

3.11. WHALLEY ROAD

BUILT FORM

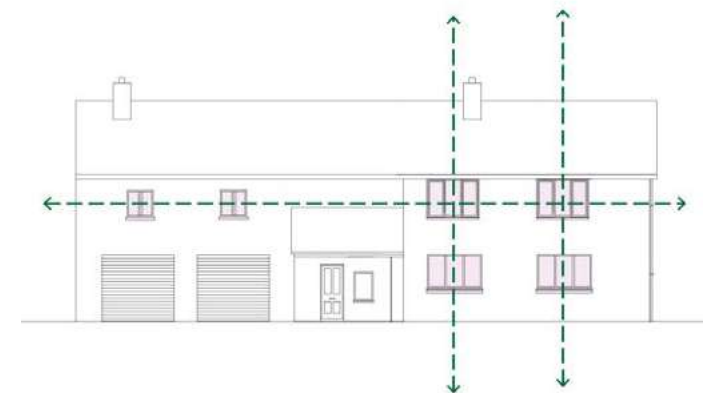
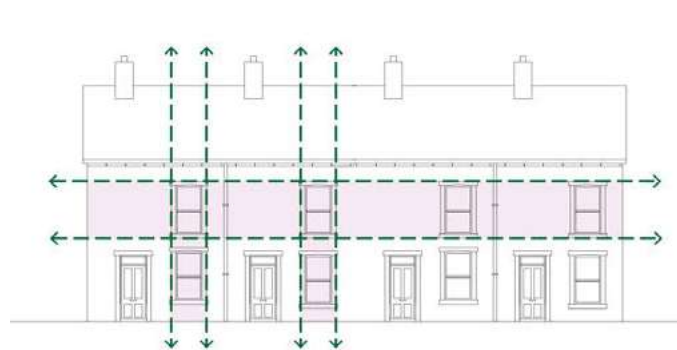
Whalley Road has merged characters and architectural vernaculars. Along Whalley Road and Northcote Road, quality examples of materiality and vernacular can be seen.

The same buff stone materiality is used, likely acting as a precedent for Northcote Park. The vernacular of the character includes stone corbel detailing, stone quoining, cast stone door and window surrounds feature routinely, chimneys, sash windows and some use of mono-pitched door canopies.



LANDSCAPE

Black estate railings, stone walls and heading as boundary treatments.



3 SITE ASSESSMENT

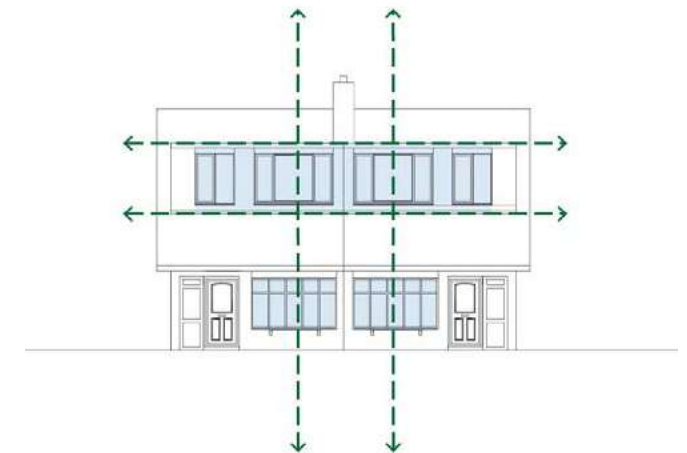
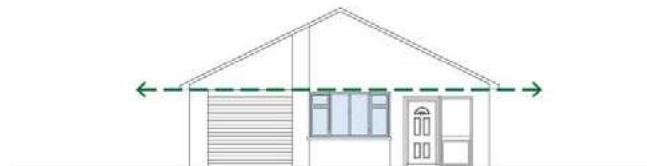
3.12. MOORLAND AND BUSHBURN

BUILT FORM

Sat directly behind the Site, Moorland and Bushburn predominantly consists of detached and semi-detached bungalows and dormer bungalows. Similar materiality

LANDSCAPE

Low masonry walls, mature gardens and open boundary treatments.



3.13. PETE WOOD

BUILT FORM

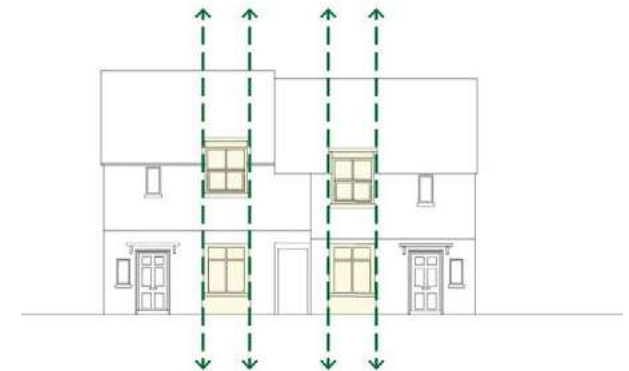
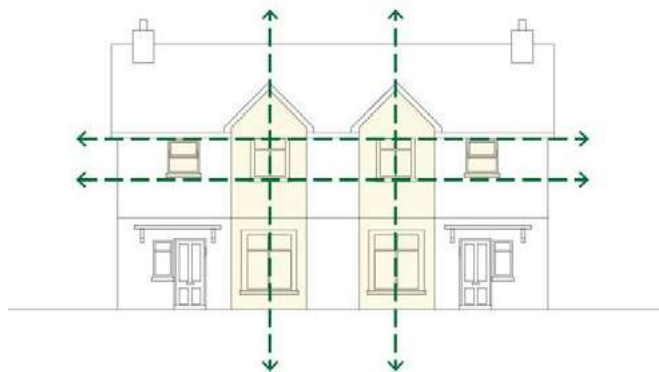
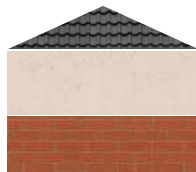
Pete Wood has merged characters and architectural vernaculars. Along Whalley Road and Northcote Road, quality examples of materiality and vernacular can be seen.

