

DATED 26 MAY. 2026

(1) VINCENT JOSEPH GATES as Executor of Christopher Stephen Gates (deceased) and
Clifford Gates (deceased) & ROBERT CLIFFORD GATES as Executor of Clifford Gates
(deceased)

and

(2) HALLAM LAND MANAGEMENT LIMITED

to

(3) LANCASHIRE COUNTY COUNCIL

PLANNING OBLIGATION BY WAY OF UNILATERAL UNDERTAKING

under Section 106 of the Town and Country Planning Act 1990 (as amended)

relating to Land at Longsight Road, Langho, Blackburn

Planning Application Reference: 3/2025/0196

WALKER MORRIS LLP

33 Wellington Street
LEEDS
LS1 4DL
Tel: 0113 3991781
Ref: JIF/HAL00487.140

THIS AGREEMENT is made the 26 day of MAY, 2026

BY:

- (1) **VINCENT JOSEPH GATES as Executor of Christopher Stephen Gates (deceased) and Clifford Gates (deceased) & ROBERT CLIFFORD GATES as Executor of Clifford Gates (deceased)** both c/o Harrison Drury, 2 Church Brow, Clitheroe, BB7 2AA ("**Owner**"); and
- (2) **HALLAM LAND MANAGEMENT LIMITED** (Company registration no. 02456711) whose registered office is at Isaacs Building, 4 Charles Street, Sheffield, United Kingdom, S1 2HS ("**Promoter**").

TO:

- (3) **LANCASHIRE COUNTY COUNCIL** of PO Box 100, County Hall, Preston, Lancashire, PR1 0LD ("**County Council**").

hereinafter called the "**Parties**" and reference to "**Party**" shall be construed accordingly.

WHEREAS

- (A) The County Council is the local highway authority and the local education authority for the area in which the Site is located and is a local planning authority for the purposes of the 1990 Act by whom the obligations in this Agreement are enforceable.
- (B) The Owner is the registered freehold proprietor of the Site which is registered at HM Land Registry under Title Number LAN147514.
- (C) The Promoter has an interest in the Site by way of a conditional agreement dated 23 December 2013 and made between the Owner and the Promoter.
- (D) The Promoter has submitted the Application to the Council for planning permission for the Development.
- (E) The Ribble Valley Borough Council (the "**Council**") resolved on 27 June 2025 to refuse the Planning Permission for the Development and the Appeal has been lodged on behalf of the Promoter.
- (F) The Owner and the Promoter hereby gives this undertaking so as to create planning obligations in respect of the Site pursuant to section 106 of the 1990 Act and agree to be bound by and to

observe and perform the covenants agreements conditions and stipulations hereinafter contained.

1 DEFINITIONS AND INTERPRETATION

1.1 In this **AGREEMENT** (which includes the Schedule and any Appendices to it) the following words and expressions have the following meanings:

“1990 Act”	means the Town and Country Planning Act 1990;
“Appeal”	means the appeal PINS Reference No. 6002485 lodged on behalf of the Promoter against the Council’s refusal of the Application for the Development;
“Application”	means the application validated by the Council on 31 March 2025 under reference number 3/2025/0196 for 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);
“Commencement of Development”	means for the purposes of this Agreement only the date on which any material operation (as defined in Section 56(4) of the Act) forming part of the Development or a phase (as the context requires) begins to be carried out pursuant to the Planning Permission other than operations consisting of site clearance, demolition work, archaeological investigations, site preparation including earthworks, investigations for the purposes of assessing ground conditions, remedial work in respect of any contamination or other adverse ground conditions, diversion and laying of services, the erection of any temporary means of enclosure and the temporary display of site notices or advertisements and “Commence Development” and “Commence the Development” shall be construed accordingly;

“Contributions”	means the Secondary Education Contribution, Public Transport Contribution, Travel Plan Contribution, and Travel Plan Modal Shift Contribution;
“Default Interest Rate”	means 1% (one percent) per annum above base rate from time to time of Barclays Bank;
“Development”	means the development of the Site in accordance with the Planning Permission;
“Dwelling”	means a residential unit that may be built on the Site in accordance with the Planning Permission and reference to “Dwellings” shall be construed accordingly;
“BCIS Indexation”	means the BCIS Tender Price Index (being the Tender Price Index published by the Building Cost Information Service or any official publication substituted for it);
“Index Linked”	Means an adjustment to be made in accordance with the following formula: $A \times B/C = D$ Where: A = the contribution payable in accordance with this Agreement; B = the figure shown in the BCIS Indexation for the period immediately prior to the date of payment under this Agreement; C = the figure shown in the BCIS Indexation for the period last published before the date of this Agreement; and D = the recalculated sum under this Agreement;
“Inspector”	means an inspector appointed by the Secretary of State to determine the Appeal pursuant to Schedule 6 of the 1990 Act;

"Occupation"	means occupation for the purposes permitted by the Planning Permission and a Reserved Matters Approval(s) but not including occupation by personnel engaged in the construction, fitting out or decoration or occupation for marketing or display or occupation in relation to security operations and reference to "Occupy" shall be construed accordingly;
"Plan 1"	means Drawing No. 0100 dated 29.10.2024 appended hereto at Annex 1;
"Planning Obligations"	means the obligations, conditions and stipulations set out in Schedule 1;
"Planning Permission"	means a planning permission which may be granted pursuant to the Application and the Appeal by an Inspector or the Secretary of State;
"Public Transport Contribution"	means the sum of £875,000 (eight hundred and seventy-five thousand pounds) Index Linked to be paid in accordance with Schedule 1;
"Pupil Places Required"	means the number of secondary Pupils Expected to be Resident in the Development less any Spare Places expected to be available to cater for the Development;
"Pupils Expected to be Resident"	means the sum of the number of Dwellings (less Elderly Person Units) with a given number of bedrooms x corresponding Pupil Yield Figure for secondary education (rounded to the nearest whole number);

"Pupil Yield"

	DfE Pupil Yield – Ribble Valley Total Number of Bedrooms in Dwelling – Pupil Yield per Dwelling				
	One	Two	Three	Four	Five
Secondary	0	0.07	0.18	0.28	0.28

“Reserved Matters Approval(s)”	means any approval granted in respect of a Reserved Matters Application;
“Secondary Cost Per Place”	means £28,127.00 (Permanent Expansion)
“Secondary Education Contribution”	means the sum equating to the number of secondary Pupil Places Required x Secondary Cost Per Place to be paid to the County Council in accordance with the terms of this Deed for the provision of additional secondary school places at St Augustine's Roman Catholic High School, Ribblesdale School, Bowland High School, Clitheroe Royal Grammar School Longridge High School, St Cecilia's Roman Catholic Technology College or any subsequent name or designation by which they are known;
“Site”	means the land at Longsight Road, Langho, Blackburn shown edged red on Plan 1;
“Spare Places”	means the number of secondary places expected to be available to meet the needs of the Development calculated in accordance with LCC's Education Contribution Methodology;
“Statutory Undertaker”	means any company corporation board or authority at the date of this Agreement authorised by statute to carry on an undertaking for the supply of telephone and television communications electricity gas water or drainage and any authorised successor to any such undertaking;
"Travel Plan"	means the Framework Travel Plan dated 6 March 2025, prepared by Hydrock Fore and submitted as part of the Application;
"Travel Plan Contribution"	means the sum of £18,000 (eighteen thousand pounds) Index Linked such sum to be applied by the County Council towards Travel Plan support, promotion, monitoring and evaluation;

"Travel Plan Co-ordinator"	means the travel plan co-ordinator for the Development appointed by the Owner to satisfy the Owners obligation to support a modal shift agreed and linked to the Travel Plan targets. The Travel Plan Co-Ordinator to monitor and implement the Travel Plan for the duration of 5 years from the first Occupation of the Development;
"Travel Plan Modal Shift Contribution"	means the sum of £250 (Two Hundred and Fifty Pounds) Index Linked per Dwelling to be paid (if required) in accordance with Schedule 1 such sum to be applied and managed by the Travel Plan Co-ordinator towards supporting a modal shift agreed and linked to the Travel Plan targets in consultation with the County Council; and
"Working Day"	means any day from Monday to Friday inclusive which is not Christmas Day, Boxing Day, Good Friday, Easter Monday or a Statutory Bank Holiday and the term "Working Days" shall be construed accordingly.

1.2 Where the context so requires:

- 1.2.1 Reference in this Agreement to any enactment shall be construed as a reference to that enactment as amended extended or re-enacted or repealed by or under any other enactment and shall include all instruments orders and regulations for the time being made, issued or given under that enactment.
- 1.2.2 Words importing one gender shall be construed as importing any gender and words importing the singular shall be construed as importing the plural and vice versa.
- 1.2.3 Any words denoting natural person shall include legal persons and vice versa.
- 1.2.4 References to clauses paragraphs and schedules are references to clauses paragraphs and schedules to this Agreement.
- 1.2.5 The expression the "Owner" and the "Promoter" shall include their respective successors in title and assigns.

- 1.2.6 The expression "the County Council" shall include any successor authority to their statutory functions under the 1990 Act.
- 1.2.7 Where a covenant, restriction or requirement is expressed to be given by more than one Party, or where a Party is comprised of more than one person, liability for such covenant, restriction or requirement shall be joint and several.
- 1.2.8 Any covenant by the Owner and the Promoter not to do any act or thing shall be deemed to include a covenant not to cause permit or suffer the doing of that act or thing.
- 1.2.9 Clause headings shall not affect the construction of this Agreement.
- 1.2.10 Any phrase introduced by the terms 'including' 'include' 'in particular' or any similar expression shall be construed as illustrative and shall not limit the sense of the words preceding those terms.
- 1.2.11 It is acknowledged that any obligation on the county council to calculate a contribution amount or serve a notice under the terms of this agreement will not render that contribution unpayable in the event that the contribution is not calculated or notice not served.

2 LEGAL BASIS

- 2.1 This Agreement is made pursuant to section 106 of the 1990 Act and binds the Site and as such is enforceable pursuant to section 106(3) of the 1990 Act against the Owner and any person claiming or deriving title to the Site (or any part or parts thereof) through or under the Owner as if that person had been an original covenanting party to this Agreement.
- 2.2 This Agreement is enforceable by the County Council as local planning authority for the purposes of the 1990 Act.
- 2.3 To the extent that the covenants, restrictions and requirements in this Agreement are not made under section 106 of the 1990 Act they are made under section 1 of the Localism Act 2011 and section 111 of the Local Government Act 1972 and all other powers so enabling.

3 CONDITIONALITY

- 3.1 This Agreement is conditional upon and does not become effective until the following conditions are satisfied:
 - 3.1.1 the Planning Permission has been granted; and

3.1.2 except where otherwise stated in this Agreement, the Commencement of Development.

