



Lancashire Central Framework Travel Plan

July 2022

Application for Outline Planning Permission
On behalf of Maple Grove Developments and Lancashire County Council





Maple Grove Developments and Lancashire County Council

LANCASHIRE CENTRAL

Framework Travel Plan





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TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 70084465

DATE: JUNE 2022

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QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	1 st Draft	Final for Issue		
Date	13/05/22	23/06/2022		
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Project number	70084465	70084465		
Report number	70084465-TP	70084465-TP		
File reference	70084465-TP	70084465-TP		



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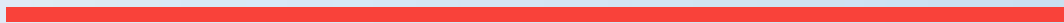
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1

INTRODUCTION



1 INTRODUCTION

1.1 BACKGROUND

- 1.1.1. WSP have been commissioned by Maple Grove Developments (MGD) and Lancashire County Council (LCC) to prepare a Framework Travel Plan (FTP) in support of an outline planning application for a mixed-use development at the Cuerden Strategic site, herein referred to as Lancashire Central, located in South Ribble, Lancashire.
- 1.1.2. The proposals include a mix of land uses including employment, retail, leisure, health and residential use, with associated parking, green infrastructure, internal highway layout and pedestrian and cycle infrastructure provision.
- 1.1.3. A previous application (South Ribble Planning Reference 07/2017/0211/ORM) for a mixed-use development on the site was approved in December 2017. The 2017 application covers the entire Cuerden Strategic site. The red line boundary of the current application comprises only part of the allocated Cuerden Strategic Site but has been designed in a way to links to the remaining plots of land which are likely to come forward as future development zones (subject to separate applications). These remaining zones are referred to as 'Future Phase' zones within this FTP and are owned by Brookhouse Group Limited.
- 1.1.4. A Transport Assessment (TA) has been submitted to support the application and should be read in conjunction with this FTP. The TA has fully assessed the potential impact of the development on the surrounding transport network and details the development proposals.

1.2 DOCUMENT PURPOSE

- 1.2.1. The purpose of this FTP is to demonstrate how sustainable and active travel can be used to access the site, and how these sustainable modes of travel will be promoted to future users of the site. The FTP will provide overarching aims, objectives, targets and measures, as well as methods for monitoring travel use.
- 1.2.2. The FTP will encourage a variety of travel options, which will give future employees, residents and visitors travelling to the site an opportunity to make more informed choices about how they travel and how they can make a valuable contribution to a sustainable environment.
- 1.2.3. The FTP has been produced in accordance with local, regional and national policy guidance. As noted in the UK Government's 'Guidance: Travel Plans, Transport Assessments and Statements' published by the Ministry of Housing, Communities & Local Government, Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process.
- 1.2.4. Travel Plans are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel, such as travel on public transport, on foot and by bicycle. Government guidance also highlights that Travel Plans should also not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding area.

1.3 FRAMEWORK TRAVEL PLAN OBJECTIVES

- 1.3.1. The objectives of the Framework Travel Plan are as follows:

- To minimise the traffic generated by staff, residents, and visitors.
- To reduce the number of single occupancy vehicle journeys.
- To continually increase the proportion of trips by walking, cycling and public transport.
- To increase modal choice for staff, residents, and visitors.
- To reduce the carbon footprint of the development.

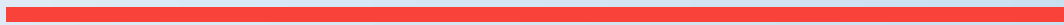
1.4 STRUCTURE OF REPORT

1.4.1. The remainder of this document is structured as follows:

- Chapter 2 – outlines relevant national and local planning policy and guidance.
- Chapter 3 – outlines the existing site accessibility.
- Chapter 4 – outlines the development proposals.
- Chapter 5 – outlines the FTP objectives and targets.
- Chapter 6 – outlines the FTP measures and initiatives.
- Chapter 7 – outlines the implementation strategy – management & marketing.
- Chapter 8 - outlines the implementation strategy – delivery & monitoring.
- Chapter 9 – summarises the FTP.

2

FTP POLICY REVIEW



2 FTP POLICY REVIEW

2.1 INTRODUCTION

2.1.1. The following section of the report sets out the key national, regional and local traffic and transport policies that are relevant to the proposed development.

2.2 NATIONAL POLICY

National Planning Policy Framework (NPPF), July 2021

2.2.1. The latest version of the National Planning Policy Framework (NPPF) was published in July 2021. The Framework identifies that the purpose of the planning system is to contribute towards sustainable development. It maintains that plans and decisions should apply a presumption in favour of sustainable development.

2.2.2. Paragraph 110 of the NPPF states that *“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

(a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

(b) safe and suitable access to the site can be achieved for all users;

(c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46 ; and

(d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

2.2.3. Paragraph 111 of the NPPF states that *‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.’*

2.2.4. Furthermore, paragraph 113 of the NPPF states:

‘All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.’

2.2.5. This FTP addresses the above policy guidance by outlining opportunities for sustainable travel to and from the site and by detailing how sustainable and active travel options will be promoted through the FTP.

2.2.6. The FTP Chapter 3 outlines the existing transport conditions and Chapter 4 outlines the site access proposals, which have been designed to provide safe and suitable access to all users.

National Planning Policy Guidance

2.2.7. The Government’s Planning Practice Guidance (PPG) supplements the NPPF. The PPG clarifies the over-arching principles of Travel Plans, Transport Assessments and Transport Statements.

2.2.8. The NPPG states the following:

What information should be included in Travel Plans?

Travel Plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate. They should also consider what additional measures may be required to offset unacceptable impacts if the targets should not be met.

Travel Plans should set explicit outcomes rather than just identify processes to be followed (such as encouraging active travel or supporting the use of low emission vehicles). They should address all journeys resulting from a proposed development by anyone who may need to visit or stay and they should seek to fit in with wider strategies for transport in the area.

[Paragraph: 011 Reference ID: 42-011-20140306]

2.2.9. The FTP Chapters 5 & 6 set out the measures and targets for trips generated by the proposed development for all modes of transport.

National Highways policy (DfT Circular 02/2013)

2.2.10. The Department for Transport Circular 02/2013, published in September 2013, outlines policy relating to the strategic road network and the delivery of sustainable development.

2.2.11. Paragraph 9 states that ‘Development proposals are likely to be acceptable if they can be accommodated within the existing capacity of a section (link or junction) of the strategic road network, or they do not increase demand for use of a section that is already operating at over-capacity levels, taking account of any travel plan, traffic management and/or capacity enhancement measures that may be agreed.’

2.2.12. Paragraph 26 states that ‘The Highways Agency expects the promoters of development to put forward initiatives that manage down the traffic impact of proposals to support the promotion of sustainable transport and the development of accessible sites.’

