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Town and Country Planning Act 1990 – Section 78  
Town and County Planning (Development Management Procedure) (England) Order 2015  
Town and Country Planning (Inquiries Procedure) (England) Rules 2002

Appeal by Hallam Land Management Ltd

**Longsight Road, Langho**

PINS Ref: 6002485

LPA Ref: 3/2025/0196

Against the refusal of outline planning permission for:

*Up to 300 residential dwellings, associated access, rail station car park, green infrastructure and sustainable drainage systems (all matters reserved except for access).*

**Highways Statement of Common Ground** between

Lancashire County Council as Highway Authority

and

Tetra Tech acting for the Appellant

**March 2026**

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**Highways Statement of Common Ground**

between Lancashire County Council as Highway Authority and Tetra Tech acting for the Appellant

PINS Appeal Ref: 6002485

LPA Planning Ref: 3/2025/0196

Report Ref: LCC-Tt-HSoCG

Signed: K.Holt

Signed: Peter Blair

Lancashire County Council

Tetra Tech

Dated:

Dated:

18<sup>th</sup> March 2026

18 March 2026

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**Contents:**

**1.0 Introduction ..... 2**

**2.0 Site Access and Layout ..... 3**

**3.0 Off-site Highway Improvement Works ..... 3**

**4.0 Site Accessibility and Sustainability ..... 4**

**5.0 Travel Plan and Financial Contributions ..... 4**

**6.0 Traffic Impact Assessments ..... 5**

**7.0 Requested Planning Conditions set out within LHA Consultation Response ..... 5**

**8.0 Matters Not Agreed ..... 5**

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## 1.0 Introduction

- 1.1 This Highways Statement of Common Ground (HSoCG) has been prepared by Tetra Tech (Tt) on behalf of the appellant, Hallam Land Management Ltd, and has been agreed with Lancashire County Council (LCC) who are the Local Highway Authority (LHA) in relation to the appeal (PINS) ref: 6002485
- 1.2 This HSoCG has been jointly prepared by the Appellants and the Highway Authority and sets out the factual background to the appeal and those matters on which the parties agree.
- 1.3 This HSoCG concerns an appeal made pursuant to the refusal of outline planning permission by Ribble Valley Borough Council (herein referred to as 'RVBC' or 'the Council') of planning application ref: 2025/0196 on land off Longsight Road, Langho (herein referred to as 'the site'). The description of the application and development is as follows:

*“Outline planning for up to 300 residential dwellings, associated access, rail station car park, green infrastructure and sustainable drainage systems (all matters reserved except for access).”*

- 1.4 The key documents in relation to highways and transportation submitted as part of the planning application include:
1. Transport Assessment (Doc Ref. 4094, dated 06/03/2025) – Hydrock Fore
  2. Framework Travel Plan (Doc Ref. 4094, dated 06/03/2025) – Hydrock Fore
  3. Illustrative Masterplan (Doc Ref. 333101612\_MR\_MP\_VW0101F, dated (28/02/2025) - Stantec
- 1.5 LCC provided a consultation response dated 09/05/2025 which raised no objection to the application from a highway and transportation perspective and confirmed that the impact of the proposal is acceptable to the Highway Authority, subject to a number of mitigation measures and requested planning conditions being implemented as set out in this HSoCG.

- 1.6 LCCs highways consultation concluded;

*“Lancashire County Council acting as the Highway Authority does not raise an objection regarding the proposed development and are of the opinion that the impact of the proposed development traffic can be sufficiently mitigated on the surrounding highway network with the details above (as outlined in their response).”*

- 1.7 Subsequently, the Officers Report to Committee was prepared on 26/06/2025 with the officer recommending refusal of the application.
- 1.8 RBVC issued their decision notice dated 27/06/2025 and includes five Reasons for Refusal (RfR). The RfR related to transportation and highways are set out below:

*RfR2: The proposed development, by virtue of the quantum of development, would result in a large-scale development in a rural location resulting in future users being reliant on a private motor vehicle contrary to Key Statement DM12 and Policies DMG1 and DMG3 of the Ribble Valley Core Strategy and the National Planning Policy Framework which supports sustainable patterns of development.*

- 1.9 This HSoCG has been prepared to record the points upon which Tetra Tech and the LHA agree on matters with respect to Highways, Traffic and Transportation and to set out particular details and aspects which may assist the Inquiry.

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## 2.0 Site Access and Layout

2.1 With regards to the development site access and internal layout, it is agreed that:

- The proposed access arrangements for the development, as indicated on the Illustrative Masterplan drawing ref. **333101612\_MR\_MP\_VW0101F** as shown in more detail on drawing number **4094/100/P001**, along with traffic calming features as shown on **4094-INFO-SK-001** provide safe and suitable access.
- The proposed footways, cycleways, toucan crossing, speed limit reductions, bus stop upgrades and traffic calming infrastructure will also bring benefits for existing pedestrians and cyclists and public transport users.
- There is scope to take onboard any design recommendations raised through the Road Safety Audit process.
- Although site layout is not being applied for, it is considered that a suitable on-site layout (addressing the needs of NPPF 117) featuring pedestrian and cycle facilities and connecting to existing and proposed public transport opportunities can be delivered.
- Parking provision for cars and cycles can be provided in accordance with local parking standards.
- The applicant will provide a c. 43 space car park with 5 mobility spaces within the development to serve a park and ride at Langho Railway Station. The applicant will also provide high quality, secure and covered cycle parking at Langho railway station.
- The proposed Rail car park will encourage sustainable travel by rail for existing and future residents of the Ribble Valley.
- Temporary access on the A59 for construction traffic would be acceptable to allow works to commence on-site.
- It is agreed that the tests in the NPPF which relate to access infrastructure are satisfied by the proposals.
- Diversion of PRow FP03-06006a as illustrated on the Illustrative Masterplan drawing no. **333101612-0104** will be necessary in order to enable the proposed development.
- The proposed on-site layout, the connections to the adjacent network and the opportunities for onward travel to services and facilities, all present realistic choices of sustainable travel modes.

