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FAO John Macholc

**Application 03/2014/0764 - Development of 363 homes including affordable housing and housing for the elderly, relocation of Longridge cricket club to provide a new cricket ground, pavilion, car park and associated facilities, new primary school, vehicular and pedestrian access landscaping and public open space, with all matters reserved apart from access.
Land at Chipping Lane, Longridge.
Applicant Barratt Homes**

I refer to the above application, the Transport Assessment (TA) updated April 2015 produced by Vectos and the other documents in support of the application by Barratt Homes for 363 dwellings and LCC previous comments.

Further to my comments of 1 December 2015, LCC did not agree with several important parameters (including trip generation rates, the base traffic model, the validation of the traffic model, and outcomes of the analysis) of the original August 2014 TA traffic impact analysis and it was not possible LCC to complete a comprehensive review of the TA.

Following numerous emails between LCC and Vectos the highway consultant they produced an updated TA for an amended development of 363 homes (reduced from 520) and the traffic impact analysis includes all committed development traffic flows to that date ie included the Dilworth Lane site. Vectos have also indicated agreement by the applicant to developer funding for off-site highway improvements and sustainable transport infrastructure to mitigate the development.

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 corridor (Broughton/Fulwood) and B6243 corridor through Grimsargh between Longridge and Preston.

It is also 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 outline planning permission for 363 dwellings, a new primary school, and relocation of Longridge Cricket Club (to provide new cricket ground, pavilion and car park). The development will be accessed off Chipping Lane via two new junctions. A priority junction with a ghost island right turn facility approximately 110m north of the existing Inglewhite Road junction and the provision of a secondary priority junction 150m further north.

Access Arrangements

The principle of the proposed junction arrangements is an acceptable access solution; which in addition to catering for motor vehicles and vehicular access it has potential to support both a quality and a safe means for pedestrian/cycle access links to the existing built environment.

The revised TA (April 2015) and additional correspondence from Vectos have addressed a number of issues raised by LCC Highways in our earlier response, these include:

- Plan 3 of the TA now includes acceptable detail for the 2 access points in terms of lane widths and refuge islands.
- The footway along the site frontage will now be provided at a width of 3m to cater for shared pedestrian and cycle use.
- Acceptable details regarding the proposal to extend the speed limit along Chipping Lane to the north of the site. Details on the TA Plan 4 now indicate gateway treatment with a slight narrowing in the road together with new signs/lines and rumble strips. Improvements would be delivered through a s278 agreement and be subject to detailed design following necessary consultation in respect of changes to TRO's, all funded by the developer.

The latest revised TA (April 2015) confirms that a new footpath connection will be provided which will link the site to the adjacent Sainsbury's site. An email is included in Appendix 2 of the TA which confirms Sainsburys agreement in principle to this provision. LCC expect this provision should be provided to the same width as the shared use pedestrian/cycleway to be provided along the main site access, therefore 3m wide with lighting. The connection through the Sainsbury car park should be delivered with the first phase of development and subject to a suitable condition.

Internal Layout

The developer has provided an Illustrative Masterplan/ Indicative Layout for the application; this illustrates the internal layout for the development. However, this is a reserved matter and detail of the internal layout would be dealt with under a subsequent reserved matters planning application.

Sustainable Transport

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

The TA Plan 6 now indicates that a pedestrian connection will be provided from the site to the existing bus stops along Chipping Lane. New footways will be provided along the site frontage, in addition a section of verge on the west side of Chipping Lane will be replaced with footway and the existing bus stops upgraded. These bus stops upgrade should be to mobility/quality bus standards. Plan 6 also indicates potential pedestrian routes to Thornfield Avenue, Redwood Drive and Willows Park Lane to link south to the town, satisfying the requirements of NPPF for integration with the existing built environment.

In terms of cycle links I would also expect the development to contribute towards the Longridge Loop footpath/cycle route around Longridge and the proposed Preston - Longridge railway cycle route.