The same buff stone materiality is used, likely acting as a precedent for Northcote Park. The vernacular of the character includes stone corbel detailing, stone quoining, cast stone door and window surrounds feature routinely, chimneys, sash windows and some use of mono-pitched door canopies.



LANDSCAPE

Black estate railings, stone walls and heading as boundary treatments.



3 SITE ASSESSMENT

3.14. LOCAL CHARACTER SUMMARY

The following pages presents a summary of the built form and character of Langho, including materiality, brick detailing, roofing, vernacular detailing and on-plot and street conditions.

MATERIALITY AND BUILT FORM

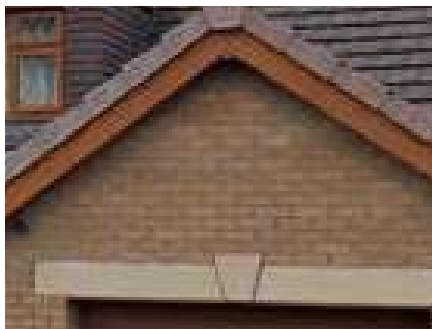
Langho has a variation of materiality with buff stone, red brick, buff brick and brown brick featuring most commonly.

Render is the key feature material of Langho whilst tile-hang does feature, it is limited in use.

Typologies most used include 2-storey detached housing, 1.5-storey bungalows and some use of semi-detached and terraced plots. Parking is primarily on plot, with garages attached to housing or front parked. Parking is seen on the along Whalley Road for the terraced units along the street.

ROOFING

Roofing is typically gabled with occasional use of hipped roofs in the area. Front gables are used on some dwellings as part of a feature elevation. Tiling includes grey, brown and red flat and pan style roofing. Dormers also feature, often on bungalows.



VERNACULAR

Facade details include stone heads and cills, stone quoining, stone corbel details, brick banding and brick quoining.

Door details include flat, mono-pitched and pitched canopies, examples of door colours include black, white, brown, sage green and pastel blue.



LANDSCAPING

Landscaping and on-street conditions include stone walls, brick walls, estate railings with attached gate stone pillars, wooden fences, front garden hedges which provide privacy to dwellings. Street trees and landscaping feature but is primarily located within the private curtilage.



Public open space (POS) appears sparsely in the area, the community orchard 'Langho in Bloom' is located at the north of Langho located behind gardens. Northcote Park features a play area and small area of POS to the south of the development. Formal POS is limited in Langho, with the informal surrounding natural landscape of the Ribble Valley providing ample opportunity for recreation and ecological benefits.





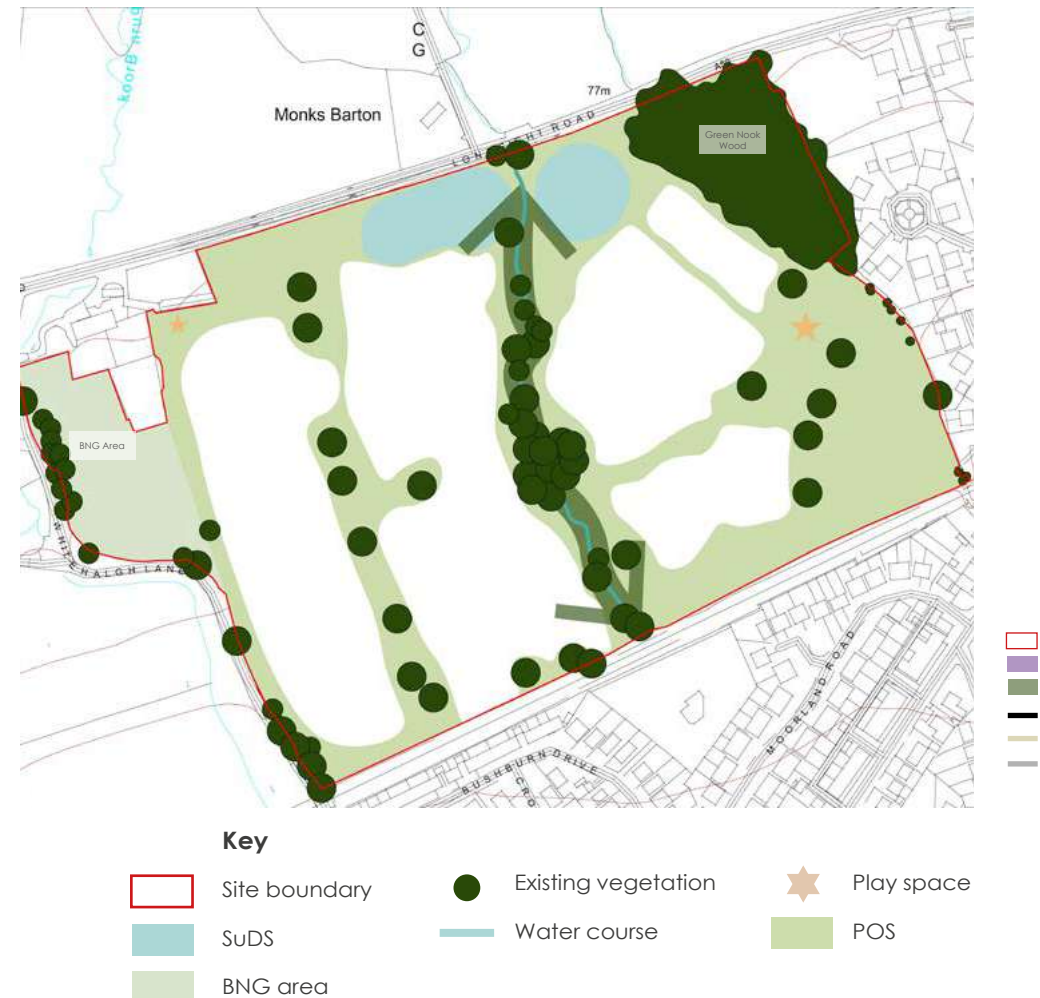
DESIGN PRINCIPLES

4 DESIGN PRINCIPLES

This section presents the design principles which have been informed by a pre-application process and the Site Assessment section of the DAS, to provide the baseline design considerations the masterplan will follow.