2.2.13. The Framework Travel Plan will help to ensure that the forecast trip generation of the site can be accommodated within the existing capacity of the SRN. The site is located in a sustainable location, accessible by local bus and rail services as well via cycling and walking.

2.3 REGIONAL POLICY

Lancashire County Council Local Transport Plan (2011-2021)

2.3.1. The Lancashire County Council Local Transport Plan covers the period 2011 to 2021 and set out the following transport goals to increase prosperity and well-being for all communities in Lancashire:

- *‘To help to secure a strong economic future by making transport and travel into and between our major economic centres more effective and efficient and by improving links to neighbouring major economic areas and beyond’.*
- *‘To provide all sections of the community with safe and convenient access to the services, jobs, health, leisure and educational opportunities that they need’.*
- *‘To improve the accessibility, availability and affordability of transport as a contribution to the development of strong and cohesive communities’.*
- *‘To create more attractive neighbourhoods by reducing the impact of transport on our quality of life and by improving our public realm’.*

- *‘To reduce the carbon impact of Lancashire's transport requirements, whilst delivering sustainable value for money transport options to those who need them’.*
- *‘To make walking and cycling more safe, convenient and attractive, particularly in the more disadvantaged areas of Lancashire, bringing improvements in the health of Lancashire's residents.’*
- *In all that we do, to provide value for money by prioritising the maintenance and improvement of Lancashire's existing transport infrastructure where it can help to deliver our transport goals.’*

2.3.2. The Local Transport Plan also sets out seven transport priorities developed to deliver improvements and drive targeted investment in transport. These priorities include:

- *“Improving access into areas of economic growth and regeneration;*
- *Providing better access to education and employment;*
- *Improving people’s quality of life and wellbeing;*
- *Improving safety of our streets for our most vulnerable residents;*
- *Providing safe, reliable, convenient and affordable transport alternatives to the car;*
- *Maintaining our assets; and*
- *Reducing carbon emissions and its effects”*

2.3.3. The development proposals will provide a local leisure facility, accessible via existing walking and cycling infrastructure, and via sustainable transport modes. The proposed development can be delivered in accordance with the aims and objectives outlined in the Local Transport Plan.

Central Lancashire Core Strategy (2012)

2.3.4. The Central Lancashire Core Strategy Local Development Framework was adopted in 2012 and sets out the spatial planning proposals for Preston, South Ribble and Chorley.

The core strategy identifies the following Strategic Objectives relevant to the application site:

SO 3: To reduce the need to travel, manage car use, promote sustainable modes of travel and improve the road network to the north and south of Preston.

SO 19: To improve access to health care, sport and recreation, open green spaces, culture, entertainment, and community facilities and services

2.3.5. The proposals will promote sustainable modes to travel to and from the site and will bring a new sport and recreation facility that will welcome and encourage community uses.

Policy 3 of the Core Strategy outlines a series of measures to approach planning for travel:

- (a) Reducing the need to travel*
- (b) Improving Pedestrian facilities*
- (c) Improving opportunities for cycling*
- (d) Improving public transport*
- (e) Enabling travellers to change their mode of travel on trips*
- (f) Encouraging car sharing*
- (g) Managing car use*
- (h) Improving the road network*

- (i) *Enabling the use of alternative fuels for transport purposes*

Central Lancashire Highways and Transport Masterplan (2013)

- 2.3.6. The Central Lancashire Highways and Transport Masterplan adopted in 2013. The masterplan includes reference to improvements of the A582 South Ribble Western Distributor, to increase capacity on the A582 by upgrading it to dual carriageway along its full length between Cuerden and Preston city centre.
- 2.3.7. The existing conditions Chapter 3 of this FTP states that a number of sustainable travel improvements have already been delivered including improvements of Stanifield Roundabout. The existing roundabout was widened to create extra lanes and install traffic lights to increase capacity and traffic flows through the junction. Cycle and pedestrian facilities have also improved with on and off-carriageway cycle lanes, shared use cycle/footways and controlled crossings.
- 2.3.8. A planning application for the dualling of A582 was submitted in February 2020 (Planning Ref: LCC/2020/0014) and is yet to be determined.

2.4 LOCAL POLICY

South Ribble Borough Council – Local Plan (2015)

- 2.4.1. The South Ribble Local Plan was adopted in July 2015 and sets out the vision for development within the Borough. Policy F1 outlines parking standards for development proposals within South Ribble.
- 2.4.2. The development site has been identified as an employment site within the local plan. Policy C4 relates to the Cuerden Strategic Employment Site.
- 2.4.3. *‘Planning permission will be granted for development of the Cuerden Strategic Site subject to the submission of:*
- *an agreed Masterplan for the comprehensive development of the site, to provide a strategic employment site, to include employment, industrial and Green Infrastructure uses;*
 - *a phasing and infrastructure delivery schedule;*
 - *an agreed programme of implementation in accordance with the Masterplan and agreed design code.*

Alternative uses, such as retail, leisure and housing may be appropriate where it can be demonstrated that they help deliver employment uses on this strategic site. The scale of any alternative enabling development will be limited to that which is clearly demonstrated to be necessary to fund essential infrastructure and which will not prejudice the delivery and maintenance of the primary employment function of the site. Any proposed main town centre uses must satisfy the sequential and impact tests set out in the NPPF, relevant policies of the Core Strategy and this Local Plan’

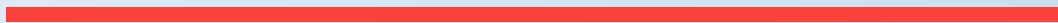
- 2.4.4. It is clear from Policy C4, that development of the site is supported within the Local plan, and that infrastructure plays a critical part in the development.

2.5 SUMMARY

- 2.5.1. In summary, the proposed development accords with the principles of national, regional and local planning policy.

3

EXISTING SITE CONDITIONS



3 EXISTING SITE CONDITIONS

3.1 INTRODUCTION

3.1.1. The existing conditions are outlined within this Chapter. This includes a description of the local highway network, as well as local pedestrian and cycle facilities. A review of public transport and nearby facilities accessible from the site is also provided.

