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Your ref: 02/2015&2016/as listed below
Our ref: 02/2015&2016/A6 list/DC/NJS
Date: 13th February 2017

Dear Sir

Planning Application Nos:

- (1) PA No. 16/00241/OULMAJ, Nateby Crossing Lane
- (2) PA No. 16/00625/OUTMAJ, Garstang Road, Barton
- (3) PA No. 16/00090/FULMAJ, 867 Garstang Road, Myerscough
- (4) PA No. 15/00420/OUTMAJ, Garstang Road, Bowgreave
- (5) PA No. 15/00891/OUTMAJ, Garstang Golf Club
- (6) PA No. 15/00928/OUTMAJ, Calder House Lane
- (7) PA No. 16/00230/OULMAJ, Lancaster New Road, Cabus
- (8) PA No. 16/00144/OUTMAJ, Daniel Fold Farm
- (9) PA No. 16/00807/OUTMAJ, Shepherds Farm, Garstang Road, Barton
- (10) PA No. 16/00955/OULMAJ, Collinson PLC
- (11) PA No. 16/00550/FULMAJ, Garstang Business Centre

Please refer to 'Part C' of this letter (and Appendix 1) for specific location details for each development application site.

Part A

I refer to the above planning applications and would like to thank you for the opportunity to provide further comment. This correspondence is an update on that dated 22nd November 2016.

Lancashire County Council (LCC) as the Local Highway Authority (LHA) is responsible for providing and maintaining a safe and reliable highway network. With this in mind, the present and proposed highway systems have been considered and areas of concern that potentially could cause problems for the public, cyclists, public transport, motorists and other vehicles in and around the area have been identified.

As part of these comments it is important to reiterate the grave concern I highlighted within statutory consultation responses, with the unprecedented number, scale and location of recent developments in the Barton/Garstang/Catterall areas and other areas beyond the boundary of Wyre. This resulted in LCC not being able to recommend approval within consultation comments for development over and above that which had already been considered and supported by LCC.

LCC does embrace a 'one team' approach to facilitate appropriate development within Lancashire. To deliver this requires support and close working with the local planning authorities, developers and their representatives.

In line with the NPPF, LCC have considered a planned approach to overcome/reduce issues where possible. This approach considered the future cumulative impacts of development and the opportunities it can deliver, with regard to planned development and supporting mitigation. Applying this constructive approach, only then can we maximise (the quantum) and support the delivery of high quality sustainable development, having regard to competing demands for valuable highway space (both locally and strategically for all modes) in the future and a suitable way to deliver necessary change.

The highway network and its operation (existing/future) in the vicinity of the M55 and A6 is complex. It was considered important by LCC that a network and development review/evaluation process was revisited in this area taking on board all relevant changes. This process has moved forward with more up to date traffic information and modelling and includes the A6 corridor from the M55 jct. 1 to a point north of Garstang.

LCC has developed a planned approach which has led to the development of a list of highway infrastructure requirements. These requirements are the physical components providing specific functional benefits that can provide sufficient change to overcome local, strategic and connectivity issues for all modes. These network improvements can allow LCC, as LHA, to support a level of development (by improving local and wider network performance, safety and function).

The movement of people and goods all interact with each other, at different levels, with different needs and with associated user risks. A coordinated, development funded change does support these needs but also provides opportunities and secondary benefits to users on competing routes making the local network better and the A6 more efficient and effective.

All changes considered necessary as part of this planned approach to maximise support of development in Wyre (that impacts on the A6 corridor) will be delivered by a number of mechanisms. **It is also important to highlight that proposed development in Wyre also relies on changes funded by development in Preston (where CIL is applied) or as a result of site related infrastructure provided by specific development sites.**

The approach as described requires the identified measures to be delivered, via s278 agreement where possible, potentially with identical individual infrastructure burdens placed on multiple developers, where appropriate. All other infrastructure requirements should be funded through s106 agreements (with LCC party to those

agreements), having regard to the expected delivery cost (which includes design and potential utility diversions). At this stage all identified mitigation measures (as identified within the appendices to this letter) are in a simple form which is suitable for its intended purpose, as it provides the principles to be delivered by development. It must be noted that, during detailed design or as a result of delays or phasing of changes in line with development, there may be further costs to a scheme that at this stage cannot be fully controlled or incorporated. When agreeing a s106 with each developer a cost update will be undertaken (if considered necessary by LCC). The approach does not include PT service or Travel Plan requirements which would be an additional cost to relevant development sites.

It is suggested at this stage that, given the complex planning situation which exists on the A6 corridor, decisions are made in a staged approach having regard to risk, in line with initial discussions with Wyre's planning officers. These stages are:

- the complex issues and the planned approach to deliver infrastructure (whether this is located within Wyre or Preston) is described to planning committee by Wyre officers. This should also consider previously agreed infrastructure/highway changes to be delivered by any other developments or specific highway provision forming part of a particular development site;
- Wyre's planning committee then consider all applications that are ready to be determined with suitable weight attached to the individual site comments as highlighted in this response;
- Wyre's planning committee then resolve to approve those individual applications which they support and delegate a further decision to Wyre's planning officers to enable them to, based on detailed site specific infrastructure requirements and its delivery with agreement of the county council, ensure the strategy can be delivered without risk to the highway authority.

This would enable LCC highway officers with support of Wyre planning officers to determine necessary mitigation measures per development, ensuring that each scheme is acceptable having regard to risk, deliverability, phasing of development and trigger points, i.e. a planned approach.

Those measures secured by way of planning obligation should be fairly and reasonably related in scale and kind to the proposal to ensure that the costs incurred in providing infrastructure support development in the area.

The overall approach will deliver the following benefits:

- Certainty – providing local infrastructure, having regard to cumulative impact;
- Fairness – broader range of developments contribute;
- Transparency – open process; and
- Certainty – to developers.

In addition the approach has long-term infrastructure benefits by **supporting sustainable development, maximising capacity in line with infrastructure needs and following a planned vision overcoming problems that in isolation would result in individual developments not being supported by LCC.**

There is a strong link within the approach to supporting sustainable modes, including pedestrian and cycle provision, supporting the environment and linking and strengthening communities. This approach will reduce, where possible, reliance on the private car, whether for development sites or the existing community, providing secondary benefits to development for all modes.

This note is presented as 'Part A' of a three part statutory consultation response now covering a total of 11 major applications that influence the A6 corridor. Following this Part 'B' provides an update on the latest network assessment and the development of a strategy to support a level of further development. Finally, 'Part C' of this letter addresses the specific highway and transportation aspects of each individual application which LCC must also consider when providing our formal statutory consultation responses to the Local Planning Authority.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'N Stevens', with a long horizontal flourish extending to the right.

Neil Stevens
Highways Development Control Manager
Community Services, Lancashire County Council

Part B

LATEST NETWORK ASSESSMENT AT M55 JCT. 1 AND THE DEVELOPMENT OF A STRATEGY TO SUPPORT A LEVEL OF FURTHER DEVELOPMENT

Wyre Council and developers are aware that LCC, with some support from Highways England, have been undertaking a review of the previous 2015 junction modelling. The review included new traffic data and considered committed development and other influencing development/proposals, including that from Wyre, Ribble Valley, Preston, Preston City Councils Local Plan (supported by LCC), a new motorway junction on the M55 (J2), Preston Western Distributor (PWD) and other highway infrastructure/changes. The purpose was to make use of the most up to date traffic flow information (including that provided by the Central Lancashire Saturn model) to better understand if the wider influences, with future re-routeing of vehicles to alternative corridors, would identify capacity at pinch points that provide opportunities for any further development.

Note: This modelling exercise included the future benefits resulting from all NW Preston Masterplan highway infrastructure (including the Broughton Bypass and other new highway delivered by development).

This initial review and modelling exercise was completed on the 16th November 2016, the outcome was reported in the 22nd November correspondence and demonstrated that there will be some limited capacity on the A6 at M55 Jct. 1, subject to delivery of the following elements:

1. slip road improvements at M55 Jct. 1 on HE network (previously identified with some funding secured by development in Wyre, Joe Lane and Danial Fold*). This provides additional capacity but in isolation this improvement can only support some limited development; (*previous highway authority statutory comments accepted the impacts of the Nateby Crossing Lane application and its financial contribution - this application has recently progressed through a public inquiry (awaiting the inspector's decision). A parallel application is being considered, together with a number of others applications.
2. PWD, M55 Jct.2 (subject to a LCC planning decision early in 2017 - this is a priority for LCC to progress and deliver ASAP) and associated measures; and
3. other highway linkages yet to be provided by development currently being built out i.e. land north of Eastway.

Note: this does assume that Broughton Bypass is open with its changes at the M55 junc.1 (it is currently being constructed).

LCC has now undertaken further analysis and updated the assessment. This has allowed LCC Highways to review our position in regard to **development impact at M55 Jct. 1** and will allow LCC Highways to support the principle of a limited level of further development, previously not supported.

In conjunction with the traffic model review, LCC have developed a number of initiatives for the A6 corridor north of Broughton which together (all delivered) would help negate against future cumulative capacity issues, safety concerns and sustainable transport infrastructure needs that would arise with additional development.

Latest position with M55 Jct. 1

Previous work by LCC, identified a highway capacity problem that limits development proposals, including those in the Wyre district, along the A6 corridor. The approach developed by LCC to inform decision making included the use of a Linsig signal model of the M55 Jct. 1 with support of a spreadsheet model.

The planning application for the Preston Western Distributor road which included a new motorway junction onto the M55 (J2) was submitted in 2016, the application is expected to be determined early in 2017. The supporting Environmental Statement contained traffic information from a strategic Saturn traffic model – the Central Lancashire Model (CLM).

The CLM provided the opportunity to investigate the '*strategic*' traffic impacts including redistribution (re-routeing) as a result of changes to the network and or highway demand. The future traffic flows were derived by assessing all the committed and pending development proposals in a large geographical area along with using information derived from the CLM.

The outputs from this strategic approach were used to support modelling of Broughton Roundabout using propriety Linsig software, to test the future capacity of the junction in 2026 (using 2016 observations at the junction factored using TEMPRO).

The use of TEMPRO was necessary to take account of the numerous small developments that were under the threshold for the submission of either a Traffic Assessment or the simpler Traffic Statement or to consider traffic growth influences beyond that considered.

Note: Linsig analysis was done as an isolated model and doesn't take into account the influence of, or any impacts upon, nearby junctions along the A6 corridor. Other junctions in Preston have been considered on the D'Urton Lane route, in modelling terms they also would be operating at their limiting capacity.

M55 Jct. 1 Summary

The Linsig modelling demonstrates that the M55 J1 in isolation is predicted to operate at the limit of its theoretical capacity when providing for the predicted future flows with development that has been assessed. This assumes that all infrastructure improvements are delivered and that the predicted traffic growth is not exceeded. For the avoidance of doubt the improvements influencing M55 jct. 1 are:

- Widening of both M55 jct. 1 motorway (off) slip roads from two to three lanes (to be funded by development);
- Preston Western Distributor and East West Link with a new junction 2 on the M55; and
- The provision of a new link road between D'Urton Lane and Eastway as part of the Story Homes development.

Note: This assumes that Broughton by-pass with the provision of four south bound lanes to Broughton roundabout is completed and operational.

LCC have identified one scenario where we would not seek to object to any of the eleven applications on the list based on severe impact **at this location**. The latest assessment indicates this level of traffic could be accommodated if all necessary supporting infrastructure improvements (as referred to above) are secured and delivered. There is currently £695,000 that has been secured towards delivery of the M55 jct.1 (east and west bound off slips) improvement schemes with a revised combined delivery estimated cost of £1.2M. **This leaves a revised funding gap of £505,000, which will need to be filled by Wyre development having regard to the number of contributors allowed for any individual scheme.**

As previously indicated, the above scenario will require all three identified elements to have certainty (as considered by LHA) of coming forward or be within the gift of the highway authority (LCC/HE) to bring them forward and that they will be available for public use, providing intended benefits once delivered, forming part of the adopted highway network.

Highway change that influences M55 Junc. 1

The following notes only relate to the influence of development and necessary changes at and around the M55. All other necessary local initiatives on the A6 corridor are detailed elsewhere in the overall response.

The traffic modelling undertaken by the county council indicates that, for both AM and PM peaks in 2026 with all development (including that which forms this response) and changes as highlighted below (including those which reroute traffic) that the M55 junc. 1 will be operating at its limiting capacity. It is important to note that individual changes, as highlighted, do ultimately provide A6 corridor benefits however individually they also influence different parts of the local and wider network and junctions especially in Preston. Some changes directly affect junction capacity because of an increase in lanes while others change the pattern of movement and/or effect traffic numbers.

It must be noted the PWD infrastructure, including a new motorway junction, would satisfy the need of much of NW Preston as well as redistribution of trips from the A6 corridor. Some of the changes considered in isolation do influence the location of the critical node within M55 jct. 1 i.e. which approach to the signalised roundabout, and the internal link within, are critical.

As highlighted above the combined benefits of all changes with all emerging development considered will result in M55 junc. 1 operating at limited capacity. At this stage the M55 junc. 2 and the PWD application has been submitted however its benefits to the A6 corridor cannot be allocated to some of the development considered until a positive planning decision is made by LCC planning committee which is expected in the next few months.

Note: With regard to M55 Junc. 2/PWD, these necessary benefits to support Wyre Development are funded by City Deal/Preston CIL.

With this timing issue (of the M55 junc. 2 decision) and its influence at this location, the other necessary changes being the Broughton Bypass changes, M55 junc. 1 off

slips, and Durton Lane link can be considered deliverable, subject to agreeing the shortfall in the slip roads contributions from Wyre Development and together will allow some support of development in Wyre (176 two way trips, average peak).

With regard to each change (that can be currently considered)

- Broughton Bypass will be completed and operational by mid 2017;
- Durton Lane link, via the Story Homes Eastway development is progressing well. The initial s278 highway works are being delivered. The latest position with regard to the Durton Lane link which includes HCA involvement and support, is that the detailed design of the road is complete (excludes highway drainage and its connection with site drainage). The road has an anticipated programme with construction to commence in quarter 1 of financial year 2017-18;
- M55 junc. 1 off slips, contributions have been collected from development however there is an anticipated shortfall that still needs to be agreed, with consideration for development from Wyre having regard to the number of contributors to each slip road scheme. For the avoidance of doubt, it is expected that developer contributions from the above development will fully fund and deliver these M55 junc. 1 changes. Funding to be provided early as practicably possible and held by LCC for a reasonable period of time. This must ensure that sufficient funds are provided to allow the scheme to be designed in detail and delivered on Highways England network, without the risk of funds being returned and with all funds to be index linked.

Until M55 Junc. 2 has a planning permission, the following fair, equitable and consistent approach (see Note 1 below) to all development that Wyre planning committee will consider is required in the allocation of trips (see Note 2 below). It is important that identical parameters are applied to allow a comparison to be made. With this the number of two way trips (for consideration within the planning committee exercise) that can be accommodated until Junc. 2 is committed is **176** (see Note 3 below). Each detailed application response includes its 2way flow in the vicinity of M55 Jct.1. Consideration for this information will allow Wyre to gauge the scale of development that can be accommodated (with changes) prior to M55 junc. 2 decision.

Note 1: whilst a number of applications included a TA, these contained inconsistencies of approach and parameters that were slightly different. To overcome this and to achieve consistency for this part of the exercise only the Turner Lowe information has been used to determine individual development impacts, as highlighted in each separate response.

Note 2: LCC support is subject to planning obligations agreed by all parties in a tripartite agreement to deliver changes as identified with each developer. To overcome implementation risks it may be necessary to include a Grampian condition with regard to the delivery of sites and the M55 slip road improvements. This will be determined at the detail discussion stage with those applications supported by planning committee.

Note 3: the level of two way trips has been derived having regard to historic modelling, of the slip road improvements, Durton Lane Link (proportion of the overall area wide

benefits), committed development and Broughton bypass, as well as consideration to other development beyond Wyre. For the avoidance of doubt Nateby Crossing Lane is not included (i.e. if the Nateby Appeal site were to be successful then the two-way value would reduce).

Update on the A6 Corridor Assessment / Strategy

LCC Highways have been clear in previous correspondence that the impact of all development now being considered (which had the potential to impact in the A6 corridor) must be taken into consideration in a residual Cumulative Impact Assessment.

The applications on the Wyre list in the Barton area have been assessed with, in general, a much greater propensity to generate trips to/from Preston and the south. The Barton applications therefore generate greater impact at M55 Jct.1, but a more limited impact as you travel further north on the A6.

Applications under consideration in Garstang/Catterall/Cabus clearly have a potential to have a greater impact whether primary or secondary in the northern section of this corridor of the A6. This section of the A6 includes the following key junctions: A6/A586; A6/Longmoor Lane/Moss Lane; and A6/Croston Rd/Cockerham Rd signals.

LCC has previously highlighted that, at the above junctions, there was limited information provided by applicants, with no cumulative impact assessment considering the future full scale of development currently under consideration (i.e. all the applications to which Wyre have requested statutory consultation comments from LCC Highways). This was considered necessary to understand what level of future development can be accommodated.

When LCC previously considered the major applications of Joe Lane, Daniel Fold and Nateby Crossing Lane we were able to positively conclude, having regard to expected conditions at that time and the use of a 'Cumulative Assessment' undertaken by one of the applicants, that this level of development was acceptable. This allowed LCC to develop a coordinated strategy, with developer buy-in, whereby necessary improvements identified by LCC could be funded and delivered by the developments being considered at that time.

In recent weeks LCC have received a 'Cumulative Assessment' for the northern A6 section, undertaken by one of the developers within the corridor (Garstang Golf Club). This assessment has been reviewed by LCC and amended where changes were deemed appropriate, including: traffic flows; traffic routeing; developments; and traffic modelling, to reflect the most up to date schemes (as attached). All the information now available, submitted by all developments currently under consideration, has allowed LCC to make an informed decision with regard to the full number and scale of the eleven development proposals we have been asked to comment upon.

The latest future cumulative impact assessment work has allowed LCC to conclude that, subject to the delivery of major improvement schemes and the 'Initiatives' as set out below, the scale of development currently under consideration could be accommodated.

LCC Strategy of Initiatives to Support a Level of Further Development

LCC has developed a planned approach which has led to the development of a list of highway infrastructure requirements. These requirements are the physical components providing specific functional benefits that can provide sufficient change to overcome local, strategic and connectivity issues for all modes whether primary or secondary. These network improvements can be used to support a level of development by improving local and wider network performance, safety and function.

LCC considers it is critical that any approach taken forward can secure the delivery of the required improvement schemes, ensuring that developer contributions are reasonable and satisfy the CIL tests (including the number of contributions that can be requested per scheme).

As previously stated, this exercise was carried out and presented in the LCC strategy set out in 2015 (LCC strategy 2015) when statutory consultation comments were sent to Wyre demonstrating an approach that would allow support from LCC for a level of further development of around 630 dwellings and employment (Note: this is development and not related directly to impact at M55 Jct.1).

The initiatives previously presented have been considered further to develop a comprehensive improvement strategy to support some further development with an impact in the strategic A6 corridor. The initiatives are:

Initiative 1 – A6 Barton to Garstang Sustainable Transport Strategy

Initiative 1 has been considered in greater scheme specific detail since the original Strategy to support a level of further development was set out in 2015 (in LCC's statutory consultation comments for Joe Lane, Daniel Fold and Nateby Crossing Lane).

In 2015 LCC set out the measures that Initiative 1 was expected to support. It was expected that the A6 Barton to Garstang Sustainable Transport Strategy would deliver improvement of pedestrian and cycle provision in the A6 Corridor, in particular:

- (i) Provide continuous cycle lanes along the full length, achieved through carriageway widening, central hatching narrowing and coloured surfacing as appropriate;
- (ii) Provide traffic islands or refuge islands in central hatched area. This will help regulate speeds and provide improved crossing places;
- (iii) Use of Gateway features to emphasise village entry points;
- (iv) Use of red textureflex sparingly but also continuously where required;
- (v) A review to declutter and re-sign, including SPIDs as appropriate;
- (vi) **Speed limit review to lower to 40mph or 30mph where appropriate;** and
- (vii) Review of Bus stops in the corridor and improvements (to QBS) as appropriate.

It was always envisaged that the measures identified in this initiative could and should be split into separate individual and manageable schemes, funded through development. LCC has now developed this Strategy further to identify six distinct schemes. These schemes are listed below as Schemes A, B, C, D, D1 and E. Schemes A, B, C, D and E are on specific sections of the A6 corridor and consist of a combination of the measures (i to vii) set out above (see Appendix 1). Scheme D1 is the provision of a Toucan crossing and is a measure that has been identified as desirable by the local Parish Council and one which LCC would support, subject to funding. The individual indicative schemes are:

Scheme A – Longmoor Lane to north of Gubberford Lane;
Estimated cost £150,000 (plus s278 works).

Scheme B – A586 to Longmoor Lane/Moss Lane;
Estimated cost £130,000 (plus s278 works).

Scheme C – Canal Bridge N. of Bilsborrow to A586;
Estimated cost £120,000 (plus s278 works).

Scheme D – White Horse Lane to Canal Bridge N. of Bilsborrow;
Estimated cost £120,000 (plus s278 works).

Scheme D1 – Provision of Toucan Crossing, Bilsborrow;
Estimated cost £100,000.

Scheme E – North of Broughton Bypass to White Horse Lane;
Estimated cost £100,000 (plus s278 works).

Therefore, with the approach set out above, the Initiative 1 Strategy can be delivered through six individual schemes of improvement works that can be delivered through contributions from all major developments with an impact in the corridor, in line with the CIL tests.

The individual indicative schemes are included in Appendices 2 to 15.

Initiative 2 - Wider Improvement of A6 Preston Lancaster New Road/Croston Barn Road/Green Lane West/B5272 Cockerham Road/Croston Road Signalised Junction

As set out when the original 2015 strategy to support further development was identified, this scheme consisted of a s278 improvement delivered by the Nateby Crossing Lane site, and a wider improvement scheme supplemented by s106 funding (subsequently secured from the Joe Lane and Daniel Fold approved applications).

The 2015 wider improvement scheme included an upgrade to MOVA operation and signal equipment as well as the provision of pedestrian/cycle facilities throughout the junction.

This scheme is shown in Appendix 16.

As part of LCC's ongoing review to support development we have identified a further potential improvement scheme at this location that is considered to deliver greater improvement from the previous. However, to deliver the scheme will require support from development. This scheme is under discussion with the developer.

This scheme is shown in Appendix 17.

Initiative 3 – Improvement of Moss Lane/Longmoor Lane Priority Junction

The wider improvement scheme identified by LCC consists of a s278 improvement delivered by the Nateby Crossing Lane site, and a wider improvement scheme supplemented by s106 funding (secured from the Joe Lane and Daniel Fold approved applications). The works will include speed limit review, safety improvements and improvements for pedestrians and cyclists.

The indicative scheme is shown in Appendix 18.

Initiative 4 – Improvement of A6/A586, 'The Avenue' priority junction.

In 2015 LCC identified an improvement scheme at this location that can be delivered in stages. The full scheme includes full signalisation, pedestrian and cycle facilities, speed reduction and other safety measures.

This scheme required funding (through s106) from development. The improvement scheme, as identified, was to be delivered by s106 funding of £500,000. This was made up of £350,000 secured from the Joe Lane and Daniel Fold developments and £150,000 from the Nateby Crossing Lane application. Wyre subsequently took the applications to different planning committees, with approval granted for Joe Lane and Daniel Fold. As highlighted earlier in this correspondence and supporting letter, we await the Inspectors decision for the Nateby Crossing Lane development which has an agreement in place with the developer in regard to mitigation and s106 funding. However, even if Nateby Crossing Lane is granted approval, there is presently a gap in the funding required to deliver the full infrastructure necessary to support development at this location.

In seeking to support development, LCC have reviewed the 2015 improvement scheme developed at this location and identified further measures, over and above that previously identified, to deliver an enhanced scheme.

The indicative scheme is shown in Appendix 19.

The estimated cost of the Full scheme is now £700,000.

Initiative 5 – A6/M55 Jct. 1, Westbound off Slip Improvement Additional lane on westbound off slip

LCC has undertaken a more detailed evaluation of the cost estimate for the slip road schemes in this latest review.

The estimated cost of the full scheme is now £700,000.

Initiative 6 - A6/M55Jct. 1, Eastbound off Slip Improvement Additional lane on eastbound off slip

The estimated cost of the full scheme is now £600,000.

Therefore, to support Wyre Councils request, LCC have provided as part of this response updated Initiatives with estimated costs which will allow consideration of a delivery mechanism, when a specific scenario of development applications is known, at a later date. LCC Highways have provided a spreadsheet with updated scheme costs (Appendix 20), which also includes funds secured through committed development. The levels of funding and s278 works previously agreed with the developers of the Nateby Crossing Lane site are also shown.

In 2015 LCC Highways identified a strategy that was deliverable. In the spreadsheet included in Appendix 20 we now set out the detail required to develop an updated strategy based on development proposals currently in the planning process. It is acknowledged that there are a large range of development scenarios, with impact in the A6 corridor, which Wyre may wish to consider. Within the spreadsheet in Appendix 20, LCC provide Wyre with the following information:

- schemes currently considered/identified in the Strategy of Initiatives;
- the estimated cost of each of the measures;
- the number of contributions currently secured from committed developments for each scheme (in line with CIL regulations and with regard to the maximum of five contributions that can be requested); and
- where s278 works are integral to the Strategy
(Note: where possible LCC would wish to see all off-site highway works delivered under s278 agreements, with no capping of contribution within).

To support Wyre in their deliberations on the applications to which they have requested comments, LCC Highways have also provided a plan that indicates the proposed developments, their location and the measures identified by LCC that will support a level of further development based on the multiple possibilities. This plan is included in Appendix 1.