## 3.0 Off-site Highway Improvement Works

3.1 It is agreed that the impact of the proposed development traffic can be sufficiently mitigated on the surrounding highway network, subject to the following off-site highway improvement works as per Condition 3) b, c and d of the LHAs consultation response (dated 09/05/2026);

- New pedestrian/cycle link on Whitehalgh Lane with reduction of speed limit to 30mph with associated lighting and traffic calming measures.
- Upgrade of zebra crossing and central pedestrian island on Whalley Road near Olive Bank and the primary school.
- The upgrade/provision of 4 quality bus stops (2 x Whalley Road A666 and 2 x Longsight Road A59) to support all users to travel to/from site sustainably.

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## 4.0 Site Accessibility and Sustainability

4.1 It is agreed that:

- The proposals will promote rail, bus, walking, cycling, and sustainable travel, through providing infrastructure, funding and implementing a Travel Plan in order to prioritise the use of sustainable modes for all users.
- In terms of walking, the three pedestrian routes between the site and the town, together with the proposed pedestrian infrastructure suitably integrate the proposals with the village.
- The proposed cycle infrastructure, speed limit reductions and traffic calming will provide for and encourage cycling.
- The existing bus services provide an adequate level of accessibility by public transport to a range of towns and villages within a 30-minute journey. The enhancements to public transport arising from the proposals will enhance that level of accessibility further.
- In addition to the usual travel mode choices of walking, cycling, private car, bus and taxi, most residents of the proposed development will also have the option to travel by rail as a realistic travel choice.
- The site location adjacent to the A59 and a railway line, is such that most residents of the proposed development will have the option to travel sustainably to other nearby towns, local facilities and employment centres. It is noted that access for all users is not currently available due to steps to the platforms restricting access for wheelchair and certain mobility impaired users.
- In travel terms, the site could not be regarded as being isolated or locationally unsustainable from an access or social perspective.
- Sustainable travel options, together with ever-increasing on-line accessibility options, combine to ensure that residents will not be “reliant” on an unsustainable private motor vehicle.
- That the sustainable travel and accessibility tests in the NPPF are satisfied by the proposals.

## 5.0 Travel Plan and Financial Contributions

5.1 It is agreed that the Framework Travel Plan, which was prepared by Hydrock and submitted with the application, and which is required by Condition 12 of the LHAs Highways Consultation response, is suitable.

5.2 It is agreed that the sustainable travel aspects of the site will be further enhanced through the implementation of the Framework Travel Plan, and that would further reduce the reliance on the private car.

5.3 It is agreed that the applicant will provide financial contributions towards supporting the Travel Plan and its measures, including;

- A financial contribution of £18,000 within a S106 agreement towards Lancashire County Councils Travel Plan support service payable to Lancashire County Council upon commencement of development;

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- Should targets for modal shift within the Travel Plan not be achieved a contribution of circa £250 per dwelling will fund a bus pass for a period of 3 months or a cycle voucher which will be paid directly to the residents by the developer; and
  - Bus service contribution of £583.33 per dwelling per annum for 5 years within a S106 agreement with Lancashire County Council with the first payment of £175,000 payable to Lancashire County Council upon first occupation of any dwelling and then annually for 4 further years.

## **6.0 Traffic Impact Assessments**

6.1 The following existing and proposed junctions on the local highway network have been assessed in the submitted TA:

1. Site Access/A59 Longsight Road – Priority Junction;
2. A59 Longsight Road/A666/Whalley Road – Roundabout;
3. A59 Longsight Road/Whitehalgh Lane/Chapel Lane – Priority Junction;
4. A666/Whitehalgh Lane/York Lane – Double Mini-Roundabout; and
5. A59 Longsight Road/B6245 Ribchester Road – Signalised Junction.

6.2 It is agreed that the impacts of the development have been rigorously assessed and there will be no unacceptable impact on highway operation or safety. It is agreed that there will be no residual cumulative highway impacts that can be considered to be significant or severe.

6.3 It is agreed that the traffic impact tests in the NPPF are satisfied by the proposals.

## **7.0 Requested Planning Conditions set out within LHA Consultation Response**

7.1 It is agreed that the impact of the proposed development traffic can be sufficiently mitigated on the surrounding highway network. The LHA set out 12 requested planning conditions within their consultation response (dated 09/05/2026). The planning conditions recommended by the LHA in their consultation response are noted. Conditions shall be discussed and agreed with the Inspector at the appeal.

## **8.0 Matters Not Agreed**

8.1 None identified.