3.2 SITE LOCATION

- 3.2.1. The site is located to the south of the settlements of Lostock Hall and Bamber Bridge in South Ribble, Lancashire. It is located approximately 4.5km south of Preston. The site is bordered by Stanifield Lane on its western edge, the A582 and the M65 on its northern edge, the A49 Wigan Road on its eastern edge. Open fields and a Quarry currently in use by JA Jackson Contractors to the south of the site.
- 3.2.2. Figure 3.1 below shows the location of the site within the context of the local and strategic highway network

Figure 3-1 - Site Location Plan



3.3 EXISTING HIGHWAY NETWORK

- 3.3.1. The site is well located for access to the Strategic Road Network (SRN). The site boundary borders the terminus of the M65. The M65 is an east-west route connecting southern Preston to nearby towns of Blackburn, Accrington, Burnley and Colne. The site is also approximately 1km from the access to the M6 via J29. The M6 is a strategic north-south route providing connections towards Lancaster, Carlisle and Scotland to the north, and towards Wigan, Merseyside, Cheshire and the West Midlands to the south. The M61, 3.5km to the east of the site, provides a strategic link to Chorley and Greater Manchester. The M6, M65 and M61 are part of the SRN and are retained by National Highways (NH).
- 3.3.2. The site is also well situated for access onto key local routes including the A6, located c. 650m from the site, which provides a north-south connection to Preston City Centre, and the A582 South Ribble Western Distributor Road which borders the north of the site.

M65 Terminus Roundabout

- 3.3.3. The M65 terminus roundabout adjacent to the site boundary is the western extent of the M65. The M65 terminus is currently a two-arm roundabout, with the M65 as the eastern arm and the link between the M65 and the A6 / A582 roundabout as the northern arm. There are two circulating lanes, however traversing the northern circulating carriageway is prohibited, with no entry to vehicles between the exit onto the link to the A6, and the entrance from the link from the A6. The access and egress to the DVSA Enforcement check site is located between the entrance arm of the M65 and the exit arm of the M65.
- 3.3.4. As discussed further in Chapter 4, the M65 terminus roundabout is proposed to serve as a site access, via the addition of a western arm.

M65/M6

- 3.3.5. The M65 reduces to one lane westbound approximately 700m from its terminus and merges with the M6 northbound off-slip from J29 approximately 170m from the roundabout entry. The speed limit on the approach to the terminus roundabout is 50 mph.
- 3.3.6. National Highways have ownership of the M65 and M6 slip up to the giveaway line of the roundabout, which is under the control of LCC.
- 3.3.7. Eastbound, the M65 has a two lane exit from the terminus and leads to the slips to the M65/M6 roundabout, which is a partially signalised, grade separated junction below the M65 main carriageway.

A582 South Ribble Western Distributor Road

- 3.3.8. The site is bounded by the A582 to the north. The A582 South Ribble Western Distributor is a radial route connecting Preston with the M65. It runs on an east-west orientation from its junction with the A6 to its junction with the B5253 Flensburg Way. The A582 then runs on a north-south orientation, from its junction with the B5253 towards Preston and its junction with the A59.
- 3.3.9. Adjacent to the site, the A582 Lostock Lane is a two-way dual carriageway with a 60mph speed limit.

Figure 3-2 - A582 at junction with Old School Lane (Facing East)



- 3.3.10. A planning application for the dualling of the A582 was submitted by LCC on 27th February 2020 (LCC Planning Ref: LCC/2020/0014). This proposal would increase the capacity of the A582 to the west of the A582/Stanifield Lane roundabout, west of the development site. As of June 2022, the application is yet to be determined, and is therefore treated as an ‘expected development’ within this TA.

Stanifield Lane

- 3.3.11. Stanifield Lane is a two-way single lane carriageway with a speed limit of 60mph adjacent to the site boundary. Stanifield Lane runs on a north-south orientation linking Farington and Leyland to the south with the A582 and Lostock Hall to the north. Adjacent to the site, Stanifield Lane has a carriageway width of approximately 7.5m, is bordered by open fields and has a footway along its eastern carriageway, as seen in Figure 3.3.

Figure 3-3 - Stanifield Lane by Stoney Lane (Facing North)



- 3.3.12. To the south of the site, Stanifield Lane turns more residential in nature as it approaches Farington village and is subject to a 30mph speed limit. Gateway features mark the approach to Farington village.
- 3.3.13. Stanifield Lane meets the A582 at a signalised four arm roundabout to the northwest of the site. The traffic signals along with improved footway and cycle provision were introduced as part of an upgrade to the roundabout completed in 2016. Dedicated on-carriageway cycle lanes are provided to facilitate north-south cycle movements through the roundabout. Signalised pedestrian crossing facilities are also provided at this junction, connecting to existing footways.

A6

- 3.3.14. The A6 is a north-south route connecting Chorley in the south to Preston in the north. The A6 meets the A582 to the northeast of the site at a 4-arm signal-controlled roundabout, with the A6 as the northern and eastern arms.
- 3.3.15. East of the A582/A6 roundabout, the A6 proceeds through two signal-controlled junctions (A6/Cuerden Way and A6/Wigan Road) and connects with the M6 at a grade-separated roundabout. The route is 40 mph from the A582/A6 roundabout to its junction with Wigan Road junction and is fully lit.
- 3.3.16. North of its junction with the A582, the A6 has two lanes in each direction, is fully lit and is subject to national speed limit.

A49 Wigan Road

- 3.3.17. The A49 Wigan Road is a single carriageway road linking the A6 at the north with the B6258 Lancaster Lane to the south leading towards Euxton and Chorley. It passes under the M65 and the M6. The speed limit varies between 30 to 50 mph.

Old School Lane

3.3.18. Old School Lane is access only and is a single-track lane. It serves as an access to residential properties and is approximately 450m in length. At its northern end it meets the A582 at a priority controlled left-in-left-out junction and at its southern extent meets Stoney Lane. Old School Lane is outside of the red line boundary for the development site but runs between parcels of the development site.