The Town Council devised a route for the Longridge Loop that would link the proposed developments round the town and provide a connection either with a cycle route into Preston on the old railway, or via B roads. Parts of the route are through private land or on public footpaths so some of the route might be difficult to implement. However, there are enough variants on the route to make the whole route possible, and this scheme is supported by LCC.

The Loop route proposed by the Town Council is through the public open space to the north of the site. The route could be diverted through the site and the applicant is agreeable to including the route through the park areas adjacent to the cricket club and the school site to improve direct accessibility. The applicant is also agreeable to providing funding of £15,000 towards providing infrastructure and signing for the Longridge Loop route.

The Preston - Longridge railway cycle route is an aspiration of both LCC and Longridge Town Council is indicated in the Ribble Valley development plan. Parts of the route have been completed, and the route would provide a direct off-road link between Longridge and Preston and be an attractive route for both commuting and education trips. The developer has indicated a contribution of £175,000 funding to be used to provide a cycle route along the old Preston to Longridge railway, or alternative provision on Preston Road if old railway route cannot be delivered.

In terms of public transport the developer has demonstrated connections to existing bus stops on Chipping Lane and bus stop improvements. While the bus stops on this route are convenient the existing services are limited, but fortunately the site also has the benefit of access (in the town) to a regular timetabled service to Preston (service no.1). However, the Longridge ~ Grimsargh ~ Ribbleton ~ Preston City Centre bus route is subject to congestion and delays and there are concerns regarding bus service capacity and reliability on the no.1 bus service to Preston. Bus services need to present an attractive regular alternative to the use of the car to influence modal choice, and LCC have identified this as a public transport priority corridor and have

targeted the route for measures to reduce delay and improve reliability. LCC are considering traffic management solutions and other measures that follow a public realm approach to improve the operation of junctions and link capacity to improve bus service reliability along this corridor to support sustainable transport movement

To improve service reliability the developer has indicated a contribution of £180,000 towards improvement of the Longridge ~ Grimsargh ~ Ribbleton ~ Preston City Centre bus route. The developer contribution would be targeted at traffic management improvements on the route (particularly through Grimsargh) to reduce traffic friction that causes delays and improve service reliability.

The developer has also indicated an agreement to provide "Public Realm improvements in Longridge Town centre", in the form of a £50,000 contribution to provide widened footways, uncontrolled crossings and bus stop upgrades as required to improve linkage and accessibility to services and facilities in the town centre

Transport Assessment

The County Council is committed to reducing congestion and delay while supporting economic growth; including supporting private sector led economic growth, the creation of jobs and access to employment, education and training. This approach requires making the maximum use of the existing capacity within the transport network and where appropriate identifying necessary improvements to infrastructure to facilitate development both locally and strategically. To do this, LCC must evaluate the operation of both the local and wider network for all modes with regard to any changes proposed as part of the planning process for new development.

Local Network Impact

In the consultation response to the application dated 1 December 2014 LCC stated that 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.

The impact of this development on the local network gave rise to a number of issues in regard to junction calibration and flow anomalies within the traffic flow diagrams. LCC also raised a number of queries in respect of trip assignment and consideration of committed developments.

The Vectos letter of 9th December 2014 and further revised April 2015 TA sought to address these issues. The further assessment work included queue length surveys to validate the local junction models, correction of traffic flow anomalies, consideration of traffic flow profiles and further analysis reviewing the impact of committed and proposed development traffic. LCC have reviewed all the further information and the approach presented and taken a considered view on the impact of this proposed development. It is critical that development-related increases in movement (demand) are suitably considered and appropriately mitigated against.

The TA specifically identifies potential impacts on highway capacity at the Derby Road/ Whittingham Road/ Kestor Lane and the Preston Road/ Chapel Hill junctions. However, this cannot be attributed wholly to traffic from the development and the

future year analysis indicated the junctions are approaching capacity with background growth and committed traffic. The conclusions drawn by Vectos is that the impact is minimal and that queues will form and disperse quickly (as observed currently) and can therefore be discounted. They have however indicated that the Preston Road/Chapel Hill junction can be improved with modifications to the road lining to improve capacity and the developer has committed to deliver this improvement as s278 highway works.

