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8. Public Consultation Feedback

8.1 As part of the public consultation, residents were offered the opportunity to provide feedback to Hallam Land and members of the project team.

8.2 Residents could submit feedback by:

- Posting their feedback form back to NJL Consulting;
- Completing the feedback form at the in-person consultation event;
- Via email direct to NJL Consulting; and/or
- Speaking with members of the project team.

Response to Feedback Form Consultation Questions

8.3 Following the website going live and the public consultation event, a total of 69 responses from residents were received by the team via the email address, the online form, by post or collected at the consultation event.

8.4 The following section of this report sets out the response to public consultation feedback received in respect of the proposed development.

8.5 A combination of both open-ended and multiple-choice questions were asked within the feedback form. These allowed for respondents to expand on their responses and provide detailed information for analysis. As a result, key themes have been drawn out from open-ended responses, and graphs have been produced to visualise multiple-choice questions.

8.6 For clarity, this Section is structured as per the questions included on the feedback form (**Appendix 7**).

What type of housing would you like to see developed here?

8.7 49 respondents (71% of total) expressed a preference for no housing to be developed on site. Many participants raised concerns about the proposed scale of development, with the suggestion of 300 dwellings being widely considered excessive for the small village of Langho.

8.8 While there was overwhelming opposition to housing on site, a minority of respondents provided suggestions for housing types that they felt could be more acceptable if development were to proceed. These included:

- **Lower density housing-** Smaller scale development with fewer units were preferred to minimise the impact on the surrounding area.
- **Low height properties-** Such as bungalows, were mentioned as a means to preserve existing residents' views across the valley and reduce visual intrusion.
- **Affordable homes-** Acknowledging local housing needs, some respondents highlighted the importance of including affordable housing options.
- **Green Housing-** Environmentally friendly homes designed with sustainability in mind.
- **High-quality, low-density housing-** Developments prioritising quality over quantity were considered more fitting for the area.

If we need to build more homes, do you think it is a good idea to locate new housing close to existing railway stations?

8.9 Overall, respondents to this question predominantly opposed to the idea of locating new housing near the existing railway station, specifically 42 respondents (61%). Participants cited a variety of reasons for this, which included:

- **Unreliable train service-** Concerns about the inconsistent and infrequent service currently available.
- **Underutilised railway infrastructure-** Feedback highlighted that the station and its services are not being used to their potential.
- **Impact on residential amenity-** Increased railway usage was seen likely to exacerbate noise levels and negatively affect the quality of life for nearby residents.
- **Environmental concerns-** Some respondents expressed worries about the potential impact on local wildlife.

- **General opposition to the station's location-** A broader sense of dissatisfaction with having a station in this specific village was noted, as well as the increased impact on the A59 access point.

8.10 A minority (9 respondents) indicated that, in principle, housing near an existing rail station could be a positive move, particularly due to the potential for reducing unnecessary car usage. However, even among these responses, many emphasised that significant improvements to the railway service and infrastructure would be necessary to make such a proposal viable.

We are proposing to create a car park on site to serve users of the nearby Langho Railway Station. Do you support this proposal?

8.11 Responses to this question predominantly opposed the construction of a public car park on-site (58% of respondents), although 20% of respondents were in support. The remaining respondents either did not answer or expressed no clear support or objection. Feedback highlighted several key themes:

- **Parking demand in Langho-** Some respondents expressed concerns that parking is already insufficient for residents of the village, and new car park would exacerbate these issues.
- **Impact on surrounding properties-** Noise and increased activity from car park use were cited as potential disturbances to nearby residents.
- **Increased car journeys-** There were concerns that the proposal might encourage unnecessary car journeys to Langho, contrary to sustainability goals.
- **Questionable usage-** Several respondents doubted whether the car park would be used effectively, given the perceived inefficiency and inadequacy of the existing rail service and infrastructure.