Note: The above costs take on board: design costs; site supervision and traffic management costs; some thought to utilities and part 1 claims; and phasing of measures. All contributions are still to be index linked with flexibility within the agreements on the use of secured funds to allow sufficient funds to be collected to deliver meaningful schemes.

To overcome risk the county council would need to be a party to any s106 agreement.

It must be noted that Preston City Council applies CIL to development including that on the A6 corridor for example Barton, Broughton etc. Development in Wyre requires the benefits of the infrastructure funded by CIL/City Deal. It is important that the CIL regulations are satisfied and that requirements where possible are fair, reasonable and equitable beyond boundaries of planning authorities.

Part C

LCC Highways Development Control Comments on Each Individual Application

'Part C' of this letter addresses the specific highway and transportation aspects of each individual application which LCC must also consider when providing our formal responses to the Local Planning Authority.

The correspondence passed to Wyre dated 22nd November 2016 to which this letter provides an update included specific comments in regard to highway and transportation aspects of each individual application. The correspondence at that time indicated where aspects of individual proposals were not acceptable as presented and where further information was considered necessary. In the intervening period, LCC Highways has continued to engage with developers with the aim addressing outstanding matters. There has been a number of further meetings with developers and the submission of a significant amount of further information in regard to individual applications, as well as the cumulative assessment work for the northern section of the A6 corridor.

The first eight applications below are addressed in no particular order. The sequence simply reflects how they were listed in the Wyre BC email of the 7th October 2016, sent to LCC with the subject title 'WBC highway priorities – Oct'. The application listed as number (9) was not on this list, however, LCC Highways have also included a response on this application in a consistent approach. Planning Application No. 16/00955/OULMAJ, Collinson PLC has also been added to the list as number (10). Finally, the office application in Garstang under PA No 16/00550/FULMAJ is now updated and provided within this correspondence as number (11).

The applications to be covered in Part C of this letter are:

- (1) PA No. 16/00241/OULMAJ, Nateby Crossing Lane**
- (2) PA No. 16/00625/OUTMAJ, Garstang Road, Barton**
- (3) PA No. 16/00090/FULMAJ, 867 Garstang Road, Myerscough**
- (4) PA No. 15/00420/OUTMAJ, Garstang Road, Bowgreave**
- (5) PA No. 15/00891/OUTMAJ, Garstang Golf Club**
- (6) PA No. 15/00928/OUTMAJ, Calder House Lane**
- (7) PA No. 16/00230/OULMAJ, Lancaster New Road, Cabus**
- (8) PA No. 16/00144/OUTMAJ, Daniel Fold Farm**
- (9) PA No. 16/00807/OUTMAJ, Shepherds Farm, Garstang Road, Barton**
- (10) PA No. 16/00955/OULMAJ, Collinson PLC**
- (11) PA No. 16/00550/FULMAJ Garstang Business Centre**

The approach taken by LCC Highways in regard to comments on the specific elements of the Transport Assessment for each of the Applications (1) to (11) on the list above is set out below.

In regards to number one on this list, LCC Highways Development Control provided our detailed statutory comments to Wyre Council on 27th May 2016 and this remains our position. It must be noted that the appeal inquiry for the original Nateby application PA No. 14/00458/OULMAJ has now closed and as such the potential for this development to be approved is in the hands of the Secretary of State following consideration of the Inspectors report. The decision could obviously be one of approval or refusal and it is therefore clear that until such time as the decision is known neither LCC nor Wyre should pre-judge the outcome. Therefore, any recommendation in regard to the overall scale of development that could be supported must reflect the potential for the Nateby appeal to be upheld and therefore a scenario at this time that does not include the Nateby appeal site would be inappropriate.

Given the position set out in Parts A and B of this letter, LCC has sought to best address all other matters for current applications. Given the number of responses required this has necessitated a concise approach that focuses on the key elements and raises issues as appropriate. The approach adopted for each of the applications (1) to (11) was to address the following matters in a consistent manner for each application, under the key sections:

- A. The Latest Proposed Main Site Access Strategy;
- B. Specific Comments on all other elements of the submitted Transport Assessment under the following sub-headings:
 - Type of Assessment Undertaken;
 - Committed Development;
 - Traffic Figures;
 - Traffic Growth and Assessment Years;
 - Trip Rates;
 - Distribution;
 - Accident Analysis;
 - Off-site Highway Works Considered;
 - Junction Operational Assessment;
 - Site accessibility;
 - Pedestrian/Cycling Considerations; and
 - Public Transport Considerations.
- C. Internal Site Layout, Parking Standards/Parking Provision and SUDS;
- D. S278 Works;
- E. Planning Obligations (s106 Planning Contributions); and
- F. Recommendation

(1) PA No. 16/00241/OULMAJ, Nateby Crossing Lane

Location: LAND TO THE WEST OF THE A6 PRESTON LANCASTER NEW ROAD, BOUNDED BY NATEBY CROSSING LANE & CROSTON BARN LANE, NATEBY, GARSTANG, PR3 1DY

DESCRIPTION: OUTLINE PLANNING PERMISSION FOR THE ERECTION OF UP TO 269 DWELLINGS, 5,532 SQM OF CLASS B1(A) OFFICES, UP TO 3,957 SQM OF CLASS B1(C) LIGHT INDUSTRIAL FLOORSPACE, UP TO 495 SQM (GROSS) CLASS A1 RETAIL CONVENIENCE STORE AND UP TO 300 SQM (GROSS) CLASS A3.

LCC Highways Development Control provided our detailed statutory comments to Wyre Council on 27th May 2016 and this remains our position.

These statutory comments are included in Appendix 21, however until the appeal decision is reached for the purpose of this exercise this resubmission application must be considered equally with the others.

Following our statutory consultation response in May 2016, LCC has consistently been clear with Wyre Council that there are no outstanding Highways issues with the re-submitted Nateby Crossing Lane application. This has been made clear in a number of written responses in particular the response provided to Wyre by email on 28th September 2016.

The Nateby re-submission site is included in the latest cumulative assessment on the northern section of the A6 corridor.

A – E. See previous Statutory Comments

F. Recommendation

Lancashire County Council takes its responsibility seriously with respect to the current and future use of the highway network. In reaching our position with regard to this development proposal, LCC have conducted a review of all the submitted information presented.

In order for LCC Highways Development Control to have no objection to the proposed development, it is necessary that all three elements on page 5 (Part B) have certainty (as considered by the LHA) of coming forward or are within the gift of LCC/LHA to bring them forward and that they will be available for public use providing intended benefits once delivered forming part of the adopted highway network. **It must be noted that this is not the current the position.**

However, the support and delivery of changes in the vicinity of the M55 junc. 1 could be used to support some further development until a planning decision is made for M55 junc. 2 which would then release further network benefits. Therefore, as presented this potentially could allow support from LCC for this proposal if taken forward as part of an acceptable strategy that includes satisfying necessary s106

funding requirements. However, it must be stressed that the overall combination of developments that can be supported at this time should not exceed the 176 two way trips at M55 jct. 1.

This development has a two-way impact of 108 trips at M55 Jct.1.

On the above being satisfied, LCC Highways would offer no objection to the proposed development providing that appropriate funding (s106) for sustainable measures is agreed with the county council and secured within a tripartite agreement; that all s278 measures as agreed and detailed above are delivered by the developer in line with agreed trigger points and conditions are agreed (including if necessary the use of Grampian type conditions) and are put in place to ensure these necessary measures are delivered by the developer in line with required trigger points.

(2) PA No. 16/00625/OUTMAJ, Garstang Road, Barton

Location: Land off Garstang Road Barton Preston Lancashire

DESCRIPTION: Outline application for a mixed use development of up to 72 dwellings and up to 320sqm (gross) retail floor space (Use Class A1) with associated access from the A6 (all other matters reserved)

- A. **The Latest Proposed Main Site Access Strategy.** Although the A6 is a strategic route, I would consider Manual for Streets/Manual for Street 2 (MfS/MfS2) as the appropriate guidance documents at this location, rather than Design Manual for Roads and Bridges (DMRB). No speed surveys were provided as part of this application, but surveys submitted with other applications on this section of the A6 suggest 85th percentile vehicle speeds (in wet conditions) to be 44.4mph (northbound) and 43.8mph (southbound), using the methodology of MfS/MfS2, mean sightlines should be 121m and 119m, which are in line with those provided by the applicant.

As part of the access arrangements the developer is proposing to provide a pedestrian refuge south of the site access on the A6. Whilst this may be beneficial in slightly reducing speeds closer to the speed limit, the scheme would reduce facilities for cyclists, which will need to be addressed. Improved provision for cyclists around and across the proposed new junction is required.

The submitted TA says that the ghost island to be provided at the new access junction will be in accordance with DMRB TD 42/95, which is welcomed but the rest of the new access junction should be constructed to these standards as well, including corner radii and lane widths.

B. Specific Comments on all other elements of the submitted Transport Assessment under the following sub-headings:

- Type of Assessment Undertaken – a brief TA, largely appropriate for this scale of development but missing some key issues, has been provided.
- Committed Development - Consideration has been given to other committed developments which impact on the A6 corridor, but the list used is not complete and doesn't include all the developments identified in this response.

Traffic Figures

- Traffic Growth and Assessment Years – There are errors in the traffic growth factor calculations but these do not make a material difference to the conclusions reached. The assessment years, up to 2021, are not unreasonable for this scale of development.

Trip Rates

- The trip rates provided are slightly different from the trip rates that LCC have accepted for other development on the A6 corridor and for a consistent approach the following trip rates should be used.

Peak Hour	Arrivals	Departures
08:00 – 09:00	0.140	0.445
17:00 – 18:00	0.437	0.226

Using the revised trip rates increases 2-way vehicle trips in the AM peak from 40 to 42 (5%) and in the PM peak from 42 to 48 (14%).

Distribution

- The information provided on trip distribution, is broadly in line with what is expected at this location.

Accident Analysis

- The TA identifies 4 injury accidents in the vicinity of the development site. When causation factors are examined there is no evidence to show that the traffic from the development would have a severe impact on road safety on the wider local highway network.

Off-site Highway Works Considered

- No off site highway works other than the site access are proposed as part of this development.

Junction Operational Assessment

- The submitted junction operational assessment raises no major concerns around the safe operation of the site access. What is of concern is the cumulative impact of development traffic on the A6 corridor.

Site accessibility

- The National Planning Policy Framework (NPPF) states in paragraph 17 that development should “make the fullest possible use of public transport, walking and cycling and focus significant developments in locations which can be made sustainable”.
- In the TA the developer states, with respect to accessibility, that the site is accessible by sustainable modes of transport, in compliance with national and local policy on transport.

Pedestrian/Cycling Considerations

- There are limited opportunities for a significant number of journeys to be made by walking or cycling from this development, although the inclusion of a food retail/convenience store within the development may reduce outgoing trips but may also increase incoming trips. The lack of employment opportunities within a 12 minute walking time will limit walking trips, while the on-road cycle path stops approximately 2km north of the site, which will discourage less confident cyclists.

Public Transport Considerations

- The nearest bus stops (northbound and southbound) are located 50m from the proposed site access, with all proposed plots within 400m and there are regular bus services linking the site to Preston, Garstang, Blackpool and Lancaster. These bus stops do not provide raised boarding areas, which we expect to be provided to improve accessibility at these stops for a wider range of users. The developer has offered to upgrade these stops.

Highways Update – Network Assessment and Residual Cumulative Impact

Whilst no cumulative impact has been undertaken by this developer, work has been undertaken by another developer with subsequent further work undertaken by LCC. This work has provided a 'Cumulative Assessment' for the northern section of the A6 corridor which included consideration of this development site. This latest work negates the need for further assessment by this developer and has ultimately allowed an informed decision to be reached on this and other applications under consideration.

C. Internal Site Layout, Parking Standards/Parking Provision and SUDS

- As the application is in outline form the site layout is only indicative. The indicative layout raises no major concerns. However, I would advise, that prior to the submission of any reserved matters application (should outline permission be granted) that the developer consult with LCC to ensure that the internal layout meets with adoptable standards.

D. S278 Works

- The construction of the site access works would need to be carried out under an s278 agreement.
- Any s278 works should include the upgrading of the northbound and southbound bus stops nearest to the site access.

E. Planning Obligations (s106 Planning Contributions)

- It is appropriate to seek planning obligation contributions from this development to support improvements to the local network and sustainable transport links. This funding will be used to implement changes to limit the negative impact of this large development on the existing congested network.
- A considered and co-ordinated request for Section 106 contributions towards sustainable transport will be based on the detailed assessment of the site and surrounding network.

The indicative list of schemes for which planning contributions should be considered is:

- A6 Barton to Garstang Sustainable Transport Strategy (Initiative 1);
- Initiatives 2, 3 and 4; and
- M55 Jct. 1 (Initiatives 5 & 6).

Also,

- Request from PROW team for £24,850 to upgrade footpath 23.

F. Recommendation

Lancashire County Council takes its responsibility seriously with respect to the current and future use of the highway network. In reaching our position with regard to this development proposal, LCC have conducted a review of all the submitted information presented.

In order for LCC Highways Development Control to have no objection to the proposed development, it is necessary that all three elements on page 5 (Part B) have certainty (as considered by the LHA) of coming forward or are within the gift of LCC/LHA to bring them forward and that they will be available for public use providing intended benefits once delivered forming part of the adopted highway network. **It must be noted that this is not the current the position.**

However, the support and delivery of changes in the vicinity of the M55 junc. 1 could be used to support some further development until a planning decision is made for M55 junc. 2 which would then release further network benefits. Therefore, as presented this potentially could allow support from LCC for this proposal if taken forward as part of an acceptable strategy that includes satisfying necessary s106 funding requirements. However, it must be stressed that the overall combination of developments that can be supported at this time should not exceed the 176 two way trips at M55 jct. 1.

This development has a two-way impact of 39 trips at M55 Jct.1.

On the above being satisfied, LCC Highways would offer no objection to the proposed development providing that appropriate funding (s106) for sustainable measures is agreed with the county council and secured within a tripartite agreement; that all s278 measures as agreed and detailed above are delivered by the developer in line with agreed trigger points and conditions are agreed (including if necessary the use of Grampian type conditions) and are put in place to ensure these necessary measures are delivered by the developer in line with required trigger points.

If you are minded to approve this application, LCC would be willing to provide suggested suitable conditions.

(3) PA No. 16/00090/FULMAJ, 867 Garstang Road, Myerscough

Location: Land to the Rear of 867 Garstang Road, Myerscough, Lancashire, PR3 5AA

DESCRIPTION: Proposed residential development of up to 26 dwellings with associated access, parking and landscaping.

- A. **The Latest Proposed Main Site Access Strategy.** Although the A6 is a strategic route, I would consider Manual for Streets/Manual for Street 2 (MfS/MfS2) as the appropriate guidance documents at this location, rather than Design Manual for Roads and Bridges (DMRB). As such, the provided vehicle speed measurements showing the 85th percentile speeds to be 47.7mph (northbound) and 45.3mph (southbound), using the methodology of MfS/MfS2, mean sightlines should be 136m and 125m.

As part of the access arrangements the developer is proposing to provide a pedestrian refuge between the site access and the junction of Garstang Road and South Grove. Whilst this may be beneficial in slightly reducing speeds closer to the speed limit, the scheme does not indicate how cyclists are catered for, and this will need to be addressed.

- B. Specific Comments on all other elements of the submitted Transport Assessment under the following sub-headings:
- Type of Assessment Undertaken – a TS, largely appropriate for this scale of development but missing some key issues, has been provided.
 - Committed Development - No consideration has been given to other committed developments which impact on the A6 corridor.

Traffic Figures

- Traffic Growth and Assessment Years – No consideration has been given to the impact of background traffic growth on the A6 corridor.

Trip Rates

- The trip rates provided are slightly different from the trip rates that LCC have accepted for other development on the A6 corridor and for a consistent approach the following trip rates should be used.

Peak Hour	Arrivals	Departures
08:00 – 09:00	0.140	0.445
17:00 – 18:00	0.437	0.226

Distribution

- The developer has used existing traffic flows to assign trip distribution which is not an acceptable approach at this location. The attractors for peak hour traffic movements (eg. employment and education) are generally located to the south and as such I would expect to see a far

greater proportion of traffic assigned in this direction, approximately 90% south and 10% north.

Accident Analysis

- The TA identifies 9 injury accidents in the vicinity of the development site over a six year period. When causation factors are examined there is no evidence to show that the traffic from the development would have a severe impact on road safety on the wider local highway network.

Off-site Highway Works Considered

- No off site highway works other than the site access are proposed as part of this development.

Junction Operational Assessment

- No junction operational assessment has taken place, although given the existing and future levels of traffic on this section of Garstang Road and the level of traffic generated by the development proposal this is not a major concern for the safe operation of the site access. What is of concern is the cumulative impact of development traffic on the A6 corridor.

Site accessibility

- The National Planning Policy Framework (NPPF) states in paragraph 17 that development should “make the fullest possible use of public transport, walking and cycling and focus significant developments in locations which can be made sustainable”.
- In the TA the developer states, with respect to accessibility, that the site is accessible by sustainable modes of transport, in compliance with national and local policy on transport.

Pedestrian/Cycling Considerations

- There are limited opportunities for a significant number of journeys to be made by walking or cycling from this development. The lack of employment opportunities within a 12 minute walking time will limit walking trips, while the on-road cycle path stops approximately 2km north of the site, which will discourage less confident cyclists.

Public Transport Considerations

- The nearest northbound and southbound bus stops are located 100m and 300m from the proposed site access and there are regular bus services linking the site to Preston, Garstang, Blackpool and Lancaster. These bus stops do not provide raised boarding areas, which we expect to be provided to improve accessibility at these stops for a wider range of users.

Highways Update – Network Assessment and Residual Cumulative Impact

Whilst no cumulative impact has been undertaken by this developer, work has been undertaken by another developer with subsequent further work undertaken by LCC. This work has provided a 'Cumulative Assessment' for the northern section of the A6 corridor which included consideration of this development site. This latest work negates the need for further assessment by this developer and has ultimately allowed an informed decision to be reached on this and other applications under consideration.

C. Internal Site Layout, Parking Standards/Parking Provision and SUDS

- The layout is acceptable and in general meets with LCC's adoption standards. Garages should have minimum internal dimensions of 6m x 3m to count as a car parking space and, at these dimensions, can also be regarded as providing cycle parking for two bicycles. The plans lack details of cycle parking. There should be at least one secure cycle space provided for single bedroom residential properties and two where more than two bedrooms are to be provided.

No details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been provided. The streets should be maintained in accordance with an approved management and maintenance plan until such time as an agreement has been entered into under section 38 of the Highways Act 1980 or a private management and Maintenance Company has been established.

D. S278 Works

- The construction of the site access works would need to be carried out under an s278 agreement.
- Any s278 works should include the upgrading of the northbound and southbound bus stops nearest to the site access.

E. Planning Obligations (s106 Planning Contributions)

- It is appropriate to seek planning obligation contributions from this development to support improvements to the local network and sustainable transport links. This funding will be used to implement changes to limit the negative impact of this large development on the existing congested network.
- A considered and co-ordinated request for Section 106 contributions towards sustainable transport will be based on the detailed assessment of the site and surrounding network.

The indicative list of schemes for which planning contributions should be considered is:

- A6 Barton to Garstang Sustainable Transport Strategy (Initiative 1);
- Initiatives 2, 3 and 4; and
- M55 Jct. 1 (Initiatives 5 & 6).

F. Recommendation

Lancashire County Council takes its responsibility seriously with respect to the current and future use of the highway network. In reaching our position with regard to this development proposal, LCC have conducted a review of all the submitted information presented.

In order for LCC Highways Development Control to have no objection to the proposed development, it is necessary that all three elements on page 5 (Part B) have certainty (as considered by the LHA) of coming forward or are within the gift of LCC/LHA to bring them forward and that they will be available for public use providing intended benefits once delivered forming part of the adopted highway network. **It must be noted that this is not the current the position.**

However, the support and delivery of changes in the vicinity of the M55 junc. 1 could be used to support some further development until a planning decision is made for M55 junc. 2 which would then release further network benefits. Therefore, as presented this potentially could allow support from LCC for this proposal if taken forward as part of an acceptable strategy that includes satisfying necessary s106 funding requirements. However, it must be stressed that the overall combination of developments that can be supported at this time should not exceed the 176 two way trips at M55 jct. 1.

This development has a two-way impact of 14 trips at M55 Jct.1.

On the above being satisfied, LCC Highways would offer no objection to the proposed development providing that appropriate funding (s106) for sustainable measures is agreed with the county council and secured within a tripartite agreement; that all s278 measures as agreed and detailed above are delivered by the developer in line with agreed trigger points and conditions are agreed (including if necessary the use of Grampian type conditions) and are put in place to ensure these necessary measures are delivered by the developer in line with required trigger points.

If you are minded to approve this application, LCC would be willing to provide suggested suitable conditions.

(4) PA No. 15/00420/OUTMAJ, Garstang Road, Bowgreave

Location: Land at Garstang Road, Bowgreave, Lancashire.

Description: Outline application (all matters reserved) for residential development and associated infrastructure.

The following comments update the previous comments to this application provided by LCC on 30 November 2015 at which time LCC could not support the application.

As indicated earlier in this response LCC have reviewed the future operation of M55 Jct. 1 and other key junctions on the A6 together with the highways and transportation sustainability on the A6 corridor.

(A) The Latest Proposed Main Site Access Strategy

Access is a reserved matter and as such the access shown on any plans is only indicative of what may be provided.

The only possible access to the site would be onto Garstang Road. Given the scale of the development and existing traffic conditions on Garstang Road a simple priority junction is considered sufficient.

A speed survey was undertaken by the developer and the indicative access plan shows that the necessary junction geometry and associated sightlines can be provided.

Given the length of the site frontage to Garstang Road it is possible that 2 vehicular accesses could be provided, however, LCC would recommend that a singular vehicular access be provided and consideration be given to a secondary access limited to use by pedestrians and cyclists.

(B) Specific Comments on all other elements of the submitted Transport Assessment under the following sub-headings:

Type of Assessment Undertaken

Given the scale of the development it is the norm that the application is supported with a Transport Statement (TS) and not a full Transport Assessment (TA). A TS concentrates on the local impact of the development only and does not fully take into account the effects of the development on the wider highway network.

Committed Development

The TS does not take into account committed developments nor has any cumulative impact assessment been undertaken to show whether or not there would be issues should some or all of current proposals come forward.

Traffic Figures

This development will generate around 28 vehicle movements in the AM and PM peak hours.

Traffic Growth and Assessment Years

No traffic growth or assessment years has been provided.

Trip Rates

The trip rates used in the TS are comparable with those used in the assessment of the developments at Joe lane, Daniel Fold and Nateby Crossing Lane and as such are acceptable for this site on this occasion.

Distribution

Distribution of traffic only considers the site access and no assignment of trips beyond this junction.

Using the distribution which was agreed for the approved Daniel Fold and Joe Lane sites the following is representative of the immediate area of the development site.

- To/from Preston along the A6 of development traffic 50%
- To/from Lancaster along the A6 26%
- To/from Garstang along the B6340 12%
- To/from Blackpool / Poulton along the A586 9%
- To/from Longridge / Ribble Valley 3%

Accident Analysis

The TS identifies 4 injury accidents in the vicinity of the development site. The latest injury accident data shows 5 injury accidents within 500m of the development site. When causation factors are examined there is no evidence to show that the traffic from the development would have a severe impact on road safety on the wider local highway network.

Off-site Highway Works Considered

No off site highway works are proposed by the developer.

Junction Operational Assessment

No junction operational assessment has taken place, although given the existing and future levels of traffic on Garstang Road and the level of traffic generated by the development proposal this is not a major concern for the safe operation of the site access. What is of concern is the cumulative impact of development traffic on the A6 corridor.

Should the improvements to M55 Jct.1 take place the impact of this development (even when committed development is considered and with the cumulative impact of the other developments currently being considered) would not be unacceptable.

Development traffic to/from Lancaster will impact on the A6/Croston Road (6 arm traffic signals) and as such the impact of this development and the cumulative impact of other developments currently under consideration need to be taken into account. The developer has not undertaken any analysis to demonstrate that the impact would not be severe.

Development traffic to/from Blackpool/Poulton will impact on the A6/A586 junction and as such the impact of this development and the cumulative impact of other developments currently under consideration need to be taken into account. The developer has not undertaken any analysis to demonstrate that the impact would not be severe.

The impact of development traffic along other routes is considered acceptable, even when committed development is considered and with cumulative impact of all development currently under consideration is taken into consideration.

Site accessibility

The National Planning Policy Framework (NPPF) states in paragraph 17 that development should *"make the fullest possible use of public transport, walking and cycling and focus significant developments in locations which can be made sustainable"*.

In the TS the developer states, with respect to accessibility, that it *"is clearly evident that the site is accessible by sustainable modes of transport, in compliance with national and local policy on transport"*.

Apart from widening the footway along the Garstang Road frontage of the development site, which would be necessary in part to provide adequate visibility, the developer has offered nothing to improve pedestrian, cycling or public transport infrastructure / services and therefore it is argued that the developer fails to maximise sustainable transport initiatives.

The development is below the threshold for a Travel Plan, however, this does not mean that travel planning initiatives should be ignored.

Pedestrian/Cycling Considerations

The developer has offered to widen the footway along the Garstang Road frontage of the development to 2m.

Public Transport Considerations

The nearest bus stops (northbound and southbound) are located within 100m of a possible site access, with the whole site within 400m and there are regular bus services linking the site to Preston, Garstang, Blackpool and Lancaster. These bus stops do not provide raised boarding areas, which we expect to be provided to improve accessibility at these stops for a wider range of users.