LCC do not fully accept the junction modelling presented in the TA; LCC do not agree with the manipulation of input parameters (for example intercept adjustments) and not fully modelling committed highway improvements at Stonebridge roundabout. These flaws in the modelling may understate the impact of development on the local network. But, conversely the modelling also appears to under-estimate capacity (and over-estimate the predicted traffic queues) when compared with observed traffic flows. This is due to technical difficulties for the standard junction model to represent the existing roundabout junction geometry parameters and replicate the observed peak hour traffic queues (to validate the base year model). Consequently the anomalies of the base year analysis leads to further irregularities in junction performance including underestimating capacity in the future year analysis (when both background traffic growth and committed development traffic is applied to the model).

LCC acknowledge that Vectos have made a reasonable attempt to model the existing network and traffic impacts, and what can be agreed is that the cumulative impact of existing and committed development will result in a number of junctions on the local network reaching/or exceeding capacity for periods of the network peaks in future years. When this point is reached any further additional impact will exacerbate the congested conditions and this cannot be dismissed as minimal.

It is, however, our opinion that the impact from the scale of development (proposed 363 units) would not warrant objection, but this requires the developer to deliver mitigation measures for highway improvement, sustainable modes and planning contributions as set out below under the headings 'Summary of Agreed Planning Contributions' and 'S278 Highway Works'.

This approach requires the full commitment from the developer to the early delivery of mitigation measures for congested junctions and sustainable modes together with planning contributions. This approach could be considered to somewhat mitigate the impact of the proposal on the local network and therefore indirectly provide a level of mitigation at those junctions which have been shown to be at or just above capacity. This approach can be supported in this instance as the junctions are just reaching a critical point.

Wider Highway Impacts - Recent Development proposals in North Preston and Central Lancashire Highways and Transport Masterplan

As indicated in LCC letter of 1 December 2014 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.

While I accept that there are alternative routes to Preston and the motorway network via the B6243 Preston Road through Grimsargh; there is real concern with the proposed development that its traffic generation combined with other potential development in Wyre, Fylde and Ribble Valley will "take-up" the planned capacity on the wider network provided in the Central Lancashire Highways and Transport Masterplan (funded by City Deal/CIL). It is fair and reasonable that the proposed development make a contribution related to the scale of development to deliver additional infrastructure over and above that necessary to satisfy needs of development within Central Lancashire (to support this application). Therefore, LCC seek to secure developer contributions to deliver improvements to provide additional highway capacity at the A6/M55 interchange.

Proposals (development and infrastructure) that influence the A6 corridor /M55 junction 1

There have been an unprecedented number of major planning applications in and around North West Preston and beyond (such as Wyre district in and around Garstang and the Longridge area in Ribble Valley) which will impact on the local highway network and in particular the A6 corridor, particularly around junction 1 of the M55. These developments will increase traffic flows, and the potential for further queuing and delay, beyond the existing observed levels. In simple terms, this currently equates to approximately 5,000 dwellings that are either pending or approved.

An important consideration is the scale of emerging development proposals as set out in local or emerging core strategies and further piecemeal developments that are committed or emerging from the three districts that will impact on the congested A6 corridor in and around Broughton/M55 junction 1. For example developments that:

- have the A6 as the main north-south corridor within Wyre and will impact on this congested corridor
- require routeing on the B5269 (Longridge to Broughton road) from Ribble Valley
- are located within north Preston

The adopted Central Lancashire Core Strategy sets out the basis for planning in Central Lancashire over the next 15 years. 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 within this area/District. The Central Lancashire Highways and Transport Masterplan (CLHTM) sets 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, Broughton Congestion Relief, M55 junction1 (already delivered), M6 at Junction 32 (project completed).