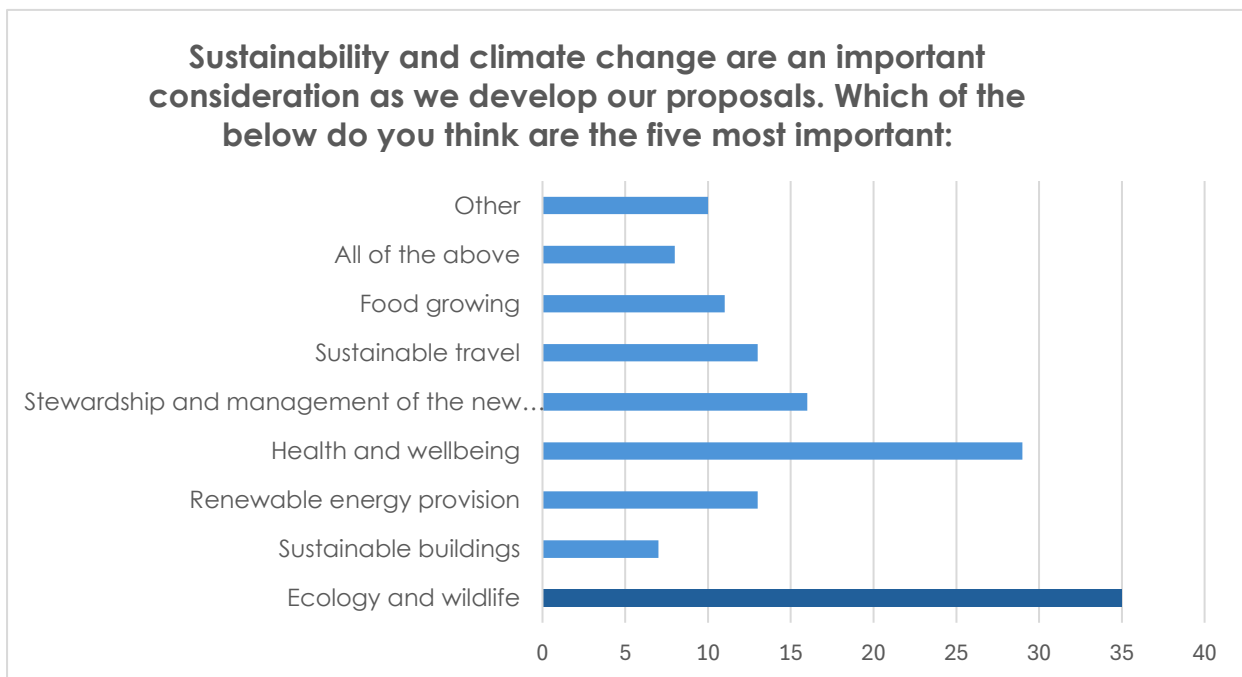
8.12 A minority of respondents, expressed support for the proposed car park (20%), emphasising the following:

- **Integration with new housing-** With the proposed addition of 300 homes, a substantial car park could serve the new residents and improve accessibility to the railway station.

- **Railway improvements-** Supporters noted that should rail service and rail infrastructure be improved, a well-managed car park would become a valuable asset to the development.
- **Access and management-** Some supportive responses suggested that careful consideration should be given to the design of access points and the long-term management of the car park.

Sustainability and climate change are an important consideration as we develop our proposals. Which of the below do you think are the five most important:

8.13 Respondents were asked to select factors they considered most important in relation to sustainability and climate change principles. Participants could choose multiple options they deemed appropriate. The results are visually represented in the accompanying bar chart.



