20% buffer where delivery has fallen significantly or where requirements are severely constrained (Paragraph 9).

5.4.4. Policy L2 (Making effective use of land) governs the reuse of underutilised sites and similarly instructs decision-makers on weighting:

“Substantial weight should be given to the benefits where a development proposal would achieve one or more of the following:

a. Remediating despoiled, degraded, derelict, contaminated or unstable land;

b. Making better use of vacant and underutilised land and buildings (such as: by bringing back into residential use empty homes and other suitable buildings... redeveloping underutilised retail and business sites; and building on or above service yards, lock-ups, car parks and other transport infrastructure which are no longer required);”

5.4.5. Spout Farm comprises redundant commercial buildings, extensive commercial yard hardstanding, and degraded former nursery areas. The residential redevelopment of this complex makes effective use of underutilised brownfield land, directly engaging the substantial weight mandated by Policy L2(1).

5.5. Sustainable Transport and Accessibility (Policies TR3 & TR6)

5.5.1. Chapter 15 of the August 2026 NPPF sets out the national strategy for promoting sustainable transport. Policy TR3 (Locating development in sustainable locations) establishes the national principles for assessing development proposals:

- **Limiting Car Reliance and Offering Modal Choice (Policy TR3(1)(a)):**

Proposals should be in locations that are sustainable or can be made so, meaning the location should *"limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical"*;

- **Optimising Density Near Transport Infrastructure (Policy TR3(1)(b)):**

Opportunities should be taken to utilise existing or proposed transport infrastructure to optimise the amount of development accommodated; and

- **Rural Realities (Policy TR3(1)(e)):**

In rural areas, opportunities to improve walking, wheeling, cycling, and public transport should be taken where they exist and can be supported by the development.

5.5.2. The DfT Connectivity Tool (Policy TR3(2)): Policy TR3(2) formally integrates the Government's digital Connectivity Tool into the planning framework:

"The Connectivity Tool (Connectivity Tool - GOV.UK) should be used alongside other relevant quantitative or qualitative evidence in assessing the connectivity of particular locations proposed for development."

5.5.3. Refusal Threshold on Transport Grounds (Policy TR6(4)): Policy TR6(4) establishes the strict national legal test for refusing development proposals on transport and highways grounds:

"Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement."

5.5.4. National Glossary Definitions (Annex B): Annex B of the August 2026 Framework provides crucial statutory definitions that directly inform this appeal:

- **Reasonable Walking Distance:** Formally defined as "around 800 metres, or around 10 minutes' walk time if topography, route availability and quality or physical barriers would prevent or discourage walking from up to 800 metres away";
- **Sustainable Transport Modes:** Defined as "Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking, wheeling, cycling and public transport"; and
- **Connectivity:** Defined as "The degree to which a location provides access to jobs, services, and facilities by sustainable transport modes. The Connectivity Tool provides a means of assessing this."

5.5.5. These national policies provide a clear evidential and legal framework for the determination of this appeal. Development cannot lawfully be refused on generalised assertions of car reliance where a site offers genuine modal choice, performs strongly under the statutory Connectivity Tool, does not cause severe highway safety or capacity impacts, and delivers substantial housing and regeneration benefits under Policies S5, HO7, and L2.

/6 Planning Policy Assessment & Rebuttal of Refusal Reason

6.1. Application of Policy S5 and Principle of Development (Evidenced Unmet Housing Need)

- 6.1.1. The appeal site lies immediately outside the defined settlement boundary of Longridge. Accordingly, the principle of development falls to be assessed under Policy S5 (Principle of development outside settlements) of the August 2026 NPPF, which sets out the national decision-making framework for development outside settlements.
- 6.1.2. . At the time of determining the planning application, the Council's Delegated Officer Report recorded the Borough's housing land supply at approximately 3.45 years, relying upon the Planning Inspectorate's findings in the Chatburn Appeal Decision (APP/T2350/W/25/3372635, Appendix 2). At the subsequent Langho inquiry in June 2026 (Appeal Ref: 6002485, Appendix 3), further scrutiny established that the actual supply was between 3.04 and 3.45 years.
- 6.1.3. However, the housing supply position has since deteriorated significantly. In August 2026, the Council published its official *5 Year Housing Land Supply Position Statement (1st April 2025 – 31st March 2026)*. In that document, the Council formally abandons its discredited practice of deducting past over-supply and confirms that deliverable supply has collapsed to just 2.24 years (Table 9). Against a five-year requirement of 1,628 dwellings (326 dwellings per annum including a 5% buffer), the Council identifies a deliverable supply of only 730 homes, leaving an acute shortfall of 898 dwellings.
- 6.1.4. This empirical progression is critical: Ribble Valley's housing supply is in steep decline, falling from 6.2 years (May 2025), to 3.45 years (January 2026), to 3.04 years (June 2026), and now to 2.24 years in the Council's own published August 2026 figures. Rather than recovering, the Borough's housing deficit is worsening as site deliverability is subjected to rigorous, realistic scrutiny. This worsening trajectory reinforces the urgency of delivering new homes on suitable, edge-of-settlement sites.

6.1.5. Policy S5(1)(j) explicitly provides that development outside settlements *should be approved* where it would address an evidenced unmet need, expressly defining this to include:

"development proposals involving the provision of housing where the local planning authority cannot demonstrate a five year supply of deliverable housing sites or scores below 75% in the most recent Housing Delivery Test"

6.1.6. The appeal proposal therefore falls squarely within the scope of Policy S5(1)(j). In these circumstances, the policy sets two specific statutory tests:

- Limb 1: The development must be physically well-related to an existing settlement; and
- Limb 2: The development must be of a scale which can be accommodated taking into account the existing or proposed availability of infrastructure.

6.1.7. To the extent that Core Strategy Policies DMG2 and DMH3 seek to impose a blanket restriction on general market housing outside settlement boundaries, they are materially inconsistent with the express provisions of Policy S5(1)(j). In accordance with Annex A (Paragraph 2) of the August 2026 Framework, policies that are materially inconsistent with national decision-making policies must be given *very limited weight*. As established in Section 6.2 and Section 6.4 below, the proposal satisfies both limbs of Policy S5(1)(j), and the development must therefore be approved unless the benefits are substantially outweighed by adverse effects.

6.2. Location, Accessibility, and Sustainable Transport (Policy TR3 and DfT Connectivity Tool)

6.2.1. The Council's sole reason for refusal alleges that Spout Farm is an "unsustainable location" where future occupiers would be reliant upon the private motor vehicle to access key services and facilities, citing conflict with Core Strategy Key Statement DMI2 and Policy DMG3, and former NPPF Paragraph 115. This conclusion is fundamentally flawed, unevidenced, and contrary to national transport policy.

Physical Relationship to Longridge (Policy S5(1)(j) Limb 1):

- 6.2.2. Spout Farm immediately adjoins the built-up edge and settlement boundary of Longridge, a designated Principal Settlement. Residential development at Sandpipers directly borders the northern boundary, while the Alston Grange and Preston Road developments extend directly opposite along the western frontage. The site is physically, visually, and functionally connected to the urban area of Longridge, fully satisfying the first limb of Policy S5(1)(j).

Day-to-Day Active Travel and Convenience Retail:

- 6.2.3. The Council's Delegated Report concedes that local conveniences are accessible from the site. Specifically, a Premier convenience store on Mardale Road is situated approximately 800 metres (0.8 km / an 11-minute walk) from Spout Farm. Annex B of the August 2026 NPPF formally defines a "reasonable walking distance" as *around 800 metres, or around 10 minutes' walk time*. The Mardale Road store falls directly within this national parameter. Furthermore, a public house and secondary education facilities (both Longridge High School and St Cecilia's RC High School on Chapel Hill) are located within comfortable walking and cycling distance along continuous, lit footways.

Contextualising Primary School Access:

- 6.2.4. In refusing the application, the planning officer placed decisive weight on the walking route to Alston Lane Catholic Primary School, situated approximately 1.3 kilometres to the south, asserting that walking along Preston Road and Back Lane is *"not considered to be an attractive mode of transport due to the busy nature of the road and the distance from the application site"*. While a continuous, surfaced pedestrian footway extends along Preston Road for the vast majority of this route, the formal footway terminates upon turning into Back Lane, transitioning into a shared rural carriageway to reach the school entrance. However, this road environment is common to all pupils, parents, and staff travelling to the school from the local rural catchment, and does not render the school inaccessible.
- 6.2.5. Critically, future residents are not reliant exclusively upon Alston Lane Catholic Primary School. Further primary education facilities—such as Barnacre Road Primary School and St Wilfrid's

Catholic Primary School—are located within Longridge, providing direct choice and accessible via continuous pedestrian footways or by the regular bus services connecting Preston Road to the town centre.

The Langho Appeal Precedent (Appeal Ref: 6002485, Appendix 3):

- 6.2.6. The planning officer's assessment improperly evaluates an edge-of-settlement site against an unachievable, idealised urban benchmark. This exact issue was recently considered and firmly resolved by the Planning Inspectorate in the allowed Langho Appeal Decision (Ref: 6002485, Appendix 3). In that appeal, the Council raised identical objections regarding pedestrian route quality, citing narrow rural lanes, steep gradients, and an absence of dedicated footways along Whitehalgh Lane. In allowing the appeal, Inspector G D Jones decisively rejected the Council's stance, concluding at Paragraph 15:

"Overall, while it would not be ideal in this regard, the appeal scheme would offer a genuine range of transport options to residents, which would allow appropriate access to services and opportunities within Langho or elsewhere without reliance on private cars... Therefore, the appeal scheme would be likely to have an acceptable effect on sustainable modes and patterns of transport. On this basis, it would accord with Key Statement DMI2 (Transport Considerations) and Policies DMG1 and DMG3 (Transport and Mobility) of the Local Plan as well as with the Framework, in these respects."

- 6.2.7. Inspector Jones held that pedestrian and highway constraints of this nature are commonplace within a rural district and do not render a proposal unsustainable where wider transport alternatives are available. The planning officer's subjective critique of the route to Alston Lane Catholic Primary School is directly superseded by this binding appeal precedent.

High-Frequency Public Transport Connectivity:

- 6.2.8. National planning policy does not require every single trip to be made on foot, nor does it require the complete elimination of private car use. Under Policy TR3(1)(a) of the August 2026 NPPF, the statutory objective is to *"limit the need to travel, particularly by private car, and offer*

a genuine choice of transport modes for residents and users". Spout Farm benefits from exceptional public transport provision directly along its site frontage:

- Northbound stop (towards Longridge town centre): approximately 110 metres (a 2-minute walk) from the centre of the site; and
- Southbound stop (towards Preston city centre): approximately 107 metres (a 2-minute walk) from the centre of the site.

6.2.9. As verified in the Council's own report, these stops are served by Service 1, which operates from 05:29 until 23:46, running at 10 to 15 minute intervals during the daytime. This high-frequency service provides immediate, walk-up access to Longridge town centre (and its supermarkets, medical centres, and civic facilities) as well as direct connectivity to higher-order employment, retail, and rail links in Preston. Future occupiers wishing to travel to Alston Lane Catholic Primary School, Longridge, or Preston have a viable, regular, and convenient public transport alternative directly on their doorstep.

Objective Assessment via the DfT Connectivity Tool (Policy TR3(2)):

6.2.10. In accordance with Policy TR3(2) of the August 2026 NPPF, the Government's digital Connectivity Tool must be used alongside other evidence to assess locational accessibility. The full Connectivity Tool assessment for Spout Farm (Square ID: 360250_435950) is provided at Appendix 1 and provides empirical, Government-verified evidence that completely refutes the Council's reason for refusal:

- Overall Connectivity (excluding driving): National score of 61 (30–40th percentile). This represents an exceptionally high score for an edge-of-settlement site in a rural authority, substantially outperforming the score of 50 that the Inspector accepted as indicating good connectivity in the allowed Langho inquiry (Appeal Ref: 6002485, Appendix 3);
- Public Transport Overall: National score of 66 (40–50th percentile);

- Public Transport to Education: National score of 74 (50–60th percentile, performing ABOVE the national average);
- Public Transport to Shopping: National score of 73 (40–50th percentile); and
- Public Transport to Healthcare: National score of 67 (50–60th percentile, performing ABOVE the national average).

Comparative Precedent at Preston Road, Ribchester (Appeal Ref: 6006097, Appendix 4):

6.2.11. The sustainability of Spout Farm is further reinforced by the appeal decision at Land adjacent Preston Road, Ribchester (Appeal Ref: 6006097, Appendix 4). In that case, the Inspector granted Permission in Principle for residential development, concluding that while occupiers would need to travel to higher-order centres for secondary education, supermarkets, and employment, the availability of an hourly bus service provided a realistic alternative to the private car, ensuring that future occupiers would not be wholly reliant upon private vehicles. Spout Farm compares far more favourably: it immediately adjoins a designated Principal Settlement (rather than a Tier 2 village) and is served by bus services operating at 10 to 15 minute frequencies (rather than hourly). The Ribchester decision confirms that accessibility does not require self-containment on foot, and that regular public transport provision is sufficient to satisfy local and national sustainability objectives.

Statutory Refusal Threshold (Policy TR6(4)):

6.2.12. Policy TR6(4) of the August 2026 NPPF establishes the strict legal threshold for refusing planning applications on transport grounds, confirming that proposals should only be refused where they would result in a *"severe adverse impact on the transport network (in terms of capacity and congestion), or an unacceptable impact on highway safety"*. Lancashire County Council Highways was consulted on the application and confirmed it had NO OBJECTION to the principle of development (consultation response dated 17th April 2026, provided within the Council's questionnaire bundle). The Highway Authority confirmed that safe vehicular and pedestrian access can be achieved from either Preston Road or Spout Lane, and that a 2-metre wide footway across the site frontage (linking the access to Spout Lane over a length of

approximately 100 metres) can be secured by planning condition and delivered under Section 278 at Stage 2. The proposal falls far short of causing "severe" harm, and the Council's refusal on transport grounds is entirely unsustainable.

6.3. Effective Use of Land and Previously Developed Land Status (Policies S5(1)(d) & L2)

- 6.3.1. In assessing the application, the Council's Delegated Report expressly concluded that the proposed residential land use accords with Policy DMG1, confirming that introducing housing onto this site is sympathetic to the surrounding residential context.
- 6.3.2. Spout Farm is not an open, verdant agricultural field. The site accommodates an existing dwelling, the former Potting Shed café building (approved under Ref: 3/1990/0671), and an extensive commercial yard and hardstanding historically operated for the applicant's tree surgery business (Ref: 3/84/0675/P). Official Valuation Office Agency records verify that the site contains 1,652.8 square metres of commercial display, sales, and storage land, alongside 97.5 square metres of café floorspace.
- 6.3.3. Policy S5(1)(d) Express Support: Policy S5(1)(d) establishes that the redevelopment of Previously Developed Land outside settlements *should be approved*, providing a distinct and independent route to planning consent alongside Policy S5(1)(j). Substantial portions of Spout Farm meet the strict definition of PDL in Annex B of the NPPF, while the remaining former nursery elements are degraded and heavily urbanised.
- 6.3.4. Mandatory Substantial Weight under Policy L2: Policy L2(1) of the August 2026 NPPF instructs decision-makers that substantial weight must be given to the benefits of remediating degraded land and making better use of vacant and underutilised land and buildings. Commercial operations at Spout Farm are currently dormant and no longer actively trading. Replacing these declining commercial structures and extensive hardstanding with a high-quality residential scheme of up to 9 homes directly fulfills the objectives of Policy L2, delivering substantial regeneration benefits that weigh heavily in favour of the appeal.

6.4. Amount of Development and Infrastructure Capacity (Policy S5(1)(j) Limb 2)

- 6.4.1. The appeal seeks PiP for a minimum of 1 and a maximum of 9 dwellings on a site of approximately 0.69 hectares.
- 6.4.2. The Council's Delegated Report expressly confirms that the proposed quantum is acceptable, stating:

"...it is considered that the application site is of a sufficient size to be able to accommodate up to nine dwellings (eight additional dwellings, if the farmhouse were to be retained) with associated gardens and parking areas. As such, the proposed development would be compliant with the provisions of Policy DMG1 and is therefore considered to be acceptable with regards to the amount of development being proposed."

- 6.4.3. The Council also evaluated the visual impact of this quantum, concluding that because the surrounding streetscene comprises frontage development of a higher density (Sandpipers to the north and Alston Grange to the west), the proposed dwellings would be read naturally within this built context. The LPA confirmed there is no objection on visual impact or townscape grounds regarding the amount of development.
- 6.4.4. Limb 2 of Policy S5(1)(j) requires the development to be of a scale that can be accommodated taking into account the availability of infrastructure. Up to 9 dwellings is a modest development that will place negligible demand upon local services. Neither Lancashire County Council Highways nor United Utilities raised any objection regarding capacity constraints. LCC Highways confirmed that safe access can be achieved, while United Utilities confirmed that foul and surface water drainage can be resolved through standard engineering designs at Stage 2. The proposal therefore fully satisfies the second limb of Policy S5(1)(j).

6.5. Consistency with Previous Decision-Making at Preston Road

- 6.5.1. It is an established principle of planning law that local planning authorities and Inspectors should act consistently and treat like cases alike (*North Wiltshire District Council v Secretary of State for the Environment* [1992] 65 P. & C.R. 137 and *DLA Delivery Ltd v Baroness Cumberlege*

[2018] EWCA Civ 1305). While every application must be considered on its individual planning merits, previous decisions that address the same core planning considerations—specifically locational sustainability, transport connectivity, and reliance on the private car within the Borough—represent material considerations of significant weight.

