

Our Ref: 2024-042

NJLConsulting
Planning+Development

Ribble Valley Borough Council
Council Offices
Church Walk
Clitheroe
Lancashire
BB7 2RA

Northspring, 6th Floor,
70 Spring Gardens,
Manchester M2 2BQ
E: info@njlconsulting.co.uk
www.njlconsulting.co.uk

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By email only

To whom it may concern,

RE: Ribble Valley Borough Council, Call for Sites 2025 – Candidate Site Land South of Longsight Road, Langho

We are writing on behalf of our client, Hallam Land Management Limited, in order to invite you to consider the allocation of Land south of Longsight Road, Langho for residential development in the Call for Sites associated to the preparation stages of the new Local Plan.

Our client has instructed us to submit the site for residential allocation. The site is deliverable, achievable and available, meaning that it can deliver much needed housing within the first five years of the applicable Local Plan period once adopted.

We are instructed on behalf of Hallam Land Management Limited to make representations to Ribble Valley Borough Council's Call for Sites process which will feed into the Strategic Housing and Employment Land Availability Assessment (SHELAA). This will form part of the evidence base for the next stage of the new Local Plan process and will be used by the Council to understand what land could be available for housing and economic uses to meet future needs.

Background

The site was originally submitted to Ribble Valley Borough Council (RVBC) during the 2021 Call for Sites (Site Ref: RV015 - Land off Longsight Road, Langho) for a mixed-use scheme comprising housing and employment development. RVBC have not set out a formal assessment of those sites promoted through the previous round of Call for Sites in 2021.

The Council's guidance states that previously submitted sites do not need to be resubmitted unless changes have occurred. Since the initial submission, Hallam Land submitted an outline planning application (ref: 3/2025/0196) in March 2025 to RVBC for a residential development of up to 300 homes. The application was validated on 31st March 2025. The full description of development is as follows:

'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 outline planning application included a suite of supporting technical documents which were the subject of consultation with internal and statutory consultees. These representations have therefore been prepared to update RVBC on the change in circumstances since the 2021 submission was made, the removal of employment development on the western element of the

site, and to update on technical considerations which further underpins the deliverability and achievability of the site to come forward for residential development.

This letter is therefore to be read in conjunction with the completed Call for Sites form and the following supporting documents and plans:

Report	Prepared by
Design and Access Statement	Stantec
Preliminary Ecological Assessment and Surveys	FPCR
Biodiversity Net Gain (BNG) Metric and Statement of Intent	FPCR
Air Quality Assessment	Air Quality Consultants
Preliminary Geoenvironmental Investigation	Lithos
Transport Assessment	Hydrock Fore
Framework Travel Plan	Hydrock Fore
Tree Survey	FPCR
Arboricultural Impact Assessment	FPCR
Landscape and Visual Impact Assessment	Pegasus Group
Noise Impact Assessment including Vibration Assessment	Hoare Lea
Desk Based Archaeological Assessment/ Heritage Assessment	Prospect Archaeology
Agricultural Land Classification	Patrick Stephenson Ltd
Flood Risk Assessment/ Drainage Strategy	Eastwood Consulting Engineers

Plan	Reference	Purpose
Illustrative Masterplan	333101612_MR_MP_VW0101	For information
Parameter Plan – Movement and Access	333101612_MR_MP_AI0103	For Approval
Parameter Plan – Land Use and Heights	333101612_MR_MP_AI0102	For Approval
Site Location Plan	333101612_MR_MP_DWG0100	For information

The 2021 submissions concluded the site as being deliverable, achievable, and available. These conclusions have been corroborated by the suite of detailed technical assessments subsequently prepared and are considered further below.

Site context

The site is located directly south of Longsight Road (A59) in the village of Langho. It is currently undeveloped greenfield land that is partially used for horse grazing. The site is bound to the north by Longsight Road (A59), to the east by a residential site 'Northcote Park' (recently developed by Pringle Homes – Application Ref: 3/2018/0844), to the south by Ribble Valley Railway line (including Langho Railway Station to at the southeastern corner), and to the west by Whitehalgh Lane.

The site extends to approximately 20.1 hectares and according to the Environment Agency's Flood Map for Planning, the entirety of the site lies within Flood Risk Zone 1, indicating the lowest probability of flooding. Furthermore, the site is not within a Conservation Area, there are no scheduled monuments or listed buildings within or adjacent to the site and no Tree Preservation Orders (TPOs) apply.