Stoney Lane

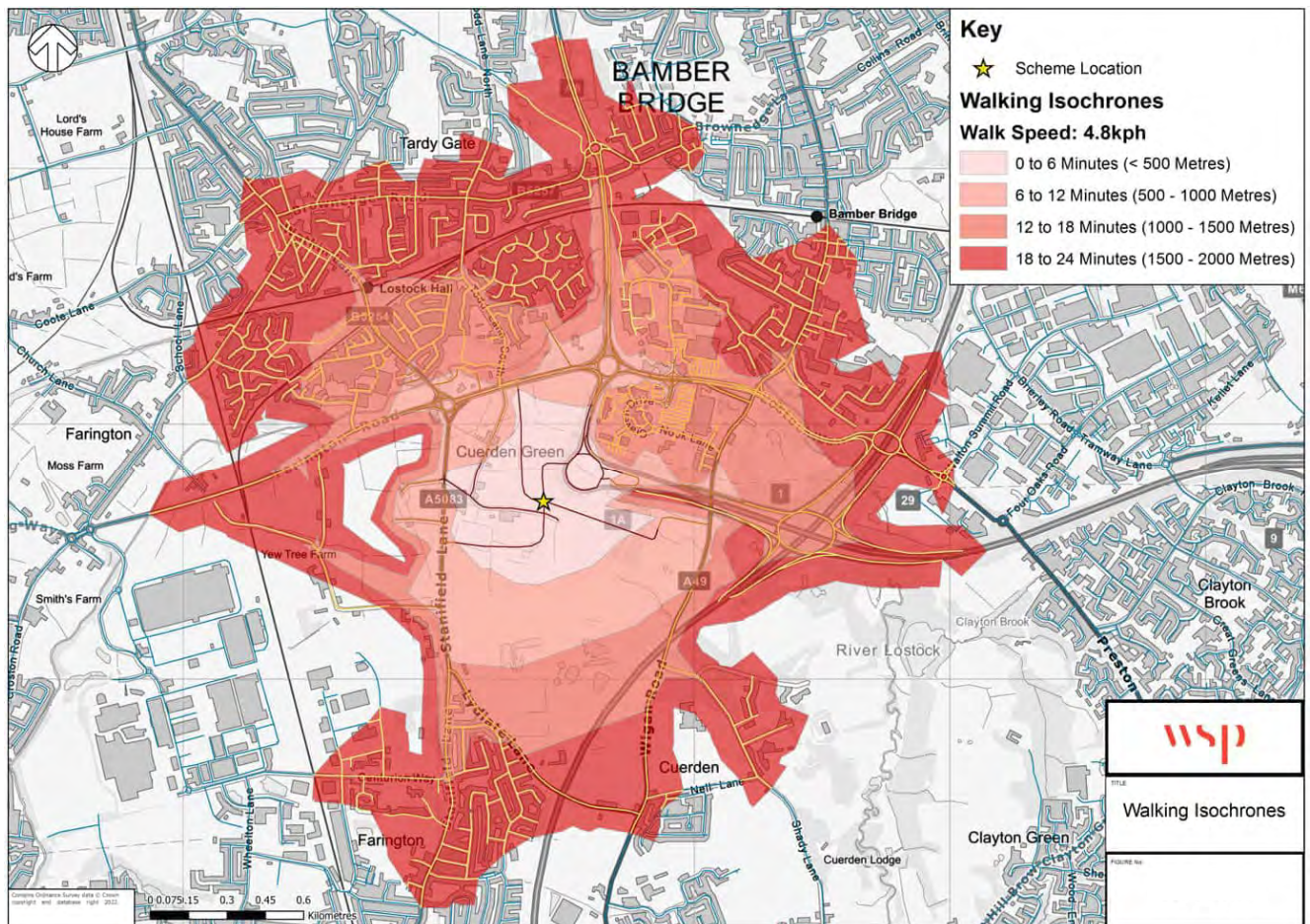
3.3.19. Stoney Lane is a single-track lane approximately 250m in length and runs from Stanifield Lane at its western extent, providing an access route to Old School Lane and terminates at properties to the east of Old School Lane.

3.4 ACTIVE TRAVEL

Pedestrian Infrastructure

3.4.1. Figure 3.4 shows the areas located within 25-minute walk of the site which includes Lostock Hall, Farington and parts of Bamber Bridge. Lostock Hall Rail Station is within a 15-minute walk of the site, and Leyland Station is approximately 30-minute walk from the site.

Figure 3-4 - Walking Isochrones



Stanifield Lane

- 3.4.2. A footway is present on the eastern side of Stanifield Lane along the entire length of the site providing a pedestrian route towards Farington village to the south and to the A582 roundabout to the north. This route along Stanifield Lane has street lighting along its entire length.
- 3.4.3. Pedestrian facilities are also provided at the A528 / Stanifield Lane roundabout with signalised pedestrian crossing facilities and footways on all arms of the roundabout.

Watkin Lane

- 3.4.4. On its northern arm of the A528 / Stanifield Lane roundabout, footways are present on both sides of the Watkin Lane and provide a route to local facilities and residential properties along Watkin Lane and Lostock Hall. Footways along Watkin Lane provide a signposted pedestrian route to Lostock Hall Rail Station.

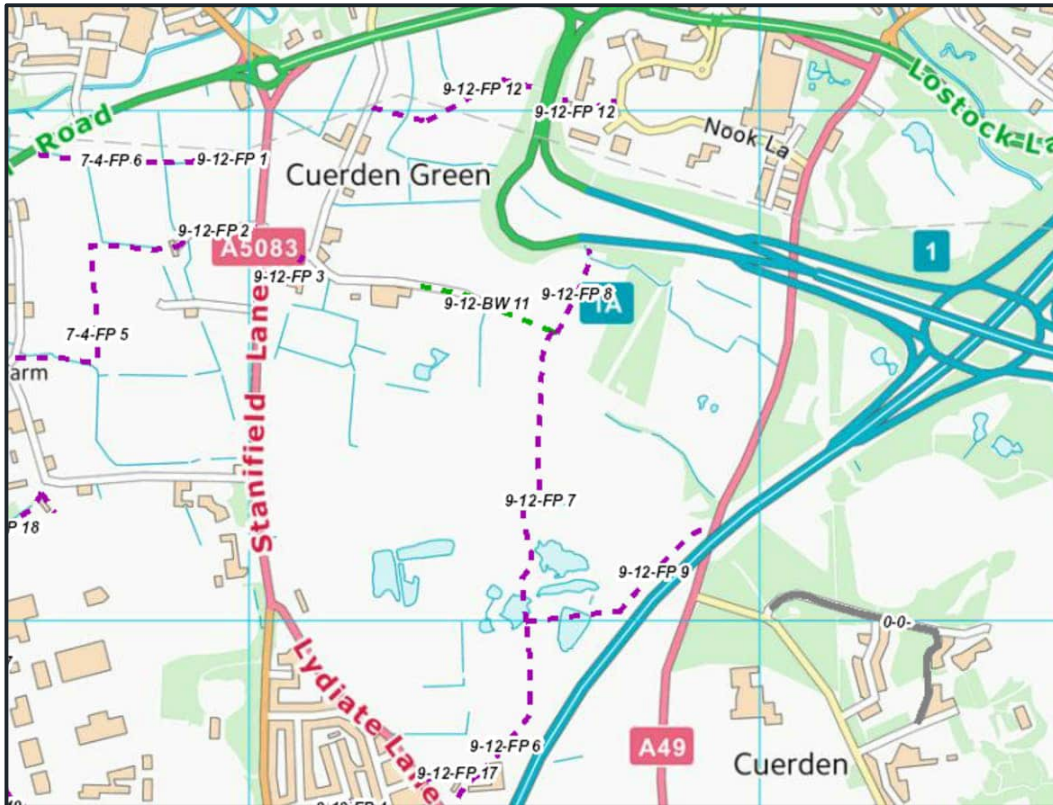
A582

- 3.4.5. A582 adjacent to site a footway is present on the northern side of the A582 to the A6 and to retail and leisure facilities east of the A6.