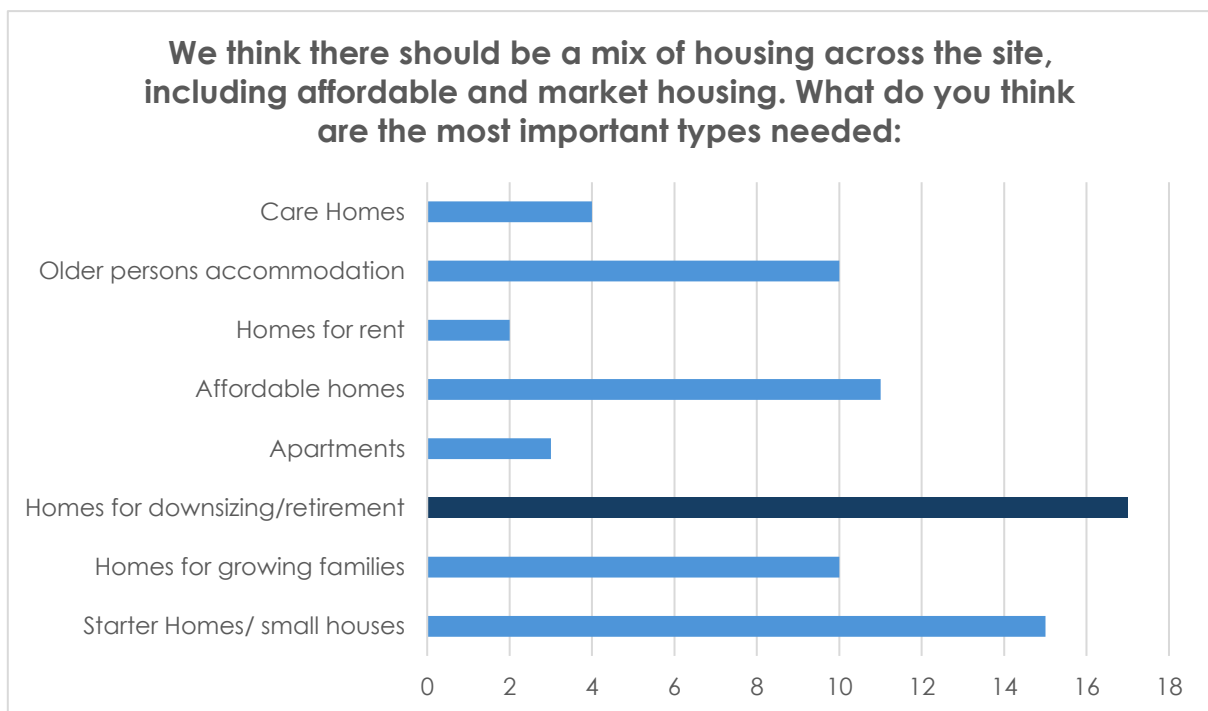
8.14 Key findings are as follows:

- 'Ecology and Wildlife' emerged as the most important factor, with 35 respondents (51%) identifying it as a key priority.
- Health and wellbeing followed closely, receiving 29 responses (42%), indicating a strong emphasis on the social and physical benefits of a sustainable development

8.15 The findings indicate that respondents highly value preserving natural ecosystems and promoting health and wellbeing as part of sustainable development.

We think there should be a mix of housing across the site, including affordable and market housing. What do you think are the most important types needed:

8.16 Respondents were asked to identify the most important housing types needed for this development, selecting from a range of options. A bar graph illustrating the results is presented below for clarity.



8.17 Key findings include:

- **Most preferred housing types-**

- Homes for downsizing/retirement- This category was the most frequently selected with 17 responses (25%), reflecting a strong demand for housing suitable for older residents.
- Starter homes/small houses- Closely following, this category received 15 responses (22%) highlighting the need for housing to support first time buyers and smaller households.

- **Least preferred housing types-**

- Homes for rent and apartments were the least selected, with only 2 and 3 responses respectively, suggesting these housing types are not a priority for most respondents.

8.18 Some participants selected 'other' and provided comments, including a preference for more bungalows to meet the needs of older residents, and others raised concerns that the village already has sufficient housing.

8.19 Overall, the responses suggest a strong preference for housing types that support older residents and first-time buyers, with lower demand for rental properties and apartments.

Would you like to see green spaces and play areas delivered in this area?

8.20 Responses to this question showed strong overall support for the provision of green spaces and play areas in the area. However, a notable proportion of respondents indicated a preference for retaining the existing fields and green space rather than introducing new development. Key feedback themes included:

- **Support of green spaces-** 24 respondents (35%) explicitly supported the inclusion of green spaces and play areas, emphasising their importance for the well-being of residents and the community.
- **Retention of existing green space-** 16 responses (23%) highlighted a preference for retaining the current fields and natural green spaces. Respondents expressed concerns that developing the area, even for recreational purposes, might reduce the quality or availability of green space for the village of Langho.
- **Priority for large, accessible green spaces-** Respondents emphasised that any development should prioritise maintaining access to substantial green areas for both new and existing residents and community.

We are providing areas of open space within the proposed development. What would you like to see present in such spaces?

8.21 It is important to note that 28 respondents (41%) did not respond to this question, and 16 respondents (23%) expressed opposition to building homes on this existing open space and would rather it be kept in its original state.

8.22 A word cloud has been created to illustrate the key themes raised in response to this question. Larger words in the cloud represent themes or suggestions that were mentioned more frequently by respondents.