Highways Update – Network Assessment and Residual Cumulative Impact

LCC held a meeting with the developer on 25 January 2017.

At the meeting agreement was reached on local sustainable transport improvements. The developer has agreed to provide upgrades to local bus stops and that they could be secured through an appropriate planning condition.

Discussion took place on the wider highway impacts of the development.

Whilst no cumulative impact has been undertaken by this developer, work has been undertaken by another developer with subsequent further work undertaken by LCC. This work has provided a 'Cumulative Assessment' for the northern section of the A6 corridor which included consideration of this development site. This latest work negates the need for further assessment by this developer and has ultimately allowed an informed decision to be reached on this and other applications under consideration.

(C) Internal Site Layout, Parking Standards/Parking Provision and SUDS

As the application is in outline form the site layout is only indicative. The indicative layout raises no major concerns. However, I would advise, that prior to the submission of any reserved matters application (should outline permission be granted) that the developer consult with LCC to ensure that the internal layout meets with adoptable standards.

(D) S278 Works

The construction of the site access and the provision of the 2m wide footway along the full Garstang Road frontage of the site would need to be carried out under an s278 agreement.

Any s278 works should include the upgrading of the northbound and southbound bus stops nearest to the site access.

(E) Planning Obligations (s106 Planning Contributions)

It is appropriate to seek planning obligation contributions from this development to support improvements to the local network and sustainable transport links. This funding will be used to implement changes to limit the negative impact of this large development on the existing congested network.

A considered and co-ordinated request for Section 106 contributions towards sustainable transport will be based on the detailed assessment of the site and surrounding network.

The indicative list of schemes for which planning contributions should be considered is:

- A6 Barton to Garstang Sustainable Transport Strategy (Initiative 1);
- Initiatives 2, 3 and 4; and
- M55 Jct. 1 (Initiatives 5 & 6).

(F) Recommendation

Lancashire County Council takes its responsibility seriously with respect to the current and future use of the highway network. In reaching our position with regard to this development proposal, LCC have conducted a review of all the submitted information presented.

In order for LCC Highways Development Control to have no objection to the proposed development, it is necessary that all three elements on page 5 (Part B) have certainty (as considered by the LHA) of coming forward or are within the gift of LCC/LHA to

bring them forward and that they will be available for public use providing intended benefits once delivered forming part of the adopted highway network. **It must be noted that this is not the current the position.**

However, the support and delivery of changes in the vicinity of the M55 junc. 1 could be used to support some further development until a planning decision is made for M55 junc. 2 which would then release further network benefits. Therefore, as presented this potentially could allow support from LCC for this proposal if taken forward as part of an acceptable strategy that includes satisfying necessary s106 funding requirements. However, it must be stressed that the overall combination of developments that can be supported at this time should not exceed the 176 two way trips at M55 jct. 1.

This development has a two-way impact of 14 trips at M55 Jct.1.

On the above being satisfied, LCC Highways would offer no objection to the proposed development providing that appropriate funding (s106) for sustainable measures is agreed with the county council and secured within a tripartite agreement; that all s278 measures as agreed and detailed above are delivered by the developer in line with agreed trigger points and conditions are agreed (including if necessary the use of Grampian type conditions) and are put in place to ensure these necessary measures are delivered by the developer in line with required trigger points.

If you are minded to approve this application, LCC would be willing to provide suggested suitable conditions.

(5) PA No. 15/00891/OUTMAJ, Garstang Golf Club

Location: Garstang Country Hotel and Golf Club Garstang Road, Bowgreave.

Description: Outline application seeking to agree means of access for the erection of up to 95 dwellings.

The following comments update the previous comments to this application provided by LCC on 10 February 2016 at which time LCC could not support the application.

As indicated earlier in this response LCC have reviewed the future operation of M55 Jct. 1 and other key junctions on the A6 together with the highways and transportation sustainability on the A6 corridor.

(A) The Latest Proposed Main Site Access Strategy

The developer is proposing a single point of access to the development site from Bowgreave Drive. Bowgreave Drive currently serves as to 34 dwellings and the golf club and links the development site to the classified highway network (Garstang Road – B6340).

The junction of Bowgreave Drive and Garstang Road is a simple priority junction with no identified highway issues.

Given the scale of the development consideration should have been given to the provision of an emergency access.

(B) Specific Comments on all other elements of the submitted Transport Assessment under the following sub-headings:

Type of Assessment Undertaken

The developer has submitted a Transport Statement (TS) in support of the application. Given the scale of the development and the wider impacts that development has a Transport Assessment (TA) would have been the appropriate type of assessment.

Whilst the TS refers to other developments an appropriate assessment of cumulative impact has not been undertaken.

Committed Development

No committed developments have been included within the assessment.

Traffic Figures

This development will generate around 55 vehicle movements in the AM and PM peak hours.

Traffic Growth and Assessment Years

No traffic growth or assessment years has been provided.

Trip Rates

The trip rates used in the TS are the same as those used for a small housing development off Garstang Road (Bowgreave Farm) and not so dissimilar to those LCC accepted for the developments at Joe lane, Daniel Fold and Nateby Crossing Lane and as such are acceptable for this site on this occasion.

Distribution

Distribution of traffic in the original TS only considers the junction of Bowgreave Drive and Garstang Road and no assignments of trips has taken place beyond this junction.

Using the distribution which was agreed for the approved Daniel Fold and Joe Lane sites the following is representative of the immediate area of the development site.

- To/from Preston along the A6 of development traffic 50%
- To/from Lancaster along the A6 26%
- To/from Garstang along the B6340 12%
- To/from Blackpool / Poulton along the A586 9%.
- To/from Longridge / Ribble Valley 3%

Supplementary information provided by the developer provides network distribution but does not take into account committed developments and the cumulative impact of those currently proposed, under consideration. The updated distribution provided by the developer differs from this.

Accident Analysis

The TS indicates that there have been 2 injury accidents at the junction of Bowgreave Drive and Garstang Road and a further 5 injury accidents within approximately 800m to the north. The latest injury accident data shows 5 injury accidents within 500m of the development site. When causation factors are examined there is no evidence to show that the traffic from the development would have a severe impact on road safety on the wider local highway network.

Off-site Highway Works Considered

No off site highway works are proposed by the developer.

Junction Operational Assessment

No junction operational assessment has taken place, although given the existing and future levels of traffic on Garstang Road and the level of traffic generated by the development proposal this is not a major concern for the safe operation of the Bowgreave Drive/Garstang Road junction. What is of concern is the cumulative impact of development traffic on the A6 corridor.

Should the improvements to M55 Jct. 1 take place the impact of this development at this location (even when committed development is considered and with the cumulative impact of the other developments currently being considered) would not be unacceptable.

Development traffic to/from Lancaster will impact on the A6/Croston Road (6 arm traffic signals) and as such the impact of this development and the cumulative impact

of other developments currently under consideration need to be taken into account. The developer has not undertaken any analysis to demonstrate that their individual and cumulative impact would not be severe.

Development traffic to/from Blackpool/Poulton will impact on the A6/A586 junction and as such the impact of this development and the cumulative impact of other developments currently under consideration need to be taken into account. The developer has not undertaken any analysis to demonstrate that their individual and cumulative impact the impact would not be severe.

The impact of development traffic along other routes is considered acceptable, even when committed development is considered and with cumulative impact of all development currently under consideration is taken into consideration.

Site accessibility

The National Planning Policy Framework (NPPF) states in paragraph 17 that development should *“make the fullest possible use of public transport, walking and cycling and focus significant developments in locations which can be made sustainable”*.

In the TS the developer states, with respect to accessibility, that the site *“is within easy walking distance of a wide surrounding catchment area with all the necessary local facilities and employment opportunities. The site has very good public transport connections to the surrounding area with frequent services directly passing the site. All local facilities and a large area of potential employment opportunities would be within easy cycling distance of the development site.”*

The development is over the threshold for a Travel Plan. No Travel Plan has been provided.

Pedestrian/Cycling Considerations

The developer originally offered nothing to improve pedestrian, cycling or public transport infrastructure/services and therefore it is argued that the developer fails to maximise sustainable transport initiatives.

The update recently provided indicates improved access to the site for pedestrians and cyclists but nothing beyond the site boundaries.

As a minimum, I would have expected to see a pedestrian/cycle link from the development to Byerworth Lane South, which is shown on the pedestrian cycle routes plan submitted by the developer in the update. This link could also double up as an emergency access.

Public Transport Considerations

There are a number of bus stops (northbound and southbound) which are located within a relatively short distance of the site access (depending which access strategy is adopted), the whole of the site is within 400m and there are regular bus services linking the site to Preston, Garstang, Blackpool and Lancaster. These bus stops do not provide raised boarding areas, which we expect to be provided to improve accessibility at these stops for a wider range of users.

Highways Update – Network Assessment and Residual Cumulative Impact

LCC held a meeting with the developer on 9 December 2016.

At the meeting agreement was reached on local sustainable transport improvements. Here the developer has agreed to provide upgrades to local bus stops and that they could be secured through an appropriate planning condition. Agreement was also reached on the provision of a pedestrian / cycle access onto Byerworth Lane South.

Discussion took place on the wider highway impacts of the development. Following this the developer has provided a cumulative impact assessment. Following on from this further work was undertaken by LCC. This work has provided a total 'Cumulative Assessment' for the northern section of the A6 corridor which included consideration of this development and others currently under consideration. This work negated the need for further assessment by other developers and has ultimately allowed an informed decision to be reached on this and other applications under consideration.

(C) Internal Site Layout, Parking Standards/Parking Provision and SUDS

As the application is in outline form layout is a reserved matter. No indicative layout has been provided apart from in the pedestrian and cycle routes plan. The indicative layout plan raises no major concerns, however, I would advise that prior to the submission of any reserved matters application (should outline permission be granted) that the developer consult with LCC to ensure that the internal layout meets with adoptable standards.

(D) S278 Works

The construction of the site access/accesses would need to be carried out under an s278 agreement.

Any s278 works should include the upgrading of the northbound and southbound bus stops nearest to the site accesses.

(E) Planning Obligations (s106 Planning Contributions)

It is appropriate to seek planning obligation contributions from this development to support improvements to the local network and sustainable transport links. This funding will be used to implement changes to limit the negative impact of this large development on the existing congested network.

A considered and co-ordinated request for Section 106 contributions towards sustainable transport will be based on the detailed assessment of the site and surrounding network.

The indicative list of schemes for which planning contributions should be considered is:

- A6 Barton to Garstang Sustainable Transport Strategy (Initiative 1);
- Initiatives 2, 3 and 4; and

- M55 Jct. 1 (Initiatives 5 & 6).

Also,

- Travel Plan Support Contribution, £6,000

(F) Recommendation

Lancashire County Council takes its responsibility seriously with respect to the current and future use of the highway network. In reaching our position with regard to this development proposal, LCC have conducted a review of all the submitted information presented.

In order for LCC Highways Development Control to have no objection to the proposed development, it is necessary that all three elements on page 5 (Part B) have certainty (as considered by the LHA) of coming forward or are within the gift of LCC/LHA to bring them forward and that they will be available for public use providing intended benefits once delivered forming part of the adopted highway network. **It must be noted that this is not the current the position.**

However, the support and delivery of changes in the vicinity of the M55 junc. 1 could be used to support some further development until a planning decision is made for M55 junc. 2 which would then release further network benefits. Therefore, as presented this potentially could allow support from LCC for this proposal if taken forward as part of an acceptable strategy that includes satisfying necessary s106 funding requirements. However, it must be stressed that the overall combination of developments that can be supported at this time should not exceed the 176 two way trips at M55 jct. 1.

This development has a two-way impact of 31 trips at M55 Jct.1.

On the above being satisfied, LCC Highways would offer no objection to the proposed development providing that appropriate funding (s106) for sustainable measures is agreed with the county council and secured within a tripartite agreement; that all s278 measures as agreed and detailed above are delivered by the developer in line with agreed trigger points and conditions are agreed (including if necessary the use of Grampian type conditions) and are put in place to ensure these necessary measures are delivered by the developer in line with required trigger points.

If you are minded to approve this application, LCC would be willing to provide suggested suitable conditions.

(6) PA No. 15/00928/OUTMAJ, Calder House Lane

Location: Land off Calder House Lane, Garstang, Lancashire, PR3 1ZE.

Description: Outline application for residential development for up to 49 dwellings with access applied for off Calder House Lane.

The following comments update the previous comments to this application provided by LCC on 10 February 2016 at which time LCC could not support the application.

As indicated earlier in this response LCC have reviewed the future operation of M55 Jct. 1 and other key junctions on the A6 together with the highways and transportation sustainability on the A6 corridor.

(A) The Latest Proposed Main Site Access Strategy

Access to the site is proposed to be via a simple priority junction onto Calder House Lane.

A speed survey was undertaken by the developer and the access plan shows that the necessary junction geometry and associated sightlines can be provided.

(B) Specific Comments on all other elements of the submitted Transport Assessment under the following sub-headings:

Type of Assessment Undertaken

Given the scale of the development it is the norm that the application is supported with a Transport Statement (TS) and not a full Transport Assessment (TA). A TS concentrates on the local impact of the development only and does not fully take into account the effects of the development on the wider highway network.

Committed Development

The original TS did not take into account committed developments nor had any cumulative impact assessment been undertaken to show whether or not there would be issues should some or all of current proposals come forward.

Updated information from the developer refers to committed developments and a number of developments that are under consideration.

Traffic Figures

This development will generate around 30 vehicle movements in the AM and PM peak hours.

Traffic Growth and Assessment Years

No traffic growth or assessment years has been provided.

Trip Rates

The trip rates used in the TS were slightly different than those accepted for the developments at Joe lane, Daniel Fold and Nateby Crossing Lane, however, the

update now uses LCC preferred trip rates. The update also provides information relating to trip distribution.

Distribution

Using the distribution which was agreed for the approved Daniel Fold and Joe Lane sites the following is representative of the immediate area of the development site.

- To/from Preston along the A6 of development traffic 50%
- To/from Lancaster along the A6 26%
- To/from Garstang along the B6340 12%
- To/from Blackpool / Poulton along the A586 9%.
- To/from Longridge / Ribble Valley 3%

The updated distribution provided by the developer differs from this.

Accident Analysis

The original TS did not include any reference to the road safety record for the area. The update states that there have been no injury accidents on Calder House Lane in the last 5 years and only 1 on Garstang Road within 100m of its junction with Calder House Lane. However, if the distance was increased to 500m then there would be 5 injury accidents.

Off-site Highway Works Considered

No off site highway works were originally proposed by the developer, however, the update now show the developer providing footway improvements along Calder House Lane and Garstang Road together with traffic calming/gateway treatment for Garstang Road.

As part of the appropriate and necessary improvements to provide a junction onto Calder House Lane street lighting will need to be introduced.

Junction Operational Assessment

No junction operational assessment has been undertaken in the analysis, although given the existing and future levels of traffic on Calder House Lane and Garstang Road and the level of traffic generated by the development proposal this is not a major concern for the safe operation of the site access. What is of concern is the cumulative impact of development traffic on the A6 corridor.

Should the improvements to M55 Jct. 1 take place the impact of this development at this location (even when committed development is considered and with the cumulative impact of the other developments currently being considered) would not be unacceptable.

Development traffic to/from Lancaster will impact on the A6/Croston Road (6 arm traffic signals) and as such the impact of this development and the cumulative impact of other developments currently under consideration need to be taken into account. The developer has not undertaken any analysis to demonstrate that their individual and cumulative impact would not be severe.

Development traffic to/from Blackpool/Poulton will impact on the A6/A586 junction and as such the impact of this development and the cumulative impact of other developments currently under consideration need to be taken into account. The developer has not undertaken any analysis to demonstrate that their individual and cumulative impact would not be severe.

The impact of development traffic along other routes is considered acceptable, even when committed development is considered and with cumulative impact of all development currently under consideration is taken into consideration.

Site accessibility

The National Planning Policy Framework (NPPF) states in paragraph 17 that development should *“make the fullest possible use of public transport, walking and cycling and focus significant developments in locations which can be made sustainable”*.

In the TS the developer states, with respect to accessibility, that *“it is considered the site is accessible by non-car modes and will cater for needs of the development’s residents and assist in promoting a choice of travel modes other than the private car.”*

The developer has offered a number of improvements locally which will address some of the walking and road safety concerns, however, the impact of cumulative development on the wider highway network has not been addressed.

The development is below the threshold for a Travel Plan, however, this does not mean that travel planning initiatives should be ignored.

Pedestrian/Cycling Considerations

The developer originally offered nothing to improve pedestrian, cycling or public transport infrastructure/services and therefore it is argued that the developer fails to maximise sustainable transport initiatives.

The update recently provided indicates improvements to the local highway environment for pedestrians in the way of footway improvements.

Public Transport Considerations

There are bus stops (northbound and southbound) which are located within a relatively short distance of the site access, the majority of the site is within 400m and there are regular bus services linking the site to Preston, Garstang, Blackpool and Lancaster. These bus stops do not provide raised boarding areas, which we expect to be provided to improve accessibility at these stops for a wider range of users.

Highways Update – Network Assessment and Residual Cumulative Impact

Whilst no cumulative impact has been undertaken by this developer, work has been undertaken by another developer with subsequent further work undertaken by LCC. This work has provided a 'Cumulative Assessment' for the northern section of the A6 corridor which included consideration of this development site. This latest work negates the need for further assessment by this developer and has ultimately allowed an informed decision to be reached on this and other applications under consideration.

(C) Internal Site Layout, Parking Standards/Parking Provision and SUDS

As the application is in outline form layout is a reserved matter. The indicative layout plan raises no major concerns, however, I would advise, that prior to the submission of any reserved matters application (should outline permission be granted) that the developer consult with LCC to ensure that the internal layout meets with adoptable standards.

(D) S278 Works

The construction of the site access would need to be carried out under an s278 agreement as would any agreed scheme of footway improvements and traffic calming/gateway treatment for Garstang Road.

Any s278 works should include the upgrading of the northbound and southbound bus stops nearest to the site accesses.

(E) Planning Obligations (s106 Planning Contributions)

It is appropriate to seek planning obligation contributions from this development to support improvements to the local network and sustainable transport links. This funding will be used to implement changes to limit the negative impact of this large development on the existing congested network.

A considered and co-ordinated request for Section 106 contributions towards sustainable transport will be based on the detailed assessment of the site and surrounding network.

The indicative list of schemes for which planning contributions should be considered is:

- A6 Barton to Garstang Sustainable Transport Strategy (Initiative 1);
- Initiatives 2, 3 and 4; and
- M55 Jct. 1 (Initiatives 5 & 6).

(F) Recommendation

Lancashire County Council takes its responsibility seriously with respect to the current and future use of the highway network. In reaching our position with regard to this development proposal, LCC have conducted a review of all the submitted information presented.

In order for LCC Highways Development Control to have no objection to the proposed development, it is necessary that all three elements on page 5 (Part B) have certainty (as considered by the LHA) of coming forward or are within the gift of LCC/LHA to bring them forward and that they will be available for public use providing intended benefits once delivered forming part of the adopted highway network. **It must be noted that this is not the current the position.**

However, the support and delivery of changes in the vicinity of the M55 junc. 1 could be used to support some further development until a planning decision is made for M55 junc. 2 which would then release further network benefits. Therefore, as presented this potentially could allow support from LCC for this proposal if taken forward as part of an acceptable strategy that includes satisfying necessary s106 funding requirements. However, it must be stressed that the overall combination of developments that can be supported at this time should not exceed the 176 two way trips at M55 jct. 1.

This development has a two-way impact of 15 trips at M55 Jct.1.

On the above being satisfied, LCC Highways would offer no objection to the proposed development providing that appropriate funding (s106) for sustainable measures is agreed with the county council and secured within a tripartite agreement; that all s278 measures as agreed and detailed above are delivered by the developer in line with agreed trigger points and conditions are agreed (including if necessary the use of Grampian type conditions) and are put in place to ensure these necessary measures are delivered by the developer in line with required trigger points.

If you are minded to approve this application, LCC would be willing to provide suggested suitable conditions.

(7) PA No. 16/00230/OULMAJ, Lancaster New Road, Cabus

Location: LAND EAST OF LANCASTER NEW ROAD, CABUS, LANCASHIRE, PR3 1NL

DESCRIPTION: OUTLINE PLANNING PERMISSION SEEKING TO AGREE MEANS OF ACCESS FOR RESIDENTIAL DEVELOPMENT FOR UP TO 183 DWELLINGS INCLUDING PROVISION OF 3G SPORTS PITCH AND ASSOCIATED PARKING FACILITIES WITH ACCESS TAKEN FROM THE A6 AND GUBBERFORD LANE.

(A) The Latest Proposed Main Site Access Strategy

These comments provide an update on the specific application comments on the above development proposal provided to Wyre BC on 22nd November 2016.

LCC previously raised a number of concerns in regard to the following:

- (i) Site access layout
- (ii) Clarification of access proposals onto Gubberford Lane; and
- (iii) Access to the field to the south of the site (west of Green Lane East)

LCC met with the developer's representatives on 14th December 2016 to discuss all issues. Following this meeting the developers Transport Consultant (SCP) has provided a significant amount of further information, including:

- a technical note providing further information in relation to the land at Cabus site;
- updated site access proposals; and
- further supporting information regarding access to Green Lane East from the Cabus site

Throughout this process, LCC Highways have continued to provide comment and feedback on the further information received.

(i) Site access layout

The site will be served by one vehicular access taken directly from the A6. The latest site access proposals as shown in Drawing SCP/16026/SK01 Rev. A (sent to LCC on 11th January 2017) and contained within the Technical Note provided as a response to LCC comments (dated 10/02/2017). This plan addresses many of the issues raised by LCC in regard to the site access and includes the following:

- right turn lane with uncontrolled pedestrian crossing refuge to the north;
- measures to somewhat mitigate the impact of the development/new access on the existing on road cycle lanes;
- appropriate visibility splays (to be secured by condition);
- a further proposed footpath access into the site from the A6, north of the proposed vehicular access; and
- measures for the improvement and relocation of existing PT facilities on the A6 in the vicinity of the site.

(ii) Clarification of access proposals onto Gubberford Lane.

The TA states that an emergency access is proposed to be taken from Gubberford Lane. The Site Constraints Plan at paragraph 2.5 of the Design and Access Statement indicates a secondary point of access to the site (not an emergency access) from Gubberford Lane. The proposal description above also suggests the intension is to obtain approval for a secondary access from Gubberford Lane. **To be clear only emergency access at this location would be acceptable to the LHA based on the information provided and this should be controlled by condition.** LCC also have concerns with regard to this emergency access if it is intended for use by pedestrians given there is no footway provision on Gubberford Lane. If pedestrian provision is intended from this proposed emergency access point then appropriate provision would need to be incorporated into the proposals.

(iii) Access to the field to the south of the site (west of Green Lane East)

There are issues that need to be addressed in regard to Green Lane East and existing accesses on this adopted highway, in particular access to the field to the south of the proposed site (the field on the west side of Green Lane East which is not part of the development site) and how access from the proposed site will be controlled. These issues are critical in establishing the overall safe access strategy for all modes and users to the site and surrounding land uses, including impact on existing residents of Green Lane East.

SCP have provided a considerable amount of additional information on this issue in particular with information provided in an email passed to LCC on 1st February 2017. This email set out how the applicant considers the proposals are acceptable as they consider a solution to the field access problem exists and can be addressed by any of two options, these being either:

- (a) the original proposal which was via the proposed new site access road and then south onto Green Lane East; or
- (b) based on the latest proposal sent to LCC on 1st February that showed access to the field would be taken directly from the south via Green Lane East by moving the existing bollards (on Green Lane East) to the north of the northern turning head, located at the field access.

LCC consider that if the first option is to be acceptable and the access to the non-development site field (on the south of the application site and west of Green Lane East) is to be taken through the proposed residential development, then I would expect to see measures incorporated into the proposal to ensure the section of Green Lane East and any future adopted highway on the access road can be maintained to a suitable and safe standard at all times. This will have implications for the current layout as shown and may impact on the position of properties 128 and 129 on the Proposed Site Plan. I would wish to see these matters addressed at this stage. Consideration/amendment of the prohibition of motorised vehicles would also be necessary.

However, the applicant has indicated in correspondence to LCC on 1st February that the latest proposal is for access to the field to be taken as described in (b) above. In summary the applicant is of the opinion that the existing gate north of the southern turning head is currently used by the farmer (albeit there are no dropped kerbs) and has provided anecdotal evidence to this effect. The applicant therefore considers an

existing use is established for agricultural traffic to this field (development site field) from the south, via Green Lane East.

The applicant goes on to argue that should the application be approved based on the latest proposals then the use of this access by agricultural traffic would cease, as a residential development would fundamentally and permanently alter the land use.

Moving the current bollards on Green Lane East to the north (to beyond the northern turning head) and amending the current restrictions to vehicular access, would maintain access from the non-development site field (the southwest field) to the adopted highway. The route to and from this field, from this access, would be via Green Lane East to/from the south, rather than the north as per current arrangements. The applicant considers the 'southwest field' is smaller in area than the 'development site field' on the east site. The developer also points out that the 'southwest field' has another, more amenable access to the A6. The applicant therefore concludes that it is reasonable to assume that the level of agricultural traffic travelling along Green Lane East would decrease, thus having no impact upon residents of Green Lane East.

LCC highways have no serious highway concerns in regard to the latest proposals for the access to the southwest field to be taken via option (b). However, it is clear that the latest proposal for access, option (b), has the potential to result in an impact on amenity for residents of Green Lane East south of the field.