3.2 In the event that the Inspector or Secretary of State grants the Planning Permission pursuant to the Appeal but expressly states in his/her decision letter that any Planning Obligation (or part thereof) contained in this Agreement:

3.2.1 Is not a material planning consideration; or

3.2.2 That no weight can be attached to the Planning Obligation in determining the Appeal; or

3.2.3 Otherwise fails to comply with Regulation 122 or 123 of the Community Infrastructure Regulations 2010 (as amended);

then such Planning Obligation (or part thereof) will be deemed to be null and void and severed from the remainder of this Agreement.

4 COVENANTS & DECLARATIONS

4.1 The Owner covenants with the County Council to comply with the Planning Obligations.

4.2 The Promoter consents to the Owner entering into this Agreement and acknowledges that the Site and its interest will be bound by the covenants, restrictions and obligations specified in this Agreement and acknowledges and agrees that it will be bound to fulfil the covenants, obligations, and restrictions specified in this Agreement in the event that it acquires a legal interest in the Site as successor in title to the Owner.

5 MISCELLANEOUS

5.1 No provisions of this Agreement shall be enforceable under the Contracts (Rights of Third Parties) Act 1999.

5.2 This Agreement shall be registerable as a local land charge by the County Council.

5.3 Insofar as any clause or clauses of this Agreement are found (for whatever reason) to be invalid illegal or unenforceable then such invalidity illegality or unenforceability shall not affect the validity or enforceability of the remaining provisions of this Agreement.

- 5.4 If the Planning Permission expires prior to the Commencement of Development or is revoked or otherwise withdrawn or modified without the consent of the Owner or their successors in title this Agreement shall cease to have effect from the date of the said expiration revocation withdrawal or modification (as the case may be) but without prejudice to any rights liabilities or obligations which may have been incurred by or shall have accrued to any party prior to such date.
- 5.5 No Party shall be bound by the terms of this Agreement or be liable for the breach of any covenants restrictions or obligations contained in this Agreement:
- 5.5.1 occurring prior to he or it acquiring an interest in the Site or the part in respect of which such breach occurs;
- 5.5.2 occurring after he or it has parted with his or its interest in the Site or the part in respect of which such breach occurs (but without prejudice to liability for any subsisting breach of covenant prior to parting with such interest);
- 5.5.3 if he she or it shall be an individual owner, individual occupier or individual lessee of individual Dwellings or if it shall be a mortgagee and/or chargee and/or their respective successors in title and/or receiver appointed by the mortgagee and/or chargee of a Dwelling; or
- 5.5.4 if it is a Statutory Undertaker which has an interest in any part of the Site for the purposes of its undertaking.
- 5.6 Nothing contained or implied in this Agreement shall prejudice or affect the rights, powers, duties or obligations of the County Council in the exercise of its functions as local planning authority and its rights, powers, duties and obligations under all public and private statutes, byelaws and regulations may be fully and effectually exercised as if the Council were not a Party to this Agreement .
- 5.7 Nothing in this Agreement shall be construed as granting planning permission or any other approval, consent or permission required from the County Council in the exercise of any other statutory function.
- 5.8 Nothing in this Agreement shall prohibit or limit the right to develop any part of the Site in accordance with a planning permission (other than the Planning Permission or specified in a section 73 permission to which clause 16 applies) granted (whether or not on appeal) after the date of this Agreement.

- 5.9 In the event that the description of the Development or a condition or conditions to the Planning Permission is or are varied pursuant to Section 96A of the 1990 Act this Agreement shall continue in full force in respect of the Planning Permission with the relevant condition or conditions as so varied.

6 REGISTRATION

- 6.1 This Agreement is registrable as a local land charge.

- 6.2 Following either:

- 6.2.1 the performance and satisfaction of all the Planning Obligations contained in this Agreement; or
- 6.2.2 the determination of this Agreement in accordance with Clause 5.4;

the Owner may submit a written request to the Council for the cancellation of all entries made in the Register of Local Land Charges in respect of this Agreement.

7 NON-FETTER & WAIVER

- 7.1 Nothing in this Agreement restricts or is intended to restrict the proper exercise at any time by the County Council of any of its statutory powers, functions or discretions.
- 7.2 Nothing in this Agreement shall prohibit or limit the right to develop any part of the Site in accordance with a planning permission (other than the Planning Permission or specified in a section 73 application to which Clause 16 applies) granted before or after the date of this Agreement.

8 INDEXATION

- 8.1 All Contributions payable to the County Council shall be Index Linked.
- 8.2 Where reference is made to an index and that index ceases to exist or is replaced or rebased then it shall include reference to any index which replaces it or any rebased index or in the event the index is not replaced, to an alternative reasonably comparable basis or index as the County Council shall advise the Owner in writing.

9 INTEREST

If any sum or amount has not been paid to the County Council by the date it is due the Owner shall pay interest on that amount at the Default Interest Rate (both before and after any

judgment). Such interest shall accrue on a daily basis for the period from the due date to and including the date of payment.

10 VAT

All payments given in accordance with this Agreement shall be exclusive of any value added tax properly payable.

11 SEVERANCE

If any provision in this Agreement shall in whole or in part be held to be invalid, illegal or unenforceable under any enactment or rule of law such provisions shall to the extent required be severed from this Agreement and shall not affect the validity or enforceability of the remaining provisions of this Agreement.

12 CHANGE OF OWNERSHIP

The Owner agrees with the Council to give written notice to the Council within 20 (twenty) Working Days of any change in ownership of any of its interests in the Site occurring before all the obligations under this Agreement have been discharged such notice to give details of the transferee's full name and registered office (if a company or usual address if not) together with the area of the Site purchased by reference to a plan **PROVIDED THAT** this obligation shall not apply to a sale or disposal of an individual Dwelling or to the disposal of part of the Site to a Statutory Undertaker for the purposes of its undertaking.

13 NOTIFICATION

13.1 Any notice, request, demand or other written communication to be given or served under this Agreement must be in writing and must be:

13.1.1 delivered by hand; or

13.1.2 sent by pre-paid first class post or other next working day delivery service.

13.2 Any notice, request, demand or other written communication to be given or served under this Agreement must be sent to the relevant Party as follows:

13.2.1 to the County Council marked "for the attention of the Highways Team" at PO Box 100, County Hall, Preston, Lancashire, PR1 0LD and emailed to s106@lancashire.gov.uk;

13.2.2 to the Owner at the addresses given on page 2; and

13.2.3 to the Promoter at Isaacs Building, 4 Charles Street, Sheffield, United Kingdom, S1 2HS;

(or to such other address as the Party to whom the notices, requests, demands or other written communication is to be given or made shall from time to time notify in writing to the other Parties as its address for the purposes of this Clause 13.2).

13.3 Any notice, request, demand or other written communication given or served in accordance with Clause 13.1 or Clause 13.2 will be deemed to have been received:

13.3.1 if delivered by hand, on signature of a delivery receipt provided that if delivery occurs after 5.00 pm on a Working Day, or on a day which is not a Working Day, the notice will be deemed to have been received at 9.00 am on the next Working Day; or

13.3.2 if sent by pre-paid first class post or other next working day delivery service, on the Working Day after posting.

13.4 A notice, request, demand or other written communication given under this Agreement shall not be validly given if sent by e-mail.

13.5 This Clause 13 does not apply to the service of any proceedings or other documents in any legal action.

14 THIRD PARTY RIGHTS

No person who is not a Party to this Agreement may enforce any terms hereof pursuant to the Contracts (Rights of Third Parties) Act 1999 **PROVIDED THAT** this clause shall not affect any right of action of any person to whom this Agreement has been lawfully assigned or becomes vested in law including successors in title to the Site.

15 COSTS

The Promoter has prior to the date hereof paid the reasonable legal costs of the County Council incurred in the preparation, negotiation and completion of this Agreement.

16 FUTURE PERMISSIONS

16.1 This Agreement shall apply to any planning permission subsequently granted ("Subsequent Permission") under section 73 of the 1990 Act which varies or permits non-compliance with any of the conditions attached to the Planning Permission and this Agreement shall then be construed as including the development authorised by the Subsequent Permission in addition to the Development authorised by the Planning Permission **PROVIDED ALWAYS THAT:**

- 16.1.1 if any form of development authorised by the Subsequent Permission would by itself or in combination with any other planning permission result in the need for planning obligations additional to those set out in this Agreement then such additional planning obligations shall be secured either by way of a new Agreement pursuant to section 106 of the 1990 Act or by way of a deed of variation of this Agreement pursuant to Section 106A of the 1990 Act; OR
- 16.1.2 if the County Council for whatever other reason considers it appropriate for a new deed pursuant to section 106 of the 1990 Act or by way of a deed of variation of this deed pursuant to Section 106A of the Act to be entered into THEN the Owner hereby agrees to entering into such new deed or deed of variation of this Agreement.
- 16.1.3 the definitions of Application, Development and Planning Permission in this Agreement shall be construed to include reference to any application under Section 73 of the Act, the planning permission(s) granted thereunder and the development permitted by such subsequent planning permission(s); and
- 16.1.4 this Agreement shall be endorsed with the following words in respect of any future Section 73 application:
- 16.1.5 “The obligations in this Deed relate to and bind the Site in respect of which a new planning permission reference number () has been granted pursuant to Section 73 of the Town and Country Planning Act 1990 (as amended)”.
- 16.2 In the event that the description of Development or a condition or conditions to the Planning Permission is or are varied pursuant to Section 96A of the 1990 Act this Agreement shall continue in full force in respect of the Planning Permission with the relevant condition or conditions as so varied.

17 JURISDICTION

This Agreement is governed by and interpreted in accordance with the law of England and Wales and the parties submit to the exclusive jurisdiction of the courts of England and Wales.

18 DELIVERY

Subject to clause 3 the provisions of this Agreement (other than this clause which shall be of immediate effect) shall be of no effect until this Agreement has been dated.

19 COUNTERPARTS

This Agreement may be executed in any number of counterparts, each of which is an original and all of which together evidence the same agreement.

SCHEDULE 1

(Owner's Planning Obligations)

The Owner covenants with the County Council as follows:

1 NOTIFICATION

- 1.1 To notify the County Council in writing within 10 (ten) Working Days of Commencement of Development that Commencement has taken place.
- 1.2 To notify the County Council in writing within 10 (ten) Working Days of Occupation of the first Dwelling that such Occupation has taken place.
- 1.3 To notify the County Council (as relevant) in writing no less than 10 (ten) Working Days prior to the date on which any of the Contributions are due to be paid to the County Council.

2 SECONDARY EDUCATION CONTRIBUTION

- 2.1 Within 20 working days following the grant of the final Reserved Matters Approval to notify the County Council's School Planning Team that a Reserved Matters Approval has been granted and request that the County Council calculates the Secondary Education Contribution relating to the said Reserved Matters Approval in accordance with this Agreement.
- 2.2 Prior to Occupation of 50% of the Dwellings to pay 50% of the total of the Secondary Education Contribution to the County Council and not allow or permit Occupation of more than 50% of any of the Dwellings until payment has been in accordance with this paragraph 2.2.
- 2.3 Prior to Occupation of 70% of the Dwellings to pay the remaining 50% of the total of the Secondary Education Contribution to the County Council and not allow or permit Occupation of more than 70% of any of the Dwellings until payment has been in accordance with this paragraph 2.3.

