

Ribble Valley Borough Council

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Your ref: 2025/0196
Our ref: 3.25.0196
Date: 9th May 2025

App. No. 2025/0196

Address: Land off Longsight Road bounded by the railway and Northcote Park, Langho

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

The submitted documents and plans, including Hydrock Fore Transport Assessment and Travel Plan and Stantec Illustrative Masterplan drawing reference 333101612-0101 have been reviewed and the following comments are made.

Pre-application highway advice was provided in November 2024.

Proposal

The application seeks an outline with access application for 300 new dwellings with a car park for Langho Railway Station. The land is currently agricultural grazing land. A new all-purpose access is proposed on the A59 and a new pedestrian/cycle access on Whitehalgh Lane and a connection to the public footpath at Langho Station.

Sustainability

A Framework Travel Plan is submitted and sets out details of the full travel plan proposals and timetable for implementation to support sustainable travel modes at the site.

Lancashire County Council offer a Travel Plan support service whereby we oversee the progression from the Framework Travel Plan to the Full Travel Plan in line with agreed timescales and targets. To provide this service we would request a contribution of £18,000, based upon the number of dwellings, within a S106 agreement.

Within the Travel Plan we would seek to secure measures to support sustainable travel modes for residents at the site with contributions paid directly to each dwelling upon occupation of each dwelling (or group of dwellings – triggers to be agreed in

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the full travel plan) within a S106 agreement should the modal shift targets not be met. The contribution of circa £250 per dwelling will fund a bus pass for a period of 3 months or a cycle voucher.

Bus services 25 (Clitheroe – Blackburn) and 280 (Preston – Skipton) run along the A59 past the site. To support sustainable travel at the site for all users, two new quality bus stop standard bus stops in both east and west bound directions on the A59 are proposed.

The bus services are both LCC subsidised services and we would request a contribution to support the running of these services to support sustainable travel at the site in the future.

Bus service 22 (Clitheroe – Shadsworth) runs along Whalley Road with bus stops within approximately 400m from the centre of the site and accessed via public footpath 03-06006a and Olive Bank. It is noted that this route has steps on the north side of the railway. To support sustainable travel at the site for all users, the nearest two bus stops will be upgraded to quality bus stop standard bus stops in both east and west bound directions on Whalley Road.

The indicative layout includes a new car park to accommodate circa 40 vehicles to park and ride from Langho Railway Station. It is noted that this is supported by Northern Trains Ltd and Community Rail Lancashire Ltd and that there is potential for the landowner to provide land for the future provision of a ramped access to the platforms so access for all users can be provided as set out in the Department for Transport 'Option selection report DfT 'Access for all' Programme Langho Station'. The provision of high quality secure and covered cycle parking at the station would support further sustainable travel.

Lancashire County Council won't formally adopt the car park, therefore the future maintenance and management will need to be secured by another authority or third party.

There is a Local Cycling and Walking Infrastructure Policy (LCWIP) for Ribble Valley published March 2024. Whalley Road is identified as a strategic route between Whalley and Langho with measures identified for improvement.

The nearest Primary School is located approximately 800m from the centre of the site, walking via FP030600a, Olive Bank and Whalley Road. This route has steps therefore may not be suitable for prams or those with limited mobility, the alternative route is via Whitehalgh Lane. There is a zebra crossing on Whalley Road and a central refuge near the primary school which will be upgraded to provide the latest specification to provide a high-quality provision for pedestrians. Secondary school bus services run on the A59 and Whalley Road.

The nearest food shop is located on Portland Road and is located approximately 800m from the centre of the site, walking via Whitehalgh Lane, Whalley Road, Portland Road. Measures to mitigate the impact of development traffic on Whitehalgh Lane to reduce the vehicle speeds and to promote speed compliance to provide a suitable environment for walking and cycling are considered necessary and are outlined below.

All the dwellings will be required to provide secure and covered cycle storage/parking and all new dwellings are required to provide an electric vehicle charging points under building regulations.

The guidance for walking and cycling distances between the centre of the site and the nearest bus stops (400m), education, local facilities and employment centres (800m walking/5km cycling) are considered suitable. Measures of mitigation to enhance the routes between the site and these centres are sought to be secured by the Highway Authority to support residents to travel safely by sustainable modes, without the reliance on the private car.

Subject to the mitigation measures identified above being implemented we consider that residents have the option to travel sustainably between the site, local facilities and employment centres.

Traffic Impact

The impact of the development traffic upon the surrounding highway network has been undertaken in accordance with our advice at pre-application stage and national policy.

The nationally agreed software TRICS has been used together with our advice on the trip rates used to estimate traffic generation at the site. The AM and PM trip rates have been agreed at 0.585 and 0.663 and are estimated to generate 176 and 199 trips in the peak hours respectively.

Classified turning count surveys and queue length surveys (5-minute intervals recorded) have been undertaken on Wednesday 15th October 2024 covering the AM and PM peak periods (as 07:00 to 09:00 and 15:00 to 18:00 respectively) for the junctions listed below.

The peaks are identified as 08:00 to 09:00 and 16:30 – 17:30.