Green and Blue Infrastructure

- Existing vegetation including Green Nook Wood will be retained and enhanced where possible.
- A designated area of the Site will be retained for BNG uplift and ecological enhancements.
- SuDS will be accommodated on Site.
- The Site will enhance the watercourse and provide a buffer from the centre of watercourse, creating a blue corridor.
- Existing high value landscape features will be retained and enhanced to create an attractive, mature landscape setting for development.
- The Site will provide sustainable green routes, connecting new and existing homes with open space amenities.
- Public open space and landscape features will form an important part of the green infrastructure, creating a sense of place at the heart of a new community. This green space will include a LEAP and LAP.
- Ecological connectivity and biodiversity will be improved through connected and usable green and blue spaces.
- There will be generous and accessible public open space flowing through the Site, adding to the health and well-being and overall quality of life of residents and creating a rich and attractive green landscape structure which adds value to every property.
- The Site will provide ecological areas of new habitat for nature which offer visual amenity to residents.
- There will be planted areas which offer visual amenity and structural landscape.







Movement and Access





- Vehicular Site access will be taken from Longsight Road, leading to a tree-lined primary loop road.
- A new station car park for Langho will be created on Site.
- Land will be safeguarded for future improvements to the station.
- The existing PRow will be diverted in a greenway to retain its green character.
- New pedestrian access will be provided from Whitehalgh Lane.
- New active travel routes will be created around the Site and through the development.
- A well-defined and easily understood pattern of development parcels, streets, green spaces and suburban streetscape with a clear hierarchy of pedestrian, cycle, and vehicular movement routes




can be identified, making good connections with the existing streets and footpaths.

- To promote low car ownership, homes are to be built close to amenities and public transport routes to maximise pedestrian/cycle connectivity.
- The Site will encourage sustainable travel by providing an enhanced safe network of off-road pedestrian and cycle links through the on-site open space, promoting healthy lives.

Key

-  Site boundary
-  Station car park
-  Green Nook Wood
-  Primary loop road

-  Shared Street
-  Private Drive
-  Diverted PRow
-  Existing pedestrian access

-  Proposed vehicle access
-  Proposed pedestrian/cycle access
-  Proposed pedestrian/cycle routes

-  Development parcels
-  Safeguarded for possible future improvement to railway station



4 DESIGN PRINCIPLES

Land use

- A mix of house types and tenures will be provided across the Site in order to meet local needs.
- The area of up to 1.5 storeys to the south of the Site will reduce scale and mass to create a sensitive edge to the existing southern neighboring properties.
- The majority of the Site will range from 2-2.5 storeys, with 2.5 storeys creating interest and variety to the roof lines.
- Create outward-facing development blocks that will overlook public open spaces with an attractive, high-quality frontage.
- The Site will create green links and provide accessible open space for health and well-being.










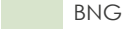




Key

-  Site boundary
-  Development parcels (up to 2.5 storeys)
-  Development parcels (up to 1.5 storeys)
-  SuDS
-  Water course
-  BNG area
-  Existing vegetation
-  POS
-  Station car park
-  Safeguarded for possible future improvement to railway station
-  Play space
-  Landmark buildings



Placemaking

Key

	Site boundary		SuDS		POS		Play space
	Development parcels (up to 2.5 storeys)		Water course		Station car park		Landmark buildings
	Development parcels (up to 1.5 storeys)		BNG area		Safeguarded for possible future improvement to railway station		Key frontage
			Existing vegetation				Green frontage

- The green frontages create a sense of arrival in the form of Landscaped Gateways with play areas and SuDS.
- The edges will be carefully landscaped to create the gateway areas of informal play and grassed open spaces of different sizes and types.
- There will be a clear street hierarchy which supports legibility across the development and defines different types of streets depending on their function.
- There will be a focus on character and distinctiveness, designed through layout, street design, legibility and street scene composition.
- The Site will create 'gateways', neighbourhoods, nodes, meeting points and places with their own local identity.
- The residential parcels will create a permeable and legible development, create flow through the Site and set up important views, serial vision and vista.
- The grain created by this structure in combination with the street hierarchy and street design will provide a framework for a distinctive scheme.
- Corners will be animated by corner turner properties and landmark buildings where appropriate.
- The proposals will create active frontage and a strong sense of enclosure, with building scale and massing to reinforce key arrival points, junctions, streets and connections.
- The proposals will create a clear sequence of feature nodal spaces and green spaces providing memorable wayfinding that define the entrance points into the development and key spaces.



4 DESIGN PRINCIPLES

4.1. CONSULTATION

In preparation for submitting this Planning Application, Hallam Land have undertaken extensive stakeholder engagement. This has allowed the design of the layout to evolve and progress in response to the comments of stakeholders.

The consultation process has spanned a period of over 2 months and has included engagement with the following bodies:

- Ribble Valley Borough Council (RVBC);
- Lancashire County Council;
- Lancashire and South Cumbria NHS Foundation Trust;
- Billington and Langho Parish Council; and
- Members of the local community.

Pre-Application Advice Requests

A pre-application meeting with RVBC took place on the 20th November 2024. This provided Hallam Land an opportunity to gain feedback at an early stage of the application process.

Lancashire County Council Pre-Application Meetings. The first meeting was held on the 18th November 2024 and the second on the 10th December 2024. These meetings were predominantly to discuss highways matters.

A further meeting was held with LCC Highways on 15th January 2025 to discuss the proposed mitigation measures for Whitehalgh Lane.