Calculation of the Secondary Education Contribution

2.4 It is acknowledged that the calculation of the Secondary Education Contribution generally and of Spare Places shall be undertaken in the same manner as demonstrated in the County Council's Education Contribution Methodology – July 2025. The County Council's pupil projections that are current at the time of the calculation shall be used.

2.5 For the avoidance of doubt, if the County Council's re-calculations show that the number of Spare Places in secondary schools has increased then there may be a reduction in the payment due in accordance with the re-calculated shortfall. If, however the re-calculated number of Spare Places is expected to exceed the calculated pupil yield from this development as per this Schedule, then no Secondary Education Contribution shall be payable.

3 PUBLIC TRANSPORT CONTRIBUTION

3.1 To pay the Public Transport Contribution in five instalments as follows:

- 3.1.1 to pay the first instalment being 20% of the total amount of the Public Transport Contribution to the County Council prior to Occupation of 13% of the Dwellings and not to allow or permit Occupation of more than 13% of the Dwellings until the first instalment of the Public Transport Contribution has been paid to the County Council;
- 3.1.2 to pay the second instalment being 20% of the total amount of the Public Transport Contribution to the County Council prior to Occupation of 20% of the Dwellings or the anniversary of the due date of the first instalment (whichever is sooner) and not to allow or permit Occupation of more than 20% of the Dwellings until the second instalment of the Public Transport Contribution has been paid to the County Council;
- 3.1.3 to pay the third instalment being 20% of the total amount of the Public Transport Contribution to the County Council prior to Occupation of 30% of the Dwellings or the anniversary of the due date of the second instalment (whichever is sooner) and not to allow or permit Occupation of more than 30% of the Dwellings until the third instalment of the Public Transport Contribution has been paid to the County Council;

- 3.1.4 to pay the fourth instalment being 20% of the total amount of the Public Transport Contribution to the County Council prior to Occupation of 40% of the Dwellings or the anniversary of the due date of the third instalment (whichever is sooner) and not to allow or permit Occupation of more than 40% of the Dwellings until the fourth instalment of the Public Transport Contribution has been paid to the County Council; and
- 3.1.5 to pay the fifth instalment being 20% of the total amount of the Public Transport Contribution to the County Council prior to Occupation of 50% of the Dwellings or the anniversary of the due date of the fourth instalment (whichever is sooner) and not to allow or permit Occupation of more than 50% of the Dwellings until the fifth instalment of the Public Transport Contribution has been paid to the County Council.

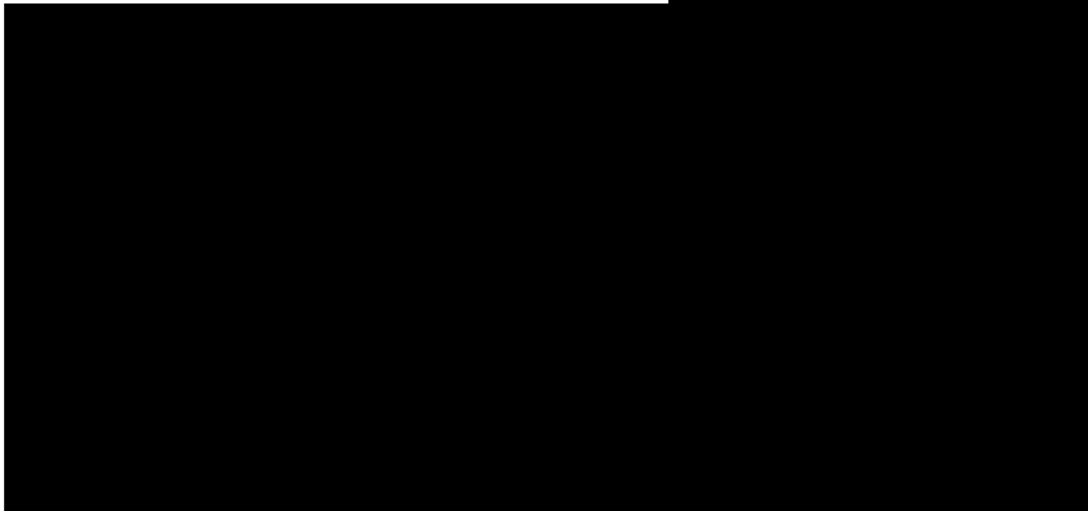
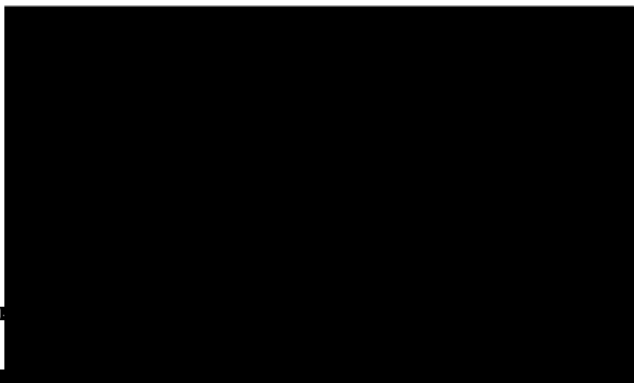
4 TRAVEL PLAN MODAL SHIFT CONTRIBUTION

- 4.1 The Owner acknowledges that following the grant of the first Reserved Matters Approval the County Council may elect to give written notice confirming that the Travel Plan Modal Shift Contribution is required in connection with the Development, and the Owner will pay the Travel Plan Modal Shift Contribution to the Travel Plan Co-Ordinator in full within 30 (thirty) Working Days of receipt of such notice.
- 4.2 The Travel Plan Co-ordinator shall provide the Travel Plan Modal Shift Contribution (Index Linked) to the residents of the Development by way of a voucher, such voucher to be redeemable only at approved and dedicated outlets as agreed with the County Council, with the objective of incentivising and promoting sustainable travel choices such as cycling and public transport with an aim of satisfying the targets set out in the Travel Plan:
- (a) Only one voucher per Dwelling
 - (b) For the first 5 years from first Occupation of each Dwelling

5 TRAVEL PLAN CONTRIBUTION

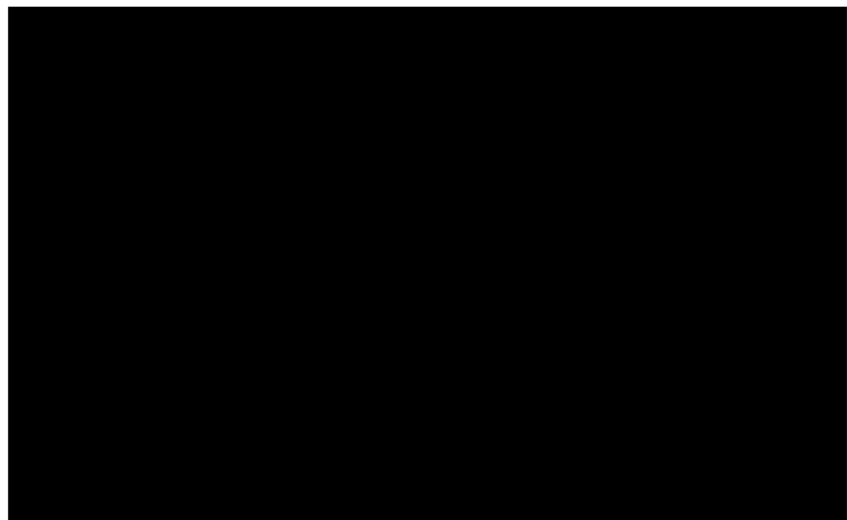
- 5.1 To pay the Travel Plan Contribution to the County Council prior to the first Occupation of first Dwelling and not to occupy allow or permit the first Occupation of the first Dwelling until the Owner has paid the Travel Plan Contribution to the County Council in full.

EXECUTED as a **DEED** (but not delivered)
until the date hereof) by)
VINCENT JOSEPH GATES
(as executor for Christopher Stephen Gates,
and Clifford Gates)
in the presence of)
Signature

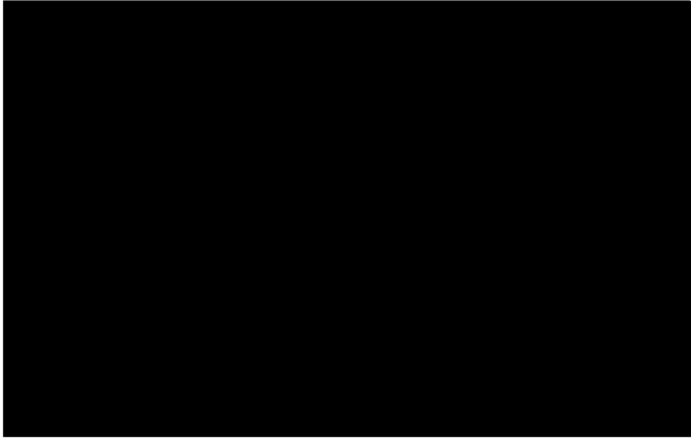


EXECUTED as a **DEED** (but not delivered)
until the date hereof) by)
ROBERT CLIFFORD GATES
(as executor for Christopher Stephen Gates))
in the presence of:)