As you are aware a piecemeal approach to development is currently being pursued by developers in some districts (including Ribble Valley) and will result in numerous

developments all coming forward which do not consider each other's impact and therefore the cumulative impact that will result. This approach will not deliver sustainable development. It would lead to applications being presented to planning committee which significantly understate the future highway and transport impact within individual districts.

LCC officers have previously raised concerns over the impacts of development in the Longridge and Garstang areas on the A6 corridor. Officers have also stressed that it is essential that a consistent approach is taken forward with regard to trip generation, distribution, committed and emerging developments and the scope of the network to be assessed. This includes consideration for the impact on the A6 corridor and in particular the impact on the wider network at critical congestion pinch points such as Broughton crossroads and M55 Junction 1.

Strategic Highways Impact

LCC have recently received information regarding other proposals which affect the wider highway network and are producing our own analysis on some more strategic issues.

This includes:

- A) The Impact at Broughton Crossroads
- B) Impact at A6 / M55 J1

The result of this assessment can be summarised as follows:

A) The Impact at Broughton Crossroads

- i) The junction is over capacity in the Base scenario (prior to provision of the Broughton Bypass)
- ii) This is exacerbated by other proposed development
- iii) The Cumulative Impact is greater (prior to provision of the Broughton Bypass)

B) A6 / M55 J1

- i) The Base scenario will accommodate a level of development in advance of the infrastructure as identified in the Central Lancashire Highway and Transport Masterplan which include Broughton Bypass and Preston Western Distributor.
- ii) This is exacerbated by other proposed development which will add traffic into the A6 corridor at M55 J1.
- iii) The Cumulative impact of development traffic, both committed and emerging has been assessed at the M55 J1 by LCC. The preliminary LINSIG modelling indicates that the junction will be at/ beyond theoretical capacity.

Additional junction modelling using proprietary software (LINSIG) has been undertaken by LCC using up-to-date traffic flows. The modelled network includes changes as implemented at the M55 J1 and other highway changes to support the

Broughton Bypass at this junction (to be implemented as part of the bypass scheme). Committed development has been included (from sites to the north and south of the M55) at full build out even though this will take a number of years to complete. Modelling has also been undertaken which includes the influence of a new M55 junction (as part of the Western Distributor Road) as included in the City Deal Infrastructure Delivery Plan and highlighted in the Central Lancashire Highways & Transport Masterplan. The Masterplan was developed, highlighting required infrastructure for development within Central Lancashire, to provide a more direct access into the Enterprise Zone at Warton and also some secondary benefits beyond i.e. to provide some limited opportunity in Wyre and Ribble Valley districts for development impacts on the A6 corridor.

The results of this modelling exercise with consideration to the Central Lancashire Core Strategy, and other influencing committed development being fully built out including that from Wyre and Ribble Valley, and the impact from this proposal, would result in the M55 at junction1 operating at or above its theoretical capacity (Note: this modelling exercise includes the benefits resulting from all Masterplan infrastructure).

This development in Longridge does influence the operation of the M55 at J1 which is a concern and further development proposals are being considered in Wyre and Preston together with Ribble Valley which intensifies the concern. As you are aware the highway network with all changes delivered is of limited capacity and the cumulative impacts of additional development over and above that which it was intended and developed for is a significant concern.

To overcome this concern additional capacity is required around the M55 at J1, above that highlighted in the Central Lancashire Highways & Transport Masterplan. This would negate against impacts from some limited additional development beyond the boundaries of Preston. LCC in collaboration with Highways England have identified an in principle deliverable scheme, which the details are now being developed collaboratively between Highways England and LCC including a mechanism to deliver these proposals. The scheme would be funded by development sites in Preston that are not included in the Core Strategy and major proposals from Wyre and Ribble Valley, and it would be appropriate to apply this approach to this current proposal in Longridge. In addition, this development (and others) also requires the use of the new infrastructure as highlighted in the Central Lancashire Highways & Transport Masterplan.