PRoW

- 3.4.6. In addition to the paved footways, there are currently a number Public Rights of Way (PRoWs) crossing the application site as shown in Figure 3.5.
- Footpath 9-12 FP12 connects Old School Lane with the link north of M65 terminus.
 - Footpath 9-12 FP6/FP7/FP8 run from the M65 in the north to Lydiate Lane in the south, connecting the site to existing residential areas in Farington.
 - Footpath 9-12 FP9 connects from Footpath FP7 to the A49 Wigan Road to the east.
 - Bridleway 9-12-BW11 connects with Stoney Lane at its western extent and connects to the footway along present along Stanifield Lane.
- 3.4.7. These existing PRoWs will be retained, partially diverted and upgraded as part of the development. Details of the re-routing of the PRoW are described further in Chapter 4.

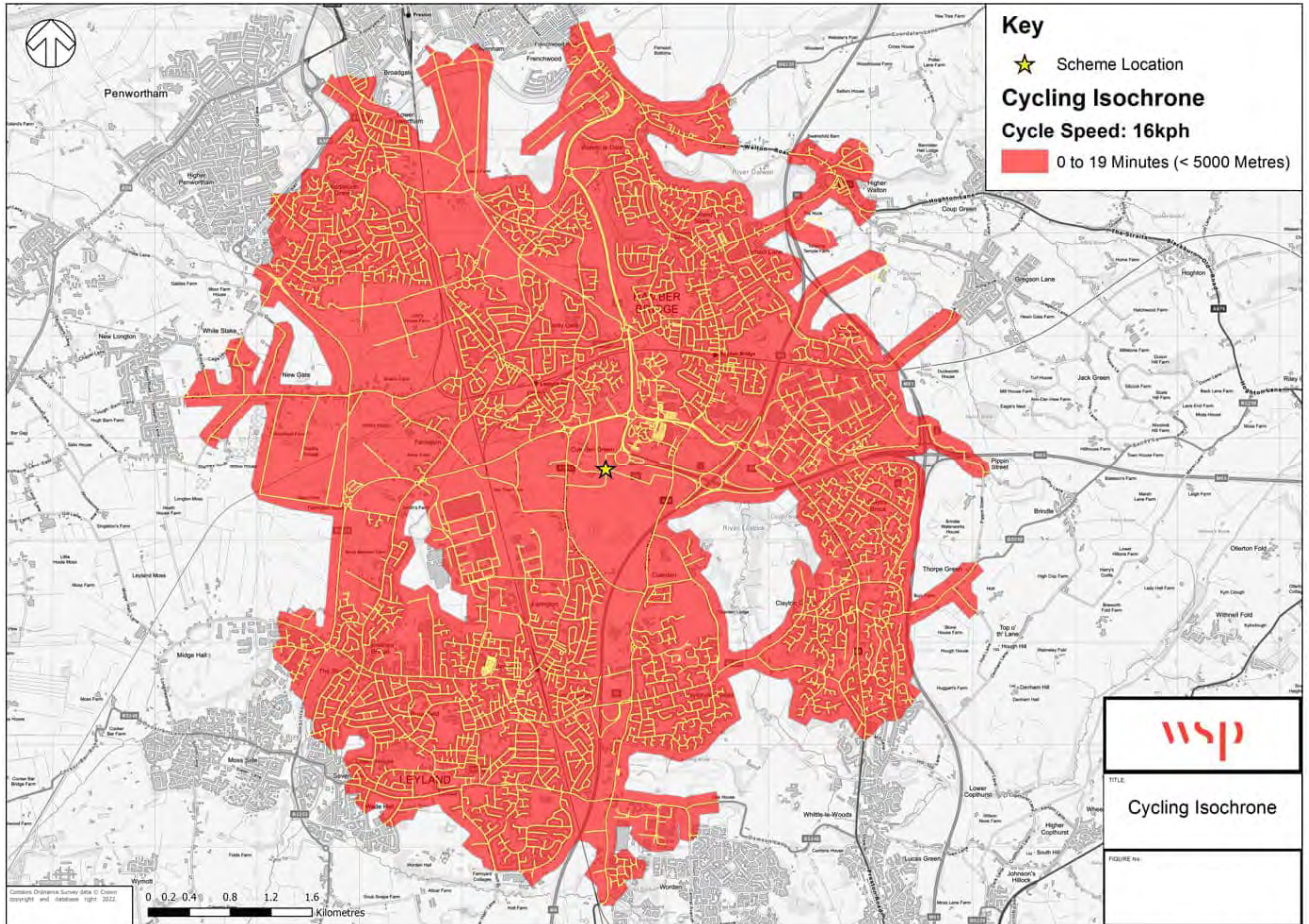
Figure 3-5 - Public Right of Way Plan (LCC)



Cycle Infrastructure

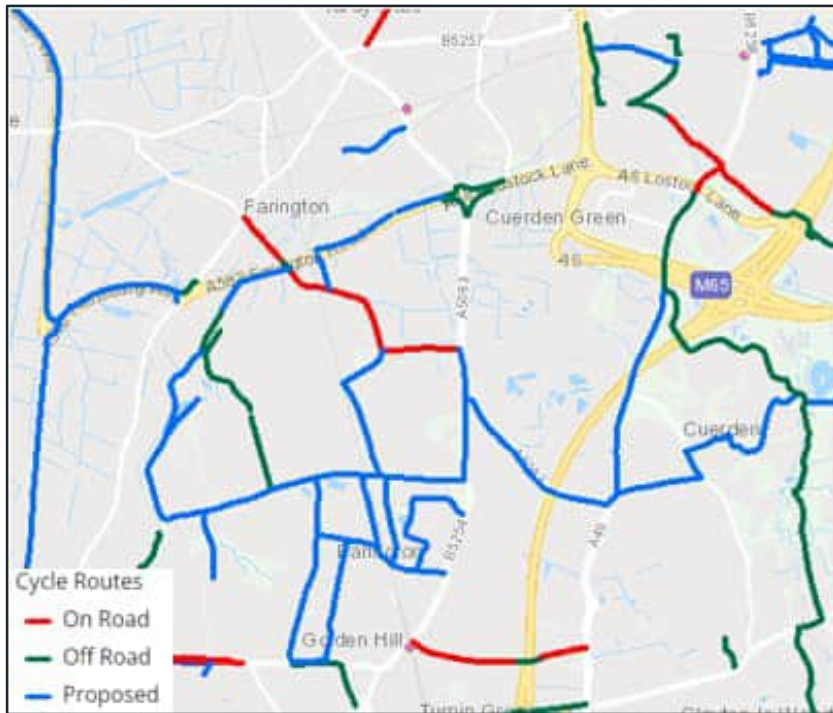
- 3.4.8. Figure 3.6 shows locations within a 5km cycle ride of the site. This includes Farington and Leyland to the south, and Lostock Hall, Bamber Bridge and towards Preston to the north.

