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Your ref: CONRSPB/3/2014/0438  
Our ref: 03/14/0438/SHP/DRA  
Date: 07 July 2014

FAO Daniela Ripa

Dear Daniela

**Application 03/2014/0438 - Development of 106 residential units, including affordable housing, new vehicular and pedestrian accesses, landscape and public open space, Land at Chipping Lane, Longridge.  
Applicant Barratt Homes**

I refer to the above application, the April 2014 Transport Assessment (TA) produced by Vectos and the other documents in support of the application by Barratt Homes.

Lancashire County Council (LCC) as Local Highway Authority (LHA) is responsible for providing and maintaining a safe and reliable highway network. The County Council is also committed to reducing congestion and delay and improving highway links and junctions in the most congested transport corridors. With this in mind the present and proposed traffic systems have been considered in and around the area of the proposed development including the strategic influence. The LHA has concerns as the network beyond the site does suffer from a level of congestion, with queuing occurring at peak times on the A6 corridors and other corridors between Longridge and Preston.

It is essential that the developer demonstrates that the development site can satisfy the NPPF foundation of providing for sustainable transport. Thus any application must incorporate a package of sustainable transport measures to address the issues relating to the provision for public transport, cycling and walking modes.

## **Development**

The development proposals are for full planning permission for 106 dwellings which will be accessed off Chipping Lane via a new priority junction with ghost island right turn facility.

## **Transport assessment**

Supporting documents have been produced and submitted which include a Transport Assessment dated April 2014. While the broad scope of the TA was discussed with Vectos pre-application, important parameters were not agreed with LCC. The TA and Vectos assumptions give concern regarding the use of 2010 survey data, inappropriate trip generation rates, the distribution of new traffic assigned to the highway network from the development, committed development traffic effects (and mitigation measures for committed development) in the analysis.

As submitted it is not possible or appropriate for LCC to complete a comprehensive review of the TA due to the inclusion of questionable assumptions used in the analysis. The attached LCC note; *"Proposed Residential Development, Land East of Chipping Lane, Longridge. LCC Transport Assessment Comments on submitted TA by Vectos"*, contains detailed comments on the submitted TA.

## **Access arrangements**

The principle of the proposed junction arrangements is a reasonable access solution; in addition to catering for motor vehicles and vehicular access if designed well it has potential to support both a quality and a safe means for pedestrian/cycle access links to the existing built environment. However, as submitted the applicant has not demonstrated that the proposed access is acceptable. Failure by the developer to provide for a safe and adequate means of access and (for all modes) would be grounds for objection to the application on both highway safety and policy grounds (NPPF).

This application proposal does include some detail on access as highlighted on Plan 3 of the TA, however, this is lacking in detail to satisfy the LHA as indicated below:

1. The access strategy provides an improved wider footway from the access southbound on Chipping Lane, but this should be 3m wide for shared pedestrian/cycle use to link to the internal pedestrian/cycleway running along the main site access road through the site.
2. It is proposed to extend the speed limit along Chipping Lane to the north of site, but no detail is included on the drawing. Details of the proposed change of speed limit must be supplied. Regarding the change of speed limit, I would anticipate a gateway treatment with a slight narrowing in the road together with new signs and lines, together with rumble strips.
3. With regard to visibility at the access; no speed readings have been submitted to support the proposed visibility splays. The evidence base for the proposed visibility splays must be submitted.

4. The TA indicates "a pedestrian connection from the site to the bus stops along Chipping Lane will also be provided." Please clarify detail of this footpath connection. I note that the north bound bus stop on Chipping Lane lacks hard standing, or any footway; I assume that the connection will address this. The TA proposed bus stop upgrades on Chipping Lane; I request the bus stops on Chipping Lane near the site be upgraded to quality bus standards.
5. The TA also states a new footpath connection will also be provided which will link the site to the adjacent Sainsbury's site. This should maintain the 3m internal route with lighting. Is there agreement in principle to this provision from Sainsbury's? There may need to be internal work to the Sainsbury car park to provide a safe route through the store car park. Please confirm the arrangements with Sainsbury's. This connection must be delivered with the first phase of development.

## **Site Layout**

I note that access from Phase 1 will continue through phase2 I assume that suitable highway infrastructure will be provided through Phase 1 to facilitate the second phase.