Local Stakeholder Engagement

Hallam Land met with local stakeholders to seek their views and inform them of the upcoming consultation and subsequent planning submission. Representatives from the client and project team attended the Billington and Langho Parish Council Meeting on the 17th December 2024, following the public consultation event.

Public Consultation

Leaflets were distributed to circa 857 residential and business addresses which neighbour the Site, on 11th November 2024. This distribution area ensured that those most likely to be interested in and affected by the proposals could have their say.

A comprehensive consultation website (<https://www.hallamlangho-consultation.co.uk/>) was created to advise residents about the proposed development. The website hosted a virtual exhibition with key information about the proposals in an accessible and welcoming format.

An in-person public consultation event was held at the Mylton Fold Hotel, Langho on the 20th November 2024 between 3-9pm. A series of boards were presented which provided information about the proposed development, and members of the public were invited to review these.



Image of the Public Consultation Event held in Langho.

WELCOME & INTRODUCTION

Welcome and thank you for attending this Public Consultation event:

Today's event is focused on the proposed development of land to the south of Longsight Road in Langho, to deliver much needed market and affordable housing.

We are here today between 3pm – 9pm to listen to your views and comments on our emerging proposals.

WHO ARE HALLAM LAND?

Hallam Land are incredibly proud to be part of Henry Boot, one of the UK's leading land, property development and construction businesses. Henry Boot group have been at the forefront of construction and civil engineering in the UK for over 138 years.

Hallam Land was established over 35 years ago as the land promotion business of the wider Henry Boot group and have significant experience in promoting and delivering strategic land. Hallam has now become one of the country's leading land promoters operating from 7 regions: North (Leeds), Scotland (Glasgow), North Midlands (Sheffield) and Henry Boot's head office, South Midlands (Northampton), South and South East (London) and South West (Bristol).

We have established an outstanding track record of master planning sites to deliver sustainable and attractive housing developments where people want to live. We have also promoted land for a number of other uses, including offices, employment, retail, motorway service areas and renewable energy production. Whilst Hallam work widely across the UK, we are very familiar with Langho, we have successfully promoted land in the area before and are also familiar with the unique characteristics of the wider Ribble Valley.

INVOLVING THE COMMUNITY

The development team is keen to involve the local community in helping to shape the emerging proposals to deliver a development that not only serves the new residents but also the existing population of Langho.

We invite members of the public to complete the feedback form provided, should you have any comments or observations.



Land at Longsight Road, Langho, Ribble Valley

THE DEVELOPMENT

CONNECTIVITY



Primary vehicle access is from Longsight Road (A59) to the north of the site. This is at a safe location to include appropriate visibility splays, as well as protecting the existing wooded area to the east of the site. This will be a priority controlled junction to minimise traffic impacts on the existing traffic flow.

The primary vehicle route on site will form a loop that distributes traffic to various areas of the development. This will allow access to residential properties and the proposed car park to the south east of the site. Streets will be designed to encourage lower vehicle speeds.

The existing Public Right of Way running through the site will be retained, and informal footpaths on site will be formalised. These will be supplemented by a new network of pedestrian and cycle paths to encourage active travel through the site and towards the train station and village of Langho.

The proposed car park at the south east of the site will provide approximately 30 car parking spaces, as well as cycle storage. This will provide safe, accessible and convenient parking for new and existing residents, as well as those living nearby, when utilising Langho train station.

LANDSCAPE



Green Nook Wood, in the eastern corner of the site will be retained. The woodland will be protected by a landscape strip of new planting and houses will be offset from any root protection zones.

Public open space will be introduced on site, allowing access to open green space and providing valuable amenity for both new and existing residents of Langho. Green spaces and streets will also be characterised by new tree planting.

A dedicated area for Biodiversity Net Gain (BNG) will improve and enhance the sites ecological benefits and provide further opportunity for retaining existing trees and planting new trees and landscaping on site.

Sustainable drainage ponds to the north of the site will improve biodiversity and store water sustainably on site.

Land at Longsight Road, Langho, Ribble Valley

THE SITE

SITE LOCATION



The site is situated to the north of the Langho settlement, and to the south of Longsight Road (A59).

The site is currently used for agricultural purposes and has historically been undeveloped land.

The land includes a pocket of woodland, named Green Nook Wood, within the north-east corner of the site.

Access to the site will be achieved from Longsight Road (A59) at a safe and visible location.

Langho railway station is located directly to the south-east of the site, with the railway line bounding the site to the south.

The site is not located within the Green Belt.

The land is located with the context of built development with existing residential land uses to the east and south, with the Pringle Homes development now complete to the east. The development provides the opportunity to sustainably grow and enhance the existing Langho settlement.

Local amenities include a pharmacy, children's nursery and children's club, St Mary's RC primary school, St Mary's RC Church, SPAR convenience store, hairdressers and beauty salons, a sandwich shop, nearby restaurants and pubs and a nearby golf club. Further nearby amenities can be found heading into Billington and Whalley.

Land at Longsight Road, Langho, Ribble Valley

ILLUSTRATIVE FRAMEWORK



The proposal seeks to build up to 300 dwellings on site.

Existing trees, landscaping and Green Nook Wood will be retained and enhanced. The existing Public Right of Way will also be retained and enhanced, through landscaping, to ensure pedestrian connectors are retained to the train station and into Langho.

All homes will have access to open space and green space.

Further details regarding house type and mix will be determined at the Reserved Matters Stage of the application.

- 1 Site access off Longsight Road
- 2 Indicative attenuation basins
- 3 Retained Green Nook Wood
- 4 Retained Public Right of Way
- 5 Indicative car park for train commuters
- 6 Retained and enhanced trees and deck
- 7 Area set aside for Biodiversity Net Gain
- 8 Green buffer from the railway line
- 9 Landscape buffer between railway line, existing properties and proposed development

Land at Longsight Road, Langho, Ribble Valley

WHAT'S NEXT?