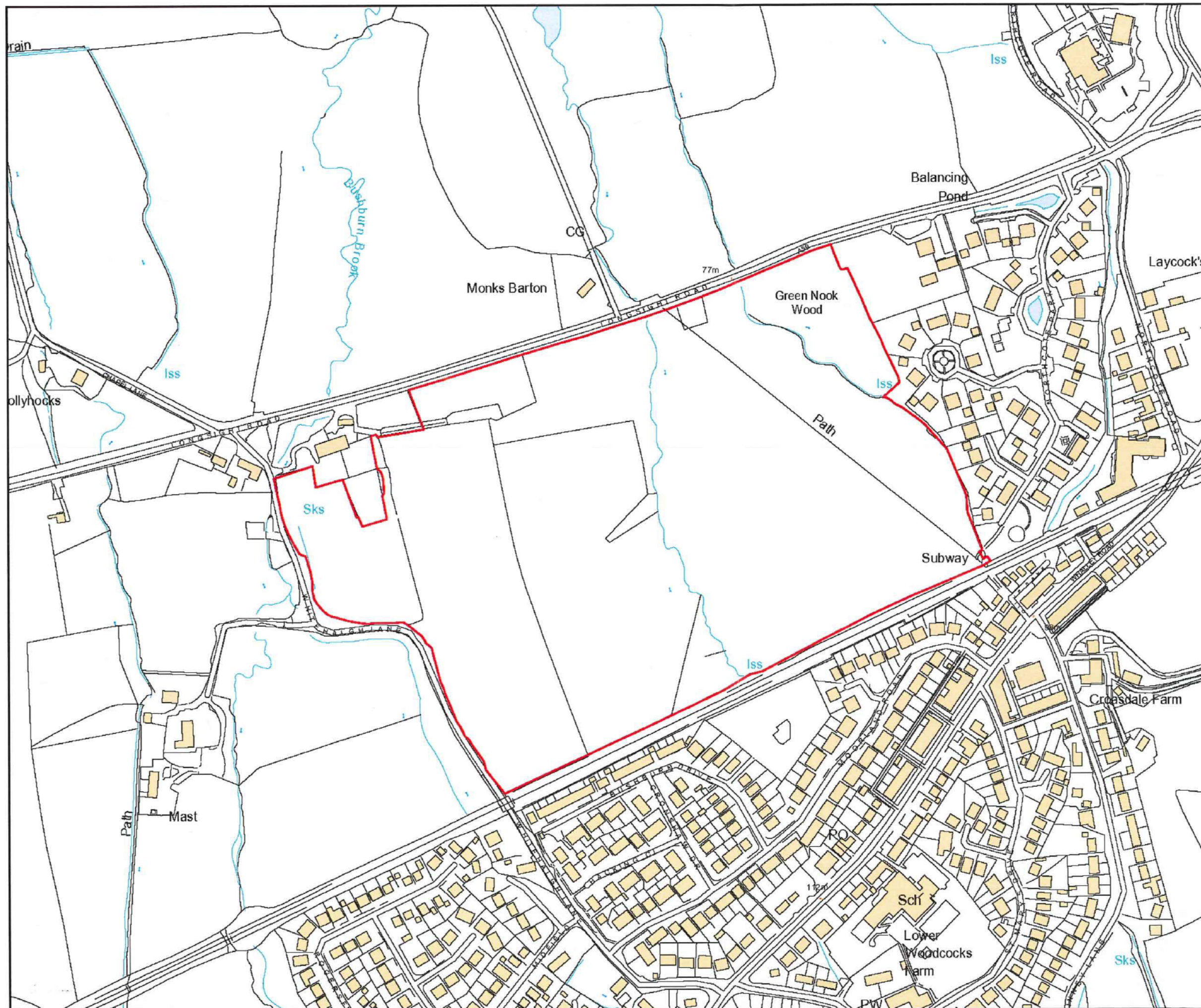
Signature



EXECUTED as a **DEED** by **HALLAM LAND**)
MANAGEMENT LIMITED)
acting by a Director,)
in the presence of:)



Annex 1
Plan



The scaling of this drawing cannot be assured

Date Dm Ckd



Project
**LAND OFF LONGSIGHT ROAD,
 LANGHO**
 Drawing Title
SITE LOCATION PLAN

Date 29.10.2024	Scale 1:2500 @ A2	Drawn by SN	Check by JB
Project No 333101612	Drawing No 0100	Revision -	



Stantec UK Limited
 100 Bertinelli Square
 Manchester
 M2 3PW
 T: 0161 245 8900



stantec.com/uk

Annex 2
Travel Plan



Land south of Longsight Road, Langho

Framework Travel Plan

For Hallam Land Management Limited

Date	6 March 2025
Doc ref	4094

Contents

1.	Introduction	1
2.	Travel Plan Management.....	2
3.	Existing Situation	6
4.	Sustainable Transport Initiatives.....	10
5.	Summary of Travel Plan Actions and Measures	14

Figures

Figure 1: Site Location

Figure 2: Walking Catchment and Local Amenities

Figure 3: Cycling Catchment and Long Distance Cycling Routes

Figure 4: Public Transport Network

Appendices

Appendix A: Illustrative Masterplan

1. Introduction

1.1 Commission

This Framework Travel Plan, prepared by Hydrock Fore on behalf of Hallam Land Management Limited, supports an outline planning application for a proposed residential development on land south of Longsight Road, north of Langho, Lancashire.

A Transport Assessment has also been submitted to accompany the application, submitted under a separate cover.

1.2 Development Proposals

Outline planning permission is sought for the following:

Outline Application: Development residential homes (Use Class C3), associated access, rail station car park, green infrastructure and sustainable drainage systems (all matters reserved except for access to, but not within, the site)

The development proposals are described in Chapter 4 and demonstrated on an indicative masterplan included at Appendix A.

1.3 Purpose of this Document

This document communicates the Framework Travel Plan for the development.

A Travel Plan is a method for ensuring that a development can be accessed by a range of modes by communicating with the prospective residents about their options and special initiatives available; promoting sustainable transport; providing incentives; gathering data about the travel habits of residents and reporting on this in order to identify room for improvement.

This Framework Travel Plan is aimed at future developers of the development and has been prepared in accordance with Ribble Valley Borough Council (RVBC) planning guidance¹, Lancashire County Council (LCC) guidance², as well as the National Planning Policy Framework³ (NPPF) and the associated Planning Practice Guidance.

1.4 Structure of this Document

This document continues as follows:

- » Chapter 2: Management and development of the Framework Travel Plan over time, including the overarching objectives of the Framework Travel Plan and detail of monitoring and review.
- » Chapter 3: Details of access to the development site by all available modes.
- » Chapter 4: On-site facilities and measures to aid travel by sustainable modes, as well as details of access.
- » Chapter 5: Summary tables of Actions and Measures.

¹ Local Validation Checklist for Planning Applications. Ribble Valley Borough Council. Adopted 2023.

² Highways and Transport Strategy 2023 – 2025. Lancashire County Council.

³ Ministry of Housing, Communities and Local Government, 2024.

2. Travel Plan Management

This Chapter provides details of the management and development of the Framework Travel Plan over time, including the overarching objectives of the Framework Travel Plan and details of monitoring and review. Framework Travel Plan actions are summarised in Chapter 5.

2.1 Objectives

The objective of the Framework Travel Plan is to ensure that all residents can choose from a range of options when travelling by non-car modes. This will be achieved by communicating the Framework Travel Plan process to the future developers so that they can support future residents to make sustainable travel choices, and by providing the measures to help make sustainable travel practical and attractive.

2.2 Roles and Responsibilities

2.2.1 Applicant Responsibility

The applicant will agree this Framework Travel Plan with Lancashire Council (LCC) as part of the planning process. Following approval, the applicant will manage the Framework Travel Plan until a developer (i.e. housebuilder) is identified.

The applicant will issue this Framework Travel Plan to future developers (i.e. housebuilders) upon enquiry and once they enter a contractual arrangement to ensure that they are aware of potential obligations of the Framework Travel Plan from the offset. Specifically, the applicant will communicate to future developers the obligation to produce a Full Travel Plan for the development which will be secured by condition or an appropriately worded legal agreement.

The requirement to produce a Full Travel Plan will be based on the LCC threshold⁴ for requiring a Travel Plan, which is 80 dwellings. This means that if the development is brought forward in phases or by different developers, a Full Travel Plan will be required where there are 80 dwellings or more.

It is noted, however, given the size of the proposed development, should phases of 80 dwellings or less be brought forward, Full Travel Plans may still be required due to the cumulative impact of the proposed development. The requirement for Full Travel Plans will be determined in liaison with LCC and it is anticipated that these will be secured by way of a planning condition.

2.2.2 Developer Responsibility

2.2.2.1 Full Travel Plan

If required, the developer will prepare a Full Travel Plan for the development. This will be agreed with LCC prior to occupation, and will include:

- » Update of transport network in the vicinity and on-site facilities outlined in Chapter 3.
- » Details of an appointed Travel Plan Coordinator (see Section 2.2.2.2).
- » Details of how the Full Travel Plan will be managed.
- » Details of the lifespan of the Full Travel Plan, which is anticipated to be five years from first occupation.
- » A list of measures to encourage sustainable travel
- » A refinement of the monitoring schedule set out in this Framework Travel Plan (see Section 2.7).

⁴ Local Validation Checklist for Planning Applications. Ribble Valley Borough Council. Adopted 2023.

2.2.2.2 Travel Plan Coordinator (TPC)

The key role in delivering the Travel Plan is the Travel Plan Coordinator (TPC). It will be the responsibility of the developer (i.e. housebuilder) to appoint a TPC prior to first occupation and for the lifespan of the Travel Plan.

The TPC will have the following responsibilities:

- » Implement the Full Travel Plan, showing commitment and enthusiasm towards its success.
- » Deliver the actions in Table 8 and measures in Table 9 which have "TPC" in the responsibility column, including communicating the Travel Plan and travel options to the development.
- » Act a point of contact for residents at the development to discuss travel options.
- » Liaising with Lancashire County Council (LCC) to discuss the Full Travel Plan, including the results of monitoring via the submission of progress reports.

The contact details of the TPC will be provided to LCC two months prior to first occupation. If a new TPC is appointed, their contact details will be provided to LCC within two weeks of the change.

2.3 Funding

The costs associated with the producing this Framework Travel Plan will be covered by the applicant.

The costs associated with preparing a Full Travel Plan will be covered by the developer. This includes the cost of funding measures to encourage sustainable transport, appointing a Travel Plan Coordinator, communicating the Full Travel Plan to residents, as well as the cost of monitoring and reporting.

2.4 Liaison with the Local Authority

This Travel Plan will be agreed with Lancashire County Council as part of the planning process.

Thereafter, Lancashire County Council (LCC) as the local transport authority will oversee the development and implementation of the Full Travel Plan. It is anticipated that the requirement for a Full Travel Plan will be secured by way of planning condition.

The future developer will liaise with LCC to agree the Full Travel Plan through the planning process. Thereafter, the appointed TPC will communicate with LCC to discuss the findings of monitoring relating to the Full Travel Plan.

2.5 Travel Plan Targets

Travel Plan targets should be **SMART** (specific, measurable, attainable, realistic and timebound). This Travel Plan sets a baseline target for the maximum percentage of residents travelling alone to the development by car. Initially, this will be based on 2011 Census data for Ribble Valley 007⁵, within which the site is located.

Over time, these will seek to achieve a reduction in journeys made by car as an indicator that the development is supporting journeys by sustainable modes. The Travel Plan target proposed includes a 5% reduction in single occupancy car journeys to be achieved over a 5-year period (i.e. the lifespan of the Travel Plan). Baseline and target mode share is summarised in Table 1.

⁵ Obtained from: Nomis QS701EW – Method of travel to work 'Work from home', and 'Other' been excluded from this assessment. 'Train' and 'Underground, metro, light rail or tram' have been incorporated into 'Rail'

Table 1: Baseline and Target Mode Share

Mode	Baseline (%)	Target (%)	Net Change (+/-)
Rail	1.9%	2.8%	+0.8%
Bus, Minibus or coach	1.8%	2.6%	+0.8%
Taxi	0.1%	0.1%	-
Motorcycle, scooter or moped	0.6%	0.6%	-
Driving a car or van	83.6%	79.4%	-4.2%
Passenger in a car or van	4.9%	5.7%	+0.8%
Bicycle	0.8%	1.7%	+0.8%
On foot	6.1%	7.0%	+0.8%
Total	100%	100%	-

Note: Table subject to rounding errors.

Whilst the dataset used to establish the target for the development represents a good proxy for the site, the actual baseline position of residents will be determined through undertaking the first travel surveys.

