Heritage Statement

Proposed new vehicular access & driveway

The Stables, Chaigley Road, Longridge, PR3 3TQ

Prepared by:

Mr James W Mainwaring (JWM Design & Planning)

34 Sheep Hill Lane,

New Longton

Preston.

Introduction

This Heritage Statement has been prepared in support of a full planning application for the construction of a new vehicular access and associated driveway serving the recently constructed dwelling known as The Stables, Chaigley Road, Longridge, PR3 3TQ.

The proposal seeks planning permission for the formation of a new vehicular access and driveway to improve the safety and functionality of access to the stables.

Whilst the existing access currently serves the property, operational experience following occupation has demonstrated that an alternative access arrangement would provide significant highway safety benefits through improved visibility, reduced gradients and enhanced vehicle manoeuvrability.

The proposal relates solely to alterations to the means of access and does not involve the erection of any additional buildings.

Site Description

The application site comprises a recently constructed detached dwelling known as 'The Stables', situated on the northern edge of the market town of Longridge within the administrative area of Ribble Valley Borough Council.

The site occupies a transitional location on the edge of the built-up area and adjoins the existing settlement boundary of Longridge.

Urban development extends immediately to the south, whilst land to the north becomes increasingly open and rural in character.

The existing buildings currently benefit from a vehicular access taken from Chaigley Road, located within the southern corner of the site.

The application proposes an improved access arrangement designed to provide safer and more convenient access to the stables.

Heritage Asset

This application seeks to secure planning permission for new access/driveway. The application site, The Stables, is located within the setting of a grade II listed structure.

Location

Statutory Address: Tunnel Portal in The John Smith Playing Field, Chaigley Road.

County: Lancashire

District: Ribble Valley (District Authority)

Parish: Longridge

National Grid Reference: SD 61155 37821

Details

1. SD 611 378 LONGRIDGE OFF CHAIGLEY ROAD in the John Smith Playing

Field

7/121A Tunnel Portal

2. II

West portal of a tunnel, which is now blocked at the other end, dated 1839. Sandstone.

The centre piece of the portal is flat on plan and projects a little between abutments which curve forward. All the masonry is rusticated and rock faced. The tunnel is an elliptical tube of coursed stone, and the voussoirs of the entrance are individually rusticated and rock-faced under a plan projecting string course. The taller keystone bears a panel incised with the letters P & L R 1839 FHP CT Overall is a smoother-faced blocking course (of single stones over the centre piece and of three shallow courses over the abutments) and a flat coping. Many of the stones bear masons' marks.

History: built for the Preston and Longridge Railway Company's line from Tootle Height Quarry which was opened in 1840. The chairman was Sir Peter HeskethFleetwood (to whom the initials FHP are said to refer).

Listing NGR: SD6115337826

A stone with a plaque about the Longridge Railway tunnel is in the John Smith Playing Field, to the north of the portal. The plaque reads the following:

Railway and Quarries

Tunnel

The railway tunnel to your right was built under Tootle Heights in 1839, to access the extensive quarries on the other side.

Initially railway wagons ran downhill to Preston controlled by a brake van and the were pulled back uphill by horses steam engines were used from 1848. They could not get through the tunnel so empty wagons were winched through the tunnel from the far side.

The tunnel is 51 meters (55 yards) long and the legend over the entrance reads P & LR(Preston & Longridge Railway) - 1839 - FHP CT (Fredrick Henry Park, the engineer, Cooper & Tullis, builders).

Crane Base

The cast iron crane base is all that remains of the loading dock/platform that extended for approx. 30 metres (32.5 yards) towards the tunnel.

Stone from the higher quarries was brought down by cart and loaded into rail wagons here, and supplies for the quarries were unloaded.

Originally there were two cranes here, one small and a larger "A" frame similar to those used in the quarries.

Proposed Development and impact on the Heritage Asset

The scale, form and height of development being proposed is deemed to respect and reflect the character and appearance of properties in the wider area and given the limited scale of the proposed driveway this will not result in harm to the area or the heritage asset.

The proposed development will actually ensure that the character, appearance and enjoyment of the area, and wider Longridge setting can be better enjoyed than the current position, to the benefit of the Applicant and future occupants of this proposed site.

The development subject of this application, whilst resulting in change, is not noted to be resulting in harm to the wider historic environment given the limited scale, form, height, use and design of the proposed development.

The proposed driveway is at a distance from the tunnel portal that it will have no impact on the Heritage Asset.

The tunnel Portal is also at a lower level to the proposed driveway.

Access to the tunnel is not from the proposed site and access and maintenance will not be affected by the proposed development.

The scheme is therefore felt to have a positive impact on the area and is therefore felt to be wholly acceptable.

Conclusion

The proposals forming this application have been well considered, taking into account local context and need, as well as the amenity of neighbouring residents. The nature and design of the proposed use is consistent with the provisions of the Development Plan. The site is well located to utilise an extensive range of nearby amenities and modes of public transport. As such, the site is sustainably located.

It has been demonstrated throughout this submission that the development subject of this application, accords with the relevant statutory duties and the Development Plan when read as a whole. The proposed development is acceptable in principle,

by virtue of the provisions of the National Planning Policy Framework and the Ribble Valley Council Local Plan. Furthermore, numerous other material considerations weigh in favour of a positive outcome.