

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

Ribble Valley Borough Council as Planning Authority

and

Tetra Tech acting for the Appellant

March 2026

Highways Statement of Common Ground

between AECOM acting for Ribble Valley Borough Council as Planning Authority and Tetra Tech acting for the Appellant

PINS Appeal Ref: 6002485

LPA Planning Ref: 3/2025/0196

Report Ref: RVBC-Tt-HSoCG

Signed:

Chris Carter

Signed:

Peter Blair

AECOM

Dated:

20 March 2026

Tetra Tech

Dated:

20 March 2026

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1.0 Introduction

1.1 This Highways Statement of Common Ground (HSoCG) has been jointly prepared by the Appellants and the Planning Authority and sets out the factual background to the appeal and those matters on which the parties agree.

1.2 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)."

1.3 The key documents in relation to highways, transportation and accessibility 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

1.4 LCC as Highway Authority 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.

1.5 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)."

1.6 Subsequently, the Officers Report to Committee was prepared on 26/06/2025 with the officer recommending refusal of the application. The Officers Report to Committee addressed the sustainability of the development in 5.1.6 to 5.1.14, and 5.6.

1.7 Subsequently, RBVC issued their decision notice dated 27/06/2025 which includes five Reasons for Refusal (RfR). The RfR related to transportation and highways is 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.

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

2.0 Site Access and Layout

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

- The proposed footways, cycleways, toucan crossing, bus stop upgrades and traffic calming infrastructure will bring benefits for existing pedestrians and cyclists and public transport users.
- There is likely to be scope to take onboard any design recommendations raised through the Road Safety Audit process, with regards to the vehicular access on the A59.
- 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 is likely to be deliverable.
- 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 in that car park.
- The proposed Rail car park has the potential to support and 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 LCC to allow works to commence on-site.

3.0 Off-site Highway Improvement Works

3.1 The cumulative residual impacts of the proposals on the road network following mitigation will not be severe. The following off-site highway improvement works are proposed and have been agreed with LCC: as per Condition 3) b, c and e 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.

4.0 Travel Plan and Financial Contributions

4.1 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, has been accepted by LCC as being suitable.

4.2 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.

- 4.3 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;
 - A contribution of circa £250 per dwelling, which will fund a bus pass for a period of 3 months or a cycle voucher; and
 - Bus service contribution of £583.33 per dwelling per annum for 5 years.

5.0 Traffic Impact Assessments

- 5.1 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.
- 5.2 It is agreed that the impacts of the development have been assessed to the satisfaction of LCC and there will be no unacceptable impact on highway operation. LCC has agreed that there will be no residual cumulative highway impacts that can be considered to be significant or severe, and this is not disputed by AECOM or RVBC.
- 5.3 It is therefore agreed that the traffic impact tests in the NPPF are satisfied by the proposals.

6.0 Requested Planning Conditions set out within LHA Consultation Response

- 6.1 The LHA set out 12 requested planning conditions within their consultation response (dated 09/05/2026). The planning conditions are noted and shall be discussed and agreed by the Inspector at the Appeal.

7.0 Matters Not Agreed

- 7.1 RBVC issued their decision notice dated 27/06/2025 which includes five Reasons for Refusal (RfR). The RfR related to transportation and highways is 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.

- 7.2 This matter is not agreed and will be the subject of the Highways Expert Witnesses' Proofs of Evidence and examination at the Inquiry.