The Preston Road, Ribchester Appeal Precedent (Appeal Ref: 6006097, Appendix 4)

- 6.5.2. Direct support for the sustainability of the appeal proposal is provided by the recent appeal decision at Land adjacent Preston Road, Ribchester (Appeal Ref: 6006097, Appendix 4). In that case, the Planning Inspector allowed an appeal against Ribble Valley Borough Council and granted Stage 1 Permission in Principle for residential development outside a defined settlement boundary. The Council had raised equivalent objections regarding locational sustainability, alleging that future residents would be reliant upon private vehicles to access essential services.
- 6.5.3. In allowing the Ribchester appeal, the Inspector addressed the threshold for assessing car reliance in edge-of-settlement locations across the Borough, establishing several principles that are directly material to Spout Farm:
- 6.5.4. The Inspector recognised that future occupiers in a rural location would naturally need to travel beyond the immediate vicinity to access higher-order services, such as supermarkets, secondary schools, and major employment centres. Crucially, the Inspector held that this reality does not render a location inherently unsustainable.
- 6.5.5. The Inspector determined that the presence of an hourly bus service connecting the site to higher-order settlements provided a realistic, viable alternative to the private car, meaning future residents would not be wholly reliant upon private motor vehicles.
- 6.5.6. While the Ribchester precedent relates to a site on the edge of a Tier 2 village served by an hourly bus, Spout Farm adjoins Longridge, which is designated as a Principal Settlement—the highest tier of sustainable growth in the Borough’s spatial hierarchy. Furthermore, Spout Farm is served by Service 1 directly along its site frontage, operating from 05:29 to 23:46 at

frequencies of every 10 to 15 minutes during the daytime. If an hourly bus service at a Tier 2 settlement is sufficient to demonstrate that future occupiers are not reliant upon the private car, the high-frequency public transport network serving Spout Farm surpasses that sustainability threshold by a substantial margin.

The Direct Locational Precedent of Application Ref: 3/2016/0974 (Appendix 5)

6.5.7. In addition to the Ribchester appeal, the Council's refusal of Spout Farm directly contradicts its established assessment of residential development along Preston Road itself. Under application Ref: 3/2016/0974 (Planning Committee Report provided at Appendix 5), the Council resolved to grant outline planning permission for up to 275 dwellings, a local neighbourhood centre, and associated infrastructure on an 18.84-hectare site on the western side of Preston Road, outside the settlement boundary of Longridge. In evaluating that proposal, the Council's Head of Regeneration and Housing advised the Planning Committee that:

"in locational terms the site in principle is capable of being considered a sustainable location in strategic terms."

6.5.8. In the Spout Farm Delegated Officer Report, the planning officer attempted to distinguish the 2016 approval by noting that the development comprised 275 dwellings and included a neighbourhood centre *"in an attempt to provide some facilities within walking distance for future residents"*. This reasoning does not withstand scrutiny. The neighbourhood centre approved under subsequent reserved matters and full applications (Ref: 3/2023/0100) comprises a single 200 square metre community hall. A modest community building does not replicate the comprehensive healthcare, secondary education, retail, and commercial facilities of Longridge town centre or Preston. The hundreds of residents approved opposite Spout Farm rely upon the exact same Preston Road corridor, the exact same pedestrian routes, and the exact same bus services that pass the appeal site.

6.5.9. Where a local planning authority departs from its previous assessments on the same planning issues, it must provide clear, well-founded planning reasons. The Council has offered no credible justification for concluding that an 18.84-hectare site for 275 dwellings on the western side of

Preston Road is a sustainable location, while simultaneously asserting that an infill development of up to 9 dwellings on a previously developed parcel directly opposite is fundamentally unsustainable and reliant on private cars. When considered alongside the appeal findings at Ribchester (Appendix 4) and Langho (Appendix 3), the established decision-making precedent within Ribble Valley confirms that Spout Farm represents a sustainable, policy-compliant location for minor residential development under Policy S5(1)(j) and Policy TR3.

6.6. The Policy S5(1) Planning Balance

- 6.6.1. Under Policy S3(1)(b) and Policy S5(1) of the August 2026 Framework, development outside settlements that meets the criteria of Policy S5(1)(j) or S5(1)(d) should be approved unless the benefits are *substantially outweighed by any adverse effects*, when assessed against the national decision-making policies of the Framework.

The Substantial Benefits:

- **Addressing the Housing Crisis (Policy HO7(1)):** Policy HO7(1) mandates that *substantial weight* must be given to the benefits of providing homes that meet evidenced accommodation needs. In Ribble Valley, the housing land supply position is not merely deficient—it is in a state of rapid and continuous decline. The Council's own latest official monitoring statement (*August 2026 Housing Land Supply Position Statement*) formally acknowledges a collapsed supply of just 2.24 years, representing a severe deficit of 898 dwellings (with only 730 deliverable homes against a 1,628 requirement). This follows previous appeal determinations at Chatburn (3.45 years, Appendix 2) and Langho (3.04–3.45 years, Appendix 3). In the context of an acute and worsening housing crisis, the delivery of up to 9 deliverable homes immediately adjacent to a Principal Settlement carries substantial positive weight. The planning officer's assignment of "low/moderate weight" is superseded by national policy and undermined by the Council's own published evidence.

- **Effective Use of Brownfield Land (Policy L2(1)):** Policy L2(1) instructs decision-makers to afford *substantial weight* to the benefits of remediating degraded land and redeveloping vacant, underutilised commercial land and hardstanding. Spout Farm delivers genuine brownfield regeneration, visually repairing a transitional edge-of-settlement parcel.
- **Economic Benefits:** The scheme will generate construction employment and ongoing local expenditure supporting businesses in Longridge town centre. In line with the Chatburn and Langho appeal decisions (Appendices 2 and 3), these benefits attract moderate weight.

The Absence of Substantial Adverse Effects:

- **No Severe Transport Harm (Policy TR6(4)):** LCC Highways confirmed that safe access and pedestrian connectivity can be engineered at Stage 2 without severe impacts on the road network. Under Policy TR6(4), development cannot be refused on transport grounds.
- **High Connectivity Tool Performance (Policy TR3(2)):** An overall score of 61 (excluding driving) and an education public transport score of 74 objectively demonstrate that the site is sustainable in a rural context and provides genuine modal choice.
- **No Environmental or Technical Objections:** The Council identified no harm in respect of landscape character, designated heritage, flood risk, or residential amenity.

6.6.2. The planning officer's subjective view that walking routes are unattractive does not amount to a severe harm, let alone an adverse effect capable of *substantially outweighing* the substantial statutory benefits of housing delivery and brownfield regeneration. The balance required by Policy S5 falls decisively in favour of the proposal. Stage 1 PiP should therefore be granted.

/7 Conclusion

- 7.1.1. This appeal seeks Stage 1 PiP for the erection of a minimum of 1 and a maximum of 9 residential dwellings at Spout Farm, Preston Road, Longridge.
- 7.1.2. The statutory scope of assessment at Stage 1 is strictly and legally limited to location, land use, and amount of development. The Council's Delegated Officer Report expressly confirms that the proposed C3 residential land use is acceptable and sympathetic to the surrounding area, and that the 0.69-hectare site is of an appropriate size to accommodate up to 9 dwellings without giving rise to adverse visual or landscape impact. All detailed technical matters—including architectural design, appearance, arboricultural protection, ecological mitigation, surface water drainage design, and detailed access engineering—are lawfully deferred to the Stage 2 Technical Details Consent stage.
- 7.1.3. The sole reason for refusal turns entirely on the alleged "unsustainable location" of the site and an asserted reliance on the private motor vehicle. Following the publication of the National Planning Policy Framework in August 2026, this reason for refusal is demonstrably unfounded in policy, law, and fact:

Direct Support under NPPF Policy S5(1)(j): Ribble Valley Borough Council cannot demonstrate a five-year supply of deliverable housing sites. Most decisively, the Council's newly published *5 Year Housing Land Supply Position Statement (August 2026)* establishes that the Borough's supply has collapsed to just 2.24 years—representing an acute, compounding deficit of 898 homes (with only 730 deliverable homes identified against a requirement of 1,628). This formal admission follows recent appeal decisions at Chatburn (3.45 years, Appendix 2) and Langho (3.04–3.45 years, Appendix 3), confirming that the Borough's housing shortfall is actively worsening. Under Policy S5(1)(j), this severe unmet need establishes that residential development outside defined settlements should be approved. Spout Farm immediately adjoins the built-up edge of Longridge (a Principal Settlement), is framed by modern housing at Sandpipers

and Alston Grange, and is of a modest scale that can be accommodated by existing infrastructure. It therefore fully satisfies both limbs of Policy S5(1)(j).

- **Direct Support under NPPF Policy S5(1)(d) and Policy L2:** The site accommodates lawful commercial buildings, yard areas, and extensive hardstanding that constitute Previously Developed Land. Policy S5(1)(d) expressly supports the redevelopment of previously developed land outside settlements, while Policy L2(1) mandates that substantial weight be given to making better use of vacant and underutilised brownfield land.
- **Mandatory Substantial Weight to Housing Delivery (Policy HO7(1)):** Policy HO7(1) instructs decision-makers that substantial weight must be given to providing homes that meet evidenced accommodation needs. This statutory direction completely supersedes the planning officer's attempt to assign only "low/moderate weight" to the scheme.
- **Proven Sustainable Accessibility (Policy TR3 and DfT Connectivity Tool):** The site is situated within a recognised reasonable walking distance of convenience retail at Mardale Road (approximately 0.8 km or an 11-minute walk, aligning with the 800-metre / 10-minute walk definition in Annex B). It is served by high-frequency bus services running every 10 to 15 minutes during the daytime directly outside the site frontage, with stops located within approximately 110 metres (northbound) and 107 metres (southbound).
- **Objective Government Data (Policy TR3(2)):** The Government's Connectivity Tool awards Spout Farm an overall score (excluding driving) of 61 (30–40th percentile), with an exceptional score of 74 for public transport access to education. This substantially exceeds the score of 50 accepted by the Inspector as sustainable in the recently allowed Langho Appeal (Ref: 6002485).
- **No Severe Transport Harm (Policy TR6(4)):** Lancashire County Council Highways raised NO OBJECTION to the principle of development, confirming that viable, safe

access and 2-metre wide frontage footway links can be engineered and delivered under Section 278 at Stage 2. The proposal falls far short of the "severe" impact threshold required by Policy TR6(4) to justify refusal on transport grounds.

- **Consistency in Decision-Making:** The Council previously concluded that Preston Road is "*capable of being considered a sustainable location in strategic terms*" when approving up to 275 dwellings directly opposite (Ref: 3/2016/0974). Asserting that an infill scheme of up to 9 dwellings on the same corridor is fundamentally unsustainable is entirely arbitrary and unjustified.

The Policy S5 Planning Balance

- 7.1.4. In accordance with Policy S5(1), the proposal should be approved unless the adverse impacts substantially outweigh the benefits. The delivery of up to 9 homes during an acute housing crisis (Policy HO7) and the effective regeneration of underutilised brownfield land (Policy L2) carry decisive, substantial weight. Against these substantial benefits, the Council has demonstrated zero technical, landscape, amenity, or highway safety harm. The subjective assertion that future occupants might choose to drive to certain facilities falls woefully short of substantially outweighing the benefits.
- 7.1.5. For these reasons, the proposal constitutes sustainable development in accordance with the National Planning Policy Framework. The Inspector is therefore respectfully urged to allow the appeal and grant Stage 1 PiP.

APPENDIX 1 - DfT Connectivity Tool Full Report (Square ID: 360250_435950) (Score 61)

Summary of Relevance to the Appeal:

This report provides objective, Government-verified digital data evaluating the public transport, walking, and cycling accessibility of Spout Farm in accordance with Policy TR3(2) of the August 2026 NPPF.

Importantly, it establishes that the site achieves an overall connectivity score (excluding driving) of 61 (placing it in the 30–40th percentile nationally), alongside an exceptional score of 74 for public transport access to education (comfortably above the national average at the 50–60th percentile). This empirical evidence directly refutes the Council's sole refusal reason alleging an unsustainable location and private vehicle reliance, demonstrating that the site substantially outperforms the score of 50 accepted by the Planning Inspectorate as a sustainable rural score in the allowed Langho Appeal (Ref: 6002485).

Connectivity Tool Lite

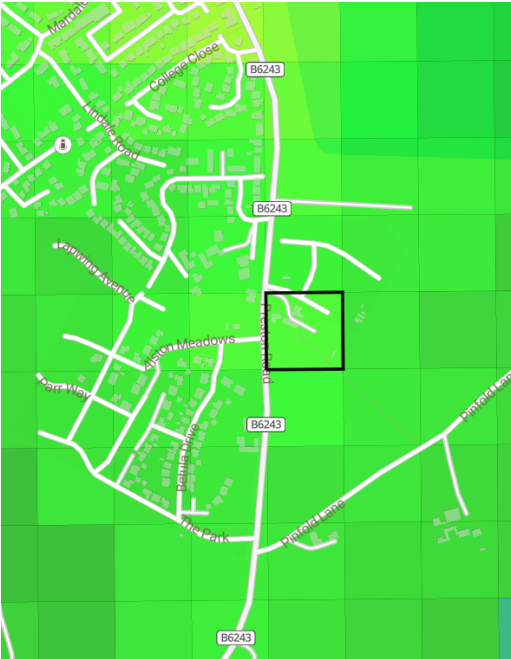
Guidance

[Connectivity Tool \(/\)](#) > [Map \(/app\)](#) > Score breakdown

Explore the score

Please see [Interpreting Connectivity Scores \(/help/interpreting-connectivity-scores\)](#) for guidance

Square ID	360250_435950
Local authorities	Ribble Valley Lancashire
Latitude	53.818298
Longitude	-2.605253



Overall

Type	National score	National Distribution
Overall (except driving)	61	Below average (30-40%)
Public transport	66	Slightly below average (40-50%)
Walking	55	Low (20-30%)
Cycling	62	Low (20-30%)
Driving	86	Slightly below average (40-50%)

Education

Type	National score	National Distribution
Overall (except driving)	64	Slightly below average (40-50%)
Public transport	74	Slightly above average (50-60%)
Walking	56	Slightly below average (40-50%)
Cycling	69	Below average (30-40%)
Driving	82	Slightly above average (50-60%)

Leisure

Type	National score	National Distribution
Overall (except driving)	54	Low (20-30%)
Public transport	61	Below average (30-40%)
Walking	44	Low (20-30%)
Cycling	56	Very low (10-20%)
Driving	79	Low (20-30%)

Health

Type	National score	National Distribution
Overall (except driving)	60	Slightly below average (40-50%)
Public transport	67	Slightly above average (50-60%)
Walking	50	Below average (30-40%)
Cycling	65	Slightly below average (40-50%)
Driving	81	Slightly above average (50-60%)

Shopping

Type	National score	National Distribution
Overall (except driving)	68	Below average (30-40%)
Public transport	73	Slightly below average (40-50%)
Walking	61	Low (20-30%)
Cycling	76	Below average (30-40%)
Driving	92	Slightly above average (50-60%)

Residential

Type	National score	National Distribution
Overall (except driving)	58	Low (20-30%)
Public transport	59	Below average (30-40%)
Walking	55	Very low (10-20%)
Cycling	63	Low (20-30%)
Driving	89	Slightly above average (50-60%)

Workplaces

Type	National score	National Distribution
Overall (except driving)	53	Below average (30-40%)
Public transport	57	Slightly below average (40-50%)
Walking	40	Low (20-30%)
Cycling	56	Low (20-30%)
Driving	80	Slightly above average (50-60%)

APPENDIX 2 - Planning Inspectorate Appeal Decision (Dated 7th January 2026) – Land to South of Chatburn Old Road, Chatburn, BB7 4QG (Ref: APP/T2350/W/25/3372635)

Summary of Relevance to the Appeal:

This pivotal appeal decision established as a matter of record that Ribble Valley Borough Council cannot demonstrate a five-year supply of deliverable housing land, calculating the actual supply position at a severe deficit of 3.45 years.

It sets a crucial precedent regarding the forward-facing approach to housing requirements—rejecting the Council's attempts to dilute need using past over-supply—and confirms that an acute housing shortfall firmly engages the presumption in favour of sustainable development.

This decision underpins our reliance on Policy S5(1)(j) of the August 2026 NPPF to justify the release of the Spout Farm site.



Appeal Decision

Hearing held on 9 December 2025

Site visit made on 9 December 2025

by Elaine Moulton BA (Hons) BPI MRTPI

an Inspector appointed by the Secretary of State

Decision date: 7 January 2026

Appeal Ref: APP/T2350/W/25/3372635

Land to South of Chatburn Old Road, Chatburn, BB7 4QG

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a refusal to grant permission in principle.
 - The appeal is made by Mr Ronald Jackson against the decision of Ribbles Valley Borough Council.
 - The application Ref is 3/2025/0414.
 - The development proposed is residential development of up to nine dwellings.
-

Decision

1. The appeal is allowed and permission in principle is granted for residential development comprising a minimum of 1 dwelling and a maximum of 9 dwellings at Land to South of Chatburn Old Road, Chatburn BB7 4QG in accordance with the terms of the application, Ref 3/2025/0414, dated 23 May 2025.

Preliminary Matters

2. The proposal is for permission in principle. Planning Practice Guidance (PPG) advises that this is an alternative way of obtaining planning permission for housing-led development. The permission in principle consent route has 2 stages: the first stage (or permission in principle stage) establishes whether a site is suitable in-principle, and the second (technical details consent) stage is when the detailed development proposals are assessed. This appeal relates to the first of these 2 stages.
3. The scope of the considerations for permission in principle is limited to location, land use and the amount of development permitted¹. All other matters are considered as part of a subsequent Technical Details Consent application if permission in principle is granted. I have determined the appeal accordingly.