The site benefits from its proximity to Langho village where a variety of local services can be found including, St Mary's Roman Catholic Primary school (circa 230m from site), St Leonards C

of E school (circa 857m from site), Langho pharmacy (circa 82m from the site), Langho post office (circa 350m from the site), SPAR convenience store (circa 650m from site), and amenities, such as a children's play area (approximately 20m from the site). This contributes to further reinforcing the site's suitability for sustainable residential development.

The sustainability credentials of Langho as a settlement are acknowledged by the Council in the Core Strategy as representing one of the most sustainable settlements and Tier 1 Villages in the Borough.

The adopted Core Strategy states that Tier 1 Villages such as Langho are the more sustainable settlements beyond the Standen site and principal settlements. The Council's evidence base consistently acknowledges Langho as one of the more sustainable settlements within Tier 1, and crucially only one of two villages that is served by a train station. Furthermore, it is evidence that future development of the site can be accommodated within the existing education and health infrastructure. Indeed, there were no objections on infrastructure impacts during the course of the outline planning application (see below).

Langho should be considered as a preferred location within the Tier 1 Villages for larger scale development / significant extensions. In this context, the subject site represents one of the sequentially preferable and logical sites to deliver the quantum of development required over the next Plan period and to meet local needs within this highly sustainable location of the Borough.

Technical Considerations

To date, a range of technical assessments and related feedback have been gathered to provide a more complete understanding of the site's suitability for residential development. The outline planning application was assessed by the Local Planning Authority with the following statutory consultee responses being received:

Consultee	Position
Environment Agency	No Objection
LCC Archaeology Team	No Objection
LCC Highways Team	No Objection
LCC LLFA	No Objection
LCC Schools Planning Team	No Objection
Natural England	Standing advice offered
Network Rail	No Objection
Northern Rail	No Objection
United Utilities	No objection

The Council provided five reasons for refusing the outline planning application, all of which are the subject of ongoing review from Hallam Land, however the absence of formal technical objections from statutory consultees underscores the deliverability of the site.

A summary of the supporting technical assessments is set out below, all of which have informed the Illustrative Masterplan and supporting parameter plans to demonstrate the achievability of this site in delivering a high quality residential scheme.

LVIA

Pegasus Group has undertaken a Landscape and Visual Impact Appraisal. The study concludes that the development would have a limited and localised effect on the wider landscape character. It also confirms that the site relates well to its surroundings and that the proposed development would form a contained extension to the village of Langho, bordered by the Northcote development to the east, railway line to the south, and A49 corridor to the north. These features provide a sense of visual containment and enclosure associated with the site.

In terms of visual impact, the LVIA identifies that adverse effects would be most significant for receptors close to the site, including users of Longsight Road (A59), Public Footpath 6 (Billington and Langho), and nearby residential properties (on Northcote Park, Moorland Road and Bushburn Drive). These effects are expected to diminish over time as mitigation planting establishes. Wider views of the site are limited due to intervening woodland, existing hedgerows and the site's topography, which falls away from south to north. As a result, from elevated viewpoints such as the Ribble Valley Jubilee Trail, the development would sit comfortably within the existing built form and would result in only minor adverse effects. Beyond the site's immediate surroundings, most receptors would experience no more than minor visual change, with many experiencing little or no effect at all.

In summary, although the development would introduce some landscape and visual change, the proposed mitigation measures including development setbacks, framing of key vistas, and new planting, which will substantially reduce any long-term effects. This considered approach ensures that development of the site would secure sustainable housing growth while respecting and integrating with the character of the landscape.

Agricultural Land

An Agricultural Land Classification Report has been prepared by Patrick Stephenson Ltd to assess the quality of agricultural land within the proposed development site in line with the Revised Guidelines and Criteria for Grading the Quality of Agricultural Land (DEFRA, 1988). The assessment of the 20.1 hectares site identified that no part of the site is classed as best and most versatile land (Grades 1, 2 or 3a). Although small areas of Grade 4 and borderline Grade 3a land were recorded, the dominant classification is Grade 3b, which in this area is typically used for grassland farming.

The findings confirm that the land is not of significant agricultural value at a local, regional or national level. As the land is predominantly Grade 3b, the impact on high-quality agricultural resources is minimal, ensuring compliance with both national and local policy.

Air Quality

An Air Quality Assessment has been prepared by Air Quality Consultants to assess the potential air quality impacts associated with the proposed development. The assessment confirms that future residents will experience acceptable air quality and the additional traffic generated by the scheme will not result in any significant effects on existing sensitive receptors, and that the development will have no significant impact on local air quality.