The only evidence presented to LCC in regard to the existing use of the 'development site field' access is anecdotal and as such there is a potential for the latest proposal from the applicant, option (b), to have a negative impact upon amenity to the existing residents on Green Lane East (to the south). Given this, LCC consider there is a case for Wyre to consider whether further consultation is required. In addition:

- If option (b) is to be taken forward there is a need to address what should happen to the redundant southern turning head.
- If either option (a) or (b) are taken forward there will be a need for a clear approach to be agreed in regard to appropriate amendment to / or new prohibition of vehicular traffic orders on effected sections of Green Lane East. (i.e. a strategy to address the future use of sections of Green Lane East which no longer require vehicular access i.e. use of 'Prohibition of Vehicular Access' order or whether to address the issue under section 212 of the Town and Country Planning Act 1971 which sets out the procedures necessary when considering whether a highway can be converted into footway or bridleway.
- If either option (a) or (b) are taken forward, I consider that lighting will be required on the section of Green Lane East serving pedestrian/cycle movements that runs between the two parcels of the proposed residential development.

(B) Specific Comments on all other elements of the submitted Transport Assessment under the following sub-headings:

Type of Assessment Undertaken

A Transport Assessment (TA) dated February 2016 by SCP Transportation Planning has been submitted in support of this outline application for 183 dwellings and construction of a 3G sports Pitch.

Given the scale of the development and the recent development history in the A6 corridor a full Transport Assessment was expected. The original TA concentrated on the local impact of the development only and did not fully take into account the effects of the development on the wider highway network. The applicant has sought to address this through the provision of further Technical Notes.

LCC previously raised a number of concerns in regard to the TA in our letter of 22nd November 2016 and reference should be made to this, these being:

- Omissions in regard to Committed Development;
- No Cumulative Assessment;
- Errors in the traffic figures;
- Traffic Growth and Assessment Years;
- Accident Analysis;
- Off-site Highway Works Considered;
- Junction Operational Assessment;
- Pedestrian/Cycling Considerations; and
- Public Transport Considerations.

A number of the issues previously raised by LCC have been addressed by the developers Transport Consultant (SCP) in providing further information within technical notes, updated site access proposals and/or further supporting information regarding other access issues.

Highways Update – Network Assessment and Residual Cumulative Impact

While SCP have provided further traffic information and assessment which has been welcomed, no cumulative impact has been undertaken by this developer. However, work has been undertaken by another developer with subsequent further work undertaken by LCC. This work has provided a 'Cumulative Assessment' for the northern section of the A6 corridor which included consideration of this development site. This latest work negates the need for further assessment by this developer and has ultimately allowed an informed decision to be reached on this and other applications under consideration.

(C) Internal Site Layout, Parking Standards/Parking Provision and SUDS

I would acknowledge the outline nature of this application but must point out that LCC Highways has a number of concerns with the layout as shown. There are a number of areas that would not be considered acceptable if offered for adoption at a Reserve Matters stage based on the indicative masterplan.

(D) S278 Works

The latest main site access layout is agreed. The s278 works proposed are shown in plan SCP/16026/SK01 (Rev. A).

LCC Highways would expect a Stage 1 RSA to be provided as part of the access proposal for a development of this scale onto a busy principle road. This has not been provided.

(E) Planning Obligations (s106 Planning Contributions)

Despite acknowledging LCC has indicated previous concerns and has previously set out a strategy that would need to be followed to allow support for a level of further development in the A6 corridor, there was no mitigation (except for the site access and a potential scheme at A6/A586 junction) identified by the applicant within the TA and/or subsequent Technical Notes.

LCC consider it is appropriate to seek planning obligation contributions from this development and all other emerging major developments to support improvements to the local network and sustainable transport links. This funding will be used to implement changes to limit the negative impact of this large development and the resulting cumulative residual impact of development on the existing, at times, congested network. This approach would support the wider strategy of 'Initiatives' identified within 'Part B' of this letter.

Should Wyre Council be minded to approve this proposal, then a considered and co-ordinated request for Section 106 contributions would be expected towards sustainable transport will be based on the measures identified by LCC and set out in Part B of this letter under the heading 'LCC Strategy of Initiatives to Support a Level of Further Development'.

The indicative list of schemes for which planning contributions should be considered is:

- A6 Barton to Garstang Sustainable Transport Strategy (Initiative 1);
- Initiatives 2, 3 and 4; and
- M55 Jct. 1 (Initiatives 5 & 6).

(F) Recommendation

Lancashire County Council takes its responsibility seriously with respect to the current and future use of the highway network. In reaching our position with regard to this development proposal, LCC have conducted a review of all the submitted information presented.

LCC highways have no serious highway concerns in regard to latest proposals for the access to the southwest field to be taken via option (b) that, based on the latest proposal sent to LCC on 1st February, showed access to the field would be taken

directly from the south via Green Lane East by moving the existing bollards to the north of the northern turning head (at the 'southwest field' access).

However, it is clear that the latest proposal for access, option (b), has the potential to result in an impact on amenity for residents of Green Lane East south of the field. Given the latest proposals from the applicant and the potential impact upon amenity to residents, LCC consider there is a case for Wyre to consider whether further consultation is required.

Notwithstanding the above, in order for LCC Highways Development Control to have no objection to the proposed development, it is necessary that all three elements on page 5 (Part B) have certainty (as considered by the LHA) of coming forward or are within the gift of LCC/LHA to bring them forward and that they will be available for public use providing intended benefits once delivered forming part of the adopted highway network. **It must be noted that this is not the current the position.**

However, the support and delivery of changes in the vicinity of the M55 junc. 1 could be used to support some further development until a planning decision is made for M55 junc. 2 which would then release further network benefits. Therefore, as presented this potentially could allow support from LCC for this proposal if taken forward as part of an acceptable strategy that includes satisfying necessary s106 funding requirements. However, it must be stressed that the overall combination of developments that can be supported at this time should not exceed the 176 two way trips at M55 jct. 1.

This development has a two-way impact of 58 trips at M55 Jct.1.

On the above being satisfied, LCC Highways would offer no objection to the proposed development providing that appropriate funding (s106) for sustainable measures is agreed with the county council and secured within a tripartite agreement; that all s278 measures as agreed and detailed above are delivered by the developer in line with agreed trigger points and conditions are agreed (including if necessary the use of Grampian type conditions) and are put in place to ensure these necessary measures are delivered by the developer in line with required trigger points.

If you are minded to approve this application, LCC would be willing to provide suggested suitable conditions.

(8) PA No. 16/00144/OUTMAJ, Daniel Fold Farm

Location: Daniel Fold Farm Daniel Fold Lane Catterall Preston Lancashire

DESCRIPTION: OUTLINE APPLICATION WITH SOME MATTERS RESERVED FOR RESIDENTIAL DEVELOPMENT FOR UP TO 66 HOUSES AND A MEDICAL CENTRE

(A) The Latest Proposed Main Site Access Strategy

The developer is proposing that the site is accessed off an approved access onto Daniel Fold Lane and a new access onto the A6. This access strategy would allow the site and the adjacent site (14/00681/OULMAJ) to have 2 points of access. Given the overall scale of development that potentially comes forward here a 2 point access strategy is considered appropriate.

The developer has proposed a new priority junction with ghost right turn lane on A6 to serve the site as shown on drawing SCP/16028/SK05. The developer has not indicated that they have undertaken speed measurements to establish the 85th percentile speeds. It appears the visibility splays are simply based on the signed speed limit. Using the methodology of MfS/MfS2 the sightlines for a 50mph road would be 148m in both directions and the submitted plan indicates these can be achieved.

It is expected that a traffic island would be necessary to manage traffic speeds and offer protection for right turning vehicles into the site. This has not been shown on the proposed plan and it would need to be established if this would impact on other existing access points onto the A6.

The scheme does not indicate how, with the removal of the well-used existing on-road cycle lanes, cyclists are to be adequately catered for.

(B) Specific Comments on all other elements of the submitted Transport Assessment under the following sub-headings:

Type of Assessment Undertaken

The developer has submitted a Transport Assessment in support of this application.

Committed Development

The TA only takes into account the committed developments at Joe Lane and the adjacent site (Daniel Fold Farm). It does not undertake any cumulative impact assessment for the developments which are currently being considered.

Traffic Figures

This development will generate around 68 and 80 vehicle movements in the AM and PM peak hours respectively.

Traffic Growth and Assessment Years

Traffic growth and an assessment years of 2021 has been considered.

Trip Rates

The trip rates used in the TA in line with those previously agreed for sites impacting on the A6 corridor and as such are acceptable.

Distribution

The distribution used in the TA differs from that accepted by LCC in the assessment of the 3 major developments which LCC have not raised objections to and as such the distribution cannot be agreed. LCC are of the opinion that too much traffic is distributed along the B6430 to Garstang and not enough south along the A6 and as such the developer significantly underestimates the impact of the development on the A6 corridor.

LCC would also question the distribution for the site at the 2 access points. Paragraph 5.12 of the TA indicates 71% for the primary access (A6 access) whereas the "AM Residential Distribution" in Appendix 6 of the TA only show 42%.

Using the distribution which was agreed for the approved Daniel Fold and Joe Lane sites the following is representative of the immediate area of the development site.

- To/from Preston along the A6 of development traffic 50%
- To/from Lancaster along the A6 26%
- To/from Garstang along the B6340 12%
- To/from Blackpool / Poulton along the A586 9%.
- To/from Longridge / Ribbles Valley 3%

Traffic distribution for the medical element of the development is likely to differ from the above as the majority of this will have a local origin and destination. However, it should not be disregarded as it will still have some impact on the local highway network including the A6 corridor.

Accident Analysis

The TA includes a plan showing accidents for 2012 – 2014. The latest 5 year injury accident data shows 3 injury accidents on the A6 within 300m of the site access and 1 on Cock Robin Lane within 150m of its junction with Daniel Fold Lane.

Off-site Highway Works Considered

No off site highway works were proposed by the developer.

Junction Operational Assessment

The developer has carried out junction operational assessment at:

- Proposed Primary Site Access;
- Daniel Fold Lane/Cock Robin Lane;
- Cock Robin Lane/B6430; and
- A6/Cock Robin Lane/Catterall Lane.

No operational issues are identified here, however, the full range of committed developments has not been considered and no cumulative assessment for the other developments currently under consideration has been undertaken.

No junction operational assessment has taken place at:

- A6/B5272 Cockerham Road;
- A6/Longmoor Lane/Moss Lane; or
- A6/A586, the Avenue.

Site accessibility

The National Planning Policy Framework (NPPF) states in paragraph 17 that development should “*make the fullest possible use of public transport, walking and cycling and focus significant developments in locations which can be made sustainable*”.

Accessibility is discussed in the TA and the developer draws the conclusions “*that there are no traffic or transport grounds on which to withhold planning approval.*”

As part of the development proposal a new footway on the east side of the A6 is proposed linking the site access to Cock Robin Lane, however, the impact of cumulative development on the wider highway network has not been addressed.

The development is below the threshold for a Travel Plan, however, this does not mean that travel planning initiatives should be ignored.

Pedestrian/Cycling Considerations

The developer offers little to improve pedestrian, cycling or public transport infrastructure/services and therefore it is argued that the developer fails to maximise sustainable transport initiatives.

Public Transport Considerations

There are bus stops (eastbound and westbound) which are located within a relatively short distance of the site access, the majority of the site is within 400m and there are regular bus services linking the site to, Garstang, Blackpool and Lancaster. These bus stops do not provide raised boarding areas, which we expect to be provided to improve accessibility at these stops for a wider range of users. Bus services to Preston, Garstang and Lancaster are along Garstang Road and around 500m from the centre of the site.

Highways Update – Network Assessment and Residual Cumulative Impact

LCC met with the developer's representatives on 14th December 2016 to discuss all issues. Following this meeting the developers Transport Consultant (SCP) has provided a significant amount of further information, including:

- a technical note providing further information in relation to the application site
- updated site access proposals

The latest access layout is agreed. The s278 works proposed are shown in plan SCP/16028/SK04 Rev A

LCC Highways would expect a Stage 1 RSA to be provided as part of the access proposal for a development of this scale onto a busy principle road. This has not been provided.

While SCP have provided further traffic information and assessment which has been welcomed, no cumulative impact has been undertaken by this developer. However, work has been undertaken by another developer with subsequent further work undertaken by LCC. This work has provided a 'Cumulative Assessment' for the northern section of the A6 corridor which included consideration of this development site. This latest work negates the need for further assessment by this developer and has ultimately allowed an informed decision to be reached on this and other applications under consideration.

(C) Internal Site Layout, Parking Standards/Parking Provision and SUDS

As the application is in outline form layout is a reserved matter. The indicative layout plan raises no major concerns, however, I would advise, that prior to the submission of any reserved matters application (should outline permission be granted) that the developer consult with LCC to ensure that the internal layout meets with adoptable standards.

(D) S278 Works

The only s278 works proposed are shown in plan SCP/16028/SK05.

The access layout is not yet agreed. Further consideration is required in respect of the pedestrian/cycle impact of the proposals and necessary provision.

LCC Highways would expect a Stage 1 RSA to be provided as part of the access proposal for a development of this scale onto a busy principle road. The Stage 1 RSA should only be undertaken if and when a site access scheme is agreed in principle with the LHA.

(E) Planning Obligations (s106 Planning Contributions)

Despite acknowledging LCC has indicated previous concerns and their understanding that LCC has previously set out a Strategy that would need to be followed to allow support for a level of further development in the A6 corridor, there is no mitigation proposed by the applicant. This, together with the inadequate assessment presented is unacceptable to LCC.

It is appropriate to seek planning obligation contributions from this development to support improvements to the local network and sustainable transport links. This funding will be used to implement changes to limit the negative impact of this large development on the existing congested network.

A considered and co-ordinated request for Section 106 contributions towards sustainable transport will be based on the detailed assessment of the site and surrounding network.

The indicative list of schemes for which planning contributions should be considered is:

- A6 Barton to Garstang Sustainable Transport Strategy (Initiative 1);
- Initiatives 2, 3 and 4; and
- M55 Jct. 1 (Initiatives 5 & 6).

(F) Recommendation

Lancashire County Council takes its responsibility seriously with respect to the current and future use of the highway network. In reaching our position with regard to this development proposal, LCC have conducted a review of all the submitted information presented.

In order for LCC Highways Development Control to have no objection to the proposed development, it is necessary that all three elements on page 5 (Part B) have certainty (as considered by the LHA) of coming forward or are within the gift of LCC/LHA to bring them forward and that they will be available for public use providing intended benefits once delivered forming part of the adopted highway network. **It must be noted that this is not the current the position.**

However, the support and delivery of changes in the vicinity of the M55 junc. 1 could be used to support some further development until a planning decision is made for M55 junc. 2 which would then release further network benefits. Therefore, as presented this potentially could allow support from LCC for this proposal if taken forward as part of an acceptable strategy that includes satisfying necessary s106 funding requirements. However, it must be stressed that the overall combination of developments that can be supported at this time should not exceed the 176 two way trips at M55 jct. 1.

This development has a two-way impact of 21 trips at M55 Jct.1.

On the above being satisfied, LCC Highways would offer no objection to the proposed development providing that appropriate funding (s106) for sustainable measures is agreed with the county council and secured within a tripartite agreement; that all s278 measures as agreed and detailed above are delivered by the developer in line with agreed trigger points and conditions are agreed (including if necessary the use of Grampian type conditions) and are put in place to ensure these necessary measures are delivered by the developer in line with required trigger points.

If you are minded to approve this application, LCC would be willing to provide suggested suitable conditions.

(9) PA No. 16/00807/OUTMAJ, Shepherds Farm, Garstang Road, Barton

Location: Land Rear of Shepherds Farm 771 Garstang Road Barton Lancashire

DESCRIPTION: Outline application for erection of up to 34 dwellings with access applied for off the A6 (Re-submission of 15/00549/OUTMAJ)

A. The Latest Proposed Main Site Access Strategy.

Although the A6 is a strategic route, I would consider Manual for Streets/Manual for Street 2 (MfS/MfS2) as the appropriate guidance documents at this location, rather than Design Manual for Roads and Bridges (DMRB). As such, the provided vehicle speed measurements (in wet conditions) showing the 85th percentile speeds to be 44.4mph (northbound) and 43.8mph (southbound), using the methodology of MfS/MfS2, mean sightlines should be 121m and 119m, which are in line with those provided by the applicant.

As part of the access arrangements the developer is proposing to provide pedestrian refuges either side of the site access on the A6. Whilst this may be beneficial in slightly reducing speeds closer to the speed limit, the scheme reduces facilities for cyclists, which will need to be addressed. Improved provision for cyclists around and across the proposed new junction is required.

B. Specific Comments on all other elements of the submitted Transport Assessment under the following sub-headings:

- Type of Assessment Undertaken – a TS, largely appropriate for this scale of development but missing some key issues, has been provided.
- Committed Development - No consideration has been given to other committed developments which impact on the A6 corridor.

Traffic Figures

- Traffic Growth and Assessment Years – No consideration has been given to the impact of background traffic growth on the A6 corridor.

Trip Rates

- The trip rates provided are slightly different from the trip rates that LCC have accepted for other development on the A6 corridor and for a consistent approach the following trip rates should be used.

Peak Hour	Arrivals	Departures
08:00 – 09:00	0.140	0.445
17:00 – 18:00	0.437	0.226

Distribution

- There is no information on trip distribution, which would be needed to assess the impact of this development on the wider highway network.

The attractors for peak hour traffic movements (eg. employment and education) are generally located to the south and as such I would expect to see traffic assigned 90% south and 10% north.

Accident Analysis

- The TA provides no accident analysis. LCC's review of accidents in the vicinity of the development site identified 4 incidents in 5 years. When causation factors are examined there is no evidence to show that the traffic from the development would have a severe impact on road safety on the wider local highway network.

Off-site Highway Works Considered

- No off site highway works other than the site access are proposed as part of this development.

Junction Operational Assessment

- No junction operational assessment has taken place, although given the existing and future levels of traffic on this section of Garstang Road and the level of traffic generated by the development proposal this is not a major concern for the safe operation of the site access. What is of concern is the cumulative impact of development traffic on the A6 corridor.

Site accessibility

- The National Planning Policy Framework (NPPF) states in paragraph 17 that development should “make the fullest possible use of public transport, walking and cycling and focus significant developments in locations which can be made sustainable”.
- In the TA the developer states, with respect to accessibility, that the site is accessible by sustainable modes of transport, in compliance with national and local policy on transport.

Pedestrian/Cycling Considerations

- There are limited opportunities for a significant number of journeys to be made by walking or cycling from this development. The lack of employment opportunities within a 12 minute walking time will limit walking trips, while the on-road cycle path stops approximately 2km north of the site, which will discourage less confident cyclists.

Public Transport Considerations

- The nearest bus stops (northbound and southbound) are located 200m from the proposed site access and there are regular bus services linking the site to Preston, Garstang, Blackpool and Lancaster. These bus stops do not provide raised boarding areas, which we expect to be provided to improve accessibility at these stops for a wider range of users.

Highways Update – Network Assessment and Residual Cumulative Impact

Whilst no cumulative impact has been undertaken by this developer, work has been undertaken by another developer with subsequent further work

undertaken by LCC. This work has provided a 'Cumulative Assessment' for the northern section of the A6 corridor which included consideration of this development site. This latest work negates the need for further assessment by this developer and has ultimately allowed an informed decision to be reached on this and other applications under consideration.

C. Internal Site Layout, Parking Standards/Parking Provision and SUDS

- As the application is in outline form the site layout is only indicative. The indicative layout raises no major concerns. However, I would advise, that prior to the submission of any reserved matters application (should outline permission be granted) that the developer consult with LCC to ensure that the internal layout meets with adoptable standards.

D. S278 Works

- The construction of the site access works would need to be carried out under an s278 agreement.
- Any s278 works should include the upgrading of the northbound and southbound bus stops nearest to the site access.

E. Planning Obligations (s106 Planning Contributions)

It is appropriate to seek planning obligation contributions from this development to support improvements to the local network and sustainable transport links. This funding will be used to implement changes to limit the negative impact of this large development on the existing congested network.

A considered and co-ordinated request for Section 106 contributions towards sustainable transport will be based on the detailed assessment of the site and surrounding network.

The indicative list of schemes for which planning contributions should be considered is:

- A6 Barton to Garstang Sustainable Transport Strategy (Initiative 1);
- Initiatives 2, 3 and 4; and
- M55 Jct. 1 (Initiatives 5 & 6).

F. Recommendation

Lancashire County Council takes its responsibility seriously with respect to the current and future use of the highway network. In reaching our position with regard to this development proposal, LCC have conducted a review of all the submitted information presented.

In order for LCC Highways Development Control to have no objection to the proposed development, it is necessary that all three elements on page 5 (Part B) have certainty (as considered by the LHA) of coming forward or are within the gift of LCC/LHA to bring them forward and that they will be available for

public use providing intended benefits once delivered forming part of the adopted highway network. **It must be noted that this is not the current the position.**

However, the support and delivery of changes in the vicinity of the M55 junc. 1 could be used to support some further development until a planning decision is made for M55 junc. 2 which would then release further network benefits. Therefore, as presented this potentially could allow support from LCC for this proposal if taken forward as part of an acceptable strategy that includes satisfying necessary s106 funding requirements. However, it must be stressed that the overall combination of developments that can be supported at this time should not exceed the 176 two way trips at M55 jct. 1.

This development has a two-way impact of 19 trips at M55 Jct.1.

On the above being satisfied, LCC Highways would offer no objection to the proposed development providing that appropriate funding (s106) for sustainable measures is agreed with the county council and secured within a tripartite agreement; that all s278 measures as agreed and detailed above are delivered by the developer in line with agreed trigger points and conditions are agreed (including if necessary the use of Grampian type conditions) and are put in place to ensure these necessary measures are delivered by the developer in line with required trigger points.

If you are minded to approve this application, LCC would be willing to provide suggested suitable conditions.

(10) PA No. 16/00955/OULMAJ

Location: Collinson Plc Tanyard Road Catterall Gates Lane Catterall

DESCRIPTION: OUTLINE APPLICATION FOR THE ERECTION OF AN INDUSTRIAL BUILDING FOR USE WITHIN CLASS B2 (GENERAL INDUSTRIAL) WITH ASSOCIATED PARKING AND LANDSCAPING AND ACCESS TAKEN FROM THE EXISTING MAIN ACCESS INTO THE EXISTING INDUSTRIAL SITE (ALL OTHER MATTERS RESERVED).

(A) The Latest Proposed Main Site Access Strategy

Means of access is a detailed matter on this outline application.

The access is proposed to Tanyard Road, an unadopted highway that carries Bridleway 12.

The submitted plans lack detail. The position of the access to the development site onto Tanyard Road is acceptable. Swept path analysis should be provided to determine junction geometry.

The access arrangements do not show provision for safe pedestrian access to the site or along the public right of way.

(B) Specific Comments on all other elements of the submitted Transport Assessment under the following sub-headings:

Type of Assessment Undertaken

The developer has submitted a Transport Assessment in support of this application.

Committed Development

The TA does not take into account any committed developments nor does it undertake any cumulative impact assessment for the developments which are currently being considered.

Traffic Figures

From the TA this development will generate around 116 and 79 vehicle movements in the AM and PM peak hours respectively.

Traffic Growth and Assessment Years

Traffic growth and an assessment year of 2022 has been considered in the TA. However, TEMPRO growth has not be included in the appropriate manner and as such the assessment is flawed.

Trip Rates

The developer carried out a traffic count on the existing site to determine the trip rates for the proposed development. This approach usually takes into account local factors

that the TRICS database may not. LCC have interrogated the TRICS database and derived average trip rates that would produce slightly lower trips and as such LCC accept the trips that are contained in the TA.

Distribution

The distribution used in the TA differs from that accepted by LCC in the assessment of the other developments which impact on the highway network in the Garstang / Catterall area. The distribution of traffic in the TA is based upon existing turning movements at the Tanyard Road / A6 junction. As the nature of this development (employment) differs from the other developments (which are mainly housing sites) currently under consideration, the trip distribution used by the developer is acceptable to LCC.

Accident Analysis

The TA includes a 5 year accident analysis of Tanyard Road and the A6 close to its junction with Tanyard Road. This analysis shows that 2 injury accidents have occurred in this period.

No accident analysis of the A6 / A586 has been undertaken which, given the impact that this development will have here and the proximity of the junction to the proposed development, is not acceptable. The latest 5 year injury accident data reveals 8 injury accidents at this junction.

Off-site Highway Works Considered

No off site highway works are proposed by the developer.

Junction Operational Assessment

The developer has carried out junction operational assessment at the junction of Tanyard Road and the A6.

No operational issues are identified here, however, the full range of committed developments has not been considered and no cumulative assessment for the other developments currently under consideration has been undertaken. LCC do not consider it necessary for this junction to be re-assessed as the junction has a significant level of reserve capacity.

No junction operational assessment has taken place at:

- A6/B5272 Cockerham Road;
- A6/Longmoor Lane/Moss Lane;
- A6/A586, the Avenue; or
- A6/M55.

Whilst no cumulative impact has been undertaken by the developer, work that has been undertaken by other developers and LCC negate the need for further assessment by this developer in order for LCC to conclude whether development can come forward.

Site accessibility

The National Planning Policy Framework (NPPF) states in paragraph 17 that development should *“make the fullest possible use of public transport, walking and*

cycling and focus significant developments in locations which can be made sustainable”.

The developer states that the development site is *"located conveniently for existing public transport services and provide safe and suitable access by all modes"*. This statement is not fully accepted by LCC.

As a minimum the developer should be providing safe pedestrian access along the south side of Tanyard Road along the full frontage of the development site and extending it to link to the existing footway on the A6. The latter section is outside the site boundary and as such it is unclear at this stage whether the necessary improvements can be delivered.

The recently approved development at Daniel Fold Farm is in close proximity to this development proposal and as such safe and good quality pedestrian links should be provided. This should be via a new pedestrian link or the upgrading of Footpath 11. It is noted that there is a current application also at Daniel Fold Farm for housing where pedestrian links should also be considered.