Main Issues

4. The main issues are:
 - a) Whether the site is a suitable location for the proposed development, having regard to local policy; and
 - b) Whether any harm would be outweighed by other material considerations, in particular whether the Council can currently demonstrate a five-year housing land supply, the provision of affordable housing and economic benefits of the development.

¹ PPG Permission in Principle Paragraph: 012 Reference ID: 58-012-20180615

Reasons

Suitable location

5. Key Statement DS1 of the Core Strategy 2008 – 2028 (CS), adopted 16 December 2014, sets out a development strategy for the Borough. The strategy directs the majority of new housing development to an identified strategic site and the principal settlements of Clitheroe, Longridge and Whalley. In addition, it states that development will be focused towards Tier 1 Villages, which are the more sustainable of the defined settlements. The appeal site is, largely, outside of the defined boundary of Chatburn, which is identified as a Tier 1 Village.
6. CS Policy DMG2 indicates that outside of defined settlement areas, development must meet at least one of several considerations. CS Policy DMH3 states that within areas defined as open countryside, residential development will be limited to specified types. The main parties agree that, as the proposed development does not meet any of the listed considerations or exceptions, it does not accord with such policies. There is no evidence before me that would lead me to conclude differently.
7. Although within the open countryside, the appeal site adjoins the defined settlement boundary of Chatburn. Notwithstanding the gradients of the surrounding land, it has good pedestrian and cyclist access to the facilities and services it contains along the quiet Chatburn Old Road. Furthermore, the nearest bus stop is within a reasonable walking distance of the site which, according to the evidence before me, provides frequent bus services to and from the principal settlement of Clitheroe, as well as Skipton and Preston.
8. The future occupiers of the proposed development would not, therefore, be wholly reliant on the use of a private vehicle. As such, it would be in an accessible location. Nonetheless, it remains that the proposal conflicts with the policies identified above.
9. In conclusion, although in an accessible location, having regard to the identified conflict with CS policies DMG2 and DMH3, the site is not a suitable location for the proposed development.

Other considerations

Housing land supply

10. The main parties agree that the five-year housing land supply (5YHLS) should be calculated against local housing need using the standard method in the PPG, and that this equates to 311 dwellings per annum. There is also agreement that a 5% buffer applies. Based upon the evidence before me, I concur.
11. There is, however, disagreement between the main parties on two grounds. The first relates to how past over-supply of housing should be taken into consideration. The second issue relates to the extent of the deliverable supply.
12. It is the Council's position that the 5YHLS requirement should be reduced by the over-supply of previous years, 536 dwellings, which would reduce the requirement to 204 dwellings per annum, or 214 dwellings when the 5% buffer is applied. The

appellant contends that local housing need should not be reduced by over-supply. The effect of which would reduce the housing land supply position from 6.19 years, as advanced by the Council, to 4.05 years.

13. I acknowledge that the Framework and PPG do not rule out the use of past over-supply to reduce future housing requirements. Nevertheless, to adopt the approach of the Council, and that of the Inspectors in the decisions it has highlighted, would impede the achievement of the Government's objective to significantly boost the supply of homes. I therefore find that the forward-facing approach adopted in the appeal decisions and local plan examination letters that have been referred to by the appellant to be the most appropriate.
14. Thus, it is my judgement that past over-supply should not be used to reduce local housing need requirements in this case. This should not be seen as penalising the Council, as has been suggested, rather, it is part of the solution to the acute housing crisis that exists nationally.
15. Turning to the second matter of disagreement, the extent of the deliverable supply, it is now agreed that 74 dwellings on the site of land at Accrington Road, Whalley should be included in the housing land supply. However, the appellant considers that development on three other sites is not deliverable within the 5-year period and should not count towards the 5YHLS.
16. The disputed site, land at Highmoor Farm, Clitheroe, has the benefit of outline planning permission. The sale of the site and the submission of a reserved matters application is, however, dependent upon the completion of an agreement with the Council to facilitate the creation of an appropriate access. For this reason, the applicant for the outline planning permission, states that the completion of the sale of the land and the submission of a reserved matters application before the outline permission expires are hopeful rather than guaranteed. At the Hearing the Council advised that progress had been made on the agreement, but that it was not yet completed. Furthermore, there is no evidence before me that a performance agreement is in place that sets out the timescale for approval of a reserved matters application and the discharge of conditions.
17. In my view, it has not been demonstrated that firm progress has been made towards approving the reserved matters and, accordingly, there is no clear evidence that housing completions will begin on the Highmoor Farm site within the five-year period. Therefore, 75 dwellings should be removed from the 5YHLS.
18. There is currently no planning permission on the disputed site of land at Wilpshire (Salisbury View), although I note that, following pre-application discussions, a planning application for 80 dwellings was submitted on 1 October 2025, to which no technical objections have been received from statutory consultees. Nonetheless, even if I were to agree that the appeal decision, that dismissed a development of 84 dwellings on this site, supports the density of the current proposal, this is not sufficient to demonstrate that it will be permitted, particularly considering the strong objections from the relevant Parish Councils that were brought to my attention.
19. Furthermore, although I note that the Council indicate that it is likely that the application would be determined by Planning Committee in January or February 2026, at the time of the Hearing a report had not been published on an agenda. As such, as well as there being no certainty as to whether the proposal will be

permitted, it is unclear when a decision will be made on the application. Consequently, there is no clear evidence that the projected number of dwellings on this site can be delivered within the 5-year period. 75 dwellings should therefore be removed from the 5YHLS.

20. The disputed site, Standen Littlemoor Phases 5 & 6, also has the benefit of outline planning permission and a reserved matters application was submitted in March 2022. However, approaching four years later it remains undetermined and, as confirmed by the Council at the Hearing, amended plans are awaited. Although the Council anticipates that the application will be determined in early 2026, in the absence of a planning performance agreement that sets out the timescale for approval of reserved matters there is no certainty in this regard.
21. It is apparent that the developers are constructing dwellings on Phases 2 to 4 of the Standon Littlemoor site, but a significant number are yet to be completed. Although the Council does not predict any completions on Phases 5 & 6 until year 5, it is my view that no robust evidence has been presented to demonstrate that development will be carried out on such later phases within 5 years. Accordingly, a further 41 dwellings should be removed from the 5YHLS.
22. I therefore find that, at this point in time, the deliverable supply of housing amounts to 1,130 dwellings, which, in combination with the consequences of not deducting past over-supply from the local housing need requirements, reduces the housing land supply position to 3.45 years.
23. The Council has consistently delivered more completions than required since 2014/15, and there is no compelling evidence before me to suggest that this will not continue. This is a material consideration that tempers the weight to be given to housing delivery as a benefit of the proposed development. Nonetheless, given the significant shortfall in the 5YHLS at this time, I afford substantial weight to the proposed provision of housing, given that it is in an accessible location.

Affordable housing

24. The Council contends that because affordable housing could not be secured at this first, permission in principle, stage, the provision of on-site affordable housing should not be considered as a benefit that weighs in favour of the proposed development. Nevertheless, CS Key Statement H3 states that for developments of 5 or more dwellings (or sites of 0.2 hectares or more irrespective of the number of dwellings) on sites outside of the settlement boundaries of Clitheroe and Longridge, the Council will require 30% affordable units on-site. The policy also indicates that the Council will only consider a reduction in this level, to a minimum of 20%, where supporting evidence justifies it.
25. I note that, in a previous appeal decision on this site relating to the refusal of Technical Details Consent², the Inspector found that a financial contribution towards off-site provision equivalent to the 20% minimum level set out in policy could be supported. Whilst acknowledging that financial circumstances can change over time, I see no reason why affordable housing in some form could not be secured in connection with the current proposal at the technical details consent stage. However, as there remains uncertainty as to the level of affordable housing

² APP/T2350/W/23/3333973

provision, this benefit carries limited weight in support of the proposed development.

Economic benefits

26. There would be economic benefits arising from the construction of the proposed development, and expenditure by its future occupiers, which is quantified by the appellant. Although there is no certainty as to where the occupier expenditure would take place, it is reasonable to find that a considerable proportion would be spent in local shops, services and amenities given that they would be accessible and convenient. I therefore attach moderate weight to such benefits in favour of the proposed development.

Other Matters

27. Interested parties have raised concerns regarding the potential effects of additional traffic along Chatburn Old Road. However, based on what is before me, I agree with the Council that there are no highway grounds that would support the conclusion that the appeal site is not suitable for residential development. Furthermore, no robust evidence has been presented to conclude that local infrastructure, such as schools, lack capacity to accommodate the proposed development.
28. I have also had regard to the other matters raised by interested parties, including the effect of the proposed development on the character and appearance of the area, the living conditions of nearby residents, a protected tree, wildlife and habitats, a public right of way and drainage. Nonetheless, these relate to the details, and not the principle, of the proposed development. Accordingly, they are matters for consideration at this appeal and will be dealt with at the second (technical details consent) stage.

Planning Balance

29. The proposed development would conflict with the spatial strategy set out in the development plan as the site lies outside the settlement boundary of Chatburn. Furthermore, it would not meet any of the identified considerations or exceptions which are required for residential development to be acceptable in the open countryside.
30. I have found that the Council cannot demonstrate a 5YHLS. Accordingly, as set out in footnote 8 of the Framework, the most important policies of the development plan are considered to be out-of-date. Consequently, paragraph 11 d) of the Framework applies.
31. In its favour, the proposed development would make a modest contribution to the supply of housing, of up to 9 dwellings, in an accessible location. Given the significant shortfall in the 5YHLS at this time, I afford this substantial weight. Additionally, I attach moderate weight to its economic benefits and limited weight to the contribution that it could make in respect of affordable housing.
32. The adverse impact I have identified, arising from the conflict with the spatial strategy, would not significantly and demonstrably outweigh such benefits. Consequently, the presumption in favour of sustainable development applies and paragraph 11 d) indicates that permission should be granted. There are no other material considerations to override this finding.

Conditions

33. The PPG makes it clear that it is not possible for conditions to be attached to a grant of permission in principle. Therefore, whilst I acknowledge that the conditions suggested by the Council all relate to matters within the scope of a permission in principle decision, I have not imposed them.

Conclusion

34. For the reasons set out above, I conclude that the appeal should be allowed.

Elaine Moulton

INSPECTOR

APPEARANCES

FOR THE APPELLANT:

Christian Hawley	Barrister, No 5 Chambers
Ben Pyecroft	Emery Planning
Caroline Payne	Emery Planning

FOR THE LOCAL PLANNING AUTHORITY:

Erika Eden-Porter	Head of Strategic Housing and Planning
Stephen Kilmartin	Principal Planning and Urban Design Officer
Yvonne Smallwood	Planning Policy Officer

APPENDIX 3 - Planning Inspectorate Appeal Decision (Dated 11th June 2026) – Land south of Longsight Road, Langho (Ref: 6002485)

Summary of Relevance to the Appeal:

This highly significant and recent Ribble Valley appeal decision provides direct judicial backing for our core arguments on rural sustainability and transport accessibility. In allowing a major residential appeal against the Council, Inspector G D Jones held that minor route imperfections or rural lane characteristics do not render a site unsustainable where wider public transport alternatives are present.

Furthermore, the decision reinforces that housing land supply deficits of 3.04 to 3.45 years carry substantial weight, and that development plan policies restricting edge-of-settlement growth must be set aside when balanced against pressing housing needs.



Appeal Decision

Inquiry Held on 28 to 30 April & 7 May 2026

Site visit made on 1 May 2026

by G D Jones BSc(Hons) DipTP DMS MA MRTPI

an Inspector appointed by the Secretary of State

Decision date: 11th June 2026

Appeal Ref: 6002485

Land south of Longsight Road, Langho

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a refusal to grant outline planning permission.
 - The appeal is made by Hallam Land Management Limited against the decision of Ribble Valley Borough Council.
 - The application Ref 3/2025/0196, dated 6 March 2025, was refused by notice dated 27 June 2025.
 - The development proposed is up to 300 residential dwellings, associated access, rail station car park, green infrastructure and sustainable drainage systems.
-

Decision

1. The appeal is allowed and planning permission is granted for up to 300 residential dwellings, associated access, rail station car park, green infrastructure and sustainable drainage systems at Land south of Longsight Road, Langho in accordance with the terms of the application, Ref 3/2025/0196, dated 6 March 2025, subject to the conditions contained within the Schedule at the end of this decision.

Preliminary Matters

2. The proposal is for outline planning permission with access only to be determined at this stage and with appearance, landscaping, layout and scale reserved for future approval. Whilst not formally part of the scheme, I have treated the submitted details, including those submitted after the application was determined, relating to these reserved matters as a guide as to how the site might be developed.
3. A multilateral legal agreement (the Legal Agreement) and a unilateral undertaking (the UU), both dated 26 May 2026 and made under s106 of the Town and Country Planning Act 1990, were submitted after the Inquiry closed in accordance with an agreed timetable. I have had regard to the Legal Agreement and the UU when making my decision.
4. The evidence refers to the emerging Ribble Valley Local Plan. The main Statement of Common Ground (SoCG) indicates that the emerging Plan attracts no weight at this stage. For the avoidance of any doubt, while I have taken it into consideration, it has not affected the outcome of the appeal.

Main Issues

5. The main issues are:

- The proposed development's effect on the character and appearance of the area;
- Its effect on sustainable modes and patterns of transport;
- Its effects on biodiversity, including in terms of Biodiversity Net Gain; and
- Whether any harm that might result from the development would be outweighed by other considerations, including housing land supply.

Reasons

Character & Appearance

6. The appeal site is not allocated for development in the development plan. While adjacent to it, the site is not within the settlement boundary of Langho as defined in the development plan. It is, therefore, located within the open countryside as defined by Core Strategy Policy DMG2 of the Core Strategy 2008-2028 - A Local Plan for Ribble Valley, adopted December 2014 (the Local Plan).
7. Both main parties have undertaken their own assessments of the landscape and visual effects that would result from the appeal scheme. While they come to different conclusions, there are notable similarities between them. From all that I heard, saw and experienced during the appeal process, including during my site visit, in my view its effects in these respects would largely lie somewhere between each party's witness's assessments. Nonetheless, as a decision-making aid I have adopted the Council's witness's assessment as a benchmark.
8. On either assessment, the proposed development would have a harmful effect on the character and appearance of the area. Consequently, in that regard, it would conflict with Policies DMG2 (Strategic Considerations) and DME2 (Landscape and Townscape Protection) of the Local Plan. The proposed approach to the development of the site would be sympathetic in many respects and bring with it certain benefits. Nonetheless, transforming the fields in question to a developed site would also be at odds, in that regard, with Policy DMG1 (General Considerations) of the Local Plan and para 135 of the National Planning Policy Framework (the Framework).
9. The proposed development would result in the loss of some existing trees and hedgerow. Nonetheless, subject to controls that would be secured via planning conditions, the evidence indicates that the appeal scheme overall need not have any significant effects on trees or woodland, including those that are the subject of the Green Nook Wood Tree Preservation Order in the north eastern portion of the site. On this basis it would accord with Policy DME1 (Protecting Trees and Woodland) of the Local Plan.

Sustainable Transport

10. Langho is classed as one of nine 'Tier 1 Villages' in the Local Plan via Key Statement DS1. DS1 states that the majority of new housing development will be concentrated within the principal settlements of Clitheroe, Longridge and Whalley, including a strategic site south of Clitheroe. Tier 1 Villages sit below these areas in

the adopted development hierarchy and are described as the more sustainable of the 32 other defined settlements.

11. Nonetheless, the evidence indicates that the range of services available in Langho has diminished since the Local Plan was adopted. It is also clear that residents of the development, like existing residents of Langho, are likely to have to leave the village to access most services and facilities, including medical, retail and post-primary school education, as well as employment. Nonetheless, Langho does have some facilities within the settlement, including a small convenient store, a pharmacy and two primary schools. It is also well served by public transport via bus services through the village and along the A59 as well as the rail services that stop at the station, which stands adjacent to the site.
12. The railway line, nonetheless, separates the main part of the settlement and the site. Access from the developed site to local services would be constrained to some extent for at least some of its residents. The constraints are chiefly due to distance, pedestrian / cyclist safety, including in Whitehalgh Lane, and the presence of steps, notably those associated with the railway station and railway underpass. These would be eased, but not fully resolved, by proposed mitigation, including a pedestrian link to and traffic calming within Whitehalgh Lane, footway/cycleways on the A59, improved road crossings, and enhanced bus stops.
13. The A59 functions as a main bus corridor, providing reasonably regular services to nearby centres, including Clitheroe, Whalley, and Blackburn. These centres offer a wide range of employment, education, and retail opportunities. The appeal scheme would improve existing facilities associated with those bus services via bus stops, improved pedestrian access to those stops, and payments to support public transport and modal shift away from the private car. The highways specific SoCGs, including with the County Council as local highway authority, indicate that the measures proposed would reduce reliance on the private car.
14. I am also mindful of the evidence associated with the 'Connectivity Tool'. This is a population-based tool, which indicates that 80% of the UK population is based in a location which is more accessible than the appeal site. In the context of the UK's highly populated urban areas and bearing in mind the site's rural location, this is unsurprising. Nonetheless, the evidence suggests that, for a rural area, the site's score of 50 performs reasonably well in terms of connectivity. This too is unsurprising given the existing nearby bus and rail services.
15. Overall, while it would not be ideal in this regard, the appeal scheme would offer a genuine range of transport options to residents, which would allow appropriate access to services and opportunities within Langho or elsewhere without reliance on private cars. The proposed station car park would also be likely to promote the use of the railway station. Therefore, the appeal scheme would be likely to have an acceptable effect on sustainable modes and patterns of transport. On this basis, it would accord with Key Statement DMI2 (Transport Considerations) and Policies DMG1 and DMG3 (Transport and Mobility) of the Local Plan as well as with the Framework, in these respects.