Committed development at Salesbury Enterprise Zone and Cuerden Garden Village has been included in the assessment with a future year of 2030.

The following junctions 1-4 have been assessed using nationally agreed Junctions 10 software and junction 5 TRANSYT.

1. Site access/A59 Longsight Road – Priority junction
2. A59 Longsight Road /A666/C548 Whalley Road - Roundabout
3. A59 Longsight Road /Whitehalgh Lane/Chapel Lane – Priority junction
4. A666/Whitehalgh Lane/York Lane - Double mini roundabout
5. A59 Longsight Road/B6245 Ribchester Road - Signalised junction

The above junctions are demonstrated to operate within capacity in the future assessed year 2030 without any mitigation required. We do not dispute this.

Construction traffic

A new temporary access on the A59 for construction traffic would be acceptable to allow works on site to commence. The detailed design of the temporary access must be agreed within a Construction Traffic Management Plan (CTMP) at condition discharge stage and be implemented under an agreement with Lancashire County Council. The visibility splays, geometry and surface will be matters to agree and it will be necessary to limit HGV movements to the off-peak movements 9.30am – 2.30pm with wheel washing and hard standing for operative parking and HGV turning to allow all vehicles to exit the site onto A59 in forward gear. Temporary traffic management may be required on the A59 to facilitate the construction vehicle movement, and this will be agreed within the CTMP and Phasing plans.

A59 Longsight Road / New Site Access

A new access on the A59 to serve the development is proposed comprising a priority junction with right turn ghost lane with central pedestrian refuges to both sides, new shared cycle/footways along the A59 on the frontage of the site. The site access itself will provide a right and left turn exit lanes.

The proposed layout is shown on drawings Hydrock drawings 4094/100/P001 and 4094/100/P002. A swept path analysis for a 11.2m long refuse vehicle is provided on drawing 4094/100/P003.

Visibility splays of 2.4m by 171m to the east side and 160m to the west side are proposed in accordance with the 85%ile speeds recorded on with 54.3mph and 52.1mph respectively. The splays will lie within the newly aligned highway.

To mitigate the impact of the development traffic, the speed limit on the A59 Longsight Road between Whitehalgh Lane and the roundabout with Whalley Road A666 will be reduced from the national speed limit to 40mph speed limit with associated gateway feature signage and road markings provided to promote speed compliance.

To ensure the development traffic generated at the site, particularly pedestrian and cycle movements are safety accommodated on the A59 a new signalised toucan crossing on the A59 is proposed for access to the bus stops and wider footway network.

New connections onto the highway drainage system in the A59 will not be permitted. There are 2 watercourses running across the site which are culverted under the A59 on the frontage of the site.

The formation of the new access and off-site highway works will be undertaken with a S278 agreement with Lancashire County Council and be subject to a detailed design process and safety audit.

Whitehalgh Lane

A new pedestrian and cycle access onto Whitehalgh Lane is proposed to ensure connectivity for pedestrians and cyclists onto the surrounding highway network. We

would request that the timing of construction of this link is provided in accordance with the phasing plan for the site by condition.

To mitigate the impact of the development traffic, the speed limit on Whitehalgh Lane will be reduced from the national speed limit to a 30mph speed limit and have physical traffic calming measures and street lighting installed to promote speed compliance and use by pedestrians and cyclists.

Whalley Road

The existing zebra crossing near Olive Bank and the existing central pedestrian refuge near the school will be upgraded to the latest specification.

Whalley Road is identified in the LCWIP for walking and cycle upgrades.

PROW

FP03-06006a crosses the site between the A59 to Langho Station northwest to southeast. The line of the footpath is to be retained along the indicative layout proposes a diversion from the line. Prior to commencement of works we would seek a condition to ensure that the footpath is suitably diverted by a legal order and with a suitable diversion route provided. Layout is a reserved matter so the indicative layout may change.

The minimum width will be 2m and preferably through Public Open Space rather than along the estate road footway. The new signalised crossing will allow users to cross A59 Longsight Road between FP0306006 and FP0306006a. The stile and all other obstructions will need to be removed at the railway line, as there will no longer be the necessity for stock control.

Internal layout

Layout is a reserved matter therefore the detail of the internal layout will be submitted at a later date.

As described above under 'access' the first section of the estate road will be circa 8m wide carriageway narrowing to the standard width 5.5m after the first junction.

At this current time the bus which travels along the A59 will not re-route into the estate due to delays and new bus stops on the A59 will provide residents with access to these services.

The estate roads will need to be suitable for the 11.2m long refuse wagon and the links and turning heads will need to have a swept path analysis to support this.

The estate roads and associated infrastructure should be built to adoptable standards and we would seek to formally adopt the roads under S38 Highways Act 1980.

Due to the size of the site and the potential to come forward in separate phases/separate developers we will seek a phasing condition to ensure details of

each phase are submitted and that the infrastructure on that phase provides sufficient infrastructure particularly connectivity to the surrounding network on Whitehalgh Lane and Whalley Road and a suitable running surface, lighting and a suitable turning head for the refuse vehicles.