I will provide further feedback regarding the site layout asap.

## **Sustainability**

The site has the potential to provide for the safe and reasonably direct movement of pedestrians and cyclist to access to network in all directions, including access to bus stops. This requires the agreement on bus stop upgrades, together with improved footway/cycleway linkages.

## **Recent Development proposals in North Preston and Central Lancashire Highways and Transport Masterplan**

A further consideration is the scale of emerging development proposals as set out in the adopted Central Lancashire Core Strategy and the proposed developments reliance on transport routes west to and/or through Preston. The Core Strategy sets out the basis for planning in Central Lancashire over the next 15 years and details Strategic Sites and Strategic Locations where development will be focused and infrastructure improvements. Therefore, it is critical that the impact of this development does not compromise the existing or future movement of people and goods by any mode or the ability to promote infrastructure to accommodate (or at least maximise) planned growth.

The County Council continues to support development, with the important proviso that delivery of the scale and distribution of development will necessitate major additions to existing transport infrastructure funded by development. The appropriate and necessary additional highway and transport provision to support movement on key corridors in Preston is included in the Central Lancashire Highways and Transport

Masterplan (CLHTM, adopted by LCC March 2013), which indicates that developers to appropriately contribute to its delivery, together with education, health and other key community infrastructure.

The Central Lancashire Highways and Transport Masterplan set out a future highways and transport strategy linked to economic development and spatial planning priorities, including those set out in the Central Lancashire Core Strategy. The CLHTM identifies major improvements in Appendix 1, which includes Preston Western Distributor Road, Broughton Congestion Relief, M55 junction1 (already delivered), M6 at Junction 32, and the Longridge-Grimsargh-Ribbleton-Preston City Centre Public Transport Priority Network. It is anticipated that these combined measures will address existing highway congestion in north Preston and provide additional capacity for the allocations in the Core Strategy funded by developers via CIL contributions.

### **Wider Impacts**

The additional vehicles generated by this proposed development will result in higher flows on the existing surrounding network including that on the A6 corridor, at Junction 1 of the M55 and on the B5269 and B6243 corridors. There is concern with the proposed development that combined with other potential development in Wyre, Fylde and Ribble Valley it take-up the planned capacity on the wider network. It is fair and reasonable that the proposed development make a contribution related to the scale of development to the necessary infrastructure to support this application. Developer contributions are sought to deliver improvements to support the principles of the CLHTM to develop highway capacity at the A6/M55 interchange; and towards the Longridge ~ Grimsargh ~ Ribbleton ~ Preston City Centre bus route (as a public transport priority corridor, with measures that follow a public realm approach to support sustainable transport movements and improve the operation of junctions and service reliability along this corridor).

### **Travel Plan**

This development is in excess of our Travel Plan submission threshold. The Transport Assessment submitted as part of the planning application includes information on accessibility, but does not include a travel plan of any kind.

We would therefore request that a Framework Travel Plan covering all elements of the development should be submitted prior to any development commencing and that this be secured by a condition of planning.

The Framework Travel Plan when developed would need to include the following as a minimum:

- Commitment and timescale for the appointment of a Travel Plan Coordinator (suggest at least 1 month prior to first occupation).
- A commitment and timescale to undertake travel surveys (recommend within 3 months of reaching 75% of dwellings occupied [80 – 139 units])
- A commitment and timescale for the development of a Full Travel Plan (recommend within 3 months of 1<sup>st</sup> travel survey)
- Details of cycling, pedestrian and public transport links to and within the site

- Details of the provision of cycle parking for any properties where suitable storage is not available
- List of any proposed measures to be introduced particularly any to be implemented prior to the development of the Full Travel Plan
- Details of arrangements for monitoring and review of the Travel Plan for a period of at least 5 years.

The Full Travel Plan when developed would need to include the following as a minimum:

- Contact details of a named Travel Plan Co-ordinator
- Results from employee/residents travel survey
- Details of cycling, pedestrian and/or public transport links to and through the site
- Details of the provision of cycle parking for any properties where suitable storage is not available.
- Objectives
- SMART Targets for non-car modes of travel, taking into account the baseline data from the survey
- Action plan of measures to be introduced, and appropriate funding
- Details of arrangements for monitoring and review of the Travel Plan for a period of at least 5 years

On a development of this size LCC would normally request a contribution of £6,000 to enable Lancashire County Councils Travel Planning Team to provide a range of services as outlined below.