- **Pressure on local services and amenities-** A significant number of respondents raised concerns about the ability of existing amenities and services to accommodate the proposed development of 300 homes. Specifically, this included:
 - Education- Local schools were said to be oversubscribed, raising doubts about capacity for new children.
 - Healthcare- Respondents noted inadequate healthcare services in the area, with existing facilities unable to cope with current demand.
 - Retail and daily needs- The area was described as lacking sufficient retail options, with only one SPAR shop in the village.
 - Social and leisure services- Several comments, highlighted the absence of services such as bars, restaurants and other recreational facilities.

- **Traffic and Road Safety-** Traffic related concerns featured prominently:
 - A59 (Longsight Road)- This road is where the site access is proposed, and was described as fast, busy and dangerous. Respondents feared that increased traffic would exacerbate safety risks.
 - Whitehalgh Lane- Bounding the site to the west, this road was referred to as a “rat run” where vehicles travel at high speeds, raising safety concerns.
 - Impact on Langho village- Respondents noted that the development would lead to broader traffic impacts across the village, further straining local roads.

- **Scale of development-** Many respondents expressed that the scale of development (300 homes) was excessive, noting that it would drastically increase the size of Langho. The development was deemed to be disproportionate to the village’s existing character and infrastructure.

- **Open space and recreation-** Echoing earlier feedback, residents expressed concerns about losing existing open space used for walking and recreation. The value of the space as a community resource was emphasised.

- **Infrastructure and Environmental concerns-**

- Rail service- Respondents reiterated issues with the unreliable rail service and the poor condition of Langho station, questioning the feasibility of promoting rail use for new residents.
- Flood risk and drainage- Concerns were raised about Langho's flood risk, especially considering the topography of the site, with queries about how drainage and flood risks would be addressed in the development.

8.25 The overwhelming sentiment from respondents was apprehension about the proposed development, particularly regarding the strain it would place on already limited local services and infrastructure.

Responses from the Public Consultation Event

8.26 There was some overlap between the key themes emerging in the public consultation event with the responses from the feedback forms. The key topics and comments raised during the consultation include:

- **Loss of Green Space/Open Space-** Opposition to houses being built, emphasising the importance of preserving green and open spaces.
- **Lack of infrastructure-** Many respondents expressed concerns about the lack amenities, including issues with doctors' surgeries, NHS dentists, and schools in the area.
- **Highways/Traffic-** Congestion concerns, especially along Longsight Road (A59) and Whitehalgh Lane, with doubts about the local road system's ability to handle increased traffic.
- **Public Railway Car Park-** Mixed views regarding the proposed public car park, with scepticism about its frequency of use. Others supported the proposal stating that this will relieve parking pressures on surrounding residential roads.
- **Overlooking/Amenity Concerns-** Some respondents raised concerns about their properties being overlooked by the proposed new housing.
- **Security/Crime-** some respondents raised concerns on the impact of existing residents' security and felt that the development would result in an increase in crime and vandalism.

- **Affordable Housing-** Questions raised about the affordable housing offer within the proposed development.
- **Wildlife and Biodiversity-** Concerns about the impact on wildlife and biodiversity as a result of the development.
- **Trees-** Some respondents expressed concerns about the fate of existing mature trees on the site as a result of the proposed development.
- **Request for information-** Respondents requested more detailed information on the development, including more detailed drawings, education needs, healthcare needs, and planning application details.

9. Responding to Consultation Feedback

9.1 Following the receipt of all consultation feedback, Hallam Land reviewed the comments and amended the scheme accordingly. As this is an Outline Application, detailed aspects such as specific housing designs, internal layouts and finer details of landscaping and open space will be determined at Reserved Matters stage. The following chapter discusses which elements of the scheme were changed and why.

Changes to the Scheme

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

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 300 homes 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 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. 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.

Housing Mix

- **Affordable Housing** - Responding to concerns about the need for a variety of house types, Hallam Land have committed to at least 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.
- **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.

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 will inform 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.

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.