The scale of the development is above that for which a Travel Plan is required. The developer has not produced a Travel Plan.

In order to satisfy LCC that the development promotes sustainable travel as required by paragraph 35 of the National Planning Policy Framework (NPPF) an Interim Travel Plan (sometimes referred to as a Framework Travel Plan) needs to be produced prior to commencement of the development (should planning permission be granted).

Pedestrian/Cycling Considerations

The developer offers nothing to improve pedestrian or cycling access and therefore it is argued that the developer fails to maximise sustainable transport initiatives.

Public Transport Considerations

There are bus stops (northbound and southbound) which are located on the A6 close to the junction with Tanyard Road. These bus stops have shelter and raised boarding areas.

Highways Update – Network Assessment and Residual Cumulative Impact

Whilst no cumulative impact has been undertaken by this developer, work has been undertaken by another developer with subsequent further work undertaken by LCC. This work has provided a 'Cumulative Assessment' for the northern section of the A6 corridor which included consideration of this development site. This latest work negates the need for further assessment, on this matter, by this developer and has ultimately allowed an informed decision to be reached on this and other applications under consideration.

(C) Internal Site Layout, Parking Standards/Parking Provision and SUDS

As the application is in outline form layout is a reserved matter. The indicative layout plan raises no major concerns.

The level of car parking will be agreed at reserved matters stage, together with layout and number of mobility and powered two-wheeler spaces. For a development of this scale covered and secure cycle parking will be required.

(D) S278 Works

No off-site highway works have been proposed by the developer and none have been identified by LCC at this stage.

(E) Planning Obligations (s106 Planning Contributions)

Despite acknowledging LCC has indicated previous concerns and their understanding that LCC has previously set out a Strategy that would need to be followed to allow support for a level of further development in the A6 corridor, there is no mitigation proposed by the applicant. This, together with the inadequate assessment presented is unacceptable to LCC.

It is appropriate to seek planning obligation contributions from this development to support improvements to the local network and sustainable transport links. This funding will be used to implement changes to limit the negative impact of this large development on the existing congested network.

A considered and co-ordinated request for Section 106 contributions towards sustainable transport will be based on the detailed assessment of the site and surrounding network.

The indicative list of schemes for which planning contributions should be considered is:

- A6 Barton to Garstang Sustainable Transport Strategy (Initiative 1);
- Initiatives 2, 3 and 4; and
- M55 Jct. 1 (Initiatives 5 & 6).

Also,

- Travel Plan Support Contribution, £6,000.

(F) Recommendation

Lancashire County Council takes its responsibility seriously with respect to the current and future use of the highway network. In reaching our position with regard to this development proposal, LCC have conducted a review of the submitted information presented. With consideration for all the information provided by the applicant to date, Lancashire County Council consider that the assessment is inadequate and that

further information is required to fully assess the highway and transport impacts associated with this development.

In conclusion, with consideration for all the information now provided, LCC Highways Development Control would recommend refusal to the proposed development until further information is available to address safety concerns.

On the basis that the issues raised above are subsequently addressed by the applicant to the satisfaction of the LHA, I would add the following:

In order for LCC Highways Development Control to have no objection to the proposed development, it is necessary that all three elements on page 5 (Part B) have certainty (as considered by the LHA) of coming forward or are within the gift of LCC/LHA to bring them forward and that they will be available for public use providing intended benefits once delivered forming part of the adopted highway network. **It must be noted that this is not the current the position.**

However, the support and delivery of changes in the vicinity of the M55 junc. 1 could be used to support some further development until a planning decision is made for M55 junc. 2 which would then release further network benefits. Therefore, as presented this potentially could allow support from LCC for this proposal if taken forward as part of an acceptable strategy that includes satisfying necessary s106 funding requirements. However, it must be stressed that the overall combination of developments that can be supported at this time should not exceed the 176 two way trips at M55 jct. 1.

This development has a two-way impact of 10 trips at M55 Jct.1.

On the above being satisfied, LCC Highways would offer no objection to the proposed development providing that appropriate funding (s106) for sustainable measures is agreed with the county council and secured within a tripartite agreement; that all s278 measures as agreed and detailed above are delivered by the developer in line with agreed trigger points and conditions are agreed (including if necessary the use of Grampian type conditions) and are put in place to ensure these necessary measures are delivered by the developer in line with required trigger points.

Once all matters are satisfied and if you are minded to approve this application, LCC would be willing to provide suggested suitable conditions.

(11) PA No. 16/00550/FULMAJ, Garstang Business Centre

Location: 96 HIGH STREET, GARSTANG

DESCRIPTION: ERECTION OF 3 STOREY BUILDING FOLLOWING PARTIAL DEMOLITION OF EXISTING BUILDING TO PROVIDE APPROX. 1400SQM (GROSS) OF RETAIL FLOOR SPACE (CLASS A1) AND 18 RESIDENTIAL APARTMENTS WITH ASSOCIATED NEW AND RECONFIGURED CAR PARKING

(A) The Latest Proposed Main Site Access Strategy

The developer is proposing to utilise the existing access to the High Street car park as access to the residential element of the development as well as servicing. The car park will continue to operate as a public car park albeit with fewer spaces.

(B) Specific Comments on all other elements of the submitted Transport Assessment under the following sub-headings:

Type of Assessment Undertaken

The developer has submitted a Transport Assessment in support of this application. Since the submission of the TA the proposal has been modified and is now for 1,400m² A1 and 18 apartments as compared to 1,400m² A1, 183m² D2 and 16 apartments. In terms of overall impact on the highway network these are relatively minor changes.

Committed Development

The TA takes no account for committed developments nor does it take account of the cumulative impact assessment for the developments which are currently being considered.

Traffic Figures

The TA for this development predicted that an additional 14 and 21 movements in the AM and PM peak hours, respectively, would occur. The changes to the proposal would not significantly affect these numbers.

Traffic Growth and Assessment Years

Traffic growth has been accounted for the assessment year of 2022 in the TA. However, no committed or emerging developments are included.

Trip Rates

The trip rates used in the TA are accepted as reasonable.

Distribution

The distribution for local traffic is acceptable, however, no analysis has been undertaken for the A6 corridor.

Accident Analysis

The TA did not contain the most recent 5 year accident data, however, LCC have reviewed this and have considered this in the assessment of the development proposal.

Off-site Highway Works Considered

No off site highway works were proposed by the developer.

Junction Operational Assessment

The developer has carried out junction operational assessment at:

- High Street / Croston Road mini roundabout; and
- Croston Road / Park Hill Road roundabout.

Despite a few discrepancies in background traffic growth and traffic generation, the junctions will operate within capacity for the assessment year (2022).

No junction operational assessment has been undertaken by the developer on the A6 corridor (see Highway update comment below).

Site accessibility

The National Planning Policy Framework (NPPF) states in paragraph 17 that development should “*make the fullest possible use of public transport, walking and cycling and focus significant developments in locations which can be made sustainable*”.

In the TA the developer only identifies the existing walk, cycling and public transport services / facilities and makes no comments that would promote sustainable travel for any elements of the development.

The development site is located within Garstang town centre and as such a number of amenities exist within close proximity to the site. However, there may still be a propensity for the residential unit's occupants to travel by car, especially to destinations such as Preston due to factors such as lack of railway station, limited employment opportunities and journey times on public transport.

The scale of the development is above that for which a Travel Plan is required. The developer has not produced a Travel Plan.

In order to satisfy LCC that the development promotes sustainable travel as required by paragraph 35 of the National Planning Policy Framework (NPPF) an Interim Travel Plan (sometimes referred to as a Framework Travel Plan) needs to be produced prior to commencement of the development (should planning permission be granted).

Pedestrian/Cycling Considerations

The developer offers nothing to improve pedestrian, cycling or public transport infrastructure/services and therefore it is argued that the developer fails to maximise sustainable transport initiatives.

LCC would expect to see the upgrading of pedestrian crossing points close to the development site to assist those with mobility issues. In this respect the pedestrian dropped kerbs at the site access should be amended to incorporate tactile paving

which is now standard for crossing points countywide. These should also be provided on all arms of the mini-roundabout junction at High Street / Croston Road.

Public Transport Considerations

There are bus stops close to the development site which do not provide raised boarding areas, as a minimum LCC would expect to see these upgraded to improve accessibility to the site for a wider range of users.

Highways Update – Network Assessment and Residual Cumulative Impact

Whilst no cumulative impact has been undertaken by this developer, work has been undertaken by another developer with subsequent further work undertaken by LCC. This work has provided a 'Cumulative Assessment' for the northern section of the A6 corridor which included consideration of this development site. This latest work negates the need for further assessment, on this matter, by this developer and has ultimately allowed an informed decision to be reached on this and other applications under consideration.

(C) Internal Site Layout, Parking Standards/Parking Provision and SUDS

There are some issues with the access and car park layout which require relatively minor amendments namely:

- additional parking provided;
- the access be widened on the bends (with revised swept path drawing provided); and
- at the location of the secure carpark/gate, kerbing to be provided on the public car park side (last 3 spaces) and at the turning head. This provision is aimed to influence the swept path of service vehicles thus providing separation between a moving delivery vehicle and a vehicle exiting the secure car park overcoming a safety issue.

(D) S278 Works

The following works should be carried out under a s278 agreement:

- The upgrading of bus stops on High Street (location and details to be agreed);
- Upgrading of pedestrian crossing points with tactile paving (all arms of the mini-roundabout); and
- Amendments to the site access (should it be necessary following swept path analysis).

(E) Planning Obligations (s106 Planning Contributions)

Despite acknowledging LCC has indicated previous concerns and their understanding that LCC has previously set out a Strategy that would need to be followed to allow support for a level of further development in the A6 corridor, there is no mitigation proposed by the applicant. This, together with the inadequate assessment presented is unacceptable to LCC.

It is appropriate to seek planning obligation contributions from this development to support improvements to the local network and sustainable transport links. This funding will be used to implement changes to limit the negative impact of this large development on the existing congested network.

A considered and co-ordinated request for Section 106 contributions towards sustainable transport will be based on the detailed assessment of the site and surrounding network.

The indicative list of schemes for which planning contributions should be considered is:

- A6 Barton to Garstang Sustainable Transport Strategy (Initiative 1);
- Initiatives 2, 3 and 4; and
- M55 Jct. 1 (Initiatives 5 & 6).

Also,

- Travel Plan Support Contribution - £6,000; and
- Car park signing strategy - £70,000.

(F) Recommendation

Lancashire County Council takes its responsibility seriously with respect to the current and future use of the highway network. In reaching our position with regard to this development proposal, LCC have conducted a review of all the submitted information presented.

In order for LCC Highways Development Control to have no objection to the proposed development, it is necessary that all three elements on page 5 (Part B) have certainty (as considered by the LHA) of coming forward or are within the gift of LCC/LHA to bring them forward and that they will be available for public use providing intended benefits once delivered forming part of the adopted highway network. **It must be noted that this is not the current the position.**

However, the support and delivery of changes in the vicinity of the M55 junc. 1 could be used to support some further development until a planning decision is made for M55 junc. 2 which would then release further network benefits. Therefore, as presented this potentially could allow support from LCC for this proposal if taken forward as part of an acceptable strategy that includes satisfying necessary s106 funding requirements. However, it must be stressed that the overall combination of developments that can be supported at this time should not exceed the 176 two way trips at M55 jct. 1.

This development has a two-way impact of 13 trips at M55 Jct.1.

On the above being satisfied, LCC Highways would offer no objection to the proposed development providing that appropriate funding (s106) for sustainable measures is agreed with the county council and secured within a tripartite agreement; that all s278 measures as agreed and detailed above are delivered by the developer in line with agreed trigger points and conditions are agreed (including if necessary the use of

Grampian type conditions) and are put in place to ensure these necessary measures are delivered by the developer in line with required trigger points.

If you are minded to approve this application, LCC would be willing to provide suggested suitable conditions.

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APPENDIX 16 – Initiative 2, Option A, A6/Croston Rd signals

APPENDIX 17 – Initiative 2, Option B, A6/Croston Road signals

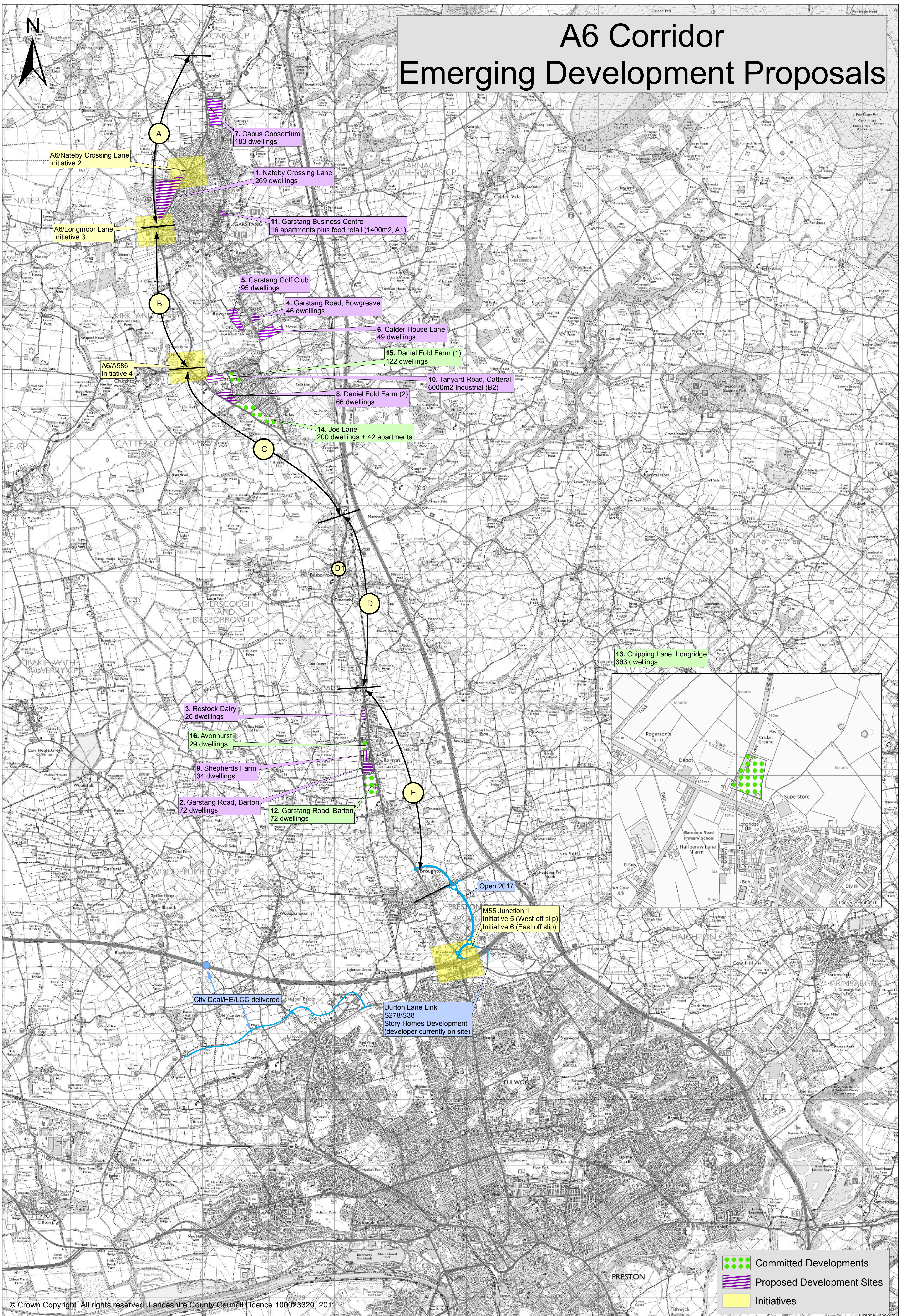
APPENDIX 18 – Initiative 3, A6 Longmoor Lane/Moss Lane Jct

APPENDIX 19 – Initiative 4, A6/A586 Jct.

APPENDIX 20 – A6 Corridor Strategy Costings

APPENDIX 21 – Nateby Crossing Lane 16/00241 Final Comments at 27/05/2016

A6 Corridor Emerging Development Proposals





Section A



Provide continuous cycle lanes
Cabus

Que way gluges to slow traffic into Gubbston

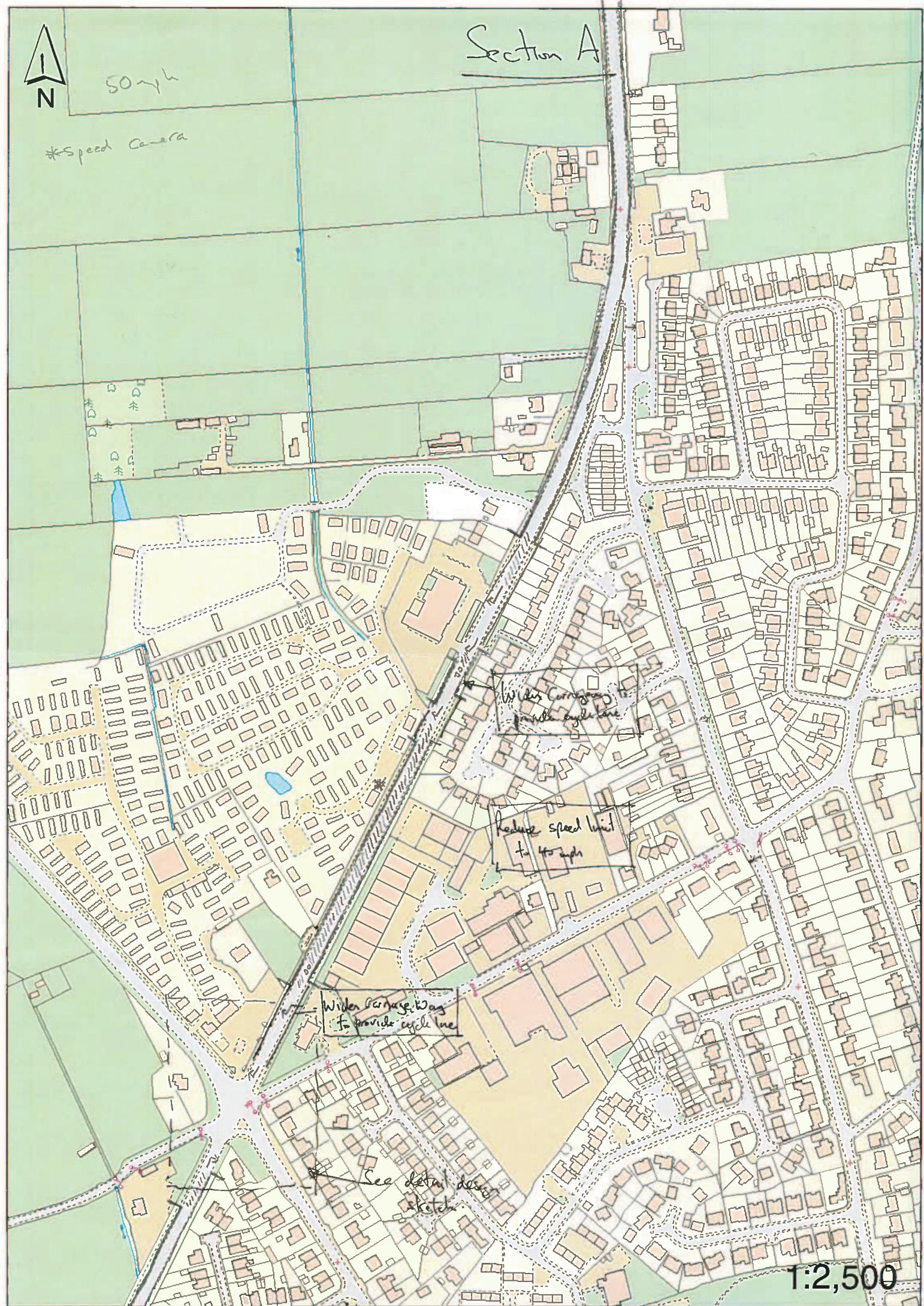
1:2,500



50 mph

*Speed Camera

Section A



Wider Carriageway to provide cycle lane

Reduce speed limit to 40 mph

Widen Carriage Way to provide cycle lane

See detail design sketch

1:2,500



Section A

50mph

wider crossings
provide cycle lanes

See detail design
sketch

1:2,500





Section B

New Pedway

New ped island

50m
60m

Wider verges to provide cycle lanes / or protect joint use

Traffic island

Gateway signage (reduced speed limit)

1:2,500



Section B



traffic island

apertent cycle line

traffic island

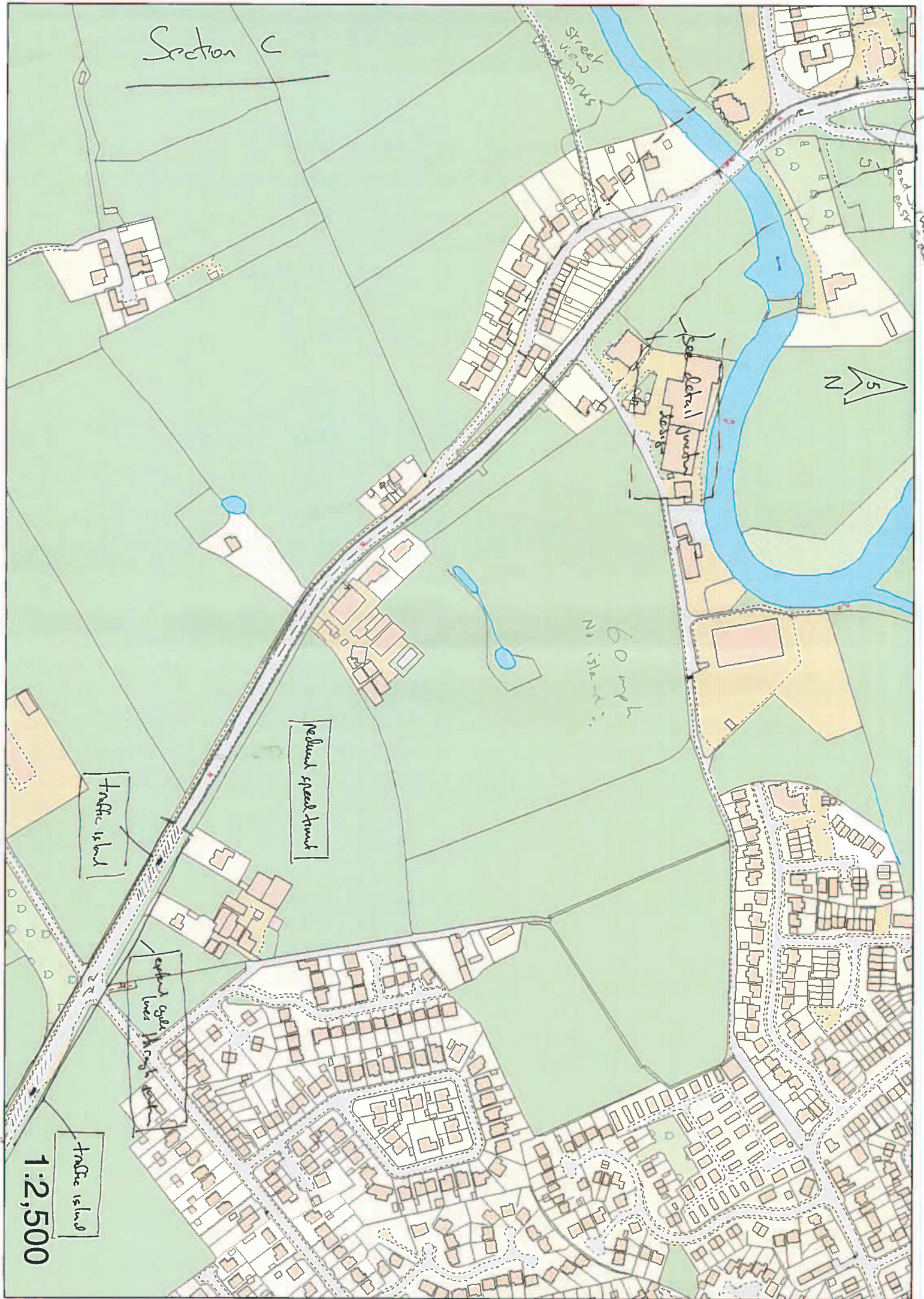
60 mph
No islands.