The pedestrian/cycle link on Whitehalgh Lane and pedestrian link to Whalley Road via the public footpath will need to be completed within an agreed timeframe in accordance with the phasing plan and reserved matters application/s.

The length of the temporary closure of the public footpath which crosses the site must be minimised where possible.

Parking

The dwelling types is a reserved matter to be dealt with at a later date. For advice, each dwelling will require 1 car parking space for 1 bedroom, 2 spaces for 2-3 bedrooms and 3 spaces for 4+ bedrooms and secure covered cycle parking. Garages should measure 3m by 6 internally to count as a car parking space and secure cycle parking. Each dwelling will require secure and covered cycle storage/parking and an electric vehicle charging point.

Off-site highway works

To mitigate the impact of the development on the highway network the following off-site highway works are proposed and are considered necessary.

1. New site access on A59 and associated works shown on drawing Hydrock drawings 4094/100/P001 and 4094/100/P002 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.
2. New pedestrian/cycle link on Whitehalgh Lane with reduction of speed limit to 30mph with associated lighting and traffic calming measures.
3. Upgrade of zebra crossing and central pedestrian island on Whalley Road near Olive Bank and the primary school.
4. 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.

The off-site highway works will be constructed under a S278 agreement with Lancashire County Council and shall be constructed prior to first occupation.

Contributions

To mitigate the impact of the development on the highway network the following contributions are requested within a Section 106 agreement.

1. Travel Plan support £18,000. Circa £250 per dwelling to support a modal shift agreed and linked to the Travel Plan SMART targets.
2. Public Transport support £175,000 every year for 5 years = £875,000

Conclusion

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 as outlined above.

Should the application be approved the following conditions are requested.

1. No development shall take place, including any works of demolition, until a construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved statement 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) Wheel washing facilities
 - vi) Measures to control the emission of dust and dirt during construction
 - vii) A scheme for recycling/disposing of waste resulting from demolition and construction works
 - viii) Details of working hours
 - ix) Routing of delivery vehicles to/from site

Reason: To mitigate the impact of the construction traffic on the highway network.

2. Prior to the commencement of development, a Public Rights of Way Management Scheme shall be submitted to and approved by the Local Planning Authority and Highway Authority. The scheme shall include provision for:
 - a) the design of access and public rights of way routes and their surfacing, widths, gradients, landscaping and structures
 - b) any proposals for the diversion or extinguish of public rights of way and alternative route provision as part of a Public Path Order
 - 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

Reason: In the interests of the amenity and safety of the public

3. Within 3 months of commencement a scheme for the site access and off-site highway works shall be submitted to and approved 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 A59 and associated works shown on drawing Hydrock drawings 4094/100/P001 and 4094/100/P002 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.
- d) 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.

Reason: To mitigate the impact of the development traffic on the highway network.

4. Within 3 months of commencement details of the proposed arrangements for future management and maintenance of the estate road within the development shall be submitted to and approved by the local planning authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into with the Highway Authority or a private management and maintenance company has been established. Reason: To ensure that the infrastructure is maintained in the future.
5. Within 3 months of commencement details of the proposed arrangements for future management and maintenance of the train station car park within the development shall be submitted to and approved by the local planning authority. The car park shall thereafter be maintained in accordance with the approved details. Reason: To ensure that the infrastructure is maintained in the future.
6. Within 3 months of commencement full engineering, drainage, street lighting and constructional details to adoptable standards (LCC specification) of the internal estate roads 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, unless otherwise agreed in writing with the Local Planning Authority. Reason: To ensure that the infrastructure is constructed to a suitable standard.
7. Within 3 months of commencement an estate street phasing and completion plan has been submitted to and approved in writing by the Local Planning Authority. The estate street phasing and completion plan shall set out the development phases and completion sequence that estate streets serving each phase of the development will be completed. The development shall then be carried out in accordance with the approved estate street phasing and completion plan.
Reason: To ensure the phasing and completion of estate streets serving the development are completed.
8. The pedestrian/cycle link on Whitehalgh Lane and pedestrian link to Whalley Road via FP03-06006a shall be provided in accordance with the estate street phasing plan. Reason: To provide connectivity to the surrounding highway network within an agreed timeframe.

9. The internal estate roads shall be constructed in accordance with the approved engineering details and to at least base course level prior to first occupation of any dwelling, unless otherwise agreed in writing with the Local Planning Authority. Reason: To ensure that the infrastructure is completed in a timely manner.
10. Prior to the occupation of each dwelling the driveways and parking areas shall be constructed in a bound porous material and made available for use and maintained for that purpose for as long as the development is occupied. Reason: To ensure adequate parking provision is provided.
11. Prior to first occupation each dwelling shall have a secure cycle store for at a ratio of 1 cycle space per bedroom. Reason: To support sustainable travel.
12. The framework Travel Plan shall be implemented within the approved timetable and reviewed annually for 5 years. Reason: To support sustainable travel.

Notes

The grant of planning permission will require the applicant to enter into a S278 Agreement, with the County Council as Highway Authority. The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. The applicant should be advised to contact Lancashire County Council for further information by emailing the Highway Development Control Section at developeras@lancashire.gov.uk

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