The assessment supports the mitigation measures proposed, which accord with EPUK and IAQM guidance for good design and best practice. These include setting back development buildings

from the A59 by at least sixty metres and from the railway lines by at least twenty metres, provision of an outline Travel Plan promoting sustainable transport modes, pedestrian and cycle access throughout the development including secure cycle parking and a new signalised pedestrian crossing on Longsight Road, two new bus stops on Longsight Road with upgrades to existing stops on Whalley Road, and accessibility improvements at Langho railway station for those with mobility impairments. No further mitigation is required.

Arboriculture

An Arboricultural Assessment has been prepared by FPCR to identify the arboricultural value of existing trees based on their current condition and to assess the impact of the proposed development. The assessment supported the proposed development layout, as it prioritises the retention of high-quality trees, with most Category A and B trees preserved. Lower-quality trees would be removed, with mitigation through new planting to maintain biodiversity and amenity value. Removal of part of hedgerow (H1) to create the site access is unavoidable but will be compensated by new hedgerow planting. The layout avoids significant impacts on key trees, and potential damage to TP (mature oak) will be minimised through careful construction methods.

Green Nook Wood to the northeast of the site has recently been designated in the Lancashire Local Nature Recovery Strategy as Ancient Woodland. This designation post-dated the submission of the outline planning application but is not considered a barrier to development noting its setting outside of the identified land ownership, the scope to design around compliant buffers, and improve this woodland which is currently in poor condition.

Furthermore, a detailed Arboricultural Method Statement and Tree Protection Plan will be prepared to safeguard retained trees during construction and support the long-term sustainability of the site's arboricultural features.

The supporting detailed Arboricultural Survey, Tree Constraint Plan and protection measures show how site features can be designed appropriately to preserve the visual, botanical and ecological value of trees.

Heritage

A Heritage Assessment has been prepared by Prospect Archaeology. It concludes that the proposed development will not have any direct or indirect impact on designated heritage assets. Although two pieces of worked flint were identified, their provenance was unreliable, and they do not provide meaningful evidence of prehistoric activity. There is also no evidence of Roman period remains within the study area, and the potential for remains from this period is unclear, possibly due to limited fieldwork and the absence of cropmarks associated with the pastoral land use. Any remains encountered are expected to be of regional importance at most, and the potential for medieval or later remains unrelated to agriculture is considered low.

The assessment confirms that the scheme would have no direct or indirect effects on designated assets, the development is considered acceptable from a heritage perspective.

Flood risk and Drainage

The Flood Risk Assessment, prepared by Eastwood, confirms that the site lies entirely within Flood

Zone 1 and is therefore appropriate for residential development under the NPPF, which directs growth to areas of lowest flood risk. Although surface water flow paths cross the site, they can be incorporated into the layout or sensitively rerouted without increasing flood risk elsewhere. The strategy incorporates SuDS and attenuation features to manage runoff safely, demonstrating full compliance with national flood risk policy.

The Drainage Assessment, also prepared by Eastwood, confirms that the proposed drainage strategy follows the drainage hierarchy set out in Building Regulations Part H and the Planning Practice Guidance. Infiltration is not viable due to impermeable clay and silt soils, supported by soakaway testing undertaken by Lithos. Surface water will therefore be managed via attenuation basins, attenuation tanks and controlled discharge to nearby watercourses at greenfield runoff rates. Foul water will connect to the public sewer subject to agreement with United Utilities.

Overall, the technical evidence demonstrates that the site is suitable for residential development in flood risk and drainage terms. The scheme complies with national guidance and local policy and can deliver a sustainable drainage system, with detailed design to follow at reserved matters stage.

Ground Conditions

The Preliminary Geoenvironmental Investigation prepared by Lithos confirms that there are no mining, quarrying or landfill constraints within or near the site, and no risks from mine gas or CO₂/methane. Radon risk is low, with basic protection measures advised but not mandatory. These findings support the site's suitability for residential development.

Although further site-specific investigation is required at detailed design stage, the initial assessment indicates that the underlying Glacial Till and Bowland Shale bedrock can support conventional foundations for two-storey housing, with localised reinforcement or alternative solutions such as piles only needed where ground strata vary. The sloping topography may require retaining walls and regrading, but no abnormal constraints have been identified.

Soakaways are not feasible due to clay soils; however, this aligns with the drainage strategy prepared by Eastwood, which proposes alternative SuDS measures such as swales, pervious surfacing and attenuation basins. Groundwater levels can be accommodated through appropriate SuDS design, and further borehole testing will accompany detailed drainage proposals.

No significant contamination sources have been identified, although minor contaminants associated with historic agricultural use may be present. A targeted intrusive investigation will confirm soil quality and ensure that any necessary remediation is proportionate and effective.