Biodiversity

16. The extent of disagreement between the main parties relating to biodiversity has narrowed substantially, as reflected in the two topic specific SoCGs. By the time

the Inquiry opened, the points of dispute related only to lowland meadow and biodiversity net gain (BNG).

17. The Council maintains that the proposed translocation of the lowland meadow, as a priority habitat, from its current location to another part of the appeal site would not follow the mitigation hierarchy of Framework para 193(a), which advises avoidance of harm. For similar reasons, it also maintains that the Biodiversity Gain Hierarchy would not be followed. I am not persuaded, however.
18. Nonetheless, had I adopted the Council's position on these matters, there would remain several important countervailing considerations, which in my view indicate that any biodiversity harm and associated policy conflict would be mitigated and / or outbalanced by related biodiversity considerations. Central to this conclusion are the existing and likely future condition of the lowland meadow habitat on site compared to what is proposed.
19. The lowland meadow is of poor quality at present. It seems likely that this is due, at least in part, to the site-at-large being grazed by horses. There is currently no management regime in place to improve the condition of this priority habitat. Were the appeal to be dismissed, there is no good reason to believe that this would change. Indeed, it seems most likely that grazing would continue and that this would lead to further deterioration in the condition of the lowland meadow.
20. In contrast, were the appeal scheme to proceed, the sward would be moved to an inaccessible part of the site where it would be actively managed. While there is a risk that the translocation would not work, this approach has been successful elsewhere. The evidence indicates that the prospects of it being a success in this particular case are good. Rather than simply attempting to replicate the existing habitat over time, what is proposed offers genuine ecological continuity, albeit in a different location within the appeal site.
21. The proposals would deliver a net gain of 1.92 units of lowland meadow at the appeal site. Additionally, off-site compensation within Ribble Valley Borough is also proposed. The combined package would deliver a net gain of some 113% in lowland meadow units.
22. For the foregoing reasons, therefore, the appeal scheme would have an acceptable effect on biodiversity, including in terms of BNG. In these regards, it would accord with Key Statement EN4 and Policy DME3 of the Local Plan, as well as with the Framework and relevant statutory requirements.
23. Although I have not, even if I had accepted the Council's case that there would be conflict with Local Plan Key Statement EN4 and Policy DME3 and Framework para 193, due to the existing circumstances and future uncertainty associated with the lowland meadow compared to the likely biodiversity benefits offered by the appeal scheme, as outlined above, any such policy conflict would be clearly outweighed.

Further Considerations

Other Matters

24. The Council did not defend its first refusal reason regarding alleged conflict with the spatial strategy for the area as set out in the Local Plan. Although they were cited in that reason for refusal, the Council no longer contests conflict, in this regard, with Key Statements DS1 (Development Strategy) and H2 (Housing Balance) and

Policies DMG2 and DMH3 (Dwellings in the Open Countryside & the AONB) of the Local Plan. Nonetheless, as the site is located outside the settlement boundary of Langho, in the open countryside, the appeal scheme clearly was not envisaged by the Local Plan and is at odds with the spatial strategy for the location of new housing.

25. Although the main parties have differing views on the extent of the housing delivery shortfall, it is common ground between them that the Council cannot currently demonstrate a Framework compliant supply of housing land. While it may be lower, I have used the Council's figure of some 3.5 years as a benchmark to assist in making my decision. Accordingly, that the appeal development would be at odds with the spatial strategy for the Borough and conflict, in that regard, with the Local Plan, currently carries limited weight.
26. The evidence also refers to other appeal decisions. Those in other areas would have been the subject of different development plan policies compared to those before me. Moreover, I am not familiar with the full circumstances of any of those cases. While I am mindful of the importance of consistency in appeal decision making, it is also important that each decision is made on its individual merits. So, although I have taken all of the other appeal decisions into account, I have assessed and determined this appeal on the basis of the evidence before me in the relevant policy context. Having done so, none have altered the outcome of the appeal.

Interested Parties

27. In addition to the main issues and the other foregoing matters, concern has been expressed, including by those who spoke at the Inquiry, in respect to a number of considerations. These include the appeal development's effect on highway safety and congestion, including for pedestrians and cyclists; on flood risk; on living conditions of neighbours during the construction stage and following completion of the development, including in respect to noise, lighting, air quality and privacy; on wider biodiversity considerations; on anti-social behaviour; on public health; on peace and community cohesion; on urban regeneration; on the historic environment; on confidence in the development planning process; on house prices; on public rights of way; on local taxes; on noise, air, litter, light and water pollution; on parking; on horses; and on tourism.
28. The concerns raised also relate to the adequacy of existing and proposed infrastructure, services and facilities, including highways, public transport, cycling, recreation, pedestrian, drainage, sewerage, education, pre-school, village hall, retail, garage, pub, refuse, parking and medical; the scale of the development relative to the existing settlement and population; alleged lack of need for the housing, including affordable housing, or the car park; the loss of agricultural land; the potential creation of a precedent for other development; whether the additional homes would encourage use of public transport; the adequacy of public engagement; compliance with the development plan and the Framework; whether the station car park would encourage use of the car; and whether acceptable living conditions would be secured for residents of the development.
29. The objections also concern whether there are sites elsewhere better suited to this type of development; alleged shortcomings in the assessment of the development, including highways matters; overhead powerlines; trees; prematurity in the context

of the emerging local plan; a private water supply that crosses the site; affordability of the proposed homes; accessibility for all; delivery and monitoring of proposed mitigation; proposed tree planting; consistency of decision-making; settlement pattern; public open space and access to the existing woodland; existing and future rail use from Langho Station; renewable energy; the mix of proposed dwellings; density; access to employment; cumulative effects with other development.

30. These matters are largely identified and considered within the Council officer's report on the appeal scheme such that they were before the Council when the planning application was determined. They were also before it when it prepared its evidence and when it submitted its case at the Inquiry and are largely addressed in its evidence and in the various SoCGs. Other than as set out above, the Council did not conclude that they would amount to reasons to justify withholding planning permission. I have been provided with no substantiated evidence which would prompt me to disagree with the Council's conclusions in these respects subject to the imposition of planning obligations and conditions as discussed below.

Planning Obligations

31. In the event that planning permission were to be granted and implemented, the planning obligations within the Legal Agreement and the UU would secure:
- Delivery of on-site affordable housing, split 50/50 between affordable rented units and shared ownership or discount sale units, at an overall rate of 30% of the developed dwellings;
 - Delivery of over 55s accommodation on-site at a rate of 15% of the developed dwellings;
 - Delivery of the proposed railway station car park;
 - Delivery of the proposed on-site open space;
 - Arrangements for the maintenance and management of the proposed on-site public open space and car park;
 - A series of BNG Monitoring Reports;
 - Payments to be used to deliver:
 - Off-site 'open space' in the form of improved facilities at Langho Football Club;
 - Healthcare facilities through the expansion of the current Whalley Medical Centre premises;
 - On and off-site BNG land monitoring;
 - Public transport support;
 - Travel Plan support, promotion, monitoring and evaluation;
 - Incentivisation of modal shift amongst residents of the development linked to targets in the Travel Plan; and
 - Additional secondary education places at St Augustine's Roman Catholic School, Ribblesdale School, Bowland High School, Clitheroe Royal Grammar School, Longridge High School or St Cecilia's Roman Catholic Technology College.
32. The Council and the County Council have both submitted detailed statements (the CIL Compliance Statements), which address the application of statutory

requirements to the planning obligations within the Legal Agreement and the UU, and include the relevant planning policy support / justification.

33. I have considered the planning obligations of the Legal Agreement and of the UU in light of Regulation 122 of The Community Infrastructure Levy Regulations 2010 (as amended) and government policy and guidance on the use of planning obligations. Having done so, I am satisfied that those obligations would be required by and accord with the policies set out in the CIL Compliance Statements. Overall, I am satisfied that all of those obligations are directly related to the proposed development, fairly and reasonably related to it and necessary to make it acceptable in planning terms.

Conditions

34. A schedule of 35 suggested conditions has been prepared jointly by the Council and the appellant. It includes the standard timing, implementation and reserved matters conditions. I have considered these in the light of government guidance on the use of planning conditions and made amendments accordingly. Of these 35 suggested conditions all but four are agreed between the main parties. Two are not considered necessary by the appellant. The remaining two are considered necessary by both main parties, but there remains disagreement between them regarding their precise wording.
35. To ensure that facilities, including public open space, are provided in a timely manner as part of the development relative to the proposed residential development, conditions would be necessary to control the phasing and detail of various aspects of the appeal scheme. In order to provide certainty, particularly in respect to the matters that are not reserved for future consideration, a condition requiring that the development is carried out in accordance with the approved plans would be necessary. A condition to control the detail and timing of the proposed station car park would be necessary in the interests of promoting sustainable modes of transport.
36. In the interests of highway safety, traffic management and to secure a satisfactory standard of development, a condition would be necessary to secure the proposed highways works. These include: footway/cycleways, signalised toucan crossing, reduction in speed limit to 40mph with enhanced gateway features and associated signing/lining on the A59; pedestrian/cycle link on Whitehalgh Lane with reduction of speed limit to 30mph and associated lighting and traffic calming measures; an upgrade of the zebra crossing and central pedestrian island on Whalley Road; and the upgrade/provision of bus stops on Whalley Road and the A59.
37. Also in the interests of highway safety, traffic management and to secure a satisfactory standard of development, conditions would be necessary to control details of on-site roads and the timing of implementation, as well as to secure their maintenance. To promote sustainable modes of transport, conditions would be necessary to secure the details and the delivery of the proposed pedestrian/cycle link onto Whitehalgh Lane and pedestrian link to Whalley Road via the existing public footpath as well as implementation of the Travel Plan.
38. To secure satisfactory living conditions would be achieved for occupiers of the site, a condition would be necessary to ensure the development complies with prescribed noise level criteria. A condition to ensure that the development proceeds in accordance with the appellant's Air Quality Assessment would be necessary in the

interests of air quality. Conditions to manage surface water during construction and to help secure the installation and management of sustainable drainage would be necessary in the interests of flood prevention and biodiversity, to provide appropriate and adequate facilities and to protect the environment.

39. To protect the character and appearance of the area and in the interests of biodiversity, conditions would be necessary to ensure that retained trees are protected during the construction stage and to control lighting at the development. Also in the interests of biodiversity, conditions to secure the provision of biodiversity enhancement, reasonable avoidance measures for amphibians and the eradication of the Himalayan balsam on the site, the implementation of a Biodiversity Net Gain Plan, a strategy for the translocation of the lowland meadow, a Biodiversity Method Statement, a Construction Environmental Management Plan and a Habitat Management and Monitoring Plan, and measures to protect badgers.
40. A condition to safeguard against contamination that might affect the site, including unsuspected contamination, along with any requisite remediation, would be necessary to protect the health and well-being of future occupiers and off-site receptors as well as in the interests of biodiversity. To protect highway safety and the living conditions of local residents, a condition would be necessary to secure the implementation of a Construction Management Plan.
41. A condition would be necessary to secure the implementation of a strategy to protect the Ancient Woodland and in the interests of biodiversity. While I am mindful that the appellant would prefer greater flexibility in respect to the effect of this condition, given the importance and sensitivity of the Ancient Woodland, I have favoured the Council's preferred wording.
42. A condition would be necessary to secure the implementation of a Public Rights of Way Management Scheme in the interests of public safety and to provide a welcoming, attractive walking route through the site. In this case I have favoured the appellant's preferred wording on the basis it would afford reasonable flexibility while ensuring the timely, safe delivery of the Scheme.
43. The Council requested two further conditions. However, neither would be necessary. This is because the limit on the number of dwellings would be controlled via the description of the proposed development and building heights would be controlled by other proposed conditions. Therefore, neither should be imposed.

Planning Balance

44. I have found that the proposed development would have a harmful effect on the character and appearance of the area contrary, in that regard, to Local Plan Policies DMG1, DMG2 and DME2 as well as Framework para 135. This harm and the associated development plan policy conflict collectively carry significant weight against the appeal proposals.
45. For the reasons outlined above, I have not found that the application of policies in the Framework that protect areas or assets of particular importance, including in respect to biodiversity, provides a strong reason for refusing the development proposed. As the Council cannot currently demonstrate a Framework compliant supply of housing land, the so-called tilted balance applies, as set out in para 11 of the Framework. It provides that planning permission should be granted unless any

- adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole. In this case, they do not, such that planning permission should be granted.
46. Even when applying the Council's roughly 3.5 years supply figure, there is a serious and significant shortfall in housing delivery. It is unclear how and when this shortfall will be fully addressed. Within this context, the provision of up to 210 market homes, adjacent to an existing well-established settlement, carries significant weight in favour of the appeal scheme.
47. The development would also deliver up to 90 affordable homes. The evidence indicates that there is substantial unmet need for affordable housing in the Borough. The benefit of providing affordable homes differs from that of delivering market housing as they each respond to related yet discrete needs. Accordingly, the proposed provision of affordable housing also carries its own significant weight in favour of the appeal development.
48. Therefore, even without the 'tilted balance' the identified harm would be comfortably outweighed by the combined benefits of delivering the proposed market and affordable housing. Moreover, although I have not, had I agreed with the Council regarding the effect of the appeal scheme on sustainable modes and patterns of transport and on biodiversity, including in terms of BNG, it would not have altered the outcome of the planning balance due to the weight that I consider these matters would carry in this particular case.
49. I have not, but had I found that the development were to conflict with Local Plan Key Statement DMI2 and Policies DMG1 and DMG3 and the Framework in terms of its effects on sustainable modes of transport / patterns of development, that harm would attract no more than moderate weight bearing in mind the services that are available and fairly accessible in Langho or that are reasonably accessible by public transport elsewhere.
50. Similarly, had I found that the appeal scheme were to conflict with Local Plan Key Statement EN4 and Policy DME3 as well as with the Framework in terms of its effects on biodiversity, due to the existing circumstances and future uncertainty associated with the lowland meadow compared to the likely biodiversity benefits offered by the appeal scheme, any harm would carry no more than moderate weight rather than the significant weight claimed by the Council.
51. If these two matters and the conflict with the area's spatial strategy were combined with the harm to the character and appearance of the area and the associated development plan policy conflict, while collectively weighty, they would be outweighed by the substantial combined weight of the benefits associated with the delivery of market, affordable and over-55s housing alone, without taking into account wider, more modest benefits.
52. There is no doubt, therefore, that the appeal scheme would be sustainable development in the terms of the Framework for which there is a presumption in its favour. This is a material consideration that, in the particular circumstances of the case, outweighs the alleged conflict with the development plan as a whole, such that planning permission should be granted for the proposed development subject to the identified mitigation.

Conclusion

53. For all of the reasons given above and subject to the identified conditions, the appeal should be allowed.

G D Jones

INSPECTOR

APPEARANCES¹

FOR THE LOCAL PLANNING AUTHORITY:

Shemuel Sheikh, Counsel

Instructed by Mair Hill, Ribble Valley Borough Council

He called

Carl Taylor BA(Hons) LADip
CMLI

Landscape and Visual Impact

Derek Richardson BSc(Hons)
MPhil

Biodiversity

Chris Carter BA(Hons) Oxon
MCIHT

Sustainable Transport

Kathryn Hughes MPI MRTPI

Affordable Housing and Planning

FOR THE APPELLANT:

Paul Tucker², King's Counsel

Instructed by Mark Saunders, NJL Consulting

He called

Andrew Cook BA(Hons) MLD
CMLI MISEP Env

Landscape and Visual Impact

James Stacey BA(Hons)
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Affordable Housing

Kurt Goodman BSc(Hons)
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Biodiversity

Peter Blair BEng CEng FICE
FCIHT

Sustainable Transport

Mark Saunders MA(Hons)
MRTPI

Planning

INTERESTED PERSONS:

Richard Evans

Local Resident

Chris Heap

Local Resident

Anne Slee

Local Resident

Tony Austin

Local Resident

Christopher Chadwick

Local Resident

Philip Collier

Local Resident

¹ Additionally, Lyndsey Hayes of Ribble Valley Borough Council and Kathryn Lawrance of Bevan Brittan LLP for the Council and Elliott Bullock of NJL Consulting and Ellis Cleland of Walker Morris LLP for the appellant contributed to the conditions and planning obligations sessions

² Assisted by Constanze Bell, Counsel

DOCUMENTS submitted at the Inquiry

ID01 - Replacement Plans:

- a) Illustrative Masterplan Drawing no. 0101 Rev. G
- b) Parameter Plans Movement & Access Drawing No. 0103
- c) Landscape Masterplan P24-2318-EN-07-C

ID02 - Site visit itinerary plans

ID03 - Appellant's Opening

ID04 - Appellant's Appearances

ID05 - Council's Opening

ID06 - Council's Appearances

ID07 - Suite of Suggested Planning Conditions, including final set of 11 May 2025

ID08 - Plan showing full extent of Local Character Area

ID09 - Parking notes for viewpoints

ID10 - Not used

ID11 - Final S106 and UU dated 26 May 2026

ID12 - Note on On-Site (Access) Loop Road

ID13 - Note on Connectivity Tool of 50

ID14 - Note on Affordable Housing

ID15 - Errata – Amendments to James Stacey's Proof of Evidence

ID16 - Lancashire County Council CIL Compliance Statement

ID17 - Appellant's note on the UU responding to Lancashire County Council

ID18 - Council's closing submissions

ID19 - Appellant's closing submissions

SCHEDULE OF CONDITIONS FOR APPEAL REF 6002485:

1. An application(s) for approval of all the Reserved Matters, namely appearance, layout, scale and landscaping, of the site shall be made to the Local Planning Authority not later than the expiration of three years beginning with the date of this permission and the development shall be begun not later than whichever is the later of the following dates:
 - a) The expiration of three years from the date of this permission; or
 - b) The expiration of two years from the final approval of the reserved matter or, in the case of approval on different dates, the final approval of the last such matter to be approved.
2. Application(s) for approval of the Reserved Matters relating to scale and layout shall be accompanied by full details of existing and proposed ground levels and proposed building finished floor levels (all relative to the ground levels adjoining the site) including the levels of the proposed roads.
3. Prior to the commencement of development, a plan indicating the phasing of the proposed development shall be submitted to and approved in writing by the Local Planning Authority. The phasing plan shall include the development phases and completion sequence, estate streets for each phase, details of the number of units, housing mix, affordable units, older persons housing, the new pedestrian/cycle access onto Whitehalgh Lane and delivery of public open space and the railway station car park. The development thereafter shall be carried out in complete accordance with the approved phasing plan.
4. Unless explicitly required by a condition within this permission, the development hereby permitted shall be carried out in complete accordance with the following plans:
 - Site Location Plan - Drawing No 0100
 - Parameter Plan - Land Use & Heights - Drawing No 0102
 - Parameter Plan - Movement and Access - Drawing No 0103
 - General Arrangement - Drawing No 100-P-001
 - Engineering Layout - Drawing No 100-P-002.
5. As part of any reserved matters application where layout is applied for, public open space shall be provided on site in the general location shown on the approved Drawing No 0101 Rev G.
6. No less than 43 spaces, including 5 accessible spaces, shall be provided on the site in the general location shown on the Parameter Plan - Land Use & Heights - Drawing No 0102 for the development of a railway station car park. No more than 75% (seventy five percent) of the total dwellings permitted shall be occupied until the railway station car park has been completed and is operational.
7. Details of the proposed arrangements for the future management and maintenance of the estate road within the development shall be submitted to and approved in writing by the Local Planning Authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details.
8. Prior to the commencement of development full engineering, drainage, street lighting and constructional details of the internal estate roads shall have been submitted to and approved in writing by the Local Planning Authority. The

development shall, thereafter, be constructed in accordance with the approved details.