see detail further
down

Roadworks
on east side

1:2,500

Section C



Traffic island

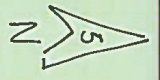
Reduced speed front

60 mph
No island

pedestrian cycle
crossing

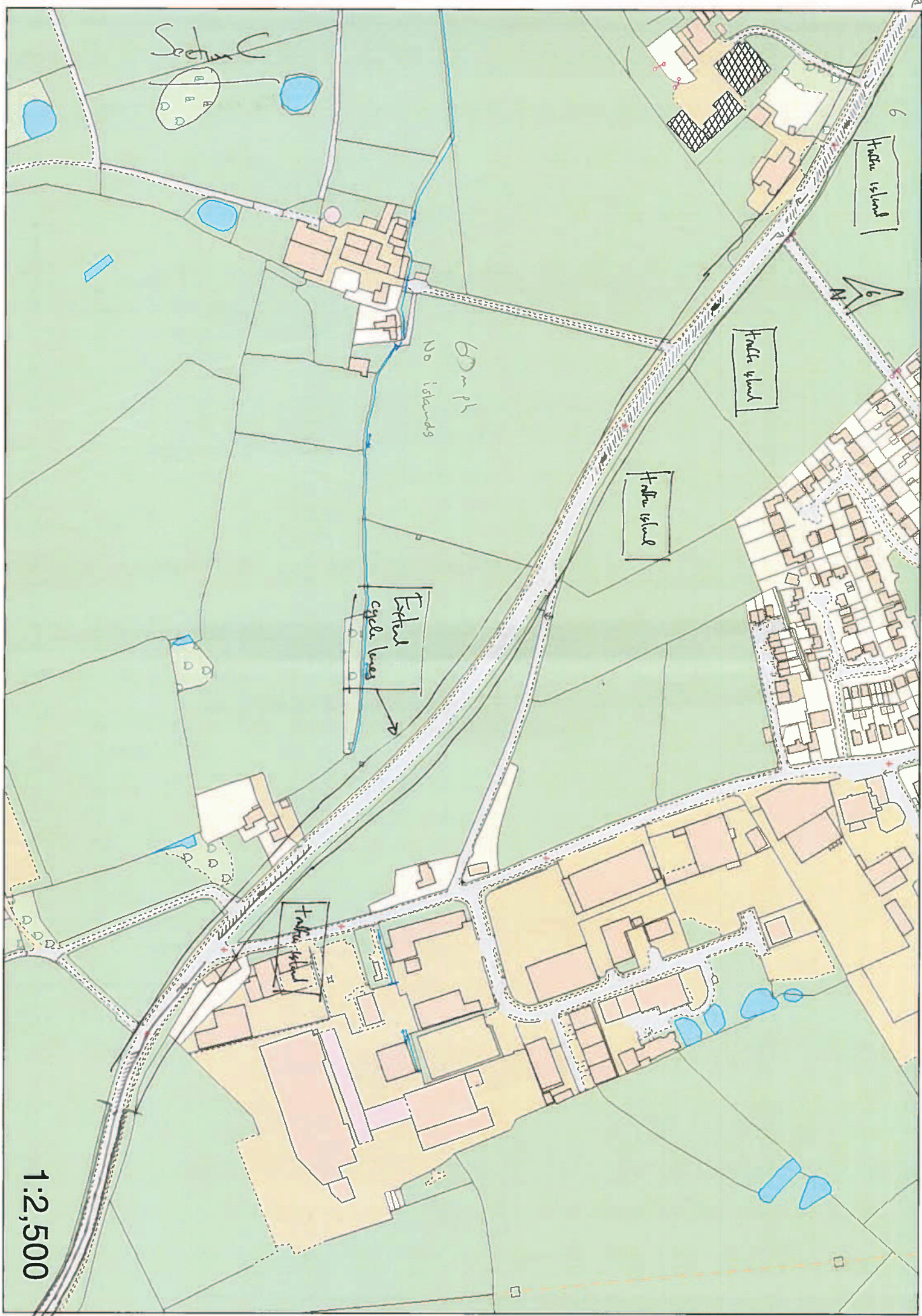
Traffic island

1:2,500



Street view

NS 100



Section C

Hafslia Island

Hafslia Island

Hafslia Island

Extend
cycle lanes

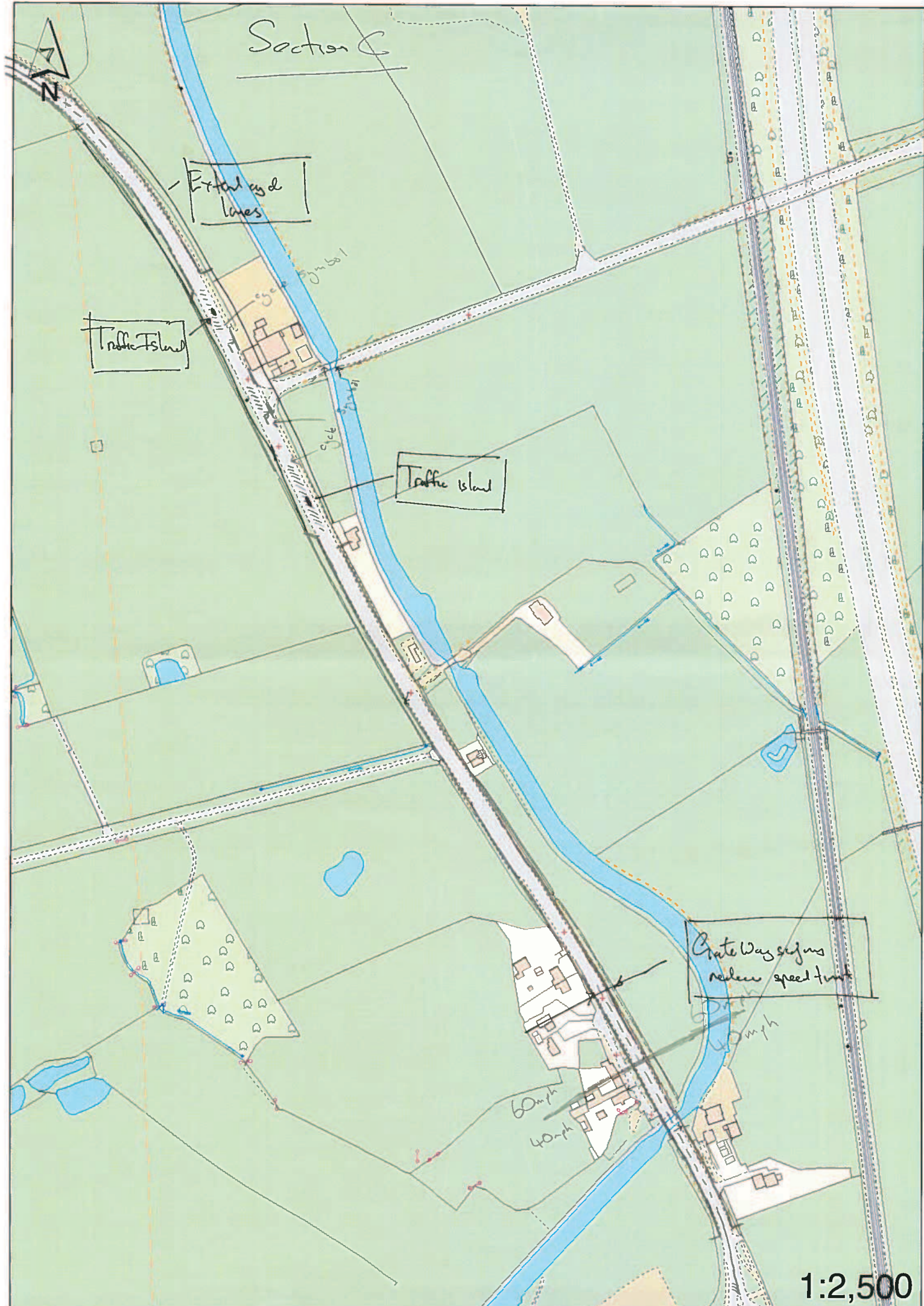
60m pk
No islands

Hafslia Island

1:2,500



Section C



Traffic Island

Traffic Island

Gate Way signs
reduce speed limit

60mph
40mph

1:2,500



Section D

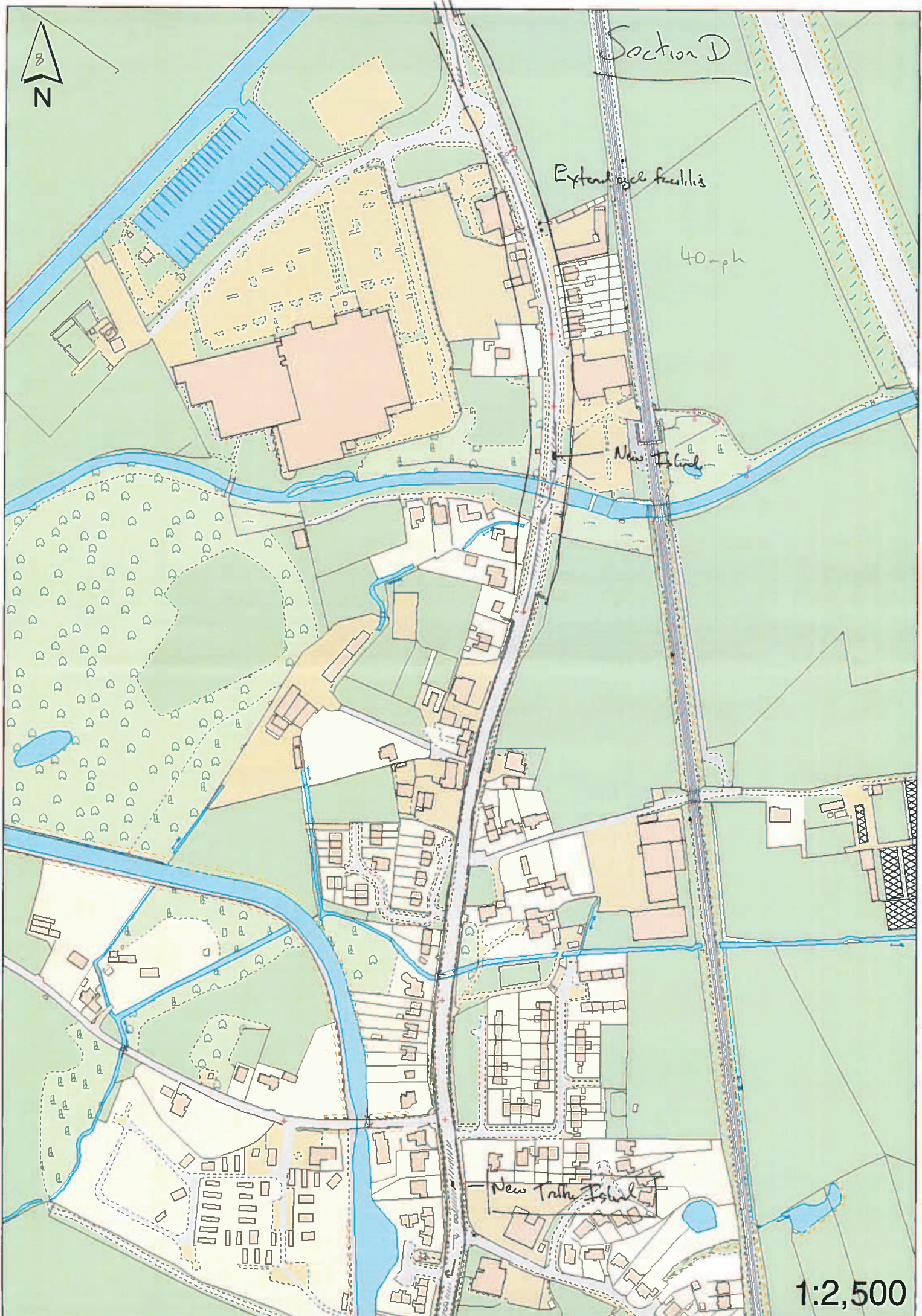
Extend cycle facilities

40 mph

New Island

New Town Island

1:2,500





New Town Crossing
(exact position to be)
See Detail drawing
At Blue Bolinas

New Traffic Island

New Island

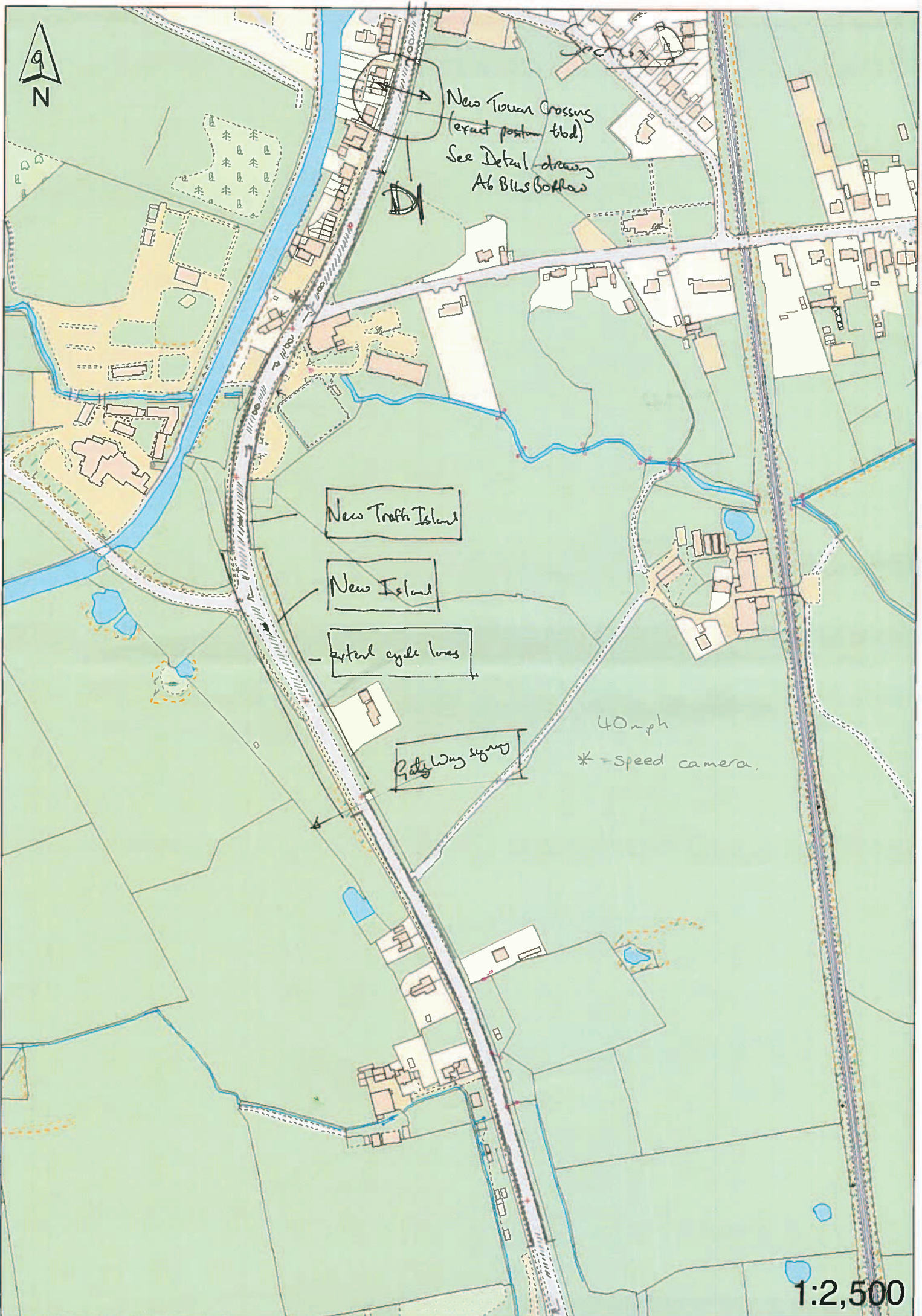
extant cycle lanes

Part Way sign

40 mph

* = speed camera

1:2,500





Section D

Extend cycle lane

New Traffic Island

40 mph
No islands

Vertical cycle
lanes over
bridge

1:2,500



Sector II

40 mph

No islands

Existing

Extend cycle
lanes

30 mph?

New Island

New Island

New Island

New Island

New Island

(New Island)

1:2,500





Section 16

40mph
No islands

Tahle Island

extended circle

Tahle Island

Pulasky signs

50 mph?

1:2,500

Sectin D



40mph
No hatching or islands.
*-speed camera



1:2,500

Ab Preston New Road/Croston Road.
Cockburn Road/Green Lane West

INITIATIVE 2

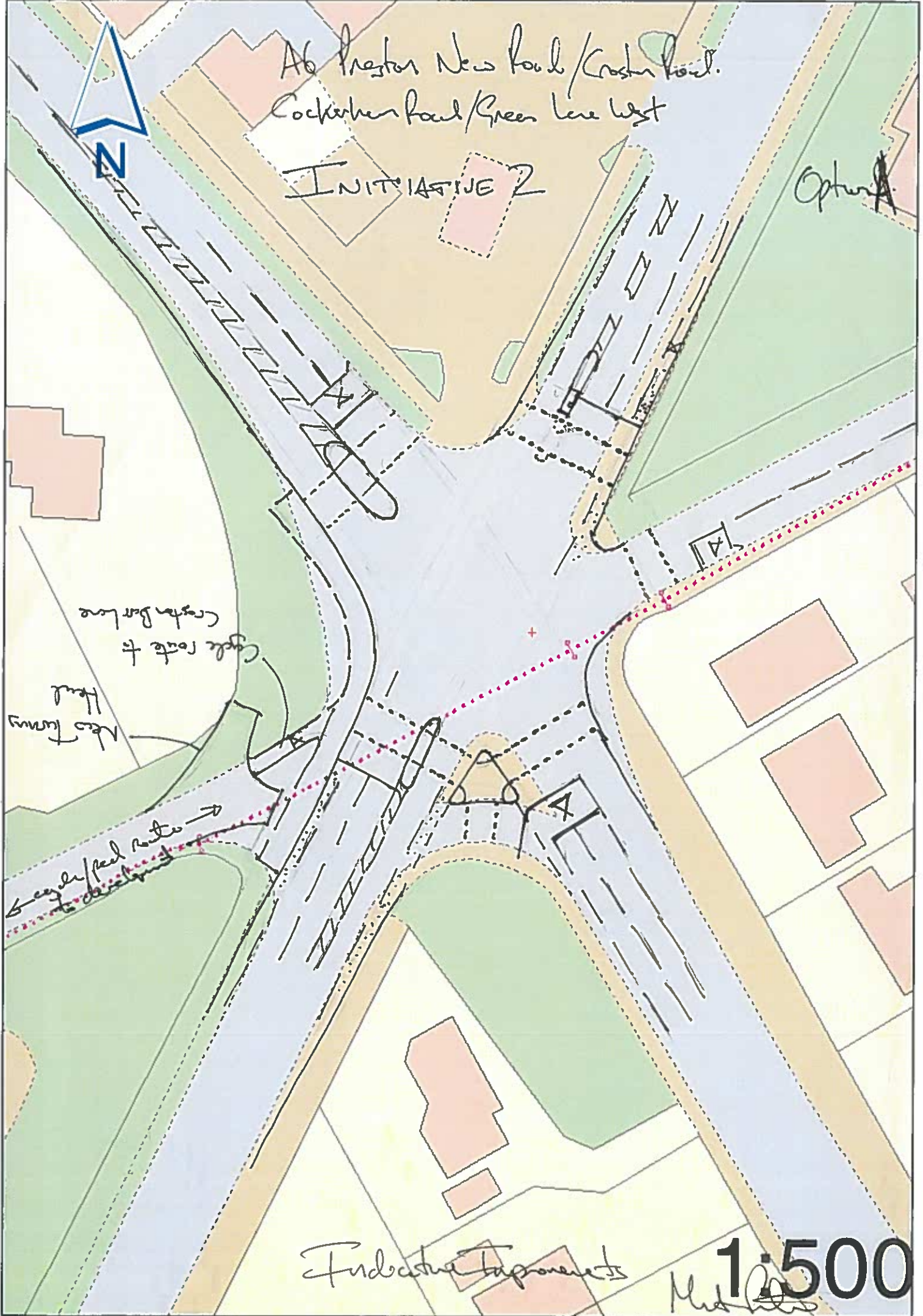
Optima

Cycle route to
Cockburn Bar Lane
New Tunnings
Hill

← cycle/ped route →
to development

Industrial Impoverishment

1:500



A6 Prestod New Road/Barn Rd
Cockerham Rd/Croston Road
Green Lane West

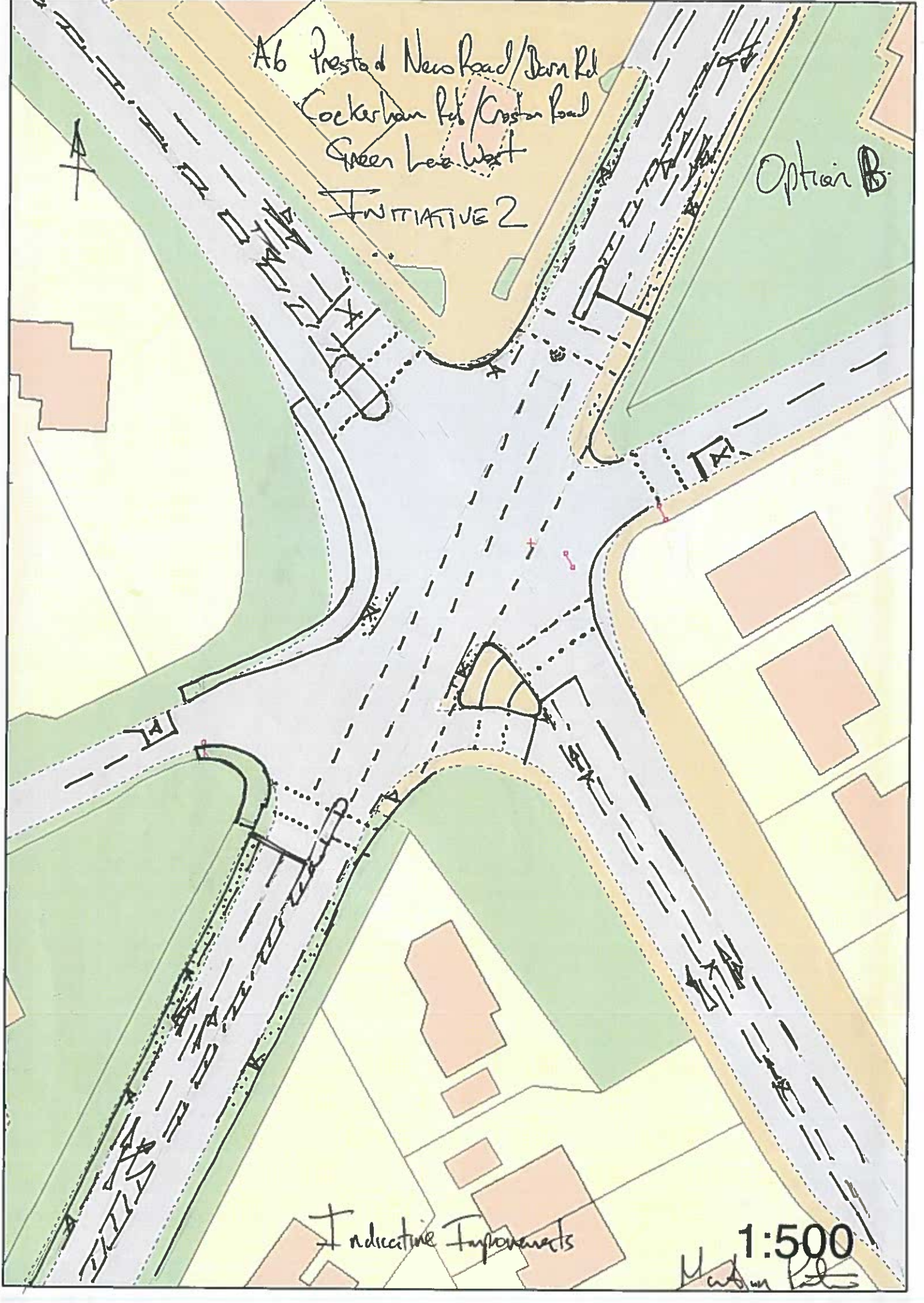
INITIATIVE 2

Option B

Indicative Improvements

1:500

Markus Potts



A6 / Moss Lane / Longport Lane

INITIATIVE 3

Continuous Cycle Lane
(width currageway when required)

Cut back hedge for corner fence

Anti Skid surface within junction area.