**Section 106 contributions will primarily be used to enable the Sustainable Travel team to:**

1. Appraise Travel Plan(s) submitted to the Planning Authority and provide constructive feedback.
2. Oversee the progression from Framework to Full Travel Plan in line with agreed timescales.
3. Monitor the development, implementation and review of the Travel Plan for a period of up to 5 years.
4. Support the development and implementation of the Travel Plan.
5. Develop and provide online, staff mode of travel surveys and collation of returns for baseline and subsequent monitoring purposes.
6. Attend meetings with developer/occupier/co-ordinator as necessary.
7. Provide access to leaflets, publicity, maps and information – provision of bespoke literature and large quantities may be subject to additional charges.
8. Conduct a basic site audit.
9. Provide localised maps and plans, GIS mapping of staff postcodes or other origin and destination data, accessibility plot of public transport, walking and cycling routes/thresholds to site.
10. Advise and offer appropriate support with implementation or suitability of specific elements or measures.
11. Assist with the development of sustainable travel directions for web pages and other appropriate content.
12. Help stage promotional events and activities including Walk to Work Week, Bike Week, car free days or measured mile walks etc.

## **Funding to support the measures and achieve the targets of the Full Travel Plan**

LCC would expect the TA to include Funding to support the measures and achieve the targets of the Full Travel Plan. While a number of potential measures are included for consideration as part of the outline Travel Plan. However, without a commitment to funding these measures they cannot be implemented and therefore the benefits of the Travel Plan will be overstated.

The development of sustainable measures is a key to our agreement to development trip rates targets within the TA/TP, without these measures these rates are unlikely to be achieved.

Notwithstanding necessary and appropriate sustainable transport service provisions and new infrastructure links/upgrades, LCC request that a sustainable transport contribution of £255 per unit is included in the S106 to deliver a range of necessary Personalised Travel Plan Measures as set out below:

- Public Transport Smartcards for households to encourage sustainable patterns from the outset of the development. (£105 towards bus fares)
- Provision of cycles and safety equipment for households (£150 cycle contribution)

LCC are satisfied that this request meets the requirements of the CIL regulations, and on balance, an overall package of measures is appropriate and necessary to minimise the impact of this proposal and support a sustainable development. Agreement of the targets to be set within the Full Travel Plan should be progressed as soon as possible to support this approach.

## **Planning Conditions**

Given the current lack of agreement on the access for the residential development, appropriate planning conditions are yet to be produced by LCC. However, should your Council be minded to approve the application I would be pleased to work with you to agree a list of appropriate conditions

## **Summary**

Lancashire County Council takes its responsibility seriously with respect to the current and future use of the highway network whilst also giving a high priority to supporting growth in the key economic centres; including supporting private sector led economic growth, the creation of jobs and access to employment, education and training.

LCC as Highway Authority can state that this development can be accommodated locally and can include suitable sustainable infrastructure integrating into the wider surrounding environment. This assumes that all obligations/measures as detailed above, and that all agreements and with respect to all highway improvement and related works are progressed and delivered to the satisfaction of the LHA and that all planning conditions are satisfied.

As submitted, currently LCC do not support this development proposal for the following reasons:

- Failure to demonstrate a safe and adequate access with provision for all highway users. Further evidence and support is required with regard to the detail and operation of the proposed site access and analysis of junctions on the local highway network.
- Lack of information, support and commitment with regard to satisfying the sustainability needs of this site. The development must provide/ support sustainable transport measures to address the issues relating to the provision for public transport infrastructure, together with cycling and walking connections to appropriately integrate with both the existing environment and all future development phases, and satisfy the NPPF foundation of providing for sustainable transport.

Note: The applicant may wish to submit revised plans, details, evidence and commitment, if acceptable may overcome the local element of this reason.

I hope the above is of assistance in your Councils determination of the application, if you have any questions please feel free to contact me.

Yours sincerely

A handwritten signature in cursive script, appearing to read 'David Allen', with a horizontal line underneath it.

David Allen  
Strategic Highways Planning