Thank you for attending today's event which has showcased how the proposal responds to the site and local context of Langho and displays a well designed and attractive scheme.

TIMESCALES

Following this public consultation event Hallam Land will consider your comments, and those from Ribble Valley Borough Council, Local Councils and other local stakeholders. This feedback will help Hallam Land to develop the scheme for planning submission. At the earliest, an Outline Planning Application will be submitted in December 2024.

Once the application is submitted, you will be able to comment on the application through the Council's public access portal. We will update the consultation website with details of the application reference and a link to the documents.



FEEDBACK

We are very interested in hearing your views on the proposals, and we would be grateful if you could complete the feedback form today, or return by post by **Wednesday 4th December**.

Alternatively, please e-mail your comments to consultation@nlconsulting.co.uk using 'Langho Consultation' as the email's subject.

We will review all the responses and comments made, and where possible incorporate suggestions into the proposed development prior to the submission of the Outline Planning Application to Ribble Valley Borough Council.

Thank you for your time today, we hope you found this event informative.

Land at Longsight Road, Langho, Ribble Valley

Consultation boards presented at the in-person event and consultation webSite

4 DESIGN PRINCIPLES

On review of all the feedback received, the following changes have been made to the proposed development:

4.2. GENERAL CHANGES

Development scale

In response to concerns about the scale of the development, the overall size and density of the proposed scheme has been reviewed. While the outline application seeks approval for the principle of residential development, Hallam Land are committed to ensuring that the final design at reserved matters stage will be mindful of the surrounding context, with careful attention to massing, density, and integration with the existing village. Consultation with LCC highways team confirmed that up to 300 dwellings would be an acceptable scale of development for the Site and would not have a significant highways impact.

Infrastructure and Local services

Hallam Land acknowledge the feedback regarding the pressure on local services, and insufficient infrastructure. As part of the development, Hallam Land are committed to providing financial contributions improving local amenities and infrastructure. Contributions to public transport infrastructure will be provided, as well as a travel plan, which will be secured through a S106 agreement. In addition, off-site improvements will be made to the bus stops on Whalley Road, south of Langho Railway Station..

Hallam Land undertook research into school and healthcare capacity to determine the need. Education and healthcare contributions will be provided, in line with concerns raised by respondents. In respect of healthcare, RVBC have no policy mechanism available to them to see contributions towards healthcare facilities but Hallam are continuing to engage with local providers to see what can be done in this respect.

4.3. HOUSING MIX

Affordable Housing

Responding to concerns about the need for a variety of house types, Hallam Land have committed to 30% of the total housing provision being affordable housing, in line with the RVBC Local Plan guidance. This includes affordable homes for sale and for rent. 15% of the total dwellings will provide older persons housing provision, with half of this being affordable. This will be secured through a S106 agreement.



A mix of housing typologies with affordable housing pepper-potted throughout the development.



Up to 1.5 storey housing along the southern boundary.

House types

In response to feedback on housing types, the proposed mix will consider a greater number of bungalows and homes suitable for downsizing and retirement. Low rise housing is intended to be positioned along the southern edge of the Site to minimise the loss of views for properties on the other side of the railway line. The mix will include affordable housing to accommodate first time buyers, as well as homes for families and older persons accommodation. Specific proportions of each housing type will be provided at the reserved matters stage.

4.4. HIGHWAYS AND ACCESS

Access

Hallam Land have collaborated closely with LCC's highways team to ensure that the access point along the A59 is carefully designed to mitigate safety risks. This includes implementing traffic calming measures and reduce speed limits to manage the increased traffic flow. In line with the pre-app consultation with LCC's highways team, the proposed layout has been amended to include traffic calming measures pedestrian/cycle access point on Whitehalgh Lane. A traffic impact assessment has been carried out to assess these impacts in detail and has informed the final access arrangements.

Traffic Management

The proposed development has taken thorough action to ensure that traffic management is considered for this development. Hallam Land have taken on board recommendations from LCC highways team, by amending the A59 access to the Site to include a dedicated turning lane to allow for traffic mitigation. Likewise, Hallam Land will meet LCC's adoptable standards for internal roads. Off-Site contributions have also been considered, as Hallam Land appreciate LCC's requirement for contributions to public transport and a travel plan. Hallam Land supports the proposals for reducing speed limits on Whitehalgh Lane and Longsight Road (A59). Overall LCC support the proposal and deem the development to be an effective Site from a connectivity point of view.



Vehicular Site access from Longsight Road



Pedestrian/Cycle access on Whitehalgh Lane

4 DESIGN PRINCIPLES

4.5. OPEN SPACE AND LANDSCAPING

Green spaces

Hallam Land have considered the feedback regarding green space and have made an effort to retain large portions of green space within the development, such as in the southeastern corner and smaller parcels spread across the Site, ensuring that there are accessible areas for both residents and the wider community to enjoy. This includes public open spaces to support health and wellbeing. The public consultation revealed an opposition to the loss of this open green space, which is used by neighbouring residents for walking. An integrated network of public footpaths and trails across the Site will allow for this accessibility to be maintained. The final landscaping and open space details will be submitted at the reserved matters stage, including proposals for wildlife habitats and tree planting.

Biodiversity

Responding to the feedback about wildlife and ecology, Hallam Land are committed to enhancing the ecological value of the Site. The development will incorporate biodiversity-friendly features such as wildlife corridors, enhanced planting, and tree retention particularly around Green Nook Wood and along the existing watercourse. A Biodiversity Net Gain Assessment has been carried out to ensure that the development contributes positively to the local environment, and that the development secures a 10% net gain.

Through ongoing dialogue with the aforementioned consultees, Hallam Land has developed a scheme which, in our view, positively responds to the comments raised.



Green space in the south-east corner of the Site.



Interconnected green spaces throughout the development.



Safeguarded BNG area.