Footpath

Refuge island

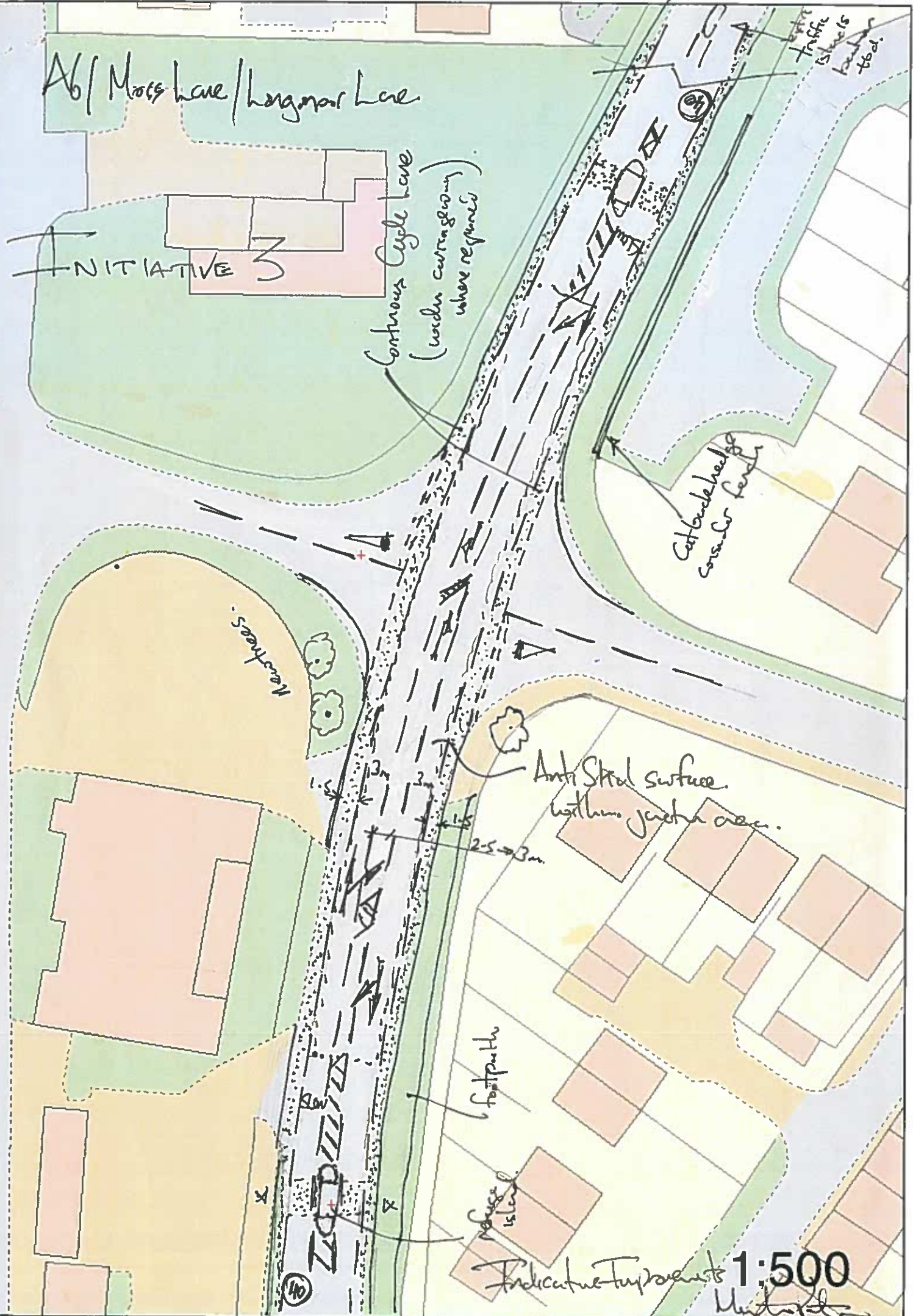
Indicative layout at 1:500

M. J. [Signature]

Other Traffic Signs to be added

Neighbours

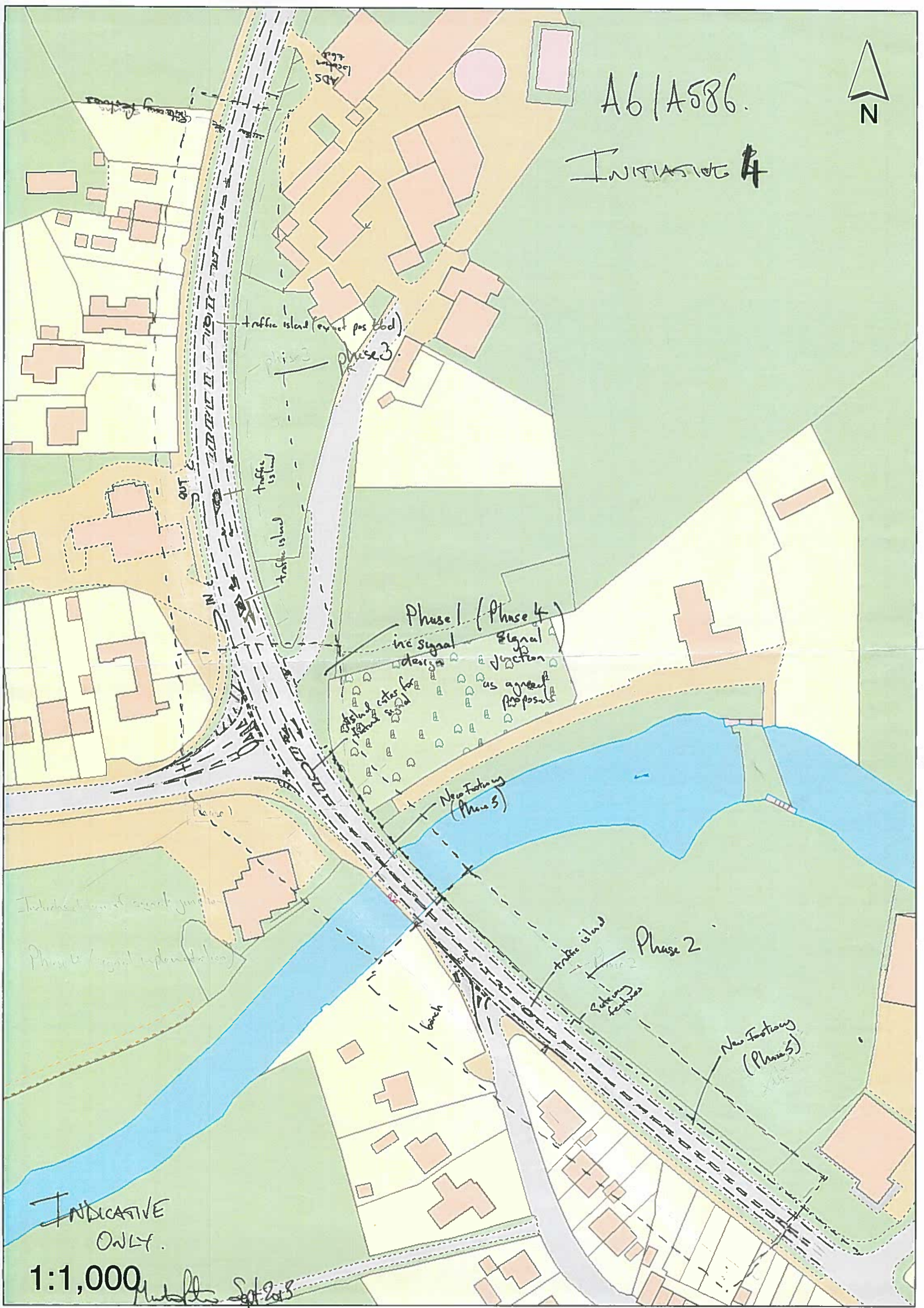
1.5m, 3m, 2m, 1.5m, 2.5m → 3m



A6/A586.



INITIATIVE #



INDICATIVE ONLY.

1:1,000

10/10/2013

Appendix 20

Scheme name	Initiative 1						Initiative 2	Initiative 3	Initiative 4	Initiative 5	Initiative 6	TOTAL
	A	B	C	D	D1	E	6 arm	Moss Ln	A586	M55 J1 wb slip	M55 J1 eb slip	
Scheme cost (est)	£150,000	£130,000	£120,000	£120,000	£100,000	£100,000	£750,000	£300,000	£700,000	£650,000	£550,000	£3,670,000
Secured funding (s106)	£22,000	£22,000	£22,000	£22,000	£22,000		£75,000	£75,000	£350,000	£290,000	£405,000	£1,305,000
Proposed funding (s106)	£20,000								£150,000	£250,000		£420,000
Proposed funding (s278) †							* £675,000	** £225,000				£900,000
Shortfall	£108,000	£108,000	£98,000	£98,000	£78,000	£100,000	£0	£0	£200,000	£110,000	£145,000	£1,045,000
CIL (no. of schemes)	4	3	3	3	3	3	2	2	3	4	3	

† These figures are estimates for the purpose of this exercise, but the delivery costs and risk would remain with the developer as part of a s278 agreement

* Est. S278 works associated with Initiative 2, as agreed with LCC in regard to the Nateby Crossing Lane proposal

** Est. S278 works associated with Initiative 3, as agreed with LCC in regard to the Nateby Crossing Lane proposal

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Tel 01772 533734
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Your ref 16/00241/OULMAJ
Our ref D2/16/00241/OULMAJ/DRW1
Date 27 May 2016

(FAO Susan Parker)

Dear Sir

Planning Application No: 16/00241/OULMAJ

Location: LAND TO THE WEST OF THE A6 PRESTON LANCASTER NEW ROAD, BOUNDED BY NATEBY CROSSING LANE & CROSTON BARN LANE, NATEBY, GARSTANG, PR3 1DY

DESCRIPTION: OUTLINE PLANNING PERMISSION FOR THE ERECTION OF UP TO 269 DWELLINGS, 5,532 SQM OF CLASS B1(A) OFFICES, UP TO 3,957 SQM OF CLASS B1(C) LIGHT INDUSTRIAL FLOORSPACE, UP TO 495 SQM (GROSS) CLASS A1 RETAIL CONVENIENCE STORE AND UP TO 300 SQM (GROSS) CLASS A3.

I refer to the above application and would like to thank you for the opportunity to provide comment on this proposal.

Lancashire County Council (LCC) is responsible for providing and maintaining a safe and reliable highway network. With this in mind the present and proposed traffic systems have been considered to highlight areas of concern that, potentially, could cause problems for the public, cyclists, public transport, motorists, and other vehicles in and around the area of the proposed development.

While this application must be considered a new application, I would note that many of the highway matters that require to be addressed as part of the local highway authority's statutory consultation response on this application were first considered for an earlier submitted application on this site (PA No. 14/00458/OULMAJ) that was subsequently refused at Planning Committee. The refused application is now the subject of a Planning Appeal.

This current application and the planning position differs somewhat from the previous application. There are now a number of other applications submitted that impact on the influenced A6 corridor and surrounding network. This new application presents some

changes in the proposed land uses to the previous application, but the most significant change is in regard to the proposed access strategy. Where previously a separate priority junction had been proposed at both the residential and employment accesses this has now been changed with the latest proposal showing the main site access is to be taken from a single four arm roundabout off A6 Preston Lancaster New Road.

Background to the Current Submitted Application

The previous application on this site resulted in LCC Highways Development Control Team providing a number of statutory consultation responses, these being initial comments (27th August 2014), interim comments (6th January 2015) and final comments passed to Wyre Borough Council on 28th August 2014.

While many aspects of this proposed development and the accompanying Transport Assessment are similar to the previously submitted application, LCC Highways Development Control Team have reviewed all information submitted with this new application, including traffic figures, accident analysis and mitigation proposed, in reaching a view on this latest proposal, whilst having regard to other influences that need consideration, such as other applications submitted prior to this. LCC are concerned with the impacts associated with a piecemeal approach to development.

LCC have concerns in regard to capacity issues on the A6 corridor as the network beyond the site does suffer from a level of congestion, with queuing occurring at peak times on the A6 corridor and others serving Preston and the strategic network.

The local highway network includes the A6 past Garstang which provides a primary route to/from Lancaster (to the north) and Preston (to the south) and other corridors in a westerly direction towards the Fylde coast, in particular the A586. It is critical, therefore, that the impact of this development does not compromise reliability and safety in the movement of people and goods by any mode on any part of the network.

The County Council is committed to reducing congestion and delay while supporting economic growth throughout Lancashire, 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. This, as you would expect, does extend beyond the boundary of Wyre. 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 (working closely with Highways England, where appropriate).

LCC's consultation comments for the previous application set out the local highway authorities concerns in regard to the unprecedented number of major planning applications in and around Garstang and beyond (such as North Preston and Longridge area) which will impact on the local highway network and in particular the A6 corridor, particularly around junction 1 of the M55. These previous comments set out the approach LCC considered necessary to support further major developments impacting in the A6 corridor in regard to both the strategic and local network.

LCC embraces a 'one team' approach to facilitate appropriate development within Lancashire. To deliver this does require support and close working with both the planning authority, in this case officers of Wyre Council and developers and their representatives. This

approach supports the delivery of high quality, sustainable development and an appropriate scale of development that can be accommodated both locally and strategically.

In work undertaken in 2015 with the applicant of this site and applicants of other major sites, LCC were able to identify a Strategy that would allow support for a level of further development within the A6 corridor and this is set out below.

Initiatives Identified to Support Development in the Strategic A6 Corridor

LCC have been working closely with Highways England since early 2015 to develop a strategy in regard to schemes that can maximise the unprecedented level of development seeking to come forward (and with an impact) in the A6 corridor. Work to date has allowed progress to be made and LCC in collaboration with Highways England have identified an 'in principle' deliverable scheme at M55 Junction 1 (that will release some limited additional capacity). The strategy which has been developed (which also considers and is in addition to that proposed within the Central Lancashire Highway and Transport Plan) is complex and has been time and resource hungry.

In addition to the schemes at M55 J1 and the A6/A586 junction, LCC have investigated and developed further measures to support development in the A6 corridor; including the mechanism required to deliver all these necessary measures. Work to identify these schemes and a funding mechanism has been completed. LCC considered that with support from developers, this Strategy would allow the opportunity to reach agreement to secure the funding required to deliver necessary additional infrastructure to maximise development that can be accommodated. LCC considers it is critical that an approach is taken forward that can secure the delivery of major improvement schemes (ensuring that developer contributions are reasonable and do satisfy the CIL tests and the number of contributions that can be requested). Therefore, it was deemed necessary and fair that those larger developments that have a significant impact at this junction (and others) and which are now seeking to come forward contribute to those schemes.

The full list of initiatives will deliver a comprehensive improvement strategy and these have been identified by LCC as local highway authority (LHA) to support some further development with an impact in the strategic A6 corridor; the full list of initiatives are:

Initiative 1 – A6 Barton to Garstang Sustainable Transport Strategy

This scheme will deliver improvement of Pedestrian and Cycle Provision in the A6 Corridor, in particular:

- (i) Provide continuous cycle lanes along the full length, achieved through carriageway widening, central hatching narrowing and coloured surfacing as appropriate.
- (ii) Provide traffic islands or refuge islands in central hatched area. This will help regulate speeds and provide improved crossing places.
- (iii) Use of Gateway features to emphasise village entry points.
- (iv) Use of red textureflex sparingly but also continuously where required.
- (v) A review to declutter and resign as appropriate.
- (vi) **Speed limit review to lower to 40mph or 30 where appropriate.**
- (vii) Review of Bus stops in the corridor and improvements (to QBS) as appropriate

This strategy can be delivered in a number of phases/smaller packages of improvement works that can be delivered through contributions from all major developments with an impact in the corridor, in line with the CIL tests.

Initiative 2 – Wider Improvement of A6 Preston Lancaster New Road/Croston Barn Road/Green Lane West/B5272 Cockerham Road/Croston Road Signalised Junction

The scheme includes an upgrade to MOVA operation and the provision of pedestrian/cycle facilities throughout the junction.

Initiative 3 – Improvement of Moss Lane/Longmoor Lane Priority Junction

The scheme includes improvements for pedestrians and cyclists and other safety measures.

Initiative 4 – Improvement of A6/A586, 'The Avenue' priority junction.

The scheme includes full signalisation, pedestrian and cycle, speed reduction and other safety measures.

Initiative 5 – A6/M55 junction 1, Westbound off Slip Improvement
Additional lane on westbound off slip

Initiative 6 - A6/M55 junction 1, Eastbound off Slip Improvement
Additional lane on eastbound off slip

(Note: whilst Initiatives 5 & 6 do support some additional development in this location (M55 J1) is the limiting factor to development that can be accommodated.)

Therefore, as summarised above and set out in detail in our final comments on application PA No. 14/00458, the previous Nateby site was able to support delivery of the necessary Strategy and was also, importantly, of a scale to be able to deliver the necessary infrastructure and other mitigation measures identified.

LCC had no highway objection to the Previous Nateby site (PA No. 14/00458/OULMAJ). This application was recommended for approval by officers of Wyre Council but was refused at planning committee. The decision notice dated 6th November 2015 gave the following reason for refusal:

'1. The proposed development would have a detrimental impact on highway safety resulting from the increase of traffic the proposal would generate onto the A6 and from the proposed access points onto the A6 which, by reason of their proposed location, would be dangerous. The proposal is therefore contrary to saved Policy SP14 of the Adopted Wyre Borough Local Plan (1999) and paragraph 32 of the NPPF.'

Application PA No. 14/0458 is now the subject of an appeal. Given the reason for refusal at planning committee was not the position of the local highway authority, and as such LCC will not be providing a highway witness, and in seeking to continue to be consistent in the approach in regard to the identified Strategy that will allow support for a level of further development within the A6 corridor, **LCC consider that until the decision on the appeal site is known there cannot be support for further major development with an impact in this corridor.**

In the interim period since the original application was refused (Decision notice 6th November 2015) and the submission of the new Nateby application (4 March 2016) the LPA will be

aware that a number of further planning applications which can be considered will have an impact in the A6 corridor have been submitted, for example:

- PA No. 15/0420/OUTMAJ (46 dwellings)
- PA No. 15/00928/OUTMAJ (49 dwellings), and
- PA No. 15/00891/OUTMAJ (95 dwellings)

In addition to these applications there are further applications that also need consideration such as those that have come forward in the period since the original Nateby application (PA No. 14/00458) was submitted and up to that application being refused at planning committee. As stated previously, LCC do not support a piecemeal approach to development as all influences are not fully considered in assessments; this approach inevitably excludes impacts and fails to clearly demonstrate whether the proposals can be accommodated on the network or not.

LCC Position Statement

LCC have carefully considered our position in regard to seeking a proper planned approach from a highway perspective to all development applications with impact in the A6 corridor, having regard to risk.

It is clear that this latest Nateby Crossing Lane application must be considered in a consistent and fair approach (as deemed by the local highway authority) with regard to all applications received since the original Nateby application was refused and the subsequent appeal. There are clearly highway issues directly related to scale and impact of all development seeking to come forward and the need for a proper planned approach to be balanced with a fair and equitable treatment of all submitted applications (both this current Nateby application and the further applications which have been submitted in the interim period as referred to above and which LCC highways have to date been unable to support). LCC Highways have always been clear that there is finite capacity in the network and this has necessitated the approach whereby a Strategy of Initiatives was developed to support some further development with an impact in the strategic A6 corridor (including the M55 at junction 1). Clearly the Strategy cannot accommodate the scale of all the developments now submitted to Wyre Council.

On balance, given the complex planning circumstances set out above, LCC Highways Development Control team are unable to provide support for the current Nateby application (16/00241) and would provide the following position statement:

'LCC understand that highways issues are only one element in the numerous considerations that Wyre Council must weigh up in the decision making process. If Wyre Council considers the issues raised by LCC are not inextricably linked to the need for a properly planned approach then any weight behind highways lack of support for the application fall away and as such I would expect Wyre Council officer recommendation to reflect this. It is for the LPA to balance all information provided in coming to a decision.'

Comments on the Specific Elements of the Transport Assessment of the New Application

Clearly given the comments provided above, it is not within the control of LCC Highways to determine which applications are taken to planning committee and the timing/sequence to this process; this is a matter for the LPA.

Therefore, notwithstanding our position set out above, LCC has sought to best address all other matters that are not fundamentally related to our lack of support for the current application based on the need for a properly planned approach.

The remaining sections of these statutory comments address the following matters:

- (A)** The Latest Proposed Main Site Access Strategy
- (B)** Specific Comments on all other elements of the submitted Transport Assessment
- (C)** Internal Site Layout, Parking Standards/Parking Provision and SUDS
- (D)** S278 Works
- (E)** Planning Obligations (s106 Planning Contributions)
- (F)** Summary and Recommendation

(A) The Latest Proposed Main Site Access Strategy

This development proposal will introduce additional vehicle movements on the local highway network. The A6 is the main north–south arterial route through Wyre linking Preston to Lancaster. The settlements of Catterall and Garstang lie immediately to the east of the A6. In the vicinity of the site the A6 is a wide two lane carriageway, has little frontage development and few junctions. It is subject to a 50mph speed limit and is lit by a system of street lighting. Whilst the A6 is not a trunk road it has many similarities and characteristics to a trunk road and as such the starting point for assessment of impact should be in line with the Design Manual for Roads and Bridges (DMRB) rather than the Manual for Streets (MfS).

The A6 Preston Lancaster Road along the site frontage was built as the Garstang Bypass; subsequently the M6 provided a more strategic level bypass. The section of the A6 along the site frontage is characterised by the two rises created by bridge crossings over the Lancaster Canal (Cathouse Bypass Bridge) and the old railway line. These rises influence the sight stopping distances (SSD) that can be achieved along this section of the A6.

To the north and west of the proposed site are Croston Barn Lane and Nateby Crossing Lane which are unlit rural lanes with a 60mph speed limit.

The current application proposes a new roundabout off a realigned section of the A6 to serve as the main site access for both residential and employment elements of the development site. The proposed main access is shown in Layout Plan 1600402b (dated May 2016). Paragraph 1.1.4 of the TA states that it remains the view of the applicant and the LHA *'that a safe and acceptable means of access was proposed as part of the previous proposals.*

However, the roundabout option has been developed by the applicant to specifically address the reason for refusal as quoted on page 4 above.

I have reviewed the proposed main site access on the A6 as now submitted and consider the roundabout to provide an acceptable, suitable and safe means of access to the proposed development site.

I have reviewed the roundabout capacity assessment and consider the proposal will accommodate existing and forecast traffic levels with this development and other committed developments. The roundabout option will also provide alternative routing opportunities for some existing movements that currently utilise the 6-arm signalised junction to the north and also some movements from Longmoor Lane, the priority junction to the south of the proposed roundabout.

In order to facilitate traffic free pedestrian and cycle movements in an east and west direction, between the site and Garstang, the proposed access layout includes a wide underpass of the realigned section of the A6 on the southwest side of the new roundabout. While I would acknowledge that the use of an underpass can present issues, I consider that the proposed access layout has considered the needs of non-motorised users to provide a choice of options in regard to routing (both with and without an interface with vehicular traffic) and as such demonstrates that suitable routes for sustainable users can be delivered.

In regard to the proposed roundabout access. I would acknowledge that roundabouts can present difficulties for cyclists. However, given the range of routing options available from the network of pedestrian and cycle facilities now proposed (refer to latest Layout plan with pedestrian cycle ramp down from the A6 northbound and southbound carriageways leading on to the shared pedestrian cycle route and the underpass, Plan No. 1600402b and also the latest Indicative Pedestrian and Cycle Routes Drawing No. 2-1003 (Rev B, May 2016), I consider the proposals acceptable. The pedestrian and cyclist measures are agreed and as such it is considered the opportunities for sustainable transport modes have been taken up in line with NPPF.

The proposed access has been the subject of a Stage 1 Road Safety Audit (RSA) and all issues identified have been acknowledged and are to be addressed as part of the detailed design.

A review of the 50mph speed limit on the A6 in the vicinity of the proposed site is warranted should this development be approved, given the extension of the urban environment. The review should be linked to any planning permission through a suitable worded planning condition.

The developer has confirmed their commitment to all measures previously deemed necessary for the original application on this site (PA 14/00458). This included commitment to 'Initiative 1 – A6 Barton to Garstang Sustainable Transport Strategy' that includes for Speed limit review on the A6 to lower to 40mph or 30mph as appropriate. LCC also consider the speed limit review in the section of the A6 from the north side of Croston Barn Road to the south side of Longmoor Lane should be an integral element in any s278 agreement for the detailed design of the proposed main site access. Any reduction in vehicle speeds will bring potential further road safety benefits to the wider local highway network.

The developer's transport consultant has provided details to confirm that the roundabout can be designed to the appropriate design standards (which LCC consider to be DMRB in this location). The detailed design will ensure the appropriate visibility splays and the necessary

minimum site stopping distances (considering horizontal and vertical alignment) are delivered.

Pedestrian refuge and tactile paving should be provided to aid movements across all arms of the proposed roundabout.

The on-road cycle lanes should be provided at 1.5m over the length of the junction access works. The detailed junction design should include measures to enhance the visibility and safety of the on-road cycle lanes. This should include cycle symbol markings, coloured surfacing and signing as necessary.

Appropriate clearway signing should be installed at the proposed A6 access junction.

Any lighting columns currently within the proposed junction envelope on the A6 will need to be removed and a suitable lighting scheme provided. This will be the subject of detailed design.

(B) Specific Comments on all other elements of the submitted Transport Assessment

Lancashire County Council takes its responsibility seriously with respect to the current and future use of the highway network. In reaching our position with regard to this development proposal, LCC have conducted a review of all information presented in the Transport Assessment. This includes all information previously submitted for the refused application (PA No. 14/00458) and re-submitted/updated for this latest application by the developer and also all work progressed by LCC and our colleagues at Highways England in regard to necessary improvement measures in the A6 corridor.

The following comments therefore provide LCC (Highways Development Control) statutory consultation comments in respect of the key elements of the Transport Assessment for this major planning application, including: committed developments; traffic flows and future traffic forecasts; accident analysis; junction modelling and assessment and also accessibility for sustainable modes.

Committed Development

Committed development was included in the TA.

Traffic Figures

The current application provided new traffic count information carried out in December 2015. This would not normally be considered a neutral month and as such LCC have reviewed the latest observed data in some detail.

A further factor that LCC has taken into consideration is the fact that the A6 is a parallel route to M6 and as such is subject to fluctuations that are related to incidents, weather factors etc. that occur on, or influence movement on the M6 Motorway and that can lead to higher observed flows on the A6 during such periods.

LCC carried out a week long Automatic Traffic Count (ATC) survey in April 2016 as a further check on assessment traffic figures.

LCC have also considered existing data from 2014 (week long ATC data) as well as the previous 2012 traffic data submitted as part of the original application for this site.

Consideration of all this information has led to the following conclusion: LCC consider the December 2015 turning count data to be at the high end of the expected range that could be considered representative of average peak hour conditions. The ATC data indicates this count falls at the higher end of expected annual day to day and week to week variations observed and as such can be considered a robust basis upon which to assess the local transport network, particularly given the approach that includes consideration for committed developments and traffic growth.

Traffic Growth and Assessment Years

The assessment year 2023 is acceptable. The future year background traffic figures have been subject to TEMPRO/NTM growth factors and the methodology presented in the TA is considered acceptable.

Trip Rates

The TA uses residential trip rates as agreed for the approved Kepple Lane site and these are in line with those rates agreed for major developments within Central Lancashire.

The employment trip rates used are acceptable

I note that the development proposes employment and retail uses which can be considered to support sustainable modes from the residential element. The trigger points for the delivery of the employment/retail uses and residential housing numbers should be covered by an appropriate planning condition to support sustainable development (i.e. delivered part way through the residential phase).

Distribution

LCC have reviewed the updated traffic figures in the TA Addendum and considered the potential impact of the potential routing options that may occur between the site access and the two junctions immediately north and south of the site. The routing choices provide potential options if short term congestion were experienced at any of the adjacent junctions.

The traffic distribution has been extended to cover junctions on the A6 that consider the wider network.