On this basis, the site is considered suitable for residential development in geotechnical and environmental terms, with no constraints that would prevent the application from proceeding.

Highways

The Transport Assessment and Travel Plan prepared by Hydrock Fore, confirm that the site is suitable for residential development in transport and accessibility terms. The assessment demonstrates that the site is well positioned for travel by sustainable modes, with good access

to walking routes, cycling opportunities and public transport services, reducing reliance on single-occupancy car trips.

A new priority-controlled junction onto Longsight Road can be safely delivered, supported by a secondary pedestrian and cycle access from Whitehalgh Lane. The proposals incorporate substantial sustainable transport improvements, including new bus stops on Longsight Road, upgrades to existing bus stops on Whalley Road, a new signalised toucan crossing on Longsight Road and an upgraded zebra crossing on Whalley Road. These measures will significantly enhance connectivity and support active modes of travel for future residents.

The Transport Assessment concludes that the forecast increase in vehicle trips can be safely and efficiently accommodated on the local highway network, with no mitigation required to address capacity or safety concerns. The accompanying Travel Plan reinforces this by setting out commitments to encourage walking, cycling and public transport use, alongside wider behaviour-change initiatives to reduce car dependency over time.

Lancashire County Council (LCC) as the Highways Authority offered no objection, subject to conditions and S106 contributions which include significant sustainable travel mitigation.

The adjacent rail services abutting the site represent an additional travel choice option around the site, in addition to bus provision along A49, which are not typically available to most sites (nor indeed in many towns). The opportunity to develop the site could further promote the future use of rail facilities by providing a car park, encouraging public transport use and removing reliance on private vehicles. This will also ensure adequate parking for those mobility impaired residents who drive.

Overall, the evidence shows how development of the site would contribute to minimise the need to travel, prioritise sustainable modes and integrate effectively with the surrounding transport network.

Noise

The Environmental Noise and Vibration Report prepared by Hoare Lea confirms that the site is suitable for residential development with standard and achievable mitigation. Background noise levels can be managed through appropriate glazing and ventilation solutions, ensuring that internal noise standards are met. Groundborne vibration from the railway is assessed as low risk, with levels below recognised guidance thresholds. With these measures in place, the development will not expose future residents to unacceptable noise or vibration.

Ecology

The Ecological Impact Assessment prepared by FPCR identifies ecological features on the site and confirms that the proposed layout retains the most valuable habitats and maintains ecological connectivity. Any habitat loss will be appropriately mitigated, with a minimum 10% Biodiversity Net Gain (BNG) secured through subsequent approvals.

Construction impacts will be controlled through a CEMP, and operational impacts—such as lighting effects on bats—will be mitigated through a detailed lighting strategy. The development also incorporates ecological enhancements, including new grassland creation, refugia, and integrated bird and bat boxes.

Biodiversity Net Gain

The Biodiversity Net Gain (BNG) Strategy prepared by FPCR establishes a provisional biodiversity baseline for the site and identifies the habitat units required to achieve a statutory 10% net gain. While preliminary results indicate a reduction in habitat units, gains in hedgerow and watercourse units are achievable, and the remaining requirement can be met through a combination of on-site measures, off-site units, or statutory credits.

Summary

NPPF Paragraph 16 states that plans should 'be prepared positively, in a way that is aspirational but deliverable'. In this context, NPPF paragraph 69 states:

'Strategic policy-making authorities should have a clear understanding of the land available in their area through the preparation of a strategic housing land availability assessment. From this, planning policies should identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability. Planning policies should identify a supply of:

- a) *specific, deliverable sites for five years following the intended date of adoption'*

Annex 2 of the NPPF provides a definition of 'deliverable' in the context of housing delivery. It states that to be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years.


In this context, it is considered that the subject site is deliverable and can come forward for a residential use within the first 5 years of the plan following adoption. The site is available for development, being under the sole control of a national land promoter, nor are there physical or legal constraints (i.e. multiple ownerships) associated with the land which would hinder the ability for development proposals to be progressed through planning and eventually delivered. As per the representations submitted in the 2021 Call for Sites, the site is considered to be deliverable, achievable, and available.

The suite of supporting technical assessments evidence how the site can support high quality residential development and deliver significant social, economic, and environmental benefits within one of the most sustainable settlements in the Borough.

We respectfully request that the Council consider the inclusion of this site within the emerging Local Plan as a residential allocation.

We trust the Council will consider these representations and should the Council require any further information or wish to discuss this site in more detail, please contact the undersigned.

Yours faithfully,



Elliott Bullock

Associate Director

For and on behalf of NJL Consulting