Figure 3-6 - Cycling Isochrones



3.4.9. The National Cycle Route 55 runs north to south to the east of the site through Cuerden Valley Park and along Wigan Road, identified as the eastern most north-south green/red on Figure 3.7. The cycle route runs opposite the proposed site access off Wigan Road, providing a connection point into the site. Route 55 also connects to existing cycle facilities on A582 and A6 to the north of the site.

Figure 3-7 - LCC Cycle route map



3.4.10. The off-road cycle facilities at A582 / Stanfield Lane roundabout are also shown on the above cycle plan.

3.5 PUBLIC TRANSPORT

Bus

3.5.1. There are bus stops located on Stanfield Lane adjacent to the site. Table 3.1 provides a summary of the bus services and their frequencies. Route 109 runs a half hourly frequency to Preston, Lostock Hall to the north, and to Leyland, Euxton and Chorley to the south. On a weekday and a Saturday, the Route 111 runs a 15-minute frequency to Preston and Lostock Hall, and to Farington, Leyland and Broadfield, at an hourly frequency the 111 route extends to serve Standish and Wigan. On a Sunday, the 111 runs at a 30-minute frequency.

Table 3-1 - Bus Services from bus stops on Stanifield Lane

No.	Operator	Route	Frequency (weekday and Saturday)	Frequency (Sunday)	First Last Weekday and Saturday Service	First Last Sunday Service
109	Stagecoach	Preston – Lostock Hall – Leyland – Euxton - Chorley	30 mins	60 mins	06:43 / 23:06	08:45 / 18:48
111	Stagecoach	Preston – Lostock Hall – Farington – Leyland – Seven Stars (Standish - Wigan)	15 mins	30 mins	05:49 / 23:21	09:04 / 22:36

Rail

- 3.5.2. Lostock Hall Rail Station is located approximately 700 m to the north of the site and can be accessed via footways along Stanifield Lane and Watkin Lane. Table 3.2 summarises rail services from Lostock Hall which include an hourly service to Preston and an hourly service to Blackburn, Burnley and Colne.

Table 3-2 - Rail Services from Lostock Hall Rail Station

Service	Monday-Saturday Frequency	First / Last Service	Sunday Frequency	First / Last Service
Preston	60 mins	07:11 / 00:01	120 mins	10:21 / 22:25
Blackburn - Accrington – Burnley - Colne	60 mins	07:03 / 23:03	120 mins	08:21 / 22:07
Preston - Blackpool North	3 AM services	06:30, 07:36 and 08:35	-	-

- 3.5.3. Leyland Rail Station is located approximately 1.6km to the south of the site and can be accessed via footways along Stanifield Lane. Table 3.3 summarises rail services from Leyland which include services to Blackpool, Manchester and Liverpool.

Table 3-3 - Summary of Rail Services from Leyland Rail Station

Service	Monday-Saturday Frequency	First / Last Service	Sunday Frequency	First / Last Service
Liverpool Lime Street	60 mins	07:35 / 22:48	60 mins	08:29 / 22:38
Blackpool North	2 per hour	06:48 / 23:44	30 mins	08:47 / 00:11
Manchester Airport	60 mins	05:18 / 23:50	60 mins	12:25 / 22:54

Local Facilities

- 3.5.4. Future residents and users of the Development will have access to a range of local facilities provided on-site. The proposed site masterplan includes a range of day-to-day facilities including: a gym, a food store and food outlets, a health centre, creche and leisure centre as well as employment opportunities.
- 3.5.5. The site is also well located with a range of existing local facilities. Future residents of the site will be able to make use of existing active and sustainable travel provision to access a range of facilities locally. Table 3.4 below outlines day-to-day facilities to be provided onsite or available within walking distance of the future residential of Zone E at the northwest of the Masterplan.

Table 3-4 – Local facilities

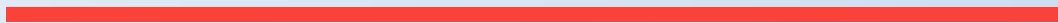
Amenity	Location	Distance (Walking)
Food Store	Proposed on-site	On-site
Gym	Proposed on-site	On-site
Creche	Proposed on-site	On-site
Health Centre	Proposed on-site	On-site
Employment	Proposed on-site	On-site
Leisure centre	Proposed on-site	On-site
Sainsburys / Aldi	A6 Lostock Ln / Cuerden Way	25 mins ~
Primary School – Lever House	Bristol Avenue	25 mins ~



High School – Lostock Hall Academy	Todd Lane N	25 mins ~
Post Office	Watkin Ln / Browndge Rd	25 min ~