10. Conclusion

- 10.1 This SCI has been prepared on behalf of Hallam Land to explain the consultation process that has been undertaken ahead of the formal planning submission.
- 10.2 The report demonstrates that in the preparation of this application, Hallam Land have sought to positively engage with various stakeholders to inform and evolve the design of the scheme.
- 10.3 The consultation process has spanned a period of over 2 months and has included engagement with the following bodies:
- Ribble Valley Borough Council;
 - Lancashire County Council;
 - Lancashire and South Cumbria NHS Foundation Trust;
 - Billington and Langho Parish Council; and
 - Members of the local community.
- 10.4 The above list demonstrates a comprehensive consultation process and a commitment by Hallam Land to deliver a scheme which acknowledges and responds to comments raised by relevant stakeholders.
- 10.5 Through ongoing dialogue with the aforementioned consultees, Hallam Land has developed a scheme which, in our view, positively responds to the comments raised.
- 10.6 We therefore consider that the approach to consultation has satisfied the guidance set out in the NPPF and the RVBC SCI and demonstrates a real and meaningful commitment by Hallam Land to deliver a scheme which works for the local area.
- 10.7 The resultant layout seeks to address the comments raised and present a scheme which can be supported by the relevant consultees and local stakeholders.

Appendix 1- Site Layout



- Key:
- Site Boundary
 - Proposed Units
 - Rear Gardens
 - Proposed Green Space
 - Proposed BNG area
 - Proposed Attenuation Basin
 - Proposed LEAP
 - Existing Vegetation
 - Proposed Vegetation
 - Existing PRoW
 - Existing Pedestrian Access
 - Proposed Pedestrian/Cycle connections
 - Proposed Primary Vehicle Access
 - Proposed Pedestrian/Cycle Access
 - Proposed Indicative Primary Road
 - Proposed Raised Table
 - Proposed Shared Street
 - Proposed Private Drives
 - Proposed Parking
 - Langho Station Car Park Provision

Land Use Summary:
 Red Line Boundary Area: 19.889ha
 Net Developable Area: 12.08ha
 Public Open Space: 7.809ha

Drawing Title
ILLUSTRATIVE MASTERPLAN

Project
LAND AT LONGSIGHT ROAD, LANGHO

Date	Scale	Drawn by	Approved by
16/12/2024	1:1000@A1	EF/SN	JB

Project No	Drawing No	Revision
333101612	0104	

Client
 HALLAM LAND



Appendix 2- Lancashire County Council Response

Rory Osborne
Hydrock Fore

Phone: 0300 123 6780
Email: developeras@lancashire.gov.uk

Your ref:
Our ref: Pre-app
Date: 22nd November 2024

Address: Longsight Road, Langho

Proposal: Proposed residential development 300 dwellings

The submitted documents and plans, including application form and scoping note V1.0 have been reviewed.

Following our pre-application meeting on Monday 18th November 2024 the following comments are made.

The Council's advice is current on the date it is given. Whilst every attempt will be made to identify reasonably foreseeable future influences the Council cannot guarantee that its advice will take these into account. This may extend to matters such as changes in planning policy or planning precedent. The advice in any event will expire 12 months after the date on which it is given.

Proposal

The application seeks advice for an outline with access application for 300 new dwellings with the potential for a car park for Langho Railway Station. The land is currently agricultural grazing land. A new access is proposed on A59.

Sustainability

A Framework Travel Plan should be submitted with the application. A robust Travel Plan and mitigation measures to support sustainable travel modes are required to support this development.

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 offer this service we would request a contribution of £36,000 based upon the proposed floor area and use class within a S106 agreement.

Linked to 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 later agreed) 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. New quality bus stop standard bus stops in both directions on the A59 are required.

These are both LCC subsidised services and we would request a contribution to support the running of these services to support sustainable travel.

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. These bus stops need upgrading to quality bus stop standard. It is noted that this route has steps on the north side of the railway.

There is a potential for a new car park to accommodate circa 30 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.

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.

Active Travel England are a statutory consultee to the planning process and they will comment upon the sustainability of the site using their own assessment toolkit.

Traffic Impact

There is committed development at Salesbury Enterprise Zone LDO and Masterplan which needs to be included in the assessment.

The following junctions are proposed for assessment.

1. A59/A666/C548 Whalley Road roundabout
2. A666/Whitehalgh Lane/York Lane double mini roundabout
3. A59/B6245 Ribchester Road traffic signalised junction

We would request that in addition the following junctions are assessed.

4. A666 Whalley Road/ B6245 Ribchester Road / C544 Hollowhead Lane
5. A59/Whitehalgh Lane/Chapel Lane
6. Site access

New data will need to be collected for these junctions including queue lengths.