ILLUSTRATIVE DESIGN APPROACH

5 ILLUSTRATIVE MASTERPLAN


















The masterplan takes into consideration the existing landscape and ecological value of the Site and its surroundings. The Site is capable of providing up to 300 dwellings, a car park for Langho train station and the retention of existing trees and the wooded areas on Site

5.1. THE ILLUSTRATIVE MASTERPLAN

The masterplan has been prepared in response to the Opportunities and Constraints detailed in the Site Assessment section of the DAS. A summary of the design principles and development benefits of the Site are listed below:

- 1.** Site access will be provided from Longsight Road and connect to a loop road.
- 2.** The proposed development will deliver 8.98 hectares of residential development. The development will deliver up to 300 dwellings at c.33dph.
- 3.** The development will also deliver approximately 10.876 hectares of public open space including blue and green infrastructure. The Site will also include two formal play spaces. A section of the Site will be used for BNG improvements.
- 4.** The existing trees and hedgerows located within the Site will be retained and enhanced, where possible, creating an attractive backdrop to the development, adding character to the new public open space and landscape buffer to the surrounding countryside and retaining their benefit as habitats for local ecology.
- 5.** SuDS attenuation ponds with planting will enhance wellbeing as well as improving ecology and biodiversity.
- 6.** New pedestrian links will be created improving connectivity to the wider pedestrian and cycle network. A new proposed pedestrian/cycle access will be created to the west of the Site from Whitehalgh Lane.
- 7.** The existing PRow will be diverted to accommodate the SuDS attenuation and will be enhanced with new tree planting and accommodated within a greenway.
- 8.** A car park will be provided for the Langho Railway Station to the south east of the Site and land will be safeguarded for future improvements to the station.

Key:

	Site Boundary (c.20ha)
	Indicative residential dwellings
	Indicative private amenity space
	Proposed public open space
	Proposed BNG area (high value land- no public access)
	Proposed attenuation basins
	Proposed LEAP/LAP
	Existing vegetation
	Proposed vegetation
	Existing Public Right of Way
	Existing pedestrian access
	Indicative informal pedestrian and cycle routes
	Proposed vehicular access
	Proposed pedestrian/cycle access
	Indicative tree lined primary street (adoptable)
	Indicative Private Drives
	Safeguarded for possible future improvement to railway station

Land Use Summary:

Red Line Boundary Area: c.20ha

Net Developable Area: 9.00ha

Public Open Space: 10.84ha

Station Car Park: 0.159ha

Station Safeguarded Land: 0.01ha



Monks Barton

LONGSIGHT ROAD

WHITEHALGH LANE

BUSHBURN DRIVE

MOORLAND ROAD

1.

3.

2.

4.

5.

7.

8.

77m

Green Nook Woodland (Retained)

Indicative provision for Loughs Station

LAP

LEAP

G

15

A59

kooB

5 ILLUSTRATIVE MASTERPLAN

5.2. LANDSCAPE MASTERPLAN

The principal aims and additional measures of the landscape and visual mitigation are shown on the Illustrative Landscape Masterplan are as follows:

- To provide a new structural planting along Site boundaries to filter views and softened the development edge when viewed from surrounding roads and footpaths;
- At the northern boundary structural tree planting will filter views from the road corridor and wider landscape to the north side of the A59. Development will be set back from the boundary to provide a visual buffer and SUDS attenuation zone to include wetland, marginal and native shrub planting to enhance Site wide biodiversity;
- The existing woodland block (Green Nook Wood) will be retained and buildings set outside the root protection area to provide a buffer to this habitat area;
- New structural planting at the eastern boundary will filter views into the development from neighbouring properties at Northcote Park. Native shrub and wildflower seeding inside of the structure planting will provide transitional wildlife habitat and an additional buffer to public open space, play space and public footpath.
- The Central Wooded Clough will be protected with a standoff from development. A buffer to woodland, stream slopes and important trees will ensure it does not impinge upon these retained landscape features.
- Development will be sufficiently setback from the southern boundary to maintain open views across the Ribble Valley to protect the visual amenity of existing residents.
- Public open space to the west of the Site will be an enclosed wooded space with footpath links to nearby greenspaces within the Site. The area will be designed for BNG with amenity grassland winding through wildflower meadow areas, native shrub planting and scattered trees providing both habitat enhancement for wildlife and easily accessible informal recreation for residents. New structural woodland planting will provide the outer framework acting as a buffer to the existing farmhouse properties and strengthening the screening to the Site boundary.
- Street trees will be provided within grass verges alongside main vehicular routes to provide a structured character throughout the Site aiding orientation.
- Further native tree planting within open spaces and green corridors between development will compliment retained important mature trees creating an enhanced landscape framework and strong connection to the wider countryside. This will greatly assist with the integration of the development into its surroundings;
- Bulb planting will be provided within planting corridors to provide further seasonal interest;
- Provision of safe and attractive pedestrian routes within the Site and connecting to the wider settlement and;
- To provide long term management of existing and proposed vegetation to ensure visual mitigation remains and provides benefit for local wildlife.

INDICATIVE PLANT SCHEDULE

PROPOSED TREE PLANTING

Species	Form	Girth	Height cm	Chair	Stem	Root Condition
<i>Quercus robur</i>	DBH	10-18	400-450	Min 200	RE	B
<i>Quercus petraea</i>	DBH	10-18	400-450	Min 200	RE	B
<i>Alnus pedunculata</i>	DBH	10-18	350-400	Min 200	RE	B
<i>Salix hippocastanum</i>	DBH	14-16	350-400	Min 200	RE	B
<i>Salix glauca</i>	DBH	14-16	350-400	Min 200	RE	B
<i>Salix pendula</i>	DBH	14-16	350-400	Min 200	RE	B
<i>Salix avetiana (m)</i>	Multi Stem	-	250-300	-	75L	B
<i>Salix sylvatica</i>	DBH	10-18	400-450	Min 200	RE	B
<i>Ulmus eximius</i>	DBH	10-14	250-300	Min 200	RE	B
<i>Ulmus robur</i>	DBH	10-14	250-300	Min 200	RE	B
<i>Ulmus alia</i>	DBH	10-14	250-300	Min 200	RE	B
<i>Ulmus campestris</i>	DBH	10-18	400-450	Min 200	RE	B