Therefore, following the findings of the first survey, the TPC will liaise with LCC to review the baseline and target mode share for the development to consider whether these targets remain **SMART**. If revised, the mode share target will be agreed, and will not change, without prior consultation with LCC.

If the targeted mode share is achieved throughout the lifespan of the Full Travel Plan, a future target to achieve a further reduction in single car occupancy will be set.

2.6 Monitoring

Travel surveys will be undertaken annually by the TPC to record travel patterns of residents. Each survey period will be an opportunity for the TPC to communicate the Travel Plan to residents, to ensure they know about the range of travel options available for getting to the development and to gather feedback.

The TPC will develop an online survey for distribution. Prior to launching the first survey, a copy of each survey will be shared with LCC for approval of format and structure.

Travel surveys will determine as a minimum:

- » Mode of travel to main activity.
- » Postcode of main activity.
- » How often they make the journey to their main activity.
- » What other modes they would consider and barriers to making this shift.
- » If they own a vehicle, what type of fuel this uses – petrol, diesel, electric.
- » If any school-aged children live in the household, what school they attend and mode of travel to school.

The first travel survey will be 6 months after initial occupation of the development, and then repeated annually for the lifespan of the Travel Plan (i.e. there will be one monitoring period per year). If occupation levels are low (<30% of the total number of dwellings), the TPC will liaise with LCC to agree an appropriate time for the initial survey to be undertaken.

Residents will be contacted via email⁶ and/or letter/leaflet to participate in an online travel survey. Residents will also be provided with the contact details of the TPC should they wish to complete the survey over the phone / or request a paper copy of the survey.

A prize draw will be made available by the Developer and reminders sent out during the survey period to encourage resident participation.

2.7 Reporting

Within three months of the completion of the surveys, the TPC will prepare a monitoring report which will contain the following.

- » Survey methodology and results (including qualitative feedback). Data collected as part of previous monitoring periods will be presented for year-on-year trends to be identified.
- » An analysis on the effectiveness of the Travel Plan and performance against targets.
Proposals for future measures (the Action Plan) if targets are not met in a particular year. This will set out corrective actions such as introduction of incentives that will help meet the target at the next survey.

This will be submitted to LCC for discussion and agreement.

⁶ Prior to confirmed residents moving into the development, the sales team should ask residents to provide their email addresses in compliance with GDPR so that residents can be contacted regarding the Travel Plan (including surveys).

3. Existing Situation

This Chapter outlines how the site is accessed by all available modes and gives details on planning journeys by sustainable modes.

3.1 Site Location and Existing Use

The site is located directly off the A59 Longsight Road, 500m north of Langho, 6.2km north-east of Blackburn town centre and 17km east of Preston city centre.

The site is bound by the A59 Longsight Road to the north, Northcote Road to the east; Langho and the Manchester to Clitheroe rail line to the south and Whitehalgh Lane to the west.

The site is currently undeveloped and does not generate any traffic movement.

The location of the site is shown at Figure 1.

3.2 Pedestrian and Cycle Accessibility

3.2.1 Pedestrian Catchment

Walking routes can be planned using www.google.co.uk/maps which gives step by step instructions along your chosen route. There is also a Google Maps app.

Although walking distances vary between individuals and local circumstances, 2.0km is broadly accepted as the maximum justifiable distance for commuting and other journey purposes by foot⁷. Figure 2 presents an isochrone of a 2.0km walking catchment, measured from an indicative central point within the development site.

As can be seen the majority of Langho village is within walking distance of the site. Several local amenities and services are located within a walking distance measured from an indicative centre point of the site as follows:

- » **Education** – the nearest school is St. Leonards C of E Primary School located approximately 1.2km east of the site on Whalley Road. St. Mary's Roman Catholic School is situated 1.3km to the south in Langho village on Whalley Road. The closest secondary school is Saint Augustine's RC High School, located on Whalley Road at Billington, approximately 2.8km east of the site.
- » **Retail** – The nearest convenience store to the site is a SPAR located approximately 1.2km south at Portland Road. Additional local services such as a hair salon are also located within Langho on Whalley Road, within a similar walking distance.
- » **Leisure** – Northcote Hotel and Restaurant is located on Northcote Road approximately 650 m from the site entrance. Langho The Lord Nelson on Whalley Old Road is located within walking distance approximately 2.0km from the site entrance. Langho Park and Community Orchard is located approximately 1.3km from the site entrance on Longsight Road.
- » **Health** – A doctor's surgery and pharmacy is located approximately 1.1km to the south of the site on Whalley Road. The nearest dental practice is located in the village of Ramsgreave, which is accessible by bus.

⁷ Guidelines for Providing Journeys On Foot, Chartered Institution of Highways and Transportation, 2000, p49.

3.2.2 Pedestrian Facilities

Pedestrian facilities in the vicinity of the site are outlined as follows:

- » A footway runs along the northern side of the A59 Longsight Road between Salesbury and the roundabout with Whalley Road, with an existing crossing provided allow crossing to existing footways along the southern edge of the carriageway on the immediate approach to the roundabout.
- » To the southeast of the site a pedestrian footpath is present which provides access between the nearby Pringle Homes development to the east, Langho Station and Olive Bank directly linking the site to Langho village centre.

In addition, the following Public Rights of Way (PROW) are located within, or within the vicinity of the site, as follows:

- » A PROW⁸ runs through the proposed site, providing a connection between Longsight Road to Langho rail station, and continues under the rail line into the village. The pedestrian underpass is illuminated but has a low ceiling and stepped access only on the southern side.
- » A PROW⁹ runs between Whitehalgh Lane to the west of the development 200m south of the Whitehalgh Lane / Longsight Road junction.
- » An additional PROW¹⁰ exists on Longsight Road, 450m west of the site, providing a connection to the village of Wilpshire.

3.3 Cycle Accessibility

An 8.0km cycling isochrone from the indicative centre of the site is demonstrated in Figure 3 a distance that is generally accepted for people willing to commute to work by cycle¹¹. With regard to these distances, the isochrone demonstrates that a large proportion of Blackburn can be accessed within 8.0km of the site, in addition to various towns and villages including Rishton, Great Harwood and Whalley. Within the local network, it is likely that most cyclists will travel by road, though for cyclists travelling on Whalley Road through Langho village, cycle lanes are provided intermittently on both sides of the road.

The following long-distance cycle routes can be accessed within proximity to the site:

- » National Cycle Route 90 is the Lancashire Northern Loop which can be accessed at Billington where the route intersects with Route 91. The loop runs through the Forest of Bowland, Arnsdale, Silverdale, the Ribble Valley, Lancaster and Blackpool.
- » National Cycle Route 91 is the Lancashire Southern Loop which can be accessed on Whalley Old Road to the south, 1.5km from the centre of the site. The route runs as far north as Barnoldswick, and as far south as Aughton, running north of Blackburn to the east of Burnley.

Cycle routes can be planned using www.cyclestreets.net which gives step by step instructions and allows you to choose between more direct and quieter routes. There is also a CycleStreets app.

3.3.1 Local Cycling Initiatives

The following initiatives exist within the Ribble Valley to encourage and support people to cycle:

⁸ FP0306006a

¹⁰ FP0306049

¹⁰ FP0306013

¹¹ Cycling England, 'Integrating Cycling into Development Proposals', 2009.

- » Lancashire County Council offer Free 'Cycle to Work' Commuting classes are invited to sign up to a two hour tailored course where they will be able to practice their cycling skills.
<https://www.ribblevalley.gov.uk/downloads/file/116/cycle-commuting-to-work-courses>
- » Clitheroe Bike Club is for more advanced cyclists looking to ride as a group with friends. A website is available at <http://www.clitheroebikeclub.co.uk/>
- » The Ride Social website, provided by British Cycling, lets you organise bike rides or join other peoples' for free www.letsride.co.uk/social
- » The cycling charity Cycling UK can offer a variety of training and mentoring opportunities to help less experienced cyclists build their confidence to travel on the road network www.cyclinguk.org/courses-and-training
- » The Breeze network for women aims to inspire more women to get involved and grow in confidence in cycling. Their website offers free cycle rides and guides to improve skills www.letsride.co.uk/breeze

The above resources will be promoted through the wider Travel Plan communication.

3.4 Public Transport

3.4.1 Journey Planning Tools/ Resources

The following information sources can be used to support public transport use:

- » Public transport journeys in Lancashire can be planned using the journey planner at <https://www.traveline.info/>.
- » Bus journeys can be planned using <https://www.arrivabus.co.uk/north-west>
- » Timetables can be downloaded at <https://www.lancashire.gov.uk/roads-parking-and-travel/public-transport/bus-timetables/>
- » Rail journeys can be planned using the National Rail Enquiries app or online at <http://www.nationalrail.co.uk>

3.4.2 Bus Network

The closest bus stops to the site are located within 600m west of the site on A59 Longsight Road offering services for the 22 and 280 bus services. Additional bus services such as the 25 are serviced by bus stops located on Whalley Road and can be accessed via the pedestrian walkway under Langho station.

The location of the bus stops and routes are shown on **Error! Reference source not found.** A summary of public services is provided in **Error! Reference source not found.** and local bus services in Table 2.

Table 2: Public Bus Services

Bus Service	Operator	Destinations Served	Service Frequency	
			Mon-Sat	Sunday
22	Stagecoach Merseyside	Clitheroe - Blackburn Hospital	30 Mins	Hourly
25	Pilkington bus	Clitheroe - Whalley - Mellor - Blackburn	2 Hours	No Service
280	Stagecoach Merseyside	Preston – Clitheroe -Skipton	Hourly	2 Hours

Table 3: Local School Bus Services

<i>Service</i>	<i>Operator</i>	<i>Route</i>
113 (S)	<i>Vision Bus</i>	<i>Preston – Walton Le Dale High School</i>
121 (S)	<i>Burnley & Pendle Travel</i>	<i>Clitheroe – Burnley College</i>
616 (S)	<i>Mario Coach Travel</i>	<i>Lamac – Clitheroe Ribblesdale High School</i>
623	<i>Pilkington buses</i>	<i>Mellor – Clitheroe Royal Grammar School</i>
856	<i>Express Travel</i>	<i>Blackburn – Billington St. Augustines</i>
859	<i>Hadsons Coaches</i>	<i>Wilpshire Turning Circle – Billington St. Augustines</i>
860	<i>Moving People</i>	<i>Blackburn Loe Ree – Clitheroe Royal Grammar School</i>
862	<i>Express Travel</i>	<i>Wilpshire – Ribblesdale High School</i>

3.4.3 Rail Network

Langho railway station is located adjacent to the south-eastern boundary of the site, as shown Figure 4. A PROW and underpass are present and provide a connection between the proposed site to both platforms, though access to both platforms is by means of steps.

Langho station is situated on the Ribble Valley (Manchester to Clitheroe) line, a route which is managed by the Community Rail Lancashire Partnership. Hourly services in each direction are available between Manchester Victoria / Salford / Bolton / Blackburn and Clitheroe, with some additional services at peak hours. The station has platforms on both sides of the track which are accessed via two staircases. As such step free access is not possible. Platforms are unstaffed with ticket machines and customer help points in place. Five car parking spaces are located on Olive Bank on the south side of the railway station. Car parking is on-street, not managed by Northern Trains. Spaces are found within the carpark of a closed restaurant nearby or on-street on Whalley Road.