9. Details of the pedestrian/cycle link onto Whitehalgh Lane and pedestrian link to Whalley Road via FP03-06006a shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of development. The details shall include provision for the design of access and surfacing, widths, gradients, landscaping and structures. The approved details shall be implemented prior to first occupation of any dwelling hereby permitted.
10. The Framework Travel Plan Doc ref 4094 by Hydrock Fore dated 6 March 2025 shall be implemented in strict accordance with the actions and timetable contained within the Travel Plan Actions and Measures at Section 5.
11. No dwelling shall be occupied until the carriageway and any footpath or footway from it which it gains access is constructed to base course level and connected to the existing highway network with any street lighting installed and in operation. The penultimate dwelling of any approved phase shall not be occupied until the access routes serving the development have been completed to wearing course level.
12. Prior to the commencement of development, a scheme for the site access and off-site highway works shall be submitted to and approved in writing by the Local Planning Authority. The works shall include the following and be implemented prior to the first occupation of any dwelling:
 - a) New site access on the A59 and associated works shown on Drawing Nos 100-P-001 and 100-P-002, including new footway/cycleways on the A59, new signalised toucan crossing, reduction in speed limit to 40mph with enhanced gateway features and associated signing/lining;
 - b) New pedestrian/cycle link on Whitehalgh Lane with reduction of speed limit to 30mph with associated lighting and traffic calming measures;
 - c) Upgrade of zebra crossing and central pedestrian island on Whalley Road near Olive Bank and the primary school; and
 - d) The upgrade/provision of 4 bus stops (2 x Whalley Road A666 and 2 x Longsight Road A59) to support all users to travel to/from the site sustainably.
13. a) The residential development hereby permitted shall be designed so that noise levels at each dwelling do not exceed the following levels as assessed in accordance with British Standard 8233 (2014) and WHO guidelines (or any subsequent replacement national standards / guidance):

LAeq 55 dB 16 hours - gardens and outside living areas, daytime (07.00-23.00)

LAeq 35 dB 16 hours - indoors, daytime (07.00-23.00)

LAeq 30 dB 8 hours - indoors, night-time (23.00-07.00)

LAFmax 45 dB 8 hours - indoors night-time (23.00-07.00)

LAFmax 45 dB 4 hours - indoors evening (19.00-23.00)

*The evening standard LAFmax will only apply where the evening LAFmax significantly exceeds the LAeq and the maximum levels reached are regular in occurrence, for example several times per hour.

b) Where noise mitigation measures are required to ensure compliance with the noise levels specified above e.g. acoustic glazing, noise barrier fencing and

ventilation, such mitigation details shall be submitted in each reserved matters application(s) relating to layout or appearance, demonstrating how they would mitigate noise to the approved levels together with a timetable for implementation. The approved noise mitigation measures shall be implemented in accordance with the approved timescale and shall thereafter be maintained and retained.

14. The development shall be carried out in strict accordance with measures set out in Section 7 (Mitigation) and Section 8 (Achieving Compliance with the PM2.5 Targets) of the Air Quality Assessment by Logika dated 25 February 2025.
15. No development shall commence in each approved phase until a detailed, final surface water sustainable drainage strategy for that phase has been submitted to and approved in writing by the Local Planning Authority.

The detailed surface water sustainable drainage strategy shall be based upon the site specific Flood Risk Assessment (26 February 2025 / 49343-ECE-XX-XX-RP-C-0001_Issue 3 / Eastwood) and indicative surface water sustainable drainage strategy (26 February 2025 / 49343-ECE-XX-XX-RP-C-0002_Issue 3 / Eastwood) submitted and sustainable drainage principles and requirements set out in the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems. No surface water shall be allowed to discharge to the public foul sewer(s), directly or indirectly.

The details of the drainage strategy to be submitted for approval shall include, as a minimum:

- a) Sustainable drainage calculations for peak flow control and volume control for the:
 - i 100% (1 in 1-year) annual exceedance probability event;
 - ii 3.3% (1 in 30-year) annual exceedance probability event + 40% climate change allowance, with an allowance for urban creep;
 - iii 1% (1 in 100-year) annual exceedance probability event + 50% climate change allowance, with an allowance for urban creep.

Calculations shall be provided for the whole site, including all existing and proposed surface water drainage systems.

- b) Final sustainable drainage plans appropriately labelled to include, as a minimum:
 - i Site plan showing all permeable and impermeable areas that contribute to the drainage network either directly or indirectly, including surface water flows from outside the curtilage as necessary;
 - ii Sustainable drainage system layout showing all pipe and structure references, dimensions and design levels; to include all existing and proposed surface water drainage systems up to and including the final outfall;
 - iii Details of all sustainable drainage components, including landscape drawings showing topography and slope gradient as appropriate;
 - iv Drainage plan showing flood water exceedance routes in accordance with Defra Technical Standards for Sustainable Drainage Systems;

- v Finished Floor Levels (FFL) in AOD with adjacent ground levels for all sides of each building and connecting cover levels to confirm minimum 150 mm+ difference for FFL;
 - vi Details of proposals to collect and mitigate surface water runoff from the development boundary;
 - vii Measures taken to manage the quality of the surface water runoff to prevent pollution, protect groundwater and surface waters, and deliver suitably clean water to sustainable drainage components;
- c) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltration rates and groundwater levels in accordance with BRE 365.
- d) Evidence of an assessment of the existing on-site watercourse to be used, to confirm that these systems are in sufficient condition and have sufficient capacity to accept surface water runoff generated from the development.
- e) Evidence that a free-flowing outfall can be achieved. If this is not possible, evidence of a surcharged outfall applied to the sustainable drainage calculations will be required.

The sustainable drainage strategy shall be implemented in accordance with the approved details.

16. The occupation of any dwelling within each approved phase of development shall not be permitted until a site-specific verification report, pertaining to the surface water sustainable drainage system for the relevant phase, and prepared by a suitably competent person, has been submitted to and approved in writing by the Local Planning Authority.

The verification report shall, as a minimum, demonstrate that the surface water sustainable drainage system has been constructed in accordance with the approved drawing(s) (or detail any minor variations) and is fit for purpose. The report shall contain information and evidence, including photographs, of details and locations (including national grid references) of critical drainage infrastructure (including inlets, outlets, and control structures) and full as-built drawings. The scheme shall thereafter be maintained in perpetuity.

17. The occupation of any dwelling within an approved phase of development shall not be permitted until a site-specific Operation and Maintenance Manual for the lifetime of the development, pertaining to the surface water drainage system of that phase and prepared by a suitably competent person, has been submitted to and approved in writing by the Local Planning Authority. The details of the manual to be submitted for approval shall include:
- a) A timetable for its implementation;
 - b) Details of the maintenance, operational and access requirement for all Sustainable urban Drainage Systems components and connecting drainage structures, including all watercourses and their ownership;
 - c) Pro-forma to allow the recording of each inspection and maintenance activity, as well as allowing any faults to be recorded and actions taken to rectify issues;

- d) The arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme in perpetuity;
- e) Details of financial management including arrangements for the replacement of major components at the end of the manufacturer's recommended design life;
- f) Details of whom to contact if pollution is seen in the system or if it is not working correctly; and
- g) Means of access for maintenance and easements.

Thereafter the drainage system shall be retained, managed, and maintained in accordance with the approved details.

18. No approved phase of development shall commence until a Construction Surface Water Management Plan for that phase, detailing how surface water and stormwater will be managed on the site during construction, including demolition and site clearance operations, has been submitted to and approved in writing by the Local Planning Authority.

The details of the plan to be submitted for approval shall include method statements, scaled and dimensioned plans and drawings detailing surface water management proposals and shall include for each phase:

- a) Measures taken to ensure surface water flows are retained on-site during the construction phase(s), including temporary drainage systems, and, if surface water flows are to be discharged, they are done so at a restricted rate that shall not exceed the equivalent greenfield runoff rate from the site; and
- b) Measures taken to prevent siltation and pollutants from the site entering any receiving groundwater and/or surface waters, including watercourses, with reference to published guidance.

The development shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction.

19. During the construction period, all trees to be retained within the site shall be protected in strict accordance with British Standard BS 5837:2012 or any subsequent amendment to the British Standard.

Furthermore, root protection measures shall be set up along the western boundary of the adjacent woodland to the northeast of the site. The exclusion zones shall remain in place throughout the demolition and construction phases and fully accord with the methodology set out in BS 5837:2012 during all site preparation/construction works.

No materials, soil, spoil or other substance shall be stored within the protective areas at any time and no changes in land levels shall occur within these areas. Any no-dig, hand-digging and protective membranes shall only occur within the protective areas with the prior written approval of the Local Planning Authority.

20. Notwithstanding the submitted details, and prior to the installation of external lighting, a "lighting design strategy for biodiversity" in accordance with ILP Guidance Note for the reduction of obtrusive light 2021 (or later versions) and ILP Publications Guidance Note 08/23 Bats and Artificial Lighting at Night shall be submitted to and approved in writing by the Local Planning Authority for all

proposed lighting within the development hereby permitted. The strategy shall be based upon the site being within Zone E2 Rural with low district brightness:

- a) Identify those areas/features on site that are particularly sensitive for bats and other nocturnal wildlife that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
- b) Show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not cause further disturbance or prevent use of territory or restrict access to breeding sites and resting places. All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy.

Under no circumstances shall any other external lighting be installed without prior written approval from the Local Planning Authority.

21. Prior to the commencement of development, a Plan by an appropriately experienced ecologist shall be submitted to and approved in writing by the Local Planning Authority of the location of biodiversity features (e.g. bat bricks, bird boxes) to be provided. The approved Plan shall show the number, location and specification of the features. All approved features shall be installed in the presence of an appropriately qualified ecologist prior to first occupation of the dwelling on which they are located and retained thereafter.
22. No development shall commence on site, including any vegetation clearance, earth moving or other enabling works, until such time as a Reasonable Avoidance Measures Strategy for amphibians (common toad) has been submitted to and approved in writing by the Local Planning Authority. The method statement shall include the following measures:
 - Location of suitable protective fencing; and
 - Details of management of habitats and supervised (Ecological Clerk of Works) hand searching of features to be removed.The development shall be undertaken in accordance with the approved details.
23. A scheme for the eradication of the Himalayan balsam on the site shall be submitted to and approved in writing by the Local Planning Authority prior to any works commencing on site. The development shall thereafter be carried out in strict accordance with the approved measures.
24. The Biodiversity Net Gain Plan for the entire development shall be prepared in accordance with the principles outlined in the submitted Biodiversity Net Gain Strategy (Rev A, November 2025). Any phase biodiversity gain plan shall be in accordance with the Overall Biodiversity Gain Plan submitted to and approved in writing by the Local Planning Authority for the purposes of paragraph 13 of Schedule 7A of the Town and Country Planning Act.
25. Prior to the commencement of each approved development phase a re-survey of the site and adjoining land / ditches within a 30m buffer of the site shall be undertaken (unless proven to be inaccessible) for the presence of badgers together with proposals for mitigation/compensation, if required, and a timetable for implementation shall be submitted to and approved in writing by the Local Planning

Authority. Any approved mitigation measures shall then be implemented in accordance with the approved details and timetable.

26. No approved phase of development shall commence until a Habitat Management and Monitoring Plan (the HMMP) prepared in accordance with the approved Biodiversity Gain Plan for that phase (as required by the 'Statutory Biodiversity Condition'), has been submitted to and approved in writing by the Local Planning Authority (LPA).
- a) This shall include details of:
 - (i) A non-technical summary;
 - (ii) The roles and responsibilities of the people or organisation(s) delivering the HMMP;
 - (iii) The planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;
 - (iv) The management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and
 - (v) The monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the LPA.
 - b) Notice in writing shall be given to the LPA when the:
 - (i) HMMP has been implemented; and
 - (ii) Habitat creation and enhancement works as set out in the HMMP have been completed.
 - c) There shall be no occupation of any dwellinghouse approved until:
 - (i) The habitat creation and enhancement works set out in the approved HMMP have been completed; and
 - (ii) A completion report, evidencing the completed habitat enhancements, has been submitted to and approved in writing by the LPA.
 - d) The created and/or enhanced habitat specified in the approved HMMP shall be managed and maintained in accordance with the approved HMMP.
27. Prior to the commencement of development, a Biodiversity Method Statement shall be submitted to and approved in writing by the Local Planning Authority. The statement shall be in accordance with the principles of the mitigation measures set out in Table 8 of the Ecological Impact Assessment by FPCR Environment & Design dated November 2025. The details shall include but not be limited to:
- a) Specification and location;
 - b) Programme and timetable for implementation;
 - c) Persons responsible for implementing the works;
 - d) Details of initial aftercare and long-term maintenance; and
 - e) Details of monitoring and remedial measures.

The development shall be carried out in accordance with the approved details, and all enhancement measures shall thereafter be retained as such in perpetuity.

No site, preparation, scrub/hedgerow clearance or tree works/removal shall be undertaken on the site during the bird breeding season (March - August inclusive) unless a pre-work nesting bird survey of the site has been undertaken by a licenced ecologist.

28. Prior to the commencement of development within the site or within an approved phase:
- a) A site investigation report for the site (or approved phase) shall be submitted to and approved in writing by the Local Planning Authority (in line with the principles of the submitted Preliminary Geoenvironmental Investigation Report no 5200/A1 by LITHOS dated February 2025) to identify the types, nature and extent of land contamination affecting the site (or phase) together with the risks to receptors and potential for migration within and beyond the site which has been carried out by an appropriately qualified geotechnical professional (in accordance with a methodology for investigations and assessments which shall comply with BS 10175:2001; and
 - b) In the event that the above report identifies the need for remediation, then a remediation strategy for the site (or approved phase) to include an implementation timetable, details of future monitoring and a verification methodology (which shall include a sampling and analysis programme to confirm the adequacy of land decontamination) shall be submitted to and approved in writing by the Local Planning Authority. All approved remediation measures shall be carried out in accordance with the approved measures and timetable.

Prior to first occupation of any dwelling requiring remediation, a validation report providing results of the verification programme of post-remediation sampling shall be submitted to and approved in writing by the Local Planning Authority to confirm that the approved remediation measures have been carried out in accordance with the approved details.

29. Prior to commencement of development operations, including ground investigation and vegetation removal, a detailed strategy for the translocation of the lowland meadow shall be submitted to and approved in writing by the Local Planning Authority. This strategy shall follow the outline prescriptions provided in the Biodiversity Net Gain Strategy (dated November 2025). The strategy shall also provide further detailing including:
- The timing for the translocation exercise;
 - The precise location of the receptor site;
 - Details for the preparation and translocation of the area of lowland meadow; and
 - Details for the preparation of the receptor site.

Within 21 days of completing the translocation exercise, a report detailing compliance with the approved translocation exercise shall be submitted to the Local Planning Authority. Thereafter, long-term management and remedial measures shall be undertaken in accordance with the approved Habitat Management and Monitoring Plan.