STRUCTURAL PLANTING MIX

Species	Mix %	Height cm	Girth cm	Form	Root Condition
<i>Acer pseudoplatanus</i>	10	300-350	10-12	Selected standard	RE
<i>Ulmus glabra</i>	5	300-350	10-12	Selected standard	RE
<i>Salix sylvatica</i>	10	300-350	10-12	Selected standard	RE
<i>Salix sylvatica</i>	5	300-350	10-12	Selected standard	RE
<i>Ulmus robur</i>	10	300-350	10-12	Selected standard	RE
<i>Ulmus alia</i>	10	300-350	10-12	Selected standard	RE

Species	Mix %	Height cm	Habit	Age + times transplanted	Root condition
<i>Ulmus sanguinea</i>	10	60-80	Branches min 3 breaks	1-2	B
<i>Ulmus glabra</i>	20	60-80	Branches min 3 breaks	1-2	B
<i>Ulmus europaeus</i>	5	60-80	Branches min 3 breaks	1-2	B
<i>Salix aquatilis</i>	5	60-80	Branches min 3 breaks	1-2	B
<i>Ulmus nigra</i>	5	60-80	Branches min 3 breaks	1-2	B



- KEY**
- Red line: Site boundary
 - Blue circle: Existing site vegetation with RPA's to be retained to BS 5837
 - Red circle: Existing vegetation to be removed
 - Blue line: Existing watercourse
 - Orange circle: Existing PRow
 - Green circle: Proposed division of PRow
 - Green square: Proposed structural planting to site boundary
 - Green circle: Proposed feature tree planting
 - Green circle: Proposed street tree planting
 - Green circle: Proposed open space tree planting
 - Green circle: Proposed native hedgerow
 - Green circle: Proposed native shrub planting
 - Green circle: Amenity grass - e.g. A22 mix by Germinal or similar
 - Green circle: Long grassland - e.g. EM10 mix by Emorsgate or similar
 - Green circle: Wildflower meadow - e.g. EM2 mix by Emorsgate or similar
 - Green circle: Hedgerow mixture - e.g. EH1 mix by Emorsgate or similar
 - Green circle: Seasonally wet meadow mix within attenuation basin - e.g. EM8 mix by Emorsgate or similar
 - Green circle: Proposed footpaths within public open space - sections of footpath within RPA's to be no dig construction in accordance with AMS recommendations
 - Green circle: Proposed play area

Long range views across Ribble Valley

A Local Area for Play (LAP) is located within the public open space to the north of the development to provide opportunities for play close to home.

New structural planting to provide a buffer to the existing farmhouse properties and strengthen the screening to the site boundary.

Public open space to the west of the site will be an enclosed wooded space with links to the adjoining green spaces. A footpath with regular seating will lead through the open space and planting will include scattered trees, native shrubs and wildflower meadow. This will create an informal space for residents to connect to nature and the planting typologies will be designed for BNG to provide further opportunities for wildlife.

SubS will be incorporated to the north of the development to provide a set back from the AS9. There will be an opportunity to include enhanced wetland and marginal planting, a seasonally wet meadow mix and native shrub planting to enhance the site wide biodiversity.

Feature tree and bulb planting will mark the vehicular entrance and create an attractive gateway into the site. Structural planting is proposed along the AS9 to filter views of the development from the wider area.

The existing woodland will be retained and the built form will be set outside the root protection zone.

Public open space is located close to the main pedestrian entrance and accessible from the retained footpath. Scattered tree planting and wildflower meadow will complement the existing tree planting. A Local Equipped Area for Play is proposed in the area and will provide a range of formal and informal play opportunities.

New structural planting will filter views into the development from neighbouring properties. Native shrub planting and wildflower seed mixes will be sown adjacent to the structural planting and existing woodland to enhance the opportunities for wildlife.

Enhanced arrival zone from station underpass to incorporate car parking provision. Feature trees, ornamental shrub and bulb planting will be used to add seasonal colour, creating a welcoming pedestrian entrance to the site.

Street trees will be located within grass verges to create a formal, structured character through the site. Feature trees and existing tree planting will be used to create focal points within open spaces, at key junctions and at the end of streets. Swathes of bulb planting will be planted beneath to add seasonal colour and interest.

The Central Wooded Clough will be protected with a buffer from the development to the woodland, stream slopes and individual important trees. The area will be enhanced with additional tree and shrub planting to create green corridors across the site.

The development will be sufficiently set back from existing properties to maintain open views across the Ribble Valley where possible.

26/02/2025 A Amends in line with new layout
DATE NO REVISION NOTE

Landscape Masterplan
LONGSIGHT ROAD, LANGHO

CLIENT
HALLAM LAND MANAGEMENT LTD.

DATE 13/01/2025 SCALE 1:1000 @A1 TEAM LAB APPRVD RB/ FH

DRAWING NUMBER
P24-2318_EN_07_A_01



PARAMETER PLANS

6 PARAMETER PLANS

The following section presents parameter plans to help guide future Reserved Matters applications

The Illustrative Masterplan process has defined development parameters that future reserved matters applications should broadly follow.