4

PROPOSED DEVELOPMENT

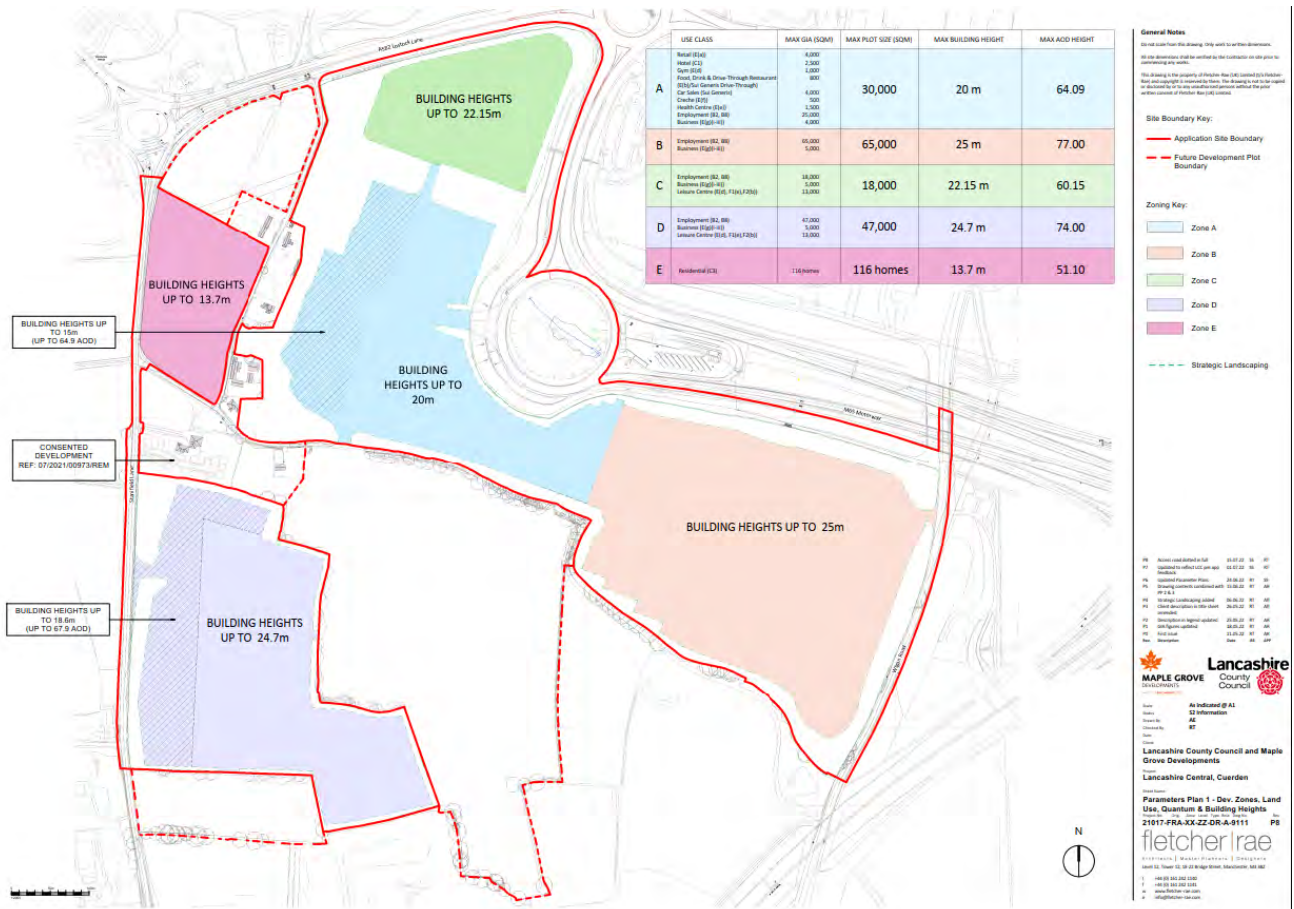


4 PROPOSED DEVELOPMENT

4.1 DEVELOPMENT LAYOUT

- 4.1.1. The proposals are as outlined in the development description supporting the planning application:
- “Application for Outline Planning Permission (with all matters reserved save for access from the public highway and strategic green infrastructure/landscaping) for a mixed-use development including the provision of Employment use (Use Classes B2/B8/E(g)); retail (use Class E(a)); food, drink and drive-through restaurant use (Use Class E(b)/Sui Generis Drive-Through); hotel use (Use Class C1); health, fitness and leisure use (Use Classes E(d)/F(e)/F2(b)); creche/nursery (Class E(f)); car showrooms (Use Class Sui Generis Car Showroom); Residential use (C3) the provision of associated car parking, access, public open space, landscaping and drainage.”*
- 4.1.2. A Parameters Plan for the development site has been produced by Fletcher-Rae UK Ltd and is included in Figure 4.1 below and in Appendix A. The development within the application site consists of five zones (A-E) and will consist of a range of land uses.
- 4.1.3. For each zone, a maximum zone size is identified which provides an upper limit on the amount of development proposed in each zone. The cumulative GIA for the various land uses within each zone will not exceed the upper limit for the given zone. A maximum GIA for each land use is also included on the Parameter plan.
- 4.1.4. Zones A-E form the application site, however within the wider Cuerden Strategic site three ‘Future Phase’ development zones are also included. The ‘Future Phase’ land is the remaining land outside of the application site, but within the boundary of the C4 Site Allocation. The ‘Future Phase’ land is owned by Brookhouse Group Ltd. and will be subject to separate application, however development of this land was approved within the 2017 planning application which covered the entire Cuerden Strategic Site.
- 4.1.5. The ‘Future Phase’ development zones have been included within the traffic assessments included in this TA as they form part of the allocated site and benefit from approval due to their inclusion within the 2017 application.

Figure 4-1 - Parameters Plan



4.1.6. The proposals for Zone A include the following land uses and their proposed maximum GIA:

- Retail units *E(a)* – 4,800 sqm (inc 800sqm drive-thru)
- Hotel *C1* – 2,500 sqm
- Gym *E(d)* – 1,000 sqm
- Car showroom, *Sui Generis* – 4,000 sqm
- Creche *E(f)* - 500 sqm
- Health centre *E(e)* – 1,500 sqm
- Employment *B2/B8/E(g)(i-iii)* – up to 25,000 sqm
- Business/Office *E(g)(i-iii)* – 4,000 sqm

4.1.7. The maximum quantum of proposed development on Zone A is 30,000 sqm. The combination of the proposed GIA for the various land uses will not exceed this maximum.

4.1.8. Zone B comprises:

- Business/Office *E(g)(i-iii)* – 5,000 sqm
- Employment *B2/B8/E(g)(i-iii)* – up to 65,000 sqm

4.1.9. The maximum quantum of development on Zone B is 65,000 sqm. The combination of the proposed GIA for the various land uses will not exceed this maximum.

4.1.10. Zone C comprises:

- Business/Office *E(g)(i-iii)* – 5,000 sqm
- Employment *B2/B8/E(g)(i-iii)* – up to 13,000 sqm
- Leisure centre *E(d), F1(e), F2(b)* - up to 13,000 sqm.

4.1.11. The maximum quantum of development on Zone C is 18,000 sqm. The combination of the proposed GIA for the various land uses will not exceed this maximum.

4.1.12. Zone D comprises:

- Business/Office *E(g)(i-iii)* – 5,000 sqm
- Employment *B2/B8/E(g)(i-iii)* – up to 47,000 sqm

4.1.13. The maximum quantum of development on Plot D is 47,000 sqm. The combination of the proposed GIA for the various land uses will not exceed this maximum.

4.1.14. Zone E includes the proposed residential development parcel which includes provision for 116 private dwellings (C3)

4.1.15. Future Phase land includes provision for up to 33,000 of *B2/B8/E(g)(i-iii)* employment land use, and an additional 94 residential extra care units (C2).