30. No approved phase of development shall take place (including ground works and vegetation clearance) until a Construction Environmental Management Plan (CEMP: Biodiversity) has been submitted to and approved in writing by the Local

Planning Authority for that phase. The CEMP: Biodiversity shall include the following:

- a) Risk assessment of potentially damaging construction activities;
- b) Identification of “biodiversity protection zones”;
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements);
- d) The location and timings of sensitive works to avoid harm to biodiversity features;
- e) The times during which construction when specialist ecologists need to be present on site to oversee works;
- f) Responsible persons and lines of communication;
- g) The role and responsibilities on site of an ecological clerk of works or similarly competent person;
- h) Use of protective fences, exclusion barriers and warning signs if applicable; and
- i) Details of the means of protecting trees, hedgerows and the watercourse during the construction of development.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise approved in writing by the Local Planning Authority.

31. No approved phase of development shall take place until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority for that phase. The approved Plan shall be adhered to throughout the construction period. It shall provide for:

- i) The parking of vehicles of site operatives and visitors;
- ii) The loading and unloading of plant and materials;
- iii) The storage of plant and materials used in constructing the development;
- iv) The erection and maintenance of security hoarding;
- v) Arrangements during construction period to minimise the deposit of mud and other similar debris on the adjacent highways, i.e. wheel washing facilities;
- vi) Measures to control the emission of dust and dirt during construction;
- vii) Control of noise and vibration emanating from the site during the construction period;
- viii) External lighting of the site during the construction period;
- ix) Scheme for recycling/disposing of waste resulting from demolition and construction works;
- x) Details of working hours; and
- xi) Routing of delivery vehicles to/from site.

The construction of the development shall be carried out in strict accordance with the approved CMP.

32. Any reserved matters application relating to layout shall include details of a strategy for the establishment and management of a 15m buffer zone surrounding the Ancient Woodland together with an ecological corridor within the site to provide

connectivity to the Ancient Woodland shall be submitted to and approved in writing by the Local Planning Authority. This strategy shall provide details for the implementation of native species woodland or scrub within the buffer zone and corridor. The strategy shall not permit informal recreational use or development in the buffer zone and no formal footpaths shall be provided in the buffer zone. The development shall be carried out in accordance with the approved strategy.

33. Prior to the commencement of development, a Public Rights of Way Management Scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include provision for:
- a) The design of access and public rights of way route and their surfacing, widths, gradients, landscaping and structures;
 - b) Any proposals for the diversion or extinguishment of Public Rights of Way and alternative route provision as part of a Public Path Order; and
 - c) Any proposals and phasing for the diversion and temporary closure of Public Rights of Way and alternative route provision as part of a Traffic Regulation Order.

The approved scheme shall be implemented prior to occupation of the 50th dwelling hereby permitted.

APPENDIX 4 - Planning Inspectorate Appeal Decision (Dated 26th June 2026) – Land adjacent Preston Road, Ribchester (Ref: 6006097)

Summary of Relevance to the Appeal:

This appeal decision establishes an authoritative, borough-specific precedent regarding rural accessibility, public transport provision, and private motor vehicle reliance in the determination of Permission in Principle (PiP) applications. In allowing the appeal against Ribble Valley Borough Council, the Planning Inspector firmly rejected the notion that edge-of-settlement development requires self-containment or that every journey must be capable of being made on foot to be considered sustainable.

Importantly, the Inspector concluded that the presence of an hourly bus service connecting a site to higher-order settlements provides a genuine, realistic alternative to the private car, meaning future occupiers would not be wholly reliant upon private motor vehicles. This finding directly supports Spout Farm, which compares far more favourably: while the Ribchester scheme involved land adjoining a Tier 2 Village served by an hourly service, Spout Farm directly adjoins Longridge (a designated Principal Settlement) and is served by buses operating every 10 to 15 minutes during the daytime right outside the site frontage. The decision confirms that regular public transport connectivity successfully overcomes the Council's standard refusal argument concerning car reliance.

Appeal Decision

Site visit made on 12 May 2026

by J Buxton BA(Hons) DipArch ARB RIBA

an Inspector appointed by the Secretary of State

Decision date: 26 June 2026

Appeal Ref: 6006097

Land adjacent Preston Road, Ribchester PR3 3XL

Easting (x): 364706 Northing (y): 435556

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a refusal to grant permission in principle.
 - The appeal is made by Mr T Burns against the decision of Ribble Valley Borough Council.
 - The application reference is 3/2026/0050.
 - The development proposed is erection of up to two dwellings.
-

Decision

1. The appeal is allowed and permission in principle is granted for erection of residential development comprising a minimum of one dwelling and a maximum of two dwellings at land adjacent to Preston Road, Ribchester PR3 3XL in accordance with the terms of the application reference 3/2026/0050, dated 22 January 2026.

Preliminary Matters

2. The application form was not completed with a full postal address. I have adopted an address which is an amalgamation of the description on the application form and the address on the Council's Decision Notice, and which accurately describes the location of the appeal site. For completeness, I have also included the Easting and Northing co-ordinates in the banner above for clarity.
3. The proposal is for Permission in Principle (PiP). Planning Practice Guidance (PPG) advises that this is an alternative way of obtaining planning permission for housing-led development. The PiP consent route has 2 stages: the first stage (or PiP stage) establishes whether a site is suitable in-principle, and the second (Technical Details Consent) stage is when the detailed development proposals are assessed. This appeal relates to the first of these 2 stages.
4. The scope of the considerations for PiP is limited to location, land use and the amount of development permitted¹. All other matters are considered as part of a subsequent Technical Details Consent application if PiP is granted. I have determined the appeal accordingly and treated any details related to a Technical Details Consent as being illustrative only. There is no disagreement between the parties with regard to land use and amount of development and so my deliberations centre on whether the site is a suitable location for the proposed development.

Main Issue

5. Taking into account the above, the main issue is whether the site is a suitable location for the proposed development.

¹ PPG Permission in Principle Paragraph: 012 Reference ID:58-012-20180615

Reasons

6. The appeal site comprises an undeveloped parcel of land, broadly rectangular in shape and extending to approximately 0.19 hectares. It is located in Ribchester and fronts Preston Road. The site lies between existing residential properties along the road and is currently greenfield in nature. The topography of the site slopes gently downwards towards the main road. The land is bounded by vegetation along the frontage and north-western boundary, whilst the rear and south-eastern boundaries are more open. Access to the site is currently taken from the south-eastern boundary via an existing field gate.

Suitable location

7. The Council Officer's Report refers to Key Statement DS1 of the Ribble Valley Core Strategy 2008 – 2028 (CS), adopted 16 December 2014 which sets out a development strategy for the Borough. The strategy directs the majority of new housing development to an identified strategic site and the principal settlements of Clitheroe, Longridge and Whalley. In addition, it states that development will be focused on Tier 1 Villages, which are the more sustainable of the defined settlements and states that new housing within and outside of the Borough's Tier 2 village settlements will be more tightly controlled with such development being permissible where local needs housing or regeneration benefits can be delivered. The appeal site is adjacent the settlement boundary of Ribchester, which is identified as a Tier 2 Village.
8. CS Policy DMG2 requires that, outside of defined settlement areas, development should meet at least one of several considerations. In addition, CS Policy DMH3 states that residential development within areas defined as open countryside is generally limited to specified types of development. In this case, the proposed development does not meet any of the listed considerations nor does it fall within the types of residential development typically supported for open countryside locations. As such, the proposal does not accord with the above policies. There is no evidence before me that would lead me to conclude differently.
9. The Decision Notice refers to CS Policies DM12 and DMG3 of the Ribble Valley Core Strategy which seek to ensure that development is well related to the primary road network and can be accessed by sustainable modes of transport. These policies aim to promote development patterns which reduce reliance on private motor vehicles; in this respect there is disagreement between the parties regarding the suitability of the appeal site to access key services and facilities.
10. From my site visit, I observed that the site is located on a primary route through Ribchester and it is well connected by footpaths to the centre of the village which is within a reasonable walking distance. Within the centre there are a range of services, including public houses serving food, a retail shop, a post office, cafes, places of worship, a village hall, and a primary school. In addition, there are recreational facilities including an outdoor playground, tennis courts, and football pitches, as well as a range of local businesses. Collectively, these facilities provide for a range of day-to-day needs and contribute positively to the overall accessibility of the site.

¹ PPG Permission in Principle Paragraph: 012 Reference ID:58-012-20180615

11. I recognise that future occupants may need to travel further afield for employment, supermarkets and secondary schools, however, the site is located within close proximity of a bus stop providing an hourly service between 6am and 8.30pm. This offers a reasonable alternative to private car use, with journey time to Longridge which has a greater range of services, of approximately 8 minutes and onward connections to the wider area, such that future occupiers would not be wholly reliant on a private car.
12. In addition, the presence of a designated cycle route running along the frontage of the site offers further opportunities for travel by modes other than the private car. This offers connectivity to the surrounding area, and its proximity is likely to encourage its use by future occupiers.
13. Taking these factors together, future occupiers of the proposed development would not be wholly reliant on the private motor vehicle, and the site can therefore reasonably be regarded as being in an accessible location to local services by other modes of transport.
14. Although the proposal conflicts with the spatial strategy set out in CS Policies DS1, DMG2 and DMH3, I find that the site is well related to the existing settlement and occupies an accessible location. As such, it would accord with the objectives of Key Statement DM12 and Policy DMG3 of the CS which among other things seek to ensure that development is safely and sustainably accessible, does not harm highway safety, and meets criteria relating to design, environmental protection and overall development quality.

Other Matters

15. The parties have drawn my attention to the appeal decision² (The Chatburn Decision), where residential development outside a defined settlement boundary was allowed. My approach in this case is consistent with that decision. Whilst Ribchester is identified as a Tier 2 village, when its range of local services and public transport links are taken into account, I consider it to represent a suitable location for housing in principle.
16. The appeal site is positioned within open countryside but between existing built development and as a result is visually and physically related to the established settlement pattern along Preston Road. Whilst it lies outside the formal settlement boundary, it does not form part of an isolated or particularly sensitive rural landscape and as such it is also a suitable location for development in this regard.
17. I have had regard to the concerns raised by a neighbouring occupier in respect of the effect of the number of dwellings proposed on the character and appearance of the area, the living conditions of nearby residents and drainage. However, the application is made in the form of a PiP and the matter for consideration at this stage is whether the site is suitable for residential development of up to two dwellings. Whilst this establishes an upper limit, the precise form and layout of development, and the number of dwellings that would ultimately come forward within that parameter, would be determined at the technical details consent stage. Matters relating to parking provision for the dwellings, and any associated highway safety considerations, would also be assessed at that stage. Accordingly, whilst the indicative layout is a useful guide to how the site might be developed, it is not determinative.

² APP/T2350/W/25/3372635

18. I note that a public sewer crosses the site. However, this is a separate matter which can be addressed through engagement with the relevant statutory undertaker and considered at the technical details consent stage.
19. The proposal would also generate temporary economic benefits during the construction phase, alongside a small degree of ongoing support for local services through additional household expenditure. Given the limited scale of the development, these benefits carry limited weight.

Planning Balance

20. The proposed development would conflict with the spatial strategy set out in CS Policy DS1, together with Policies DMG2 and DMH3, as it would introduce residential development outside the defined settlement boundary within a Tier 2 settlement. However, the degree of conflict with these policies is tempered by the particular characteristics of the appeal site. It is bounded by existing residential development and reads as part of the built frontage along Preston Road. As such, the proposal would not result in isolated or sporadic development in the countryside, nor would it undermine the overall spatial strategy to any great degree. Nevertheless, as the proposal would be in conflict with the spatial strategy of the CS, it would conflict with the development plan as a whole.
21. The Council has not confirmed its current housing land supply position within the submitted evidence. However, having regard to the recent Chatburn appeal decision referenced by the appellant, issued in January 2026, it is understood that the Council's supply was approximately 3.45 years at that time. Whilst it is acknowledged that this position may have changed in the intervening period, no updated evidence has been provided by the Council to demonstrate that a full five-year housing land supply can now be sustained. In the absence of such evidence, it is reasonable to conclude that the Council cannot demonstrate a five-year supply of deliverable housing sites.
22. In these circumstances, the presumption in favour of sustainable development as set out in paragraph 11(d) of the Framework is engaged. As a result, the policies most important for determining the application, including those relating to the location and distribution of housing, are considered to be out-of-date.
23. Against this backdrop, the provision of additional housing, even at the modest level of up to two dwellings, attracts significant weight. This is particularly the case given that the appeal site is reasonably accessible to a range of services and transport options, such that it can be considered a sustainable location in planning terms.
24. In this context, I find that the adverse impacts of the proposal do not significantly and demonstrably outweigh the benefits when assessed against the Framework as a whole and planning permission should be granted.

Conditions

25. The PPG makes it clear that it is not possible for conditions to be attached to a grant of permission in principle. Therefore, whilst I acknowledge the conditions suggested by the Council, I have not imposed them. The terms of the application already include site location, type of development and amount, and the amount has been expressed as a range in the decision paragraph, as required by the PPG.

Conclusion

26. I find this is a case where there are material considerations that indicate that the appeal should be determined otherwise than in accordance with the development plan. For the reasons given above the appeal should be allowed.

J Buxton

INSPECTOR

**APPENDIX 5 - Ribble Valley Borough Council Planning
Committee Report (Committee Date: 16th February 2017;
Decision Issued: 18th September 2017) – Land West of Preston
Road, Longridge. Ref: 3/2016/0974**

Summary of Relevance to the Appeal:

This historical committee report establishes a binding and consistent precedent for residential development along the southern approaches of Preston Road. In approving up to 275 dwellings directly opposite the appeal site, the Council's Head of Regeneration formally concluded that Preston Road is "*capable of being considered a sustainable location in strategic terms*".

It demonstrates that the Council has previously accepted that edge-of-settlement land along this transport corridor is suitable for housing, rendering the current refusal of an infill scheme of up to 9 dwellings on Spout Farm entirely arbitrary and inconsistent.

RECOMMENDATION FOR PLANNING AND DEVELOPMENT COMMITTEE

DEFER AND DELEGATE

DATE: 16th February 2017

REF: SK

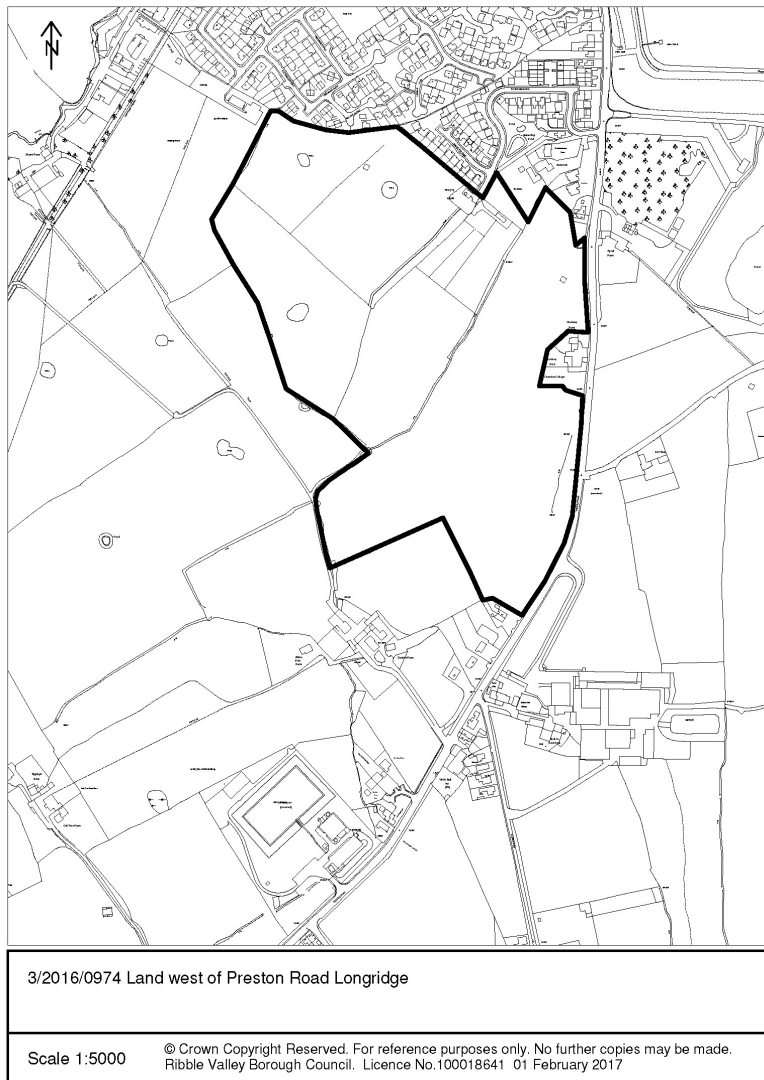
CHECKED BY:

APPLICATION REF: 3/2016/0974

GRID REF: SD 360006 445807

DEVELOPMENT DESCRIPTION:

RESIDENTIAL DEVELOPMENT INCLUDING THE ERECTION OF 275 DWELLINGS, A LOCAL NEIGHBOURHOOD CENTRE, ACCESS ARRANGEMENTS AND ASSOCIATED LANDSCAPING/WILDLIFE INFRASTRUCTURE. LAND WEST OF PRESTON ROAD, LONGRIDGE.



CONSULTEE RESPONSES/ REPRESENTATIONS MADE:

PARISH COUNCIL:

Longridge Town Council objects to the application on the following grounds:

- In light of recent proposals that this land be utilised for work provision.
- The wording is too vague in relation to the potential S.106 agreement.

ELECTRICITY NORTHWEST

No objection to the proposal but note that the development is shown to be adjacent to or affect Electricity North West operational land or electricity distribution assets. ENW have stated that where the development is adjacent to operational land the applicant must ensure that the development does not encroach over either the land or any ancillary rights of access or cable easements.