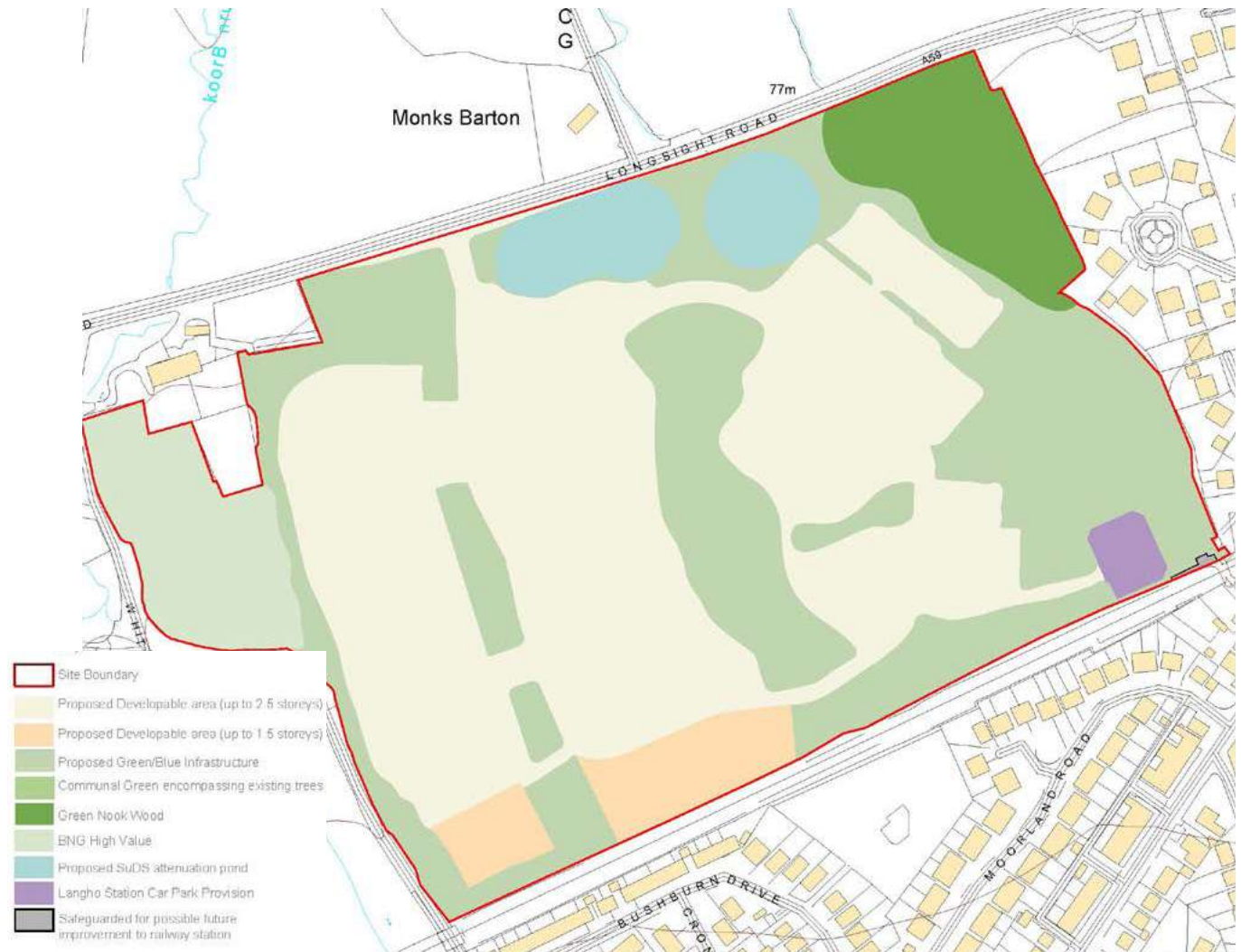
The Parameter Plans underpinning the outline application is shown opposite.

Land Use

- The proposed development area shown on the Parameters Plan extends to c9.00ha providing the potential to deliver up to 300 dwellings at c.33dph.
- 0.159ha of the Site will provide parking for Langho Train Station.
- 0.01ha of the Site will be safeguarded for future improvements for the station.

Green Infrastructure

- The proposed green infrastructure area shown on the Parameters Plan extends to c10.84ha.
- The green infrastructure area (plus additional GI within the residential development area) includes public open space, pedestrian and cycle routes, retained landscape features and proposed planting, SuDS, areas of ecology and ecological enhancements.



Scale

- Predominantly 2 to 2.5-storey homes are proposed to blend in with the existing townscape.
- The proposed development also has the potential to incorporate bungalows up to 1.5 stories.

Movement and Access

- The Primary access point will be provided from Longsight Road and will connect to the primary loop road.
- Vehicle access to the Langho Station Car Park will be provided from the Primary Loop Road.
- A new pedestrian/cycle access point will be provided from Whitehalgh Lane.
- Active travel routes will be created through public open spaces.
- The existing PRoW will be diverted to accommodate the SuDS attenuation and will be enhanced with new tree planting and accommodated within a greenway.



SUMMARY

7 SUMMARY

7.1. SUMMARY

The illustrative Masterplan is based on a thorough contextual analysis, which identifies areas for environmental enhancement, presenting a layout that attractively rounds-off the Settlement and integrates it with the existing built form.

The proposals identify important opportunities to enhance the Site's biodiversity, including the existing water course, boundary buffers, and the public footpath running through the Site towards the Langho Railway Station. There are also opportunities to incorporate SUDS features along the A59.

Specific developable areas have been identified; surrounding these areas will be a network of green spaces and routes that will improve Langho's open space offering and benefit community wellbeing and health
Promoting Local Sustainability

The increase in population will benefit local businesses and amenities through increased footfall and spending, improving the vitality and viability of Langho's facilities and amenities.

The Railway Station makes Langho a highly sustainable location. The settlement should be the focus of development, in order to reduce impacts on infrastructure from car centric development in less suitable locations. This will accord with national sustainability and transport objectives.

In this respect, there is a key opportunity, through the development to deliver crucial enhancements to the Railway Station through the provision of improved accessibility and much needed car parking provision.

The development of the Site, for up to 300 high quality homes, of which 30% will be affordable, and is an important opportunity to create a sustainable extension to Langho. This will help to meet RVBC's need for new homes in a highly sustainable location.





PART OF HENRY BOOT

Prepared on behalf of
Hallam Land Management Limited

February 2025