Accident Data Analysis

The latest available accident data was presented in the TA taken from LCC's own Mario system which holds the latest 5-year data. This data is continually being updated and therefore the 5-year data set will vary over time. LCC are aware of the occurrence of both serious and fatal accidents on the A6 from north of Croston Barn Lane to south of Longmoor Lane. LCC have reviewed the latest available data and considered both the location of the accidents and causation factors.

Off-site Highway works.

The developer has proposed a number of highway improvement works. However, as full detailed design will be required only an acceptance 'in principle' to proposed layouts can be given, where indicated below. Other proposed works will require further layout details, as noted in these comments for some of the improvement schemes listed under 's278 Highway Works' on page 15 below.

As well as the main site access the proposed development also includes provision for vehicular, pedestrian and cycle access points onto Nateby Crossing Lane. In addition, as part of the detailed design of the internal development layout, the developer has committed

to provide an emergency access point onto Croston Barn Lane from the commercial element.

Further comment on the operational performance of the site access and other junctions within the study area is provided under the section titled 'Junction Operational assessments' on page 10 below.

Proposed Site Access Junctions onto A6

The proposed site access junction is dealt with in Section (A) – The Latest Proposed Main Site Access Strategy, as detailed on page 6 above.

Proposed Access onto Nateby Crossing Lane

Further access to the site is proposed to be taken from two priority junctions onto Nateby Crossing Lane. The latest proposed junction layout drawings and treatment of Nateby Crossing Lane are shown in Drawing No.s 1600404 and 1600405a (dated May 2016). The proposals are agreed 'in principle' subject to detailed design.

The visibility splays are based on surveyed 85th percentile speeds which are considerably lower than the derestricted 60mph limit. Given the approach is to adopt a more 'Manual for Streets' approach it is considered appropriate that a scheme providing prominent Gateway measures/treatments is delivered to support the approach proposed. The developer has provided a commitment to these s278 works which should be secured through an appropriate condition and will include speed limit review and delivery of the appropriate change.

A stated benefit of the north/south link through the site was that it would facilitate movement from existing uses on Nateby Crossing Lane. The junction radii will be provided at 10m. The junction radii at the access from the link road onto Nateby Crossing Lane will be reviewed at detailed design and may require revision as part of safety related design improvements.

The removal of trees/hedges will be required to achieve the required visibility splay from the proposed link road junction onto Nateby Crossing Lane. The developer has indicated this will be done and therefore has stated the visibility splays can be achieved. I am sure the LPA will wish to consider the impact of the proposals on the existing trees and hedgerow.

The developer has acknowledged the need for a suitable lighting scheme to be provided on Nateby Crossing Lane in the area of the proposed junctions including the combined footway/cycleway on the line of the old railway. This will be the subject of detailed design.

The developer has agreed to renew the carriageway markings at the Nateby Crossing Lane/Croston Barn Lane junction.

A review of the 60mph speed limit on the Nateby Crossing Lane and Croston Barn Lane in the vicinity of the proposed site is warranted. The developer would be required to fund speed limit review/consultation and implementation as necessary. This should be conditioned, if the LPA are minded to approve this application.

Junction Operational Assessments

A6 Main Site Access – Proposed New Roundabout Junction

The ARCADY operational assessment indicates the junction will operate well below capacity in all scenarios. The link to Nateby Crossing Lane allows alternative routing for peak within peak traffic scenarios.

The proposal will accommodate existing and forecast traffic levels with this development and other committed developments. The roundabout option will also provide alternative routing opportunities for some existing movements that currently utilise Croston Barn Lane and the the 6-arm signalised junction to the north of the proposed roundabout and also the Longmoor Lane priority junction to the south of the proposed new site access.

Operational Assessment of Other Junctions on the Local Network

The TA includes information on further junction operational assessment, including:

- A6 Preston Lancaster New Road/Croston Barn Road – signalised Junction;
- A6/Moss Lane/Longmoor Lane;
- A6/Kepple Lane Priority Junction;
- A6/A586 The Avenue Priority Junction;
- A6/Garstang Road.

In addition, the TA addendum also provides the forecast traffic impact at Broughton Crossroads and M55J1.

A6 Preston Lancaster New Road/Croston Barn Road/Green Lane West/B5272 Cockerham Road/Croston Road – Signalised Junction

An 'in principle' scheme is agreed between LCC and the developer as indicated in drawing 1600401a (dated April 2016). This scheme included an upgrade to MOVA operation and the provision of a Toucan crossing over the A6 south arm. The scheme also indicated that further pedestrian crossing points can be agreed at the detailed design stage. The scheme was also to include consideration for improvement to the existing cycle facilities and vehicle activated queue detection signing on the approach to the signalised junction.

LCC has identified a 'Wider Improvement Scheme' at this junction, as set out under 'Initiative 2' on page 4 above. Therefore, the final agreed scheme to be delivered by the developer, through a s278 agreement, at this junction will need to be of equivalent scale to the 'in principle' agreed scheme, but fully in line with the wider scheme.

HY Consulting have modelled the junction and I have the following comments. At present the all red pedestrian stage is called on very limited occasions during the peak periods. This can be expected to change if this development is approved. The TA models the all red stage every other cycle. This is not unreasonable.

The LINSIG traffic modelling indicates that the overall degree of saturation in both the AM and PM peak drops below zero. In assessing the acceptability of the overall junction operation I have taken into consideration the improvements proposed, particularly to pedestrian and cycle facilities, the introduction of MOVA technology and the robust nature of the assessment.

The provision of MOVA control in addition to further pedestrian facilities and improvements for cyclists, referred to above, go some way to mitigate the impact of the development at this location.

The proposed introduction of MOVA at the signals will result in a review of signal equipment requirements and new detection loops, as required.

Moss Lane/Longmoor Lane

The PICADY operational assessment indicates the junction will operate at or close to capacity in the 'with development' scenario. It can be expected that the proposed new link between Nateby Crossing Lane and the A6 will allow alternative routing for peak traffic scenarios.

A6/Kepple Lane Priority Junction

The PICADY operational assessment indicates the junction will operate well below capacity in all scenarios.

A6/A586, 'The Avenue' - Priority Junction

Recent permissions approving development proposals in the Garstang/Catterall area will result in significant additional movements here which will result in the junction operating at capacity at various periods of the day. Therefore any developments that further increase vehicle movements in this location will mean that the junction operates above theoretical capacity, resulting in delay and increased queuing. In addition to this, I have reviewed the most recent accident record at this junction and there has been 12 injury accidents in the last 5 years. There is therefore a need to mitigate the impact of this development at this junction.

A6/Garstang Road

The PICADY operational assessment indicates the junction will operate well below capacity in all scenarios.

Site Accessibility

This development proposal is on the edge of the built environment and the current site has limited pedestrian linkages/connectivity. The 50mph A6 presents a clear barrier to movement; this is a concern. However, it is acknowledged that improvements are proposed. The latest site access layout, Layout Plan 1600402b (dated May 2016) includes a number of further measures to the facilities and route options for pedestrians and cyclists. In particular, the drawing now shows a ramp down to the A6 underpass from both the north and southbound (re-aligned A6 carriageway).

LCC has considered true walk distances to local amenities. It is noted that there is no high school in the immediate local area and local primary schools are a considerable walking distance, particularly for young children.

It is considered that sustainable modes will mainly access the town centre via the proposed underpass of the re-aligned section of the A6. The approximate distance to the town centre is 1100m which is beyond the desirable walk distances, which if the development was only for residential would be a concern. However, I note that the development proposes employment and retail uses which can be considered to support sustainable modes from the residential element and does somewhat overcome this concern. However, this does assume that these employment/retail elements will be delivered. Hence, LCC will be requesting a suitably worded planning condition which links trigger points for the employment/retail with the delivery of housing numbers.

Comments on Pedestrian and Cycling Elements within the Transport Assessment

The developer has indicated that a pedestrian crossing facility will be provided on the south arm of the A6 at the A6 Preston Lancaster New Road/Croston Barn Road/Green Lane West/B5272 Cockerham Road/Croston Road – Signalised Junction. This should be a TOUCAN crossing tying in with the extension of the on road/improved cycle facilities and pedestrian provision to be provided at the junction as part of the wider scheme identified by LCC.

The latest proposed junction layout drawings onto Nateby Crossing Lane (including revisions to take into consideration previous safety audit comments) are shown in Drawing No. 1600404 (dated Feb. 2016). This drawing also shows the proposed provision in respect of footway/cycleways at the northwestern edge of the site and at the proposed junctions. All shared footway/cycleways are to be at least 3m in width and where possible 3.5m.

The applicant has agreed that all improvements previously agreed with LCC highways will be delivered as part of this new application. As such, the footpath on west side of A6 will be improved from Longmoor Lane along the A6 over the full site frontage. Improvements to the A6 west footway was accepted by the developer in the designer's response to the safety audit in respect of the previous application.

With the upgrading of the west footway, it was also agreed that tactile paving should be provided at the pedestrian refuge north of Longmoor Lane junction. In addition, it was agreed that a suitable dropped kerb crossing is to be provided by the developer to cater for pedestrians from the site to access the nearby commercial properties and Pub/Restaurant. LCC have now identified a wider improvement scheme at A6/Moss Lane/Longmoor Lane and therefore all works agreed will be delivered through a s278 as an initial phase of the wider scheme and hence will require to be fully in line with that scheme.

There are numerous sign poles, lighting columns and other items of street furniture which would obstruct pedestrian movements, particularly in the location of the proposed east footway. All street furniture which would obstruct movement should be relocated as part of the detailed design; this has been accepted by the developer.

A S106 funding contribution for improvements to pedestrian and cycle facilities along the A6 is appropriate, should the LPA be minded to approve this development proposal.

A safe pedestrian/cycle route to facilities/bus stops and other amenities has been proposed to go under the realigned A6, making use of the current A6/Nateby Rail Bridge (Bridge Ref 6D1B1). The developer has provided further information to support the proposal and demonstrate at this stage that the route is deliverable. Plans and drawings will need to be submitted to LCC Bridges team for checking and approval. The link under the new section of A6 and on through the gap to be created at the location of the Nateby Rail Bridge is essential to support sustainable development and its delivery should be a condition of any approval prior to first occupation on site.

A Pedestrian/Cyclist route signing/markings strategy would provide benefit in guiding pedestrians/cyclists to the safest route under the A6 as an alternative to the A6/B5272/Croston Road signalised junction or pedestrian refuges along this section of the A6.

I would note the need for this development to provide appropriate levels of secure cycle and motorcycle parking and provision for mobility impaired users. Shared pedestrian/cyclist routes through the site, at appropriate widths, should be a fundamental and integral part of the site Master Plan. While the internal layout would be the subject of a Reserve Matters application were the LPA minded to approve, the applicant has provided an 'Indicative Footway/Cycleway Links' Plan (Drawing No. 2-1003, Revision B) which shows a comprehensive network of pedestrian and cycle links can be provided to support sustainable movements.

Public Transport Accessibility and Provision

Improvements to bus services (frequency/routeing) and bus stops (delivered through a s278) to Quality Bus Standard, in line with guidance, will be necessary to support this development. Any service provided should seek to provide a frequent service throughout the day and also consider evenings and weekends to a range of destinations.

There are no PT services within desirable walking distances of the centre of the residential dwellings. The Current PT Services on Croston Road is Service 41, Mon-Sat, 60 minute frequency (also evenings) – no Sunday Service.

Bus stops on Croston Road are more than 850m from the centre of the main residential area of the site using safe pedestrian routes (and from the periphery much higher). This distance will limit sustainable trips for PT from this site. This would be a concern if improvements were not delivered.

LCC are aware of a number of development proposals in the Garstang area and consider there are a number of options to deliver PT service improvements for the area. LCC will request s106 funding toward Public Transport improvements to serve this development site. The funding will be used to deliver either:

- A shuttle bus service routing through the site via the proposed link road to Garstang Health centre and Primary School on Kepple Lane, the town centre and Croston Road (anti-clockwise or possibly clockwise) It is estimated that such a service will require £120k per annum to operate and should be funded by development for a period of time linking with other opportunities to ensure that the service can be made sustainable. It is usual that funding is requested for 5 years, however, as this site is mixed use it could provide some commercial opportunities post initial pump priming. With this 2.5 years of funds is requested, however this requires the first trigger point for £120k at 50 dwellings occupied, a further £120k at the first anniversary, and the final £60k at the second anniversary. However, as before this does assume that the employment/retail element is progressed prior to the second anniversary.
- The funding for PT services should be flexible in order to be used to fund an alternative/equivalent service improvement, if identified and deemed to be more appropriate.

In order to secure the long term sustainability of the site any service provided/improved needs to be viable once any initial funding period has past. Any revenue generated should be used to extend the service beyond the initial 2.5 year funding period up to 5 years.

To support the PT service, new bus stops will be required on the link road through the development (with layby on both sides).

In addition, the existing bus stop on Croston Road should be upgraded to Quality Bus Standard (raised kerb and markings, but no shelter) a similar provision will be required on the westbound side. These works must be delivered through a s278 agreement.

Travel Plan

A Framework Travel Plan for the site was developed and revised following comments from LCC's Travel Plan team. The revised Framework Travel Plan now meets LCC's submission criteria.

For a development of this size we would normally request a contribution of £24,000 to enable Lancashire County Council to provide a range of services as previously outlined to the applicant, should the LPA be minded to approve. However, given the number of developments coming forward, LCC have agreed to reduce this figure to £18,000.

Funding to support measure/initiatives within the Travel Plan

LCC request that a commitment is made by the developer to ensure suitable funding is made available to be used toward measures/initiatives that may be required if Travel Plan targets are not achieved (to be made available to the developers appointed travel plan coordinator). I would note that this funding is only to be used if the targets are not met and that these funds are not passed to the LPA or the LHA.

(C) - Internal Site Layout, Parking Standards/Parking Provision and SUDS

This is an outline application and therefore internal site layout matters would be expected to be dealt with at the reserved matters stage.

While LCC acknowledge that this is an outline Application I would note following:

- Adequate No of Parking spaces must be provided for both the residential and commercial elements of the proposed development, in line with agreed standards.
- With regard to driveway and garage dimensions I would note that all integral garages must have internal dimensions of 3m x 6m or they will not be considered part of the parking provision.
- The internal site layout should support the principles of 'Manual for Streets' and LCC's Creating Civilised Streets.
- All internal access issues will need to be overcome to satisfy highway adoption.
- A service strategy should be prepared and agreed
- In line with recent government policy I would expect the development to provide electric vehicle charging infrastructure at appropriate locations.
- I would expect the emergency services to be consulted on the full development proposals and appropriate access/tending arrangements for all elements/areas or an emergency access strategy agreed.
- Full details of proposed carriageway drainage will be required as part of any detailed design
- Any requirement to move statutory undertaker's apparatus will be considered and agreed as part of detailed design.

The proposed new vehicular link between the A6 and Nateby Crossing Lane should be constructed before first occupation on site.

Sustainable Urban Drainage Systems (SuDs)

The application should consider the requirements likely to be asked for in support of a SuDs drainage scheme, if deemed necessary. These considerations may significantly affect the site layout/design to include for the likes of swales, storage ponds etc. to control run off rates in accordance with SuDs guidance.

(D) – S278 Works

A detailed list of all measures considered necessary to deliver sustainable development will be set out within the following two sections of these statutory consultation comments, under the headings of '(D) - S278 Works' and (E) - Planning Obligations (s106 Planning Contributions).

LCC's have previously provided consultation comments to the LPA that set out the local highway authorities (LHA) concerns in regard to the unprecedented number of major planning applications in and around Garstang and beyond (such as North Preston and Longridge area) which will impact on the local highway network and in particular the A6 corridor, particularly around junction 1 of the M55. These previous comments set out the approach LCC considered necessary to support further major developments impacting in the A6 corridor in regard to both the strategic and local network.

A full list of initiatives, as set out on pages 3 & 4 of these statutory consultation comments was developed. It was considered by LCC that these Initiatives could support a finite level of further development within the A6 corridor (including M55 J1).

The developer and their Transport Consultant (HY Consulting) have provided a significant amount of information with the aim to address the concerns highlighted by LCC Highways in regard to development of this site (with consideration for both the previous application PA No. 14/00458 and this new application PA No. 16/00241). In addition to the information contained in the Transport Assessment and Safety Audit Report/Designers Response Report the developer has provided commitment to further sustainable measures (pedestrian, cycling and Public Transport) as well as number of amended and new layout drawings to address identified concerns. All changes proposed are in line with elements of the LCC plan/Strategy of Initiatives for the wider network which was developed in 2015. This plan has been progressed in order to support development in the area (and measures identified by HY Consulting can represent early phases of these wider changes).

In addition, HY Consulting have also carried out a detailed assessment, working closely with LCC highways, to identify an acceptable improvement scheme at the A6/A586, The Avenue junction that LCC consider will support further development.

The developer of this new application has committed to all the previously agreed measures, both s106 and s278 required to support delivery of the wider 'Strategy of Initiatives'. As such, LCC consider this new application can support delivery of the necessary Strategy and is of a scale to be able to deliver the necessary infrastructure and other mitigation measures identified.

S278 Highway Works

Should the LPA be minded to approve this application, a Section 278 Agreement for off-site highway improvements is expected between the developer and the highway authority (LCC).

Section 278 agreements (s278) are appropriate where improvements are required in the public highway, paid for by the developer (costs to include design fees, safety audits, amendments to street lighting and traffic signalling equipment and all other risks associated with the highway improvements required by the development so that public funds are not used in the provision of these features).

Any highway improvement schemes agreed 'in principle' will be subject to detailed design. The Trigger points for s278 works will be before commencement of development unless otherwise agreed with LCC and the LPA. Some layout details have been agreed 'in principle'

as indicated for each s278 scheme other scheme drawings are still required and yet to be agreed and should therefore be the subject of an appropriate condition.

The s278 works agreed with the applicant are:

- Main Site access junction on re-aligned A6 - Roundabout (serving both the employment and Residential elements)
As agreed layout drawing 1600402b (revised May 2016)
- 2 No. Site access junctions onto Nateby Crossing Lane
As agreed layout drawing 1600404 Feb. 2016).
- Initiative 2 – Improvement of A6 Preston Lancaster New Road/Croston Barn Road/Green Lane West/B5272 Cockerham Road/Croston Road Signalised Junction
The scheme includes upgrade to MOVA operation and the provision of pedestrian/cycle facilities across five of the six arms of the junction.

An 'in principle' improvement scheme had been agreed with the developer prior to the larger scheme being developed. Therefore the final agreed scheme to be delivered by the developer through a s278 will be of equivalent scale but fully in line with the wider scheme. Scheme layout drawing 1600401b (revised May 2016) to be revised in line with wider scheme (the provision of an agreed scheme at this location to be a condition of any approval).

Developer to deliver initial scheme through s278 Agreement

- Pedestrian footway improvements on A6 (east and west side to Longmoor Lane in the south and Croston Barn Lane in the north)
As agreed in layout drawings 1600401b and 1600403b (both drawings revised May 2016).
- Initiative 3 – Improvement of Moss Lane/Longmoor Lane Priority Junction
Improvements to the deliver pedestrian footway and dropped kerbs has been agreed 'in principle' with the developer prior to the larger scheme being developed. Therefore, the final agreed scheme to be delivered by the developer through a s278 will be of equivalent scale but fully in line with the wider scheme.

Developer to deliver initial scheme through s278 Agreement

- Pedestrian Green Link, underpass of A6 providing high quality connection for sustainable modes (pedestrian/cycle) to Garstang
Details of the standard of the link, width and surfacing to be agreed (the provision of an agreed scheme to be a condition of any approval).
- Pedestrian footway improvements and traffic calming and Gateway measures on Nateby Crossing Lane
As agreed in layout drawing 1600405a (revised May 2016).
- Renewal of the carriageway markings at the Nateby Crossing Lane/Croston Barn Lane junction
This was previously agreed with the applicant and will form part of the traffic calming and Gateway measures scheme on Nateby Crossing Lane
As agreed in layout drawing 1600405a (revised May 2016).

- Public Transport facilities to quality bus standard on Croston Road and on the new link between A6 and Nateby Crossing Lane
Details of the stops to Quality Bus Standard to be agreed (the provision of an agreed scheme to be a condition of any approval).

(E) - Planning Obligations (s106 Planning Contributions)

Should the LPA be minded to approve this application, it is considered appropriate to seek planning contributions to support improvements to sustainable transport links on the local & Strategic highway network. This funding will be used to implement changes to limit the negative impact of this large development on the existing congested network.

The trigger point for s106 sustainable transport planning contributions should be prior to commencement of development unless otherwise agreed with LCC and the LPA.

The mitigation measures funded by the developer through s106 contributions, include the following:

Initiative 1 – A6 Barton to Garstang Sustainable Transport Strategy

Requested Contribution: **£20,000 towards wider scheme (Trigger 200th dwelling)**

The requested contribution reflects that this development will provide pedestrian and cycle measures along the A6 site frontage between Moss Lane and Croston Barn Road

Initiative 4 – Improvement of A6/A586 'The Avenue' priority junction.

The wider scheme now identified by LCC includes full signalisation, pedestrian and cycle, gateway and other safety/speed reduction measures.

An 'in principle' improvement scheme had been agreed with the developer prior to the larger scheme being developed. However, in developing the funding mechanism to support all initiatives and improvements necessary in the corridor it has subsequently been decided that all relevant developments should support s106 contributions to deliver the wider improvement scheme.

Requested Contribution: **£150,000 towards wider scheme (Trigger 100th dwelling)**

Initiative 5 – A6/M55 junction 1, Westbound off Slip Improvement Additional lane on westbound off slip

Requested Contribution: **£250,000 (Trigger 50th dwelling)**

Initiative 6 - A6/M55 junction 1, Eastbound off Slip Improvement Additional lane on westbound off slip

Requested Contribution: N/A as contribution requested for Initiative 5 (westbound off slip improvement).

In addition commitment is necessary from the developer to fund mitigation measures through s106 contributions for the following further measures:

- Funding for Public Transport service improvements, **£300,000 (Trigger £120k at 50 dwellings, £120k at the 1st anniversary and £60k at the 2nd anniversary)**
- Travel Plan Support, **£18,000 (prior to first occupation).**

The above funding contribution figures have been accepted by the developer.

(F) - Summary and Recommendation

Lancashire County Council takes its responsibility seriously with respect to the current and future use of the highway network. In reaching our position with regard to this development proposal, LCC have conducted a full review of the Transport Assessment and associated documentation submitted with the application.

In addition, LCC have carefully considered our position in regard to seeking a proper planned approach to all development applications that have an impact in the A6 corridor.

It is clear that this latest Nateby Crossing Lane application must be considered in a consistent and fair approach (as deemed by the local highway authority) with regard to all applications received since the original Nateby application was refused and the subsequent appeal. There are clearly highway issues directly related to scale and impact of all development seeking to come forward and the need for a proper planned approach to be balanced with a fair and equitable treatment of all submitted applications (both this current Nateby application and the further applications which have been submitted in the interim period as referred to above and which LCC highways have to date been unable to support). LCC Highways have always been clear that there is finite capacity in the network and this has necessitated the approach whereby a Strategy of Initiatives was developed to support some further development with an impact in the strategic A6 corridor (including the M55 at junction 1). Clearly the Strategy cannot accommodate the scale of all the developments now submitted to Wyre Council.

On balance, given the complex planning circumstances set out above, LCC Highways Development Control team are unable to provide support for the current Nateby application (16/00241) and would provide the following position statement:

'LCC understand that highways issues are only one element in the numerous considerations that Wyre Council must weigh up in the decision making process. If Wyre Council considers the issues raised by LCC are not inextricably linked to the need for a properly planned approach then any weight behind highways lack of support for the application fall away and as such I would expect Wyre Council officer recommendation to reflect this. It is for the LPA to balance all information provided in coming to a decision.'

Notwithstanding our position set out above, LCC has sought to review all other aspects of the proposal that are not fundamentally related to our lack of support for the current application based on the need for a properly planned approach. LCC has given consideration for all information provided by the applicant in support of the proposal; this includes the applicant's commitment to all necessary mitigation as set out under the headings 'Planning Obligations (s106 Planning Contributions)' and 'S278 Highway Works' above.

It is critical that development related increases in movement (demand) are suitably considered and appropriately mitigated against both locally and strategically.

The review of the Transport Assessment in addition to LCC's own analysis has shown that there is a concern in regard to traffic impact both locally and strategically. From a strategic perspective the cumulative assessment work undertaken by LCC officers has indicated that further infrastructure is necessary to support development.

LCC's review of all other elements of the proposal can be briefly summarised as follows:

- The TA has been fully reviewed and considered an acceptable basis for the assessment;
- Traffic flows are acceptable;
- Accident analysis is acceptable;
- Junction safety and operational analysis is acceptable;
- A Road Safety Audit has been carried out;
- safe and suitable access to the site can be achieved for all modes
- pedestrian and cyclist and public transport measures are agreed and considered appropriate and as such it is considered the opportunities for sustainable transport modes have been taken up.

The developer has committed to the Strategy of 'Initiatives' and measures agreed previously for the refused application (PA No. 14/004598) and these are set out under the headings 'S278 Works' and 'Planning Obligations (s106 Planning Contributions)'.

Clearly given the comments provided in the first section of this response, it is not within the control of LCC Highways to determine which applications are taken to planning committee and the timing/sequence to this process; this is a matter for the LPA. Therefore, notwithstanding our lack of support for the application as set out above, it is LCC's view that, under the scenario that this application is the first of the current applications that Wyre Council is to determine of those within the planning system, then overall and with delivery of the requested necessary measures, the residual impact on highway capacity and safety will not be severe and therefore there would not be grounds for refusal on this basis.

If the LPA are minded to grant approval I would be willing to provide a list of suggested conditions that would be considered appropriate.

I hope the above is of assistance.

Yours Faithfully



David Watson
Principal Engineer
Strategic Highways Planning