ENVIRONMENT DIRECTORATE (COUNTY SURVEYOR):

As submitted, currently LCC cannot support the development proposal for the following reason:

As submitted the applicant has not demonstrated the site can provide safe and adequate means pedestrian/cycle connectivity to integrate with the existing built environment or measures to encourage sustainable public transport; hence the development is not in line with a number of key paragraphs of the NPPF including the three dimensions of sustainable development.

The Highways development Control Section has added that the applicant may wish to submit a package of sustainable transport measures to address the issues relating to the provision for public transport, cycling and walking modes that, if acceptable, may overcome the concerns.

ENVIRONMENT AGENCY:

No objections to the proposal but wish to offer the following observations in relation to Foul drainage:

The application forms states that the method of foul sewage disposal is unknown. The development should comply with Paragraph 20 of the "Water supply, wastewater and water quality" category of the national Planning Practice Guidance (PPG) and the first presumption must always be to provide a system of foul drainage discharging into a public sewer. Our records indicate that there are foul and combined sewers in the north-western area of the site. Should the applicant wish to install an alternative method of disposal they will have to demonstrate why it is not feasible to connect to the existing public sewer.

LOCAL LEAD FLOOD AUTHORITY (LLFA)

Response awaited.

LANCASHIRE ARCHAEOLOGY ADVISORY SERVICE (LAAS)

Lancashire Archaeological Advisory Service have recommended that a pre-determination field evaluation of the site based on the presence of an unusual concentration of findspots of prehistoric tools and the presumed presence of associated settlement, echoes some of the findings of the heritage statement supplied in 2015 (L-P Archaeology, February 2015), but assigns a somewhat greater probability to the presence of significant remains. Despite the above recommendations no field evaluation works are known to have been carried out in relation to this new application and the present proposals are not accompanied by a heritage statement. Lancashire County Archaeology Service state that it is preferred that an archaeological field evaluation be undertaken before a planning decision is taken.

LAAS further advise that it would be possible, but less preferable, for a planning condition to be applied to any consent granted requiring a full phased programme of archaeological investigation to be undertaken and the results of that work to be submitted, along with proposals for an appropriate scheme of impact mitigation, as part of the reserved matters application.

LANCASHIRE FIRE AND RESCUE SERVICE (LFRS)

LFRS have no objection to the proposal but have offered the following observations:

The following recommendations are made to make the applicant aware of conditions which will have to be satisfied on a subsequent Building Regulation application. The conditions may affect the elevation of the building and access to them. These recommendations must be included if this application passes to another party prior to Building Regulation submission.

It should be ensured that the scheme fully meets all the requirements of Building Regulations Approved Document B, Part B5 'Access and facilities for the Fire Service'. If Document B, Part B5 cannot be fully complied with then, in certain circumstances, the installation of a residential sprinkler system may be used as a compensatory feature, but professional advice should be sought in such cases.

LCC CONTRIBUTIONS (EDUCATION)

Based upon the latest assessment, taking into account all approved applications in the area, LCC will be seeking a contribution for 80 primary school places. However LCC will not be seeking a contribution for secondary school places. Calculated at the current rates, this would result in a claim of:

Primary places:

$(£12,257 \times 0.97) \times \text{BCIS All-in Tender Price } (272 / 240) \text{ (Q1-2016/Q4-2008)}$

= £13,474.53 per place

$£13,474.53 \times 80 \text{ places} = £1,077,962.40$

This assessment represents the current position on 09/11/2016. LCC reserve the right to reassess the education requirements taking into account the latest information available

It should be noted, given the application is made in outline, that this assessment is based on the assumption that the dwellings are all 4 bedroom houses. Should this not be the case a reassessment will be required once accurate bedroom information becomes available. This could result in a reduced pupil yield dependant on dwelling size.

NATURAL ENGLAND

Natural England have no objection to the proposal and have assessed the application using the Impact Risk Zones data (IRZs) and are satisfied that the proposed development being carried out in strict accordance with the details of the application, as submitted, will not damage or destroy the interest features for which Red Scar and Tun Brook Woods SSSI has been notified.

Natural England further advise that the SSSI does not represent a constraint in determining this application. Should the details of this application change, Natural England wishes to draw attention to Section 28(1) of the Wildlife and Countryside Act 1981 (as amended), which requires the authority to re-consult Natural England.

NATIONAL GRID

National Grid apparatus has been identified as being in the vicinity of the proposed development as follows:

- National Gas Transmission Pipelines and associated equipment
- Low or medium pressure gas pipes and associated equipment (as a result it is highly likely that there are gas services and associated apparatus in the vicinity).

The consultation has been forwarded to the Land and Asset Protection Team for further response.

UNITED UTILITIES:

No objection to the proposal subject to the imposition of planning conditions relating to foul/surface water drainage and a sustainable drainage management and maintenance plan for the lifetime of the development.

ADDITIONAL REPRESENTATIONS:

11 letters of representation have been received objecting to the application on the following grounds:

- The proposal exceeds the anticipated level of development for Longridge as embodied within the Core Strategy
- The proposal would result in an oversupply of housing which would undermine the Local Planning Authority's ability to plan for sustainable development
- The proposal represents significant encroachment into the open countryside
- The proposal will put additional strain on existing services, facilities and infrastructure
- The proposal will create a harmful precedent
- Loss of amenity
- Impact upon the highways network
- The application would undermine the character of the area
- The presence of three storey dwellings will be of detriment to adjacent existing properties
- The proposal will be of detriment to highway safety
- Inadequate capacity within existing schools
- Negative impacts upon wildlife and protected species

1. **Site Description and Surrounding Area**

- 1.1 The application site is a 18.84 Hectare plot of land located on the eastern side of Preston Road, being located at the southern extents of the Settlement of Longridge. The site is currently outside but adjacent the defined settlement boundary for Longridge. Members will note that the site is also located outside of the Regulation 18 Draft Settlement Boundary.
- 1.2 The site is greenfield in nature being currently used for the purposes of Agriculture. The northern extents of the site accommodates an ENWL double circuit 132000 volt tower line with the southern extents of the site being located above a national gas transmission pipeline.
- 1.2 The site is bounded on all sides by existing hedgerow and a small amount of tree planting, with the site playing host to a number of hedgerows, small number of trees and a number of existing ponds. A small number of watercourses run through the site from south to north. The site is bounded by existing residential development to the north, the dwellings associated with what was formerly known as Charnley farm to the east and playing fields to the west.

2. **Proposed Development for which consent is sought**

- 2.1 Outline consent (matters of access only) is sought for the erection of up to 275 dwellings including a local neighbourhood centre, access arrangements and associated landscaping/wildlife infrastructure on land west of Preston road, Longridge.
- 2.2 The submitted details propose dual vehicular and pedestrian access to the site being provided off Preston Road (B6243). The submitted masterplan proposes a singular loop road serving the development off of which are located a number of secondary routes and cul-de-sacs. It is proposed that a significant area of land to the south will be brought forward as a proposed Wildlife Area and that the development will incorporate a number of existing ponds into the overall development as part of a network of habitat improvements.
- 2.3 The indicative site layout proposes areas of public open space and includes the provision of a 'Neighbourhood Centre' for use by both residents of the development and the wider community of Longridge. A number of cycle links are proposed within the development with footpath links to existing public rights of way.
- 2.4 The applicant has submitted Draft Heads of terms which outlines that 30% of the proposed dwellings will be for affordable housing provision and that 15% of the overall number of dwellings on site will be for occupation by those over 55 years of age with half of this provision being provided within the affordable provision and the remaining being provided on an open market basis.

3. **Relevant Planning History**

3/2015/0393:

Outline application for residential development including the erection of 305 dwellings, a local neighbourhood centre and associated landscaping/wildlife infrastructure. (Refused and appeal lodged)

Members will note that the above appeal will be determined by way of a Public Inquiry which is currently scheduled for the 10th of May 2017.

4. **Relevant Policies**

Ribble Valley Core Strategy

Key Statement DS1 – Development Strategy
Key Statement DS2 – Presumption in Favour of Sustainable Development
Key Statement EN3 – Sustainable Development and Climate Change
Key Statement EN4 – Biodiversity & Geodiversity
Key Statement DMI1 – Planning Obligations
Key Statement DMI2 – Transport Considerations
Key Statement H1 – Housing Provision
Key Statement H2 – Housing Balance
Key Statement H3 – Affordable Housing

Policy DMG1 – General Considerations
Policy DMG2 – Strategic Considerations
Policy DMG3 – Transport and Mobility
Policy DME1 – Protecting Trees & Woodlands
Policy DME2 – Landscape and Townscape Protection
Policy DME3 – Site and Species Protection and Conservation
Policy DME5 – Renewable Energy
Policy DME6 – Water Management

Policy DMH1 – Affordable Housing Criteria
Policy DMH3 – Dwellings in the Open Countryside
Policy DMB4 – Open Space Provision
Policy DMB5 – Footpaths and Bridleways

National Planning Policy Framework (NPPF)
National Planning Practice Guidance (NPPG)
Technical Guidance to National Planning Policy Framework

5. **Assessment of Proposed Development**

5.1 **Principle of Development:**

5.1.1 The application site is located outside but directly adjacent the southern extents of the currently Defined Settlement Boundary for Longridge. Key Statement DS1 of the Core Strategy aims to promote development in and guide development towards the most suitable locations in the borough. The classification of settlements into Principal, Tier 1 and Tier 2 settlements was ultimately determined by the preparation of an evidence base document, which assessed the sustainability of settlements which subsequently informs the overall

Development Strategy for the Borough to aid in achieving sustainable development. The Development Strategy is clear in its approach that housing development outside of the 32 defined settlements or the principal settlements will therefore now only be acceptable, in principle, if it is for local needs housing or would result in measureable regeneration benefits, neither of which applies to the current proposal.

- 5.1.2 Policy DMG2 sets out the strategic considerations in relation to housing and states that residential development or the creation of new residential planning units outside the defined Settlement Areas must meet a number of considerations, none of which apply to the current outline proposal for the erection of 275 dwellings in the defined open countryside. In respect of dwellings in the open countryside and those located in the Forest of Bowland AONB these are covered by Policies DMH3 which similarly seeks to resist such developments unless they are to meet an identified local need or specific criteria, none of which apply to the current proposal.

- 5.1.3 Whilst it is recognised, in principle and isolation, it could be considered that the proposal is in direct conflict with the adopted development Plan. In assessing the application the Council must take into account that the Local Authority cannot at present demonstrate a 5 year supply of housing. In light of this matter the Local Planning Authority must take full account of Paragraph 49 of the National Planning Policy Framework that states the following:

Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.

- 5.1.4 In respect of this matter and the acceptability of the principle of development the Head of regeneration and Housing has offered additional context and observations, concluding that in this instance, there are no grounds for a policy objection. For the benefit of members the full response is as follows:

In terms of the Development Strategy the Core Strategy directs development to main settlements, such as Longridge. As previously indicated on the earlier application, my advice is maintained that in locational terms the site in principle is capable of being considered a sustainable location in strategic terms. The principal policy consideration was the harm to the Core Strategy as a result of surplus housing measured against the Core Strategy requirements. At the time of determination of application 3/2015/0393 the Council could demonstrate a 5 year land supply position, giving primary weight to the core strategy provisions.

Circumstances have since changed. Work in relation to submissions made to the Council's Regulation 18 consultation on the Housing and Economic DPD, means that there needs to be an adjustment made to the Council's housing land calculation in relation to the application of the 20% buffer. Extensive research has been undertaken to review changes to best practice since early 2016, and in particular the approaches taken by Inspectors reporting on Local Plans as well as reviewing relevant appeals as part of that evidence search. This has given rise to a need to revise the application of the buffer which in my view the Council will

need to recognise. This issue has been discussed with the Development Plan Working Group in some detail at the meeting held on 12 January where the need to make an adjustment to the methodology was supported.

The net effect of this is to generate a revised 5 year supply figure of 4.99 years when measured against our most recent monitoring information. The significance being that the Council cannot demonstrate a 5 year supply and the implications of paragraph 49 of NPPF must be taken into account in making any decisions on the application.

NPPF Paragraph 49 states that:

“Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.”

Where the council cannot demonstrate a 5 year supply the presumption is in favour of sustainable development.

The Council is required to deliver sustainable development and my view is that when looking at the implications of NPPF it is also important to have regard to the provisions of the Core Strategy which provides the Council's expression of sustainable development. As indicated, the location at Longridge is considered a sustainable location. Longridge is identified as a main settlement where housing is to be directed. The Core strategy recognises that the housing numbers are minimum requirements, but also seeks to manage the rate at which the settlements develop. The main issue is one of permitting a surplus against planned requirements and the impact this has upon controlling the underlying scale, delivery and phasing of growth. Notwithstanding that, the development would deliver additional housing which meets the Governments (and the Framework objective) of boosting housing supply, it would also deliver affordable housing both of which are significant benefits.

This application is for a reduced number of dwellings when compared to the previous application and if the identified residual is taken off, the relevant number of additional dwellings is in the order of some 250 dwellings. Taking into account the fact that this is an outline application and allowing for reserved matters and the sale of the site to be completed, delivery would be likely to be deferred following conventional practice, in my view, for up to 2 years. Assuming that a site of this nature would be developed by one developer on the basis of 30 units per annum, the total amount that would be added to our supply in the five year period (up to 2023) if this application was approved would be around 90 units. The immediate impact is therefore mitigated. Clearly if a second housebuilder was active on the site this mitigating effect would be less but the agent has indicated that a single developer will deliver the site.

Approving the site still generates a surplus. However taking account of the likely delivery the net impact of the units delivered in practice is reduced to a level where it would be difficult to demonstrate clearly that there is significant harm to the underlying Core Strategy.

The Core Strategy at Key Statement DS2 addresses the presumption in favour of sustainable development and in the circumstances where para 49 is applicable, the Core Strategy states;

“... Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise --- taking into account whether:

- any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework when taken as a whole; or*
- specific policies in that Framework indicate that development should be restricted.*

In the current circumstances I do not consider, in policy terms that there are any material considerations that would significantly or demonstrably outweigh the benefits of boosting housing supply in these circumstances or delivering affordable housing. In a position where the council cannot demonstrate a 5 year supply the Core Strategy directs towards the grant of permission. As a matter of policy principle the application is consistent with the Core Strategy.

In summary, the application has to be determined against the Council's ability to demonstrate a 5 year housing land supply, National Planning Policy and the consequent provisions of the Core Strategy. Having considered the relevant policy matters I raise no policy objections to the application.

- 5.1.5 Whilst it is still recognised that the proposal would still result in a potential oversupply when measured against the objectively assessed outstanding residual housing need for Longridge it should be noted that these residual housing numbers are a minimum target to be met to achieve sustainable housing growth within the Borough as defined within the Core Strategy. It is equally important to fully recognise that the residual housing need numbers are therefore not intended to be an upper limit not to be exceeded.
- 5.1.6 Whilst exceeding the residual housing need number may result in ‘oversupply’ when assessed against the current projected objective need, it is important to equally consider what harm, if any, is resultant from any such perceived oversupply. The Local Planning Authority must also identify such harm which must be both quantifiable and measurable.
- 5.1.7 In respect of the matter of oversupply it is likely that the impact of the units delivered in practice, by virtue of delivery rates, the submission of reserved matters and the likely need for significant site preparation or infrastructure works, would be reduced to a level where it would be difficult to demonstrate clearly that there is significant harm to the underlying Core Strategy.
- 5.1.8 Taking into account the location of site and its relationship to a principal settlement, the inability of the Local Planning Authority to demonstrate a 5 year supply of housing, the proposals contribution to reaching a 5 years supply of housing and taking full account of Para. 49 of the National Planning Policy

Framework it is clear that the Local Planning Authority must take the view, in the current circumstances, that the principle of the development is to be considered acceptable.

5.2 Impact upon Residential Amenity:

- 5.2.1 Given the application is made in outline, no detailed assessment of any potential impacts upon existing neighbouring residential amenity can be made at this stage. However given the potential proximity of the development to existing residential dwellings the Local Planning Authority is currently engaged in negotiation regarding the defining of parameters that will clearly specify offset distances between existing and proposed dwellings.
- 5.2.2 It should additionally be noted that the Local Planning Authority are also seeking to secure the inclusion of a landscape buffer/margin, adjacent existing residential development, to further reduce/mitigate any potential impacts upon residential amenity from the development.

5.3 Masterplan and Urban Design Principles

- 5.3.1 Given the application is made in outline, members will note that matters of detailed design, external appearance and scale cannot be considered at this stage. However the Local planning Authority is of the opinion that the overall masterplan and Urban Design approach to the site should be clearly established and considered at this stage. This will aid in ensuring that the current application, if approved, will fully inform and guide the approach taken to the site at later detailed design stages of the proposal, particularly any subsequent reserved matters submission.
- 5.3.2 The Local Planning Authority is of the opinion that adopting this approach will ensure a level of consistency from outline to reserved matters stage and allows for acceptable principles and parameters to be agreed at an early stage in the design development process of the process. Adopting this approach additionally ensure that the Local Planning Authority can assess the overall benefits associated with the development and to some degree assess the potential visual or physical compatibility with the landscape to which the proposal it is to be located within.
- 5.3.3 Following a number of concerns in relation to the overall masterplan for the site, the Local Planning Authority is currently engaged in detailed and extensive negotiation in relation, but not limited to, the following aspects of the proposal:
- Production of a Landscape Framework/Green infrastructure plan that clearly defines specified margins (minimum and maximum) in metres around site edges.
 - Production of a Movement Framework (Cycle & Pedestrian) for the whole site clearly defining linkages and the locations of network of shared cycle/footways.
 - Further work to be undertaken on clearly defining the intentions in respect of the wildlife area. Amendments to include shared pedestrian/cycle routes integral to the wildlife area and the inclusion of areas of community woodland.