Potential Way forward to overcome Strategic Impacts

The M55 J1 improvement scheme will require funding from development (in a similar way as the identified infrastructure in the Masterplan and City Deal Infrastructure Delivery Plan requires funding from all influencing development). With this it is reasonable, fair and equitable that development dependent on this infrastructure or additional infrastructure beyond that currently identified should also support its delivery.

For development in Wyre district the equivalent level s106 contribution (as per Preston's CIL Charging Schedule, for trips using this required infrastructure is considered appropriate to provide the means to secure necessary infrastructure over

the period. This proposed development in Longridge should make a contribution equitable to the contributions that have been requested in Wyre. The approach is deemed reasonable to secure the equivalent level of contribution based on an agreed distribution that requires the use of the new infrastructure within Preston (funded by City Deal and the North-West Preston Strategic Location).

The developer has indicated support for this approach by LCC/ Highways England and has agreed to provide a funding contribution of £210,000 towards the M55 J1 slip road improvement scheme.

Travel Plan

On a development of this size LCC would normally request a contribution of **£24,000** 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:

- Appraise Travel Plan(s) submitted to the Planning Authority and provide constructive feedback.
- Oversee the progression from Framework to Full Travel Plan in line with agreed timescales.
- Monitor the development of, implementation and review of the Travel Plan for a period of up to 5 years.
- Support the development and implementation of the Travel Plan.
- Develop and provide online, mode of travel surveys and collation of returns for baseline and subsequent monitoring purposes.
- Attend meetings with developer/occupier/co-ordinator as necessary.
- Provide access to leaflets, publicity, maps and information – provision of bespoke literature and large quantities may be subject to additional charges.
- Conduct a basic site audit.
- 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.
- Advise and offer appropriate support with implementation or suitability of specific elements or measures.
- Assist with the development of sustainable travel directions for web pages and other appropriate content.
- 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 £260 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. (£110 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. Should the development be approved; agreement on the targets to be set within the Full Travel Plan should be progressed as soon as possible to support this approach.

Summary of Agreed Planning Contribution

- A6/M55 Junction 1 interchange funding contribution of £210,000 towards an additional slip road (to develop additional highway capacity);
- the Longridge ~ Grimsargh ~ Ribbleton ~ Preston City Centre public transport priority corridor - £180,000;
- Travel Plan assistance by LCC - A financial contribution of £24,000 for the purpose of LCC providing advice and guidance on Travel Plan development and implementation in line with 2.1.5.16 of the Planning Obligations in Lancashire Policy (September 2008);
- Pedestrian and Cycle Measures - contribution to the Preston - Longridge railway cycle route. Contribution of £175,000 to be used to provide a cycle route along the old Preston to Longridge railway, or alternative provision on Preston Road if old railway route cannot be delivered.
- Pedestrian and Cycle Measures - contribution to Longridge Loop £15,000;
- Public Realm Improvements in Longridge Town Centre, a £50,000 contribution to provide widened footways uncontrolled crossings and bus stop upgrades to improve linkage and accessibility.

S278 works

- Site access the 2 priority junctions agreed 'in principle' subject to detailed design as shown in Vectos Plan 3, Drawing No. VN30277-300 (included in revised TA, April 2015).
- Gateway measures on Chipping Lane, subject to detailed design, as shown on Plan 4, Drawing No. VN30277-201 (included in revised TA, April 2015).
- Bus stop improvements/upgrade to quality bus standard and footway connection including footway alignment splayed to allow sufficient forward visibility to junction of Chipping Lane and Inglewhite Road, subject to detailed design, as shown on Plan 7, Drawing No. VN30277-202 (included in revised TA, April 2015).
- Minor highway remarking scheme (with revised road signs) to the junction of Chapel Hill/Preston Road, maximising capacity (scheme not to alter existing kerblines but will require existing lining be removed by scarifying or other technique)

All required minor amendments to layouts/ plans and provision of further detail where missing to be undertaken at final detailed design stage. All s278 works to be conditioned accordingly and be delivered prior to occupation of the first unit, or agreed otherwise with PCC in a phasing strategy.

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.