3.5 Summary

Given the location of the proposed development, opportunities exist for residents of future development on the site to walk, cycle or use public transport to travel to local amenities within Langho, in addition to key regional destinations by public transport. Sustainable modes of travel would be a realistic option for travelling for the key journey purposes.

4. Sustainable Transport Initiatives

This Chapter gives details of the on-site facilities and initiatives to provide access to the site by all available modes and to promote sustainable transport choices. It also provides details of recommended measures to be adopted by the developer.

This list of measures is not exhaustive, and additional measures should also be considered by the occupiers through the development of Full Travel Plans. These are all summarised in Table 9.

4.1 Communication Strategy

As described in Chapter 3, there are practical options for accessing the development by sustainable travel modes. To make sure that everyone knows there is a Travel Plan which aims to promote and facilitate sustainable transport choice, the TPC will need to actively communicate with residents. Communication measures to support the implementation of the Travel Plan are detailed below in Table 4.

Table 4: Communication Measures

Measure	Responsibility
Communication Strategy	
The developer will appoint a Travel Plan Coordinator (TPC) to oversee the Travel Plan. The TPC is on hand to answer any travel related queries from residents, with their contact details included on all travel literature.	Developer (i.e. housebuilder)
As confirmed residents move to the development, they will receive a travel guide. This guide will provide information on all available modes of transport and will include maps, health benefits, local amenities, public transport timetables. Hard copies of the residential travel guide will be made available in the marketing suite for prospective residents.	TPC
Hard copies of the travel guide will be made available in the marketing suite for prospective residents.	Developer /TPC
If the housebuilder produces a sales website for the development, a link to an electronic version of the guide will be included for prospective residents.	Developer /TPC
There will be additional ongoing communication every year to highlight aspects of the Travel Plan (e.g. walking, cycling, car share, public transport initiatives), and to promote national sustainable travel events such as Bike Week , Walking Month , Catch the Bus Month . This could be in the form of an annual residential newsletter, email bulletin or leaflet and may include details of incentives/offers available.	TPC

4.2 Walking and Cycling

Pedestrians and cyclists will be able to access the development as follows:

- » Footways will be provided at the proposed vehicular access point onto A59 Longsight Road.
- » A pedestrian access point will also be provided to the southeast of the site, linking with existing PROW and nearby infrastructure leading towards Langho railway station and the railway underpass towards Langho village.

In addition, in order to facilitate sustainable access to the development:

- » A signalised toucan pedestrian crossing point will be provided on the A59 Longsight Road.
- » Zebra and refuge pedestrian crossing points on Whalley Road in Langho village will support a direct and safe route for pedestrians between the proposed residential development and nearby primary school, bus stops and amenities within the village.
- » Cycle parking will be provided at each dwelling, in accordance with LCC standards.
- » Improvements to the existing infrastructure on Whitehalgh Lane, including traffic calming measures.

The internal layout of development on the site will be confirmed at the relevant stage of the planning process. However, it is anticipated that footways will be provided along all internal roads, with informal pedestrian crossings (dropped kerbs with tactile paving) provided where necessary to allow the safe movement of pedestrians throughout the site.

Measures to encourage and promote walking and cycling are outlined in Table 5.

Table 5: Walking and Cycling Measures

Measure	Responsibility
Walking and Cycling	
Pedestrian routes will be provided throughout the development to increase permeability and minimise walking distances to external destinations. Any pedestrian infrastructure provided will be level, safe and well lit.	Developer
Land to the south of the site will be safeguarded for future improvements to the train station to facilitate step free access. See Appendix A.	Developer
The developer will provide a Toucan Crossing on Longsight Road	Developer
Provide upgrades to zebra crossing and central pedestrian island on Whalley Road	Developer
Provision of adequate cycle parking as per LCC guidance.	Developer
Traffic calming measures will be provided on Whitehalgh Lane.	Developer
The TPC will investigate the possibility of setting up 'Walking Buses'. It is noted that only schools can set up these groups therefore the approach is to contact relevant schools following findings of first survey, ask if they have a walking bus, and promote it to residents if so/appeal for walk leaders if the school has interest in setting up a walking bus.	TPC
Promotion of health and environmental benefits of walking and cycling through Travel Plan communication materials.	TPC
Promotion of local active travel maps to support resident wayfinding through Travel Plan communication materials.	TPC
Promotion of cycle initiatives (detailed in Section 3.3.1) through Travel Plan communication materials, to help people to cycle.	TPC
Travel Plan communication materials will promote events which encourage walking and cycling, such as National Walking Month , Bike Week , Walk to School Week and Love to Ride's Winter Wheelers , as detailed in 4.1	TPC

4.3 Public Transport

As stated in Chapter 3.4 there are suitable options for arriving to the development by public transport with bus stops located within walking distance of the development on A59 Longsight Road and Walley Road in Langho.

In order to facilitate sustainable access to the development:

- » A signalised pedestrian crossing will be provided along A59 Longsight Road.
- » Two bus stops will be provided on the A59 Longsight Road.
- » Existing bus stops²² on the A666 Whalley Road will be upgraded with the provision of shelters.

In addition, the Developer will provide enhancements to Langho railway station to improve the accessibility particularly those with mobility impairments.

Therefore, any initiative which are included to encourage the use of public transport are likely to be successful. Measures to promote and support commuting by public transport are outlined in Table 6.

Table 6: Public Transport Measures

Measure	Responsibility
Public Transport	
Pedestrian infrastructure will be provided through the site and along the access road, linking to improved pedestrian infrastructure available on the A59 Longsight Road, allowing future residents to access existing bus stops.	Developer
Land to the south of the site will be safeguarded for future improvements to the train station to facilitate step free access. See Appendix A.	Developer
Fund the provision of two additional bus stops on A59 Longsight Road.	Developer
Fund improvements and provision of shelters to the existing bus stops on A666 Whalley Road	Developer
Fund the provision of discounted bus tickets to residents.	Developer
Provision of passenger information to residents within the travel guide. Such information would detail all public transport connections to the site, ticketing options, journey planning tools and bus timetable information available.	TPC
Travel Plan communication materials will promote events which encourage public transport use, such as Catch the Bus Month and Travelwise Week , as detailed in Section 4.1.	TPC

²² (Stop ID: lanagjaj & lanagjpg)

4.4 Arrival by Car

Vehicular access to the development is provided from A59 Longsight Road, via a three-arm priority junction. Full details of access are provided within the Transport Assessment, submitted under a separate cover.

The planning application is in outline, and therefore details in relation to the internal layout and car parking requirements (including provision of electric vehicle charging points) will be considered and determined as part of a future planning application for reserved matters.

This Travel Plan has been prepared to maximise the proportion of trips associated within the development that are made by sustainable modes of transport. Therefore, measures to reduce car use and the impact of car travel will be implemented by the TPC, as below. Measures to manage car use are outlined in Table 7.

Table 7: Measures to Manage Car Use

Measure	Responsibility
Managing Car Use	
Provision of adequate levels of resident and visitor parking in line with LCC guidelines.	The Developer
Promotion of alternative modes of transport within the travel guide and wider Travel Plan communication will help reduce car use.	TPC
Promotion of a public car share scheme within the travel guide and wider communication materials	TPC
Information on efficient driving will be included within the travel guide and wider communication materials.	TPC
Information about electric vehicles and charging facility information will be included within the travel guide and wider communication materials.	TPC
Information and guidance on working from home / flexible working will be included within the travel guide and wider communication materials.	TPC
Travel Plan communication materials promote measures to manage / reduce the impact of car travel, including the promotion of national events such as Car Free Day , Clean Air Day and Travelwise Week , as detailed in Section 4.1	TPC

5. Summary of Travel Plan Actions and Measures

Table 8 summarises the actions required to deliver the Travel Plan.

Table 8: Summary of Actions

	Action	Responsibility	Implementation
1	Agree this Framework Travel Plan with LCC.	Applicant	Through the planning process.
2	Issue this Framework Travel Plan to future developers (i.e. housebuilders) to communicate the Travel Plan obligations set out within this document.	Applicant	As detailed in Section 2.2.2.
3	Produce a Full Travel Plan with details of how the Full Travel Plan will be managed and monitored; a list of measures; and update of on- and off-site transport facilities. Agree with BMDC.	Developer (i.e. housebuilder)	As detailed in Section 2.2.2.1.
4	Appoint a Travel Plan Coordinator to implement the Full Travel Plan.	Developer (i.e. housebuilder)	As detailed in Section 2.2.2.2.
5	Fund Travel Plan measures.	Developer (i.e. housebuilder)	As detailed in Section 2.3.
6	Implement Travel Plan measures.	As detailed in Table 9	As detailed in Table 9.
7	Carry out annual travel surveys.	TPC	As detailed in Section 4.1.
8	Prepare and submit monitoring reports to include surveys and feedback; details of the effectiveness of the Occupier Travel Plan; success of existing measures; proposals for future measures.	TPC	As detailed in Section 2.6.
9	Produce ongoing sustainable travel promotional material	TPC	As detailed in Section 4.1

Table 9 provides a summary of the Travel Plan Measures which will be in place to encourage residents to commute by sustainable modes. These measures will apply for the lifespan of the Travel Plan.