- A detailed package of Newt mitigation, compensation and enhancement.
- A detailed package of ecological enhancement for the site as a whole.
- Clearly define development parcels, define maximum/minimum densities within each parcel. Amendments to include a noticeable reduction in densities towards southern extents of site to aid in the development successfully reflecting the transition from a more urban pattern of development to that of a more semi-rural context.
- Amendments to ensure that gateway arrival points and nodes are better defined.
- Omit three storey dwellings from the proposal and provide commitment that no part of the development will exceed two storeys in height.
- Define offset distances, to include 5/6m landscape margin, adjacent all existing neighbouring dwellings. The agreed margin should be in addition to standard anticipated 10/10.5m rear gardens for proposed dwellings. This landscape margin should be located outside defined residential curtilages and maintained at a later date by a management company or similar.
- Relocate Neighbourhood Centre to a more centralised and accessible location. The centre should be complimented with formal play area and robust green infrastructure.
- The proposed uses/functions that the neighbourhood Centre is to accommodate should be clearly defined as should its 'community role'.
- Additional work to be undertaken to define Character Areas within the masterplan and further clarity to be provided as to how these will be approached or defined in terms of variances in elevational treatment, materials, landscaping and streetscape.
- A network of informal play areas to be scattered throughout the site. These should be complemented with pedestrian/cycle routes and an approach adopted that ensure both interact with the green infrastructure to be proposed.
- Increase number of informal/formal play areas within the site. Potentially adopting a 'trim trail' approach by siting a number of the areas within the green infrastructure or adjacent the pedestrian/cycle network.
- Increase the provision of amenity landscaping within the development.
- General overall aspirational context to be provided in respect of the development as a whole, this should be fully conveyed within a revised Design & Access Statement or Masterplan document for the site.
- Provide a commitment in terms of Bungalow provision. Potentially specify suggested locations of bungalows. It has been discussed that these could be located to minimise impact upon existing adjacent residential development and this could be defined within the overall parameters plan(s) to be provided.

5.3.4 Members will note that negotiations in relation to the above matters are progressing in a positive manner and I am confident that these issues will be resolved to the satisfaction of the Local Planning Authority, at the time of the writing of the report the applicant has provided firm commitments that all of the above matters will be fully addressed.

5.4 Highway Safety and Accessibility / Public Rights of Way:

- 5.4.1 The Highway Development Control Section has at this stage, raised an objection to the proposal on the basis that the applicant has not demonstrated that the site can provide safe and adequate means of pedestrian/cycle connectivity to integrate with the existing built environment or measures to encourage sustainable public transport.
- 5.4.2 In respect of the above the Highways development Control Section consider that the developer would need to provide improvement suggestions and/ or financial contributions to improve accessibility in the following areas:
- Public Transport - to improve service provision and reliability on the Longridge ~ Grimsargh ~ Ribblesdale ~ Preston City Centre public transport priority corridor;
 - Pedestrian and Cycle Measures - contribution to the Preston - Longridge railway cycle route. To provide a cycle route along the old Preston to Longridge railway, or alternative provision on Preston Road if old railway route cannot be delivered.
 - Pedestrian and Cycle Measures - contribution to Longridge Loop;
 - Public Realm Improvements - On routes to Longridge Town funding/works to provide PROW upgrades, widened footways along Preston Road, improved uncontrolled crossings to improve linkage and accessibility to schools/ work/ services;
 - Travel Plan assistance by LCC – A financial contribution of £24,000 for the purpose of LCC providing advice and guidance on Travel Plan development and implementation in line with 2.1.5.16 of the Planning Obligations in Lancashire Policy (September 2008);
 - Full Travel Plan Target Funding - LCC would expect the Travel Plan to include appropriate funding to support the measures and achieve the targets of the Full Travel Plan.
- 5.4.3 Negotiations in respect of these matters are underway and with a number of these matters being integral to the masterplan amendments being sought by the Local planning Authority to ensure a coherent and holistic approach. In light of this it is considered that these matters will be satisfactorily resolved following further negotiation and engagement.
- 5.4.4 In respect of the overall highways and access arrangements the applicant proposes all general vehicular traffic will access the site from Preston Road via 2 new priority junctions. An entrance to/from Water Meadows to the north will also be provided, although this would be restricted for use by emergency vehicles (if required), pedestrians and cyclists only.
- 5.4.5 The proposed vehicular access arrangements include 10m kerb radii, ghost right turn lanes, flare for two vehicles to exit the site and a pedestrian crossing island over the site access junction arms. The submitted details also illustrate 2.4m x 90m visibility splays and associated existing hedgerows that will need to be removed/replanted to either provide the road widening for the junction, or set back to the rear of the vision splays.
- 5.4.6 The access roads are 7.5m wide with 2m wide footways into the site on either side of each site access, with the most southern footway widened to 3m to enable use as a shared foot/cycleway. The 3m foot/cycleway has been continued

along Preston Road, ending opposite Pinfold Lane where a dropped kerb will be provided.

- 5.4.7 The submitted information includes new bus stop proposals on Preston Road as part of the development. Two new bus stops will be provided flanking the new north access junction, each stop featuring raised kerbs, shelters, timetable information and bus stop markings. Further new sections of footway with pedestrian refuge/crossing points are proposed to provide safe access to the new south bound bus stop.
- 5.4.8 The access details also propose that the existing 30mph speed limit on Preston Road will be extended to approximately 120m south of the southern site access. In consideration of the junction and general highway safety LCC would support extending the existing 30mph zone to incorporate the development access as this will moderate traffic speeds on the approach to the site entrance. The speed limit change is also considered appropriate bearing in mind the increased urbanisation of the Preston Road with development and resultant introduction of vulnerable road users onto what is essentially a country road at present.
- 5.4.9 The Highways Development Control section consider that access points meet applicable design standards and are capable of accommodating the development traffic movements and providing safe and adequate access for non-motorised residents. As submitted the proposed access points from Preston Road are acceptable as "in principle" drawings for planning purpose which will need to be detailed up to full construction drawings as part of any s278 agreement with the County Council.

5.5 Landscape/Ecology:

- 5.5.1 The application is accompanied by an Ecological Scoping Report, Bat Activity Transect Survey and a Great Crested Newt (GCN) Impact Assessment. The documents note the likely presence of GCN and the presence of potential habitat on site. A number of measures regarding habitat mitigation and enhancement are proposed including the introduction of three new ponds on site and the creation of a Wildlife Area, further detail has been requested in respect of these matters.

5.6 Infrastructure, Services and developer Contributions:

- 5.6.1 The submitted Draft Heads of term put forward a commitment by the applicant to pay a contribution towards off-site facilities in Longridge and this will be subject to negotiation and take account of the facilities to be provided on site. Given the application only seeks to establish the upper quantum of development to be provided on site, based on current practice by the Local Planning Authority, this will require a method for calculation to be applied at the reserved matters stage as follows:

The contribution sought will be based on the following occupancy ratios at a rate of £216.90 cost per person:

- 1 bed unit - 1.3 people
- 2 bed unit - 1.8 people
- 3 bed unit - 2.5 people
- 4 bed unit - 3.1 people
- 5 + bed unit - 3.5 people

The above method for calculation and a commitment to meet such requirements will be enshrined within the finalised S.106 agreement.

5.6.2 The applicant has submitted a commitment to meet the Core Strategy requirements in relation to overall housing mix and affordable housing provision on site. It is proposed 30% of the proposed dwellings will be for affordable housing provision and that 15% of the overall number of dwellings on site will be for occupation by those over 55 years of age with half of this provision being provided within the affordable provision and the remaining being provided on an open market basis. The mix of rental, shared ownership and other tenure will be agreed through further negotiation and once again be enshrined within the final S.106 agreement for the proposal.

5.6.3 LCC Education have requested that a contribution be made towards 80 primary school places totalling £1,077,962.40. Members will note that this figure is based on the assumption that all units are 4 bedroom dwellings. A reassessment based on a £13,474.53 per primary place cost will be applied when an accurate bedroom mix is available. Such a method for calculation will be contained within the S.106 agreement for the proposal.

5.7 Flood Risk and Drainage:

5.7.1 United Utilities have raised no objection to the proposal subject to the imposition of condition. Comments are awaited from the Local Lead Flood Authority (LLFA) in respect to an overall drainage strategy for the site based on sustainable principles; however it is anticipated that such matters are likely to be resolved through the imposition of planning conditions.

6. Observations/Consideration of Matters Raised/Conclusion

6.1 The application is being brought before Committee at this stage with members being respectfully asked to consider the principle of the development, which allow the Local Planning Authority to further engage in detailed negotiation in respect of the overall masterplan approach and sustainable transport measures associated with the application. It is recognised, at the time of the writing of this report, a small number of other matters remain outstanding. However, I am confident that these matters will be resolved to the satisfaction of the Local Planning Authority to ensure the proposal maintains consistency with the aims and objectives of the adopted Core Strategy. Progress in these matters will be reported verbally.

6.2 For the reasons outlined above and notwithstanding the matters to be resolved, the proposed development is considered to be acceptable provided outstanding matters in relation to the overall masterplan approach taken to the site and matters relating to

sustainable means of travel including pedestrian/cycle connectivity to integrate with the existing built environment or measures to encourage sustainable public transport are satisfactorily resolved.

- 6.3 It is further considered that the benefits associated with the proposal and its contribution towards a 5 years supply of housing within the borough, in the context of Paragraph 49 of the National Planning Policy Framework, outweighs any harm from the proposal and the application is recommended accordingly.

RECOMMENDATION: That the application be DEFERRED and DELEGATED to the Director of Community Services for approval to allow for further negotiation in relation to matters of:

- Sustainable transport measures
- Drainage
- Overall masterplan and Urban Design approach/principles
- Movement Framework
- Green infrastructure provision

It is also requested that the application also be defer and delegated to the Director of Community Services to allow for further work to be undertaken regarding the detailed wording of conditions and following the satisfactory completion of a Legal Agreement, within 3 months from the date of this decision and subject to the following conditions:

1. No part of the development hereby permitted shall be commenced on any phase (as referred to in Condition 4) until full details of the layout, scale and appearance of the buildings and landscaping within that phase (hereinafter called 'the reserved matters') have been submitted to and approved in writing by the Local Planning Authority.

In relation to landscaping, the details for each phase shall include: the types and numbers of trees and shrubs to be planted, their distribution on site, those areas to be seeded, turfed, paved or hard landscaped, including details of any changes of level or landform, full specifications of all boundary treatments and a scheme of maintenance, including long term design objectives.

Reason: As the application is outline only and to define the scope of the reserved matters in accordance with Policies DMG1 and DME3 of the Ribble Valley Core Strategy.

2. No more than 275 dwellings shall be developed on the application site edged red on the submitted Red Line Boundary Plan (OS Plan 10.192 11) and the vehicular and pedestrian accesses to the site shall be constructed in accordance with a scheme that shall have first been submitted to and agreed in writing with the Local Planning Authority in consultation with the Highways Authority.

Each site access shall be constructed to base course level prior to the first occupation of a dwelling within the relevant phase or parcel of the development served by the access and completed in accordance with a timetable to be submitted for each phase as referred to in Condition 4 of this permission.

Reason: For the avoidance of doubt and to clarify the scope of the permission in accordance with Policy DMG1 of the Ribble Valley Core Strategy.

3. Application(s) for approval of all of the outstanding reserved matters related to the consent hereby approved must be made not later than the expiration of three years beginning with the date of this permission and the development must be begun not later than whichever is the later of the following dates.

(a) The expiration of three years from the date of this permission; or

(b) The expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

4. Prior to the submission of any reserved matters application, a phasing scheme including the parcels which shall be the subject of separate reserved matters applications shall be submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt the submitted information shall include anticipated commencement dates and annual delivery rates of housing for each phase or parcel of development.

Reason: To ensure the development is appropriately phased to deliver a sustainable form of development, to assist the Local Planning Authority in planning for future sustainable housing growth and assist the Local Planning Authority in the production of accurate housing trajectories in accordance with Policies DMG1, DMG2, DMI2 and Key Statements DS1, DS2 and EN3 of the Ribble Valley Core Strategy.

5. The details in respect of the submission of any reserved matters shall be in strict accordance with the design principles and parameters to be established within revised documentation which shall have first been submitted to and agreed in writing by the Local planning Authority.

Reason: To ensure the development accords with the agreed general principles in relation to design, green infrastructure and pedestrian, cycle and vehicular movement within the site in accordance with Policies DMG1, DMG3, DME1, DME2 DME3, DMI2, DMB4, DMB5 and Key Statements EN3 and EN4 of the Ribble Valley Core Strategy.

6. Applications for the approval of reserved matters shall be accompanied by full details of existing and proposed ground levels and proposed building finished floor levels (all relative to ground levels adjoining the site) including the levels of the proposed roads.

For the avoidance of doubt the submitted information shall include existing and proposed sections through the site including details of the height and scale and location of proposed housing in relation to adjacent existing development/built form (where applicable). The development shall be carried out in strict accordance with the approved details.

Reason: To ensure a satisfactory form of development, its visual compatibility with the defined open countryside, in the interests of visual and residential amenities and to ensure the Local planning Authority can make an accurate assessment of the potential impacts upon existing nearby residential amenity in accordance with Policy DMG1 of the Ribble Valley Core Strategy.

7. Landscape/Ecology:

To be determined following the receipt of further detailed information in relation to impacts upon protected species or species of conservation concern. Conditions likely to relate (not exclusively) to matters of:

- Methodology for maintenance of green networks/habitat corridors and the long term management and maintenance of ponds.
- Likely impacts as a result of the construction phase of the development and methodology/timings for mitigation and implementation of enhancement.
- Landscape management and phasing for delivery of areas of public open space (formal/informal) including Wildlife area.

8. Highways Details:

To be determined following further negotiation relating to methods for sustainable travel

9. Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution in accordance with Policies DMG1 and DME6 of the Ribble Valley Core Strategy.

10. Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority.

The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly. The development shall be completed in accordance with the approved details.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of policies within the NPPF and NPPG and in accordance with Policies DMG1 and DME6 of the Ribble Valley Core Strategy.

11. Further Sustainable Drainage Details:

To be determined following response from the Local Lead Flood Authority

12. Notwithstanding the submitted details, no development, including any site preparation, demolition, scrub/hedgerow clearance or tree works/removal shall commence or be undertaken on site until details of the provisions to be made for building dependent species of conservation concern, artificial bird nesting boxes and artificial bat roosting sites have been submitted to, and approved in writing by the Local Planning Authority.

For the avoidance of doubt the details shall be submitted on a dwelling/building dependent bird/bat species site plan and include details of plot numbers and the numbers of artificial bird nesting boxes and artificial bat roosting site per individual building/dwelling and type. The details shall also identify the actual wall and roof elevations into which the above provisions shall be incorporated.

The artificial bird/bat boxes shall be incorporated into those individual dwellings during the construction of those individual dwellings identified on the submitted plan and be made available for use before each such dwelling is occupied and thereafter retained. The development shall be carried out in strict accordance with the approved details.

Reason: In the interests of biodiversity and to enhance nesting/roosting opportunities for species of conservation concern and to reduce the impact of development in accordance with Policies DMG1, DME3 and Key Statement EN4 of the Ribble Valley Core Strategy.

13. Applications for the approval of reserved matters shall be accompanied by elevational and locational details including the height and appearance of all boundary treatments, fencing, walling, retaining wall structures and gates to be erected within the development.

For the avoidance of doubt the submitted details shall include the precise nature and location for the provision of measures to maintain and enhance wildlife movement within and around the site by virtue of the inclusion of suitable sized gaps/corridors at ground level. The development shall be carried out in strict accordance with the approved details.

Reason: To comply with Key Statement EN4 and Policies DMG1 and DME3 of the Ribble Valley Core Strategy, to ensure a satisfactory standard of appearance in the interests of the visual amenities of the area and to minimise the potential impacts of the development through the inclusion of measures to retain and enhance habitat connectivity for species of importance or conservation concern.

14. No development shall take place within a phase (pursuant to condition 4 of this consent) until a Construction Method Statement for the relevant phase has been submitted to and approved in writing by the local planning authority. For the avoidance of doubt the submitted statement shall provide details of:

- A. The location of parking of vehicles of site operatives and visitors
- B. The location for the loading and unloading of plant and materials
- C. The location of storage of plant and materials used in constructing the development
- D. The locations of security hoarding
- E. The location and nature of wheel washing facilities to prevent mud and stones/debris being carried onto the Highway (For the avoidance of doubt such facilities shall remain in place for the duration of the construction phase of the

- development) and the timings/frequencies of mechanical sweeping of the adjacent roads/highway
- F. Periods when plant and materials trips should not be made to and from the site (mainly peak hours but the developer to identify times when trips of this nature should not be made)
 - G. The highway routes of plant and material deliveries to and from the site.
 - H. Measures to ensure that construction and delivery vehicles do not impede access to adjoining properties.
 - I. Days and hours of operation for all construction works.

The approved statement shall be adhered to throughout the construction period of the development.

Reason: In the interests of protecting residential amenity from noise and disturbance and to ensure the safe operation of the Highway in accordance with Policies DMG1 and DMG3 of the Ribble Valley Core Strategy.

BACKGROUND PAPERS

https://www.ribblevalley.gov.uk/site/scripts/planx_details.php?appNumber=3%2F2016%2F0974



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