In reaching our position with regard to this development proposal, LCC have conducted a review of the submitted information presented. With consideration to all the information provided by the applicant to date, Lancashire County Council as Highway Authority consider that this development of 363 residential units 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.

Recommendation

Subject to agreement and delivery of all mitigation considered necessary as described above and the attachment of suitable conditions as appropriate, I would offer no highway objection.

I attach below a list of suggested conditions that may be appropriate should the LPA be minded to grant approval.

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 Faithfully



David Allen
Principal Highways Development Control Officer
Community Services

Suggested Conditions:

1. No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site works of highway improvement has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority. Reason: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site.

The works to compromise:

a) Site access priority Junction, subject to detailed design as shown in Vectos Plan 3, Drawing No. VN30277-300.

b) Gateway entrance and speed limit change measures on Chipping Lane, subject to detailed design, as shown on Plan 4, Drawing No. VN30277-201.

c) Bus stop improvements/upgrade to quality bus standard and footway connection including footway alignment splayed to allow sufficient forward visibility to junction of Chipping Lane and Inglewhite Road, subject to detailed design, as shown on Plan 7, Drawing No. VN30277-202.

2. No part of the development hereby approved shall be occupied or opened for trading until the approved scheme referred to in Condition 1 has been constructed and completed in accordance with the scheme details. Reason: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works.

3. Prior to the first occupation of any residential dwelling the new paved footpath connection will be provided to link the site to the adjacent Sainsbury's site as indicated on TA Plan 6, Drawing No. VN30277-110. The path to be constructed to a minimum width of 3m with footway lighting provision.
Reason: to provide a safe and adequate standard of route through to the store.

4. Prior to the first occupation of any residential dwelling in an approved phase of development the new paved footpath connection from that phase will be provided to link the site to the adjacent residential road as indicated on TA Plan 6, Drawing No. VN30277-110. The paths to be constructed to a minimum width of 3m with footway lighting provision.

Reason: to provide a safe and adequate standard of route to the town.

5. No development shall commence until a Framework Travel Plan has been submitted to, and approved in writing by, the Local Planning Authority. The provisions of the Framework Travel Plan shall be implemented and operated in accordance with the timetable contained therein unless otherwise agreed in writing with the Local Planning Authority:

- (a) The Framework Travel Plan must include a schedule for the submission of a Full Travel Plan within a suitable timeframe of first occupation, the development being brought into use or other identifiable stage of development.
- (b) Where the Local Planning Authority agrees a timetable for implementation of a Framework or Full Travel Plan, the elements are to be implemented in accordance with the approved timetable unless otherwise agreed in writing with the Local Planning Authority. All elements shall continue to be implemented at all times thereafter for as long as any part of the development is occupied or used for a minimum of at least 5 years.

Reason: To ensure that the development provides sustainable transport options.

The following informative notes should be added to any approval granted:

- a. The grant of planning permission will require the applicant to enter into an appropriate Legal Agreement with the County Council as Highway Authority. The Highway Authority hereby reserves the right to provide the highway works associated with this proposal that fall within the highway under LCC control. 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 the Director, Community Services, County Hall, Preston PR1 0LD, in the first instance, to ascertain the details of such an agreement and the information to be provided.
- b. Traffic Regulation Orders, diversions of Public Rights of Way, Stopping Up of existing highway, changes to public transport scheduling/routing and other activities require separate statutory consultation processes beyond the planning application process. The applicant will be obliged to meet all the costs associated with these works and ensure that any works which rely upon them do not commence until all legal processes have been satisfactorily completed.
- c. A Travel Plan is a document setting out a package of measures for reducing the number of single occupancy car trips made to a site or location and the promotion of sustainable methods of travel.
- d. Comprehensive definitions of Framework Travel Plan, Full Travel Plan and required components of a Travel Plan are available from Lancashire County Council's Business Travel Plan web pages. Practical support and assistance with Travel Planning can also be accessed via these pages. <http://www.lancashire.gov.uk/corporate/web/?siteid=6698&pageid=42669&e=e>