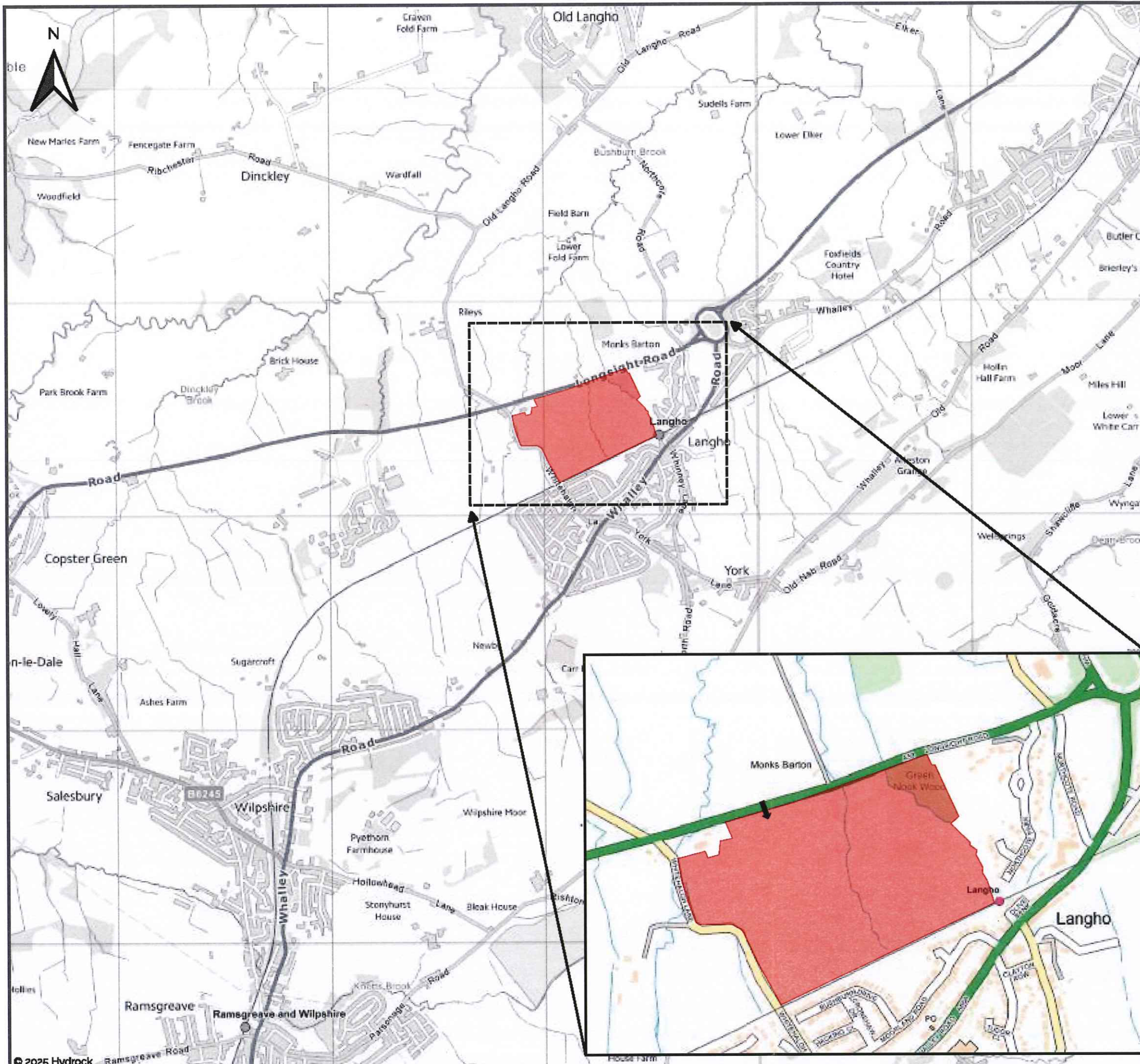
Table 9: Summary of Measures

Measure	Responsibility	Timeframe for implementation
Communication Strategy		
The developer will appoint a Travel Plan Coordinator (TPC) to oversee the Travel Plan.	Developer (i.e. housebuilder)	As outlined in Section 2.2.2.2.
As confirmed residents move to the development, they will receive a travel guide. This guide will provide information on all available modes of transport and will include maps, health benefits, local amenities, public transport timetables.	TPC	Guide to be distributed to new residents from first occupation and ongoing for the lifespan of the Full Travel Plan.
Hard copies of the travel guide will be made available in the marketing suite for prospective residents.	Developer / TPC	As above.
If the housebuilder produces a sales website for the development, a link to an electronic version of the guide will be included for prospective residents.	Developer / TPC	As above.
There will be additional ongoing communication every year to highlight aspects of the Travel Plan, and to promote national sustainable travel events.	TPC	From first occupation and ongoing for the lifespan of the Full Travel Plan.
Walking and Cycling		
Pedestrian routes will be provided throughout the development to increase permeability and minimise walking distances to external destinations.	Developer	To be provided at construction.
Land to the south of the site will be safeguarded for future improvements to the train station to facilitate step free access. See Appendix A.	Developer	To be provided at construction.
The developer will provide a Toucan Crossing on Longsight Road	Developer	To be provided at construction.
Provide upgrades to zebra crossing and central pedestrian island on Whalley Road	Developer	To be provided at construction.
Provision of adequate cycle parking as per LCC guidance.	Developer	To be provided at construction.
Traffic calming measures will be provided on Whitehalgh Lane.	Developer	To be provided at construction.
The TPC will investigate the possibility of setting up 'Walking Buses'.	TPC	From first occupation and ongoing for the lifespan of the Full Travel Plan.

Measure	Responsibility	Timeframe for implementation
Promotion of health and environmental benefits of walking and cycling through Travel Plan communication materials.	TPC	From first occupation and ongoing for the lifespan of the Full Travel Plan.
Promotion of local active travel maps to support resident wayfinding through Travel Plan communication materials.	TPC	From first occupation and ongoing for the lifespan of the Full Travel Plan.
Promotion of cycle initiatives (detailed in Section 3.3.1) through Travel Plan communication materials, to help people to cycle.	TPC	From first occupation and ongoing for the lifespan of the Full Travel Plan.
Travel Plan communication materials will promote events which encourage walking and cycling, such as National Walking Month , Bike Week , Walk to School Week and Love to Ride's Winter Wheelers , as detailed in Section 4.1.	TPC	From first occupation and ongoing for the lifespan of the Full Travel Plan.
Public Transport		
Pedestrian infrastructure will be provided through the site and along the access road, linking to improved pedestrian infrastructure available on the A59 Longsight Road, allowing future residents to access existing bus stops.	Developer	To be provided at construction
Land to the south of the site will be safeguarded for future improvements to the train station to facilitate step free access. See Appendix A.	Developer	As per the S106 agreement
Fund the provision of two additional bus stops on A59 Longsight Road.	Developer	As per the S106 agreement
Fund improvements and provision of shelters to the existing bus stops on A666 Whalley Road	Developer	As per the S106 agreement
Fund the provision of discounted bus tickets to residents.	Developer	As per the S106 agreement
Provision of passenger information to residents within the travel guide.	TPC	From first occupation and ongoing for the lifespan of the Full Travel Plan.
Travel Plan communication materials will promote events which encourage public transport use, such as Catch the Bus Month and Travelwise Week , as detailed in Section 4.1.	TPC	From first occupation and ongoing for the lifespan of the Full Travel Plan.
Managing Car Use		
Provision of adequate levels of resident and visitor parking in line with LCC guidelines.	The Developer	To be provided at construction.

Measure	Responsibility	Timeframe for implementation
Promotion of alternative modes of transport within the travel guide and wider Travel Plan communication will help reduce car use.	TPC	From first occupation and ongoing for the lifespan of the Full Travel Plan.
Promotion of a public car share scheme within the travel guide and wider communication materials	TPC	From first occupation and ongoing for the lifespan of the Full Travel Plan.
Information on efficient driving will be included within the travel guide and wider communication materials.	TPC	From first occupation and ongoing for the lifespan of the Full Travel Plan.
Information about electric vehicles and charging facility information will be included within the travel guide and wider communication materials.	TPC	From first occupation and ongoing for the lifespan of the Full Travel Plan.
Information and guidance on working from home / flexible working will be included within the travel guide and wider communication materials.	TPC	From first occupation and ongoing for the lifespan of the Full Travel Plan.
Travel Plan communication materials promote measures to manage / reduce the impact of car travel, including the promotion of national events such as Car Free Day , Clean Air Day and Travelwise Week , as detailed in Section 4.1.	TPC	From first occupation and ongoing for the lifespan of the Full Travel Plan.

Figures



Key:

- Indicative Site Boundary
- Indicative Site Access

Contains OS data © Crown copyright and database rights (2025)

Hydrock Fore
Riverside West
Whitehall Road
Leeds
LS1 4AW

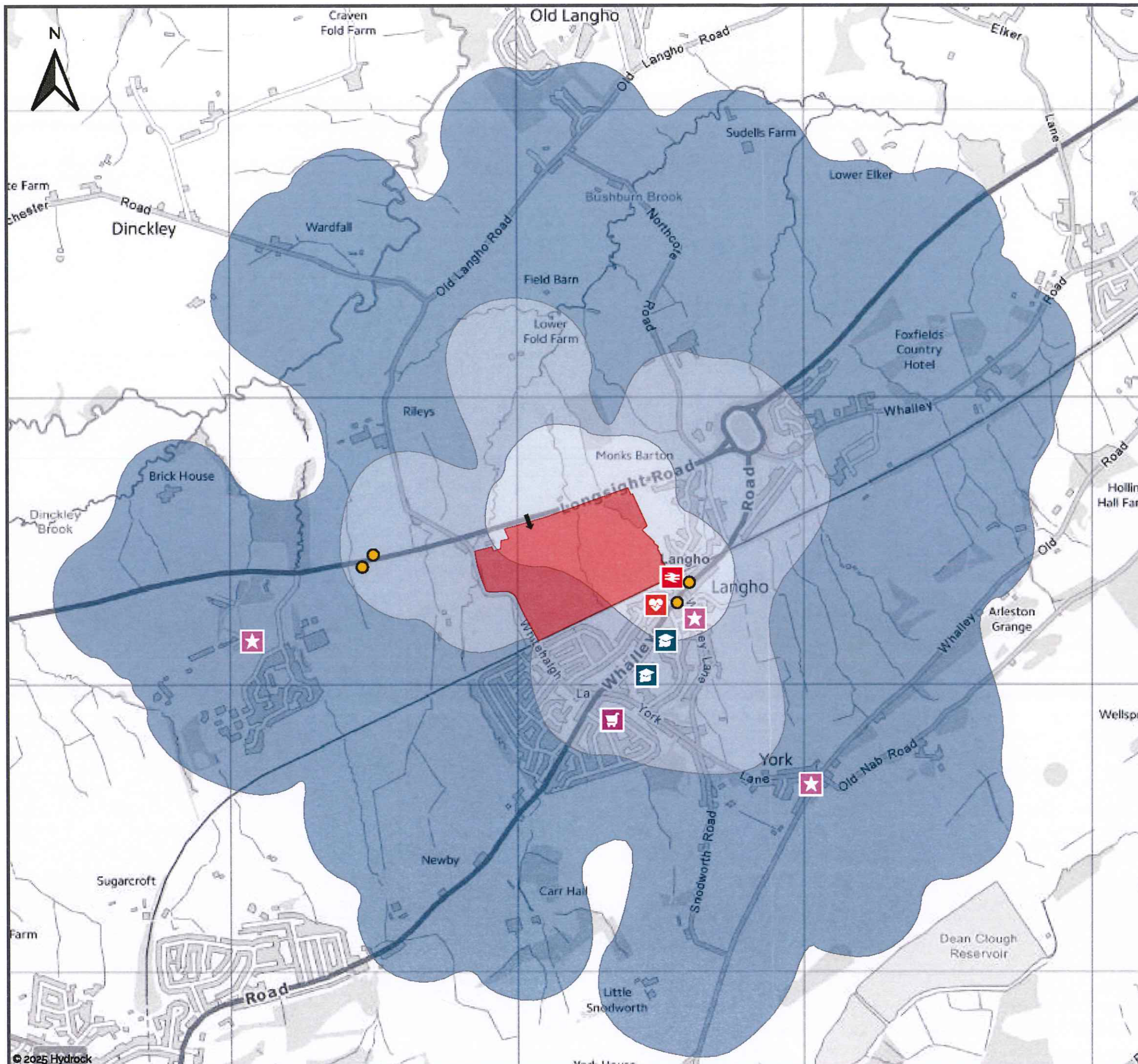
hydrock.com

Client:
Hallam Land Management Limited

Project:
Langho, Lancashire

Figure Title:
Site Location

Scale: 117,500	Figure Status: Issue
Job Number: 4094	Figure Number: Figure 1



Key:

Indicative Site Boundary

Indicative Site Access

Walking Catchment

500m

1.0km

2.0km

Local Amenities

Bus Stop

Langho Railway Station

Retail

Leisure

Health

Primary School / Nursery

Contains OS data © Crown copyright and database rights (2025)

Hydrock Fore
Riverside West
Whitehall Road
Leeds
LS1 4AW

hydrock.com

**Hydrock
Fore**

Client:

Hallam Land Management Limited

Project:

Langho, Lancashire

Figure Title:

Walking Catchment and Local Amenities

Scale:

1:13,000

Job Number:

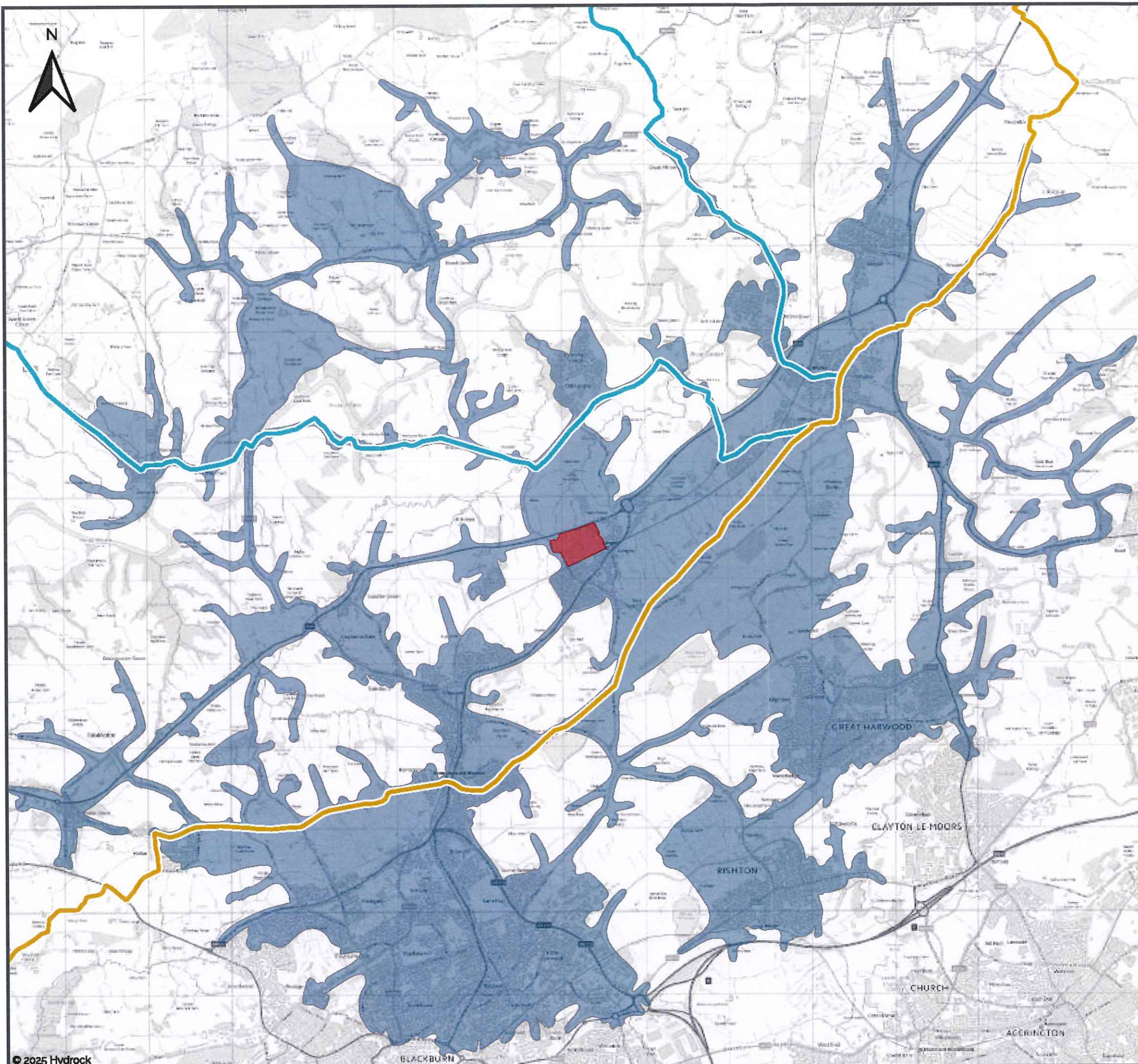
4094

Figure Status:

Issue

Figure Number:

Figure 2



Key:

- Indicative Site Boundary
- 8.0km Cycling Catchment
- National Cycle Route 90
- National Cycle Route 91

Contains OS data © Crown copyright and database rights (2025)

Hydrock Fore
Riverside West
Whitehall Road
Leeds
LS1 4AW

hydrock.com

**Hydrock
Fore**

Client:
Hallam Land Management Limited

Project:
Langho, Lancashire

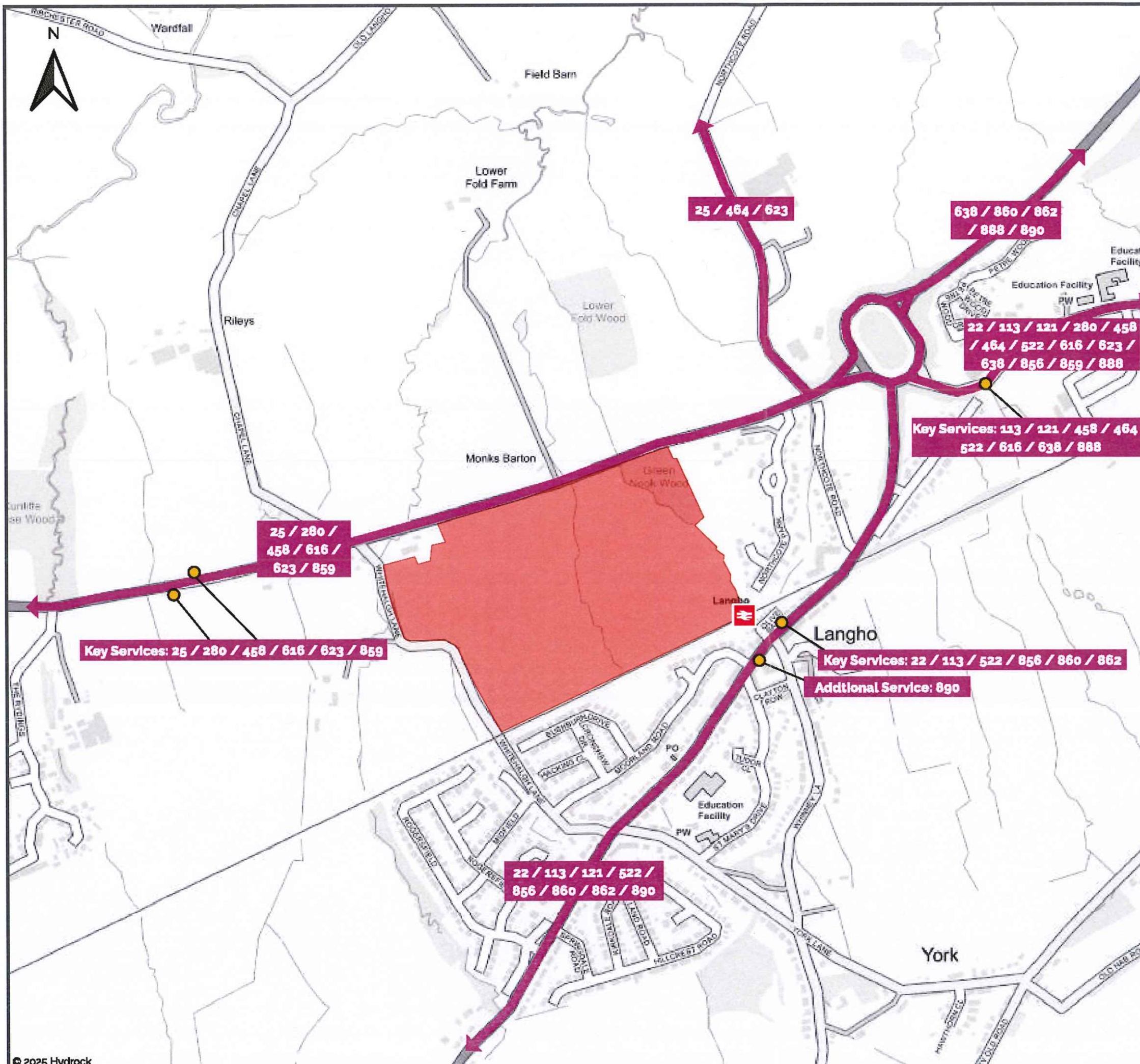
Figure Title:
Cycling Catchment and Long Distance Routes

Scale:
1:45,000

Job Number:
4094

Figure Status:
Issue

Figure Number:
Figure 3



Key:

- Indicative Site Boundary
- Langho Railway Station
- Bus Stop
- Bus Route

Contains OS data © Crown copyright and database rights (2025)

Hydrock Fore
Riverside West
Whitehall Road
Leeds
LS1 4AW
hydrock.com

Client:
Hallam Land Management Limited

Project:
Langho, Lancashire

Figure Title:
Public Transport Network

Scale: 1:7,000	Figure Status: Issue
Job Number: 4094	Figure Number: Figure 4

© 2025 Hydrock

Appendix A

Illustrative Masterplan



- Key:
- Site Boundary (19.88ha)
 - Indicative residential dwellings
 - Indicative private amenity space
 - Proposed public open space
 - Proposed BNG area (high value land- no public access)
 - Proposed attenuation basins
 - Proposed LEAP/LAP
 - Existing vegetation
 - Proposed vegetation
 - Existing Public Right of Way
 - Existing pedestrian access
 - Indicative informal pedestrian and cycle routes
 - Proposed vehicular access
 - Proposed pedestrian/cycle access
 - Indicative tree lined primary street (adoptable)
 - Indicative Private Drives
 - Safeguarded for possible future improvement to railway station

Land Use Summary:

Red Line Boundary Area: 20.013ha

Net Developable Area: 9.00ha

Public Open Space: 10.84ha

Station Car Park: 0.159ha

Station Safeguarded Land: 0.01ha

Drawing Title
ILLUSTRATIVE MASTERPLAN

Project
LAND AT LONGSIGHT ROAD, LANGHO

Date	Scale	Drawn by	Approved by
20/02/2025	1:1000@A1	EF/SN	JB

Project No	Drawing No	Revision
333101612	0104	D

Client
HALLAM LAND