4.1.16. The maximum permitted floorspace for Zones A-D will be 160,000 sqm. A total overall quantum of permitted floorspace including Zones A-E and the Future Phase land will be 193,000 sqm GIA plus a total of 210 residential units and extra care units.

4.1.17. The Transport Assessment details how these proposals differ from the consented 2017 scheme.

4.2 PARKING PROVISION

4.2.1. Parking will be provided in accordance with SRBC Parking Standards, and will include:

- Electric Vehicle Charging
- Accessible Spaces
- Customer Spaces
- Staff Spaces

4.2.2. Cycle parking will also be provided in accordance with SRBC Parking Standards.

4.2.3. South Ribble Borough Council Car Parking Standards are provided within Appendix 4 of the South Ribble Local Plan (July 2015) and highlighted by Policy F1. Policy F1 of the Local Plan states that *'the parking standards should be seen as a guide for developers and any variation from these standards should be supported by local evidence...where appropriate, some flexibility will be factored into the standards in relation to the specific local circumstances.*

4.2.4. The Transport Assessment accompanying this application provides further details on parking provision.

4.3 PROPOSED SITE ACCESS

4.3.1. The site is proposed to include four vehicle access points:

- **M65 terminus** – access via a third arm of the existing terminus roundabout, through its western embankment. The roundabout is proposed to be signalised as per drawing 84465-WSP-XX-DR-004 included in Appendix B.

- **A49 Wigan Road** – a four-arm signalised junction will be provided off A49 Wigan Road as per drawing 84465-WSP-XX-DR-001 included in Appendix B. The site access will form the western arm of the junction, and the existing access to Cuerden Valley Park Wigan Road car park will form the eastern arm. Pedestrian crossing facilities are provided on the southern and eastern arms to link into existing footway and cycleway provision along Wigan Road.
- **Stanifield Lane southern access** – a three-arm signalised junction will be provided off Stanifield Lane providing access to Zone D and the Future Phase zones, as well as linking to the wider internal road network within the site. The proposed junction layout is as per drawing 84465-WSP-XX-DR-002 included in Appendix B. Pedestrian crossing facilities are provided on the eastern arm, connecting to existing pedestrian provision along Stanifield Lane.
- **Stanifield Lane Residential access** – a four-arm staggered priority junction will be provided off Stanifield Lane to provide access to the housing development plot only. Drawing 84465-WSP-XX-DR-003 in Appendix B shows the proposed layout of the junction, assuming the Farington Cricket Amenity is approved and built out. A ghost island is provided for vehicles approaching the site from the south. If the Farington proposals were not build out, the junction layout would be proposed as a three-arm priority junction.

4.4 PROPOSED INTERNAL HIGHWAY LAYOUT

- 4.4.1. Accessing the site from the M65 terminus, vehicles entering the site will approach an internal roundabout which provides access to the Zone C and the northern units of Zone A via a northern arm, and to the remainder of the site via a southern arm.
- 4.4.2. The southern arm leads on to a second internal roundabout, which is proposed as a 4-arm priority roundabout, with access to Zone A units on the western arm, access to Future Phase zone and Zone D development land to the south, and remaining Zone A units, and Zone B units to the east.
- 4.4.3. Upon completion of full build out a route between the M65 terminus and Stanifield Lane will be available using the internal highway layout.
- 4.4.4. The internal layout of the site will include road widths of c.7m, as shown on the internal highway layout drawings included in Appendix D showing indicative cross sections with carriageway widths of 7.3m with footways on either side.

4.5 PEDESTRIAN AND CYCLE PROVISION

- 4.5.1. The internal layout of the site will provide suitable pedestrian and cycle routes between the various proposed uses and will enable active travel users to travel across and within the site safely and conveniently. Internal footways will provide access to each of the individual development plots and units, as well as connecting between the development plots.
- 4.5.2. The highways layout drawings included in Appendix B show indicative cross sections with a 3m shared footway/cycle way proposed adjacent to one side of the internal carriageway, and a 2m footway provided adjacent to the other side of the carriageway.
- 4.5.3. Green infrastructure is provided within the proposals providing residents and visitors access to good quality open spaces, and existing public Rights of Way located across the site will benefit for

rerouting to provide connectivity to green spaces within the site, as well as connecting coherently to the wider footpaths and PRow networks.

4.6 PUBLIC TRANSPORT ROUTING

- 4.6.1. Public transport services are available in close proximity to the site, as highlighted in Chapter 3. At this stage it is not proposed to divert bus services via the site itself, but the flexibility to do this in the future is maintained through highway design which will allow the passage of public buses if required.

4.7 SERVICING AND REFUSE STRATEGY

- 4.7.1. Servicing requirements for the individual units will vary according to the exact uses, but as a general principle the site access roads are suitable for large articulated vehicles (16.5m length) as shown in the tracking drawings in Appendix B.
- 4.7.2. The industrial and commercial units have identified service yards as shown on the site layout, including turning circles to accommodate articulated vehicles. It is envisaged refuse collection would also be undertaken using these areas as required.
- 4.7.3. For smaller units, particularly those in Zone A such as the health centre and gym/creche, servicing with a smaller vehicle such as a 10m rigid vehicle is likely to be sufficient. Such a vehicle could therefore utilise routes within the car parking areas as necessary. Indicative loading bays are shown for some of the units, however details of the servicing for each unit could be submitted as part of a detailed planning application for each individual unit as and when it comes forward.
- 4.7.4. Relevant tracking drawings are included in Appendix B.

5

FTP OBJECTIVES & TARGETS



5 FTP OBJECTIVES & TARGETS

- 5.1.1. To help achieve measurable outputs from the Travel Plan process, it is important to establish modal split targets, against which progress towards more sustainable modes of travel can be measured. The targets will be confirmed once the site is operational and surveys undertaken.
- 5.1.2. This section also sets out the proposed management of the Travel Plan, an important element of the Travel Plan to make proposed site users aware of the sustainable travel options available to them.

5.2 OBJECTIVES

- 5.2.1. The underlying vision of this site FTP will be to 'Maximise the potential of achieving and maintaining the lowest level of single occupancy car trips made by employees, residents and visitors to the site, while encouraging the highest level of sustainable and active travel (walking and cycling) on as many journeys as possible and facilitating this wherever possible'.
- 5.2.2. The objectives of the Travel Plan are as follows:
- To minimise the traffic generated by staff, residents, and visitors.
 - To reduce the number of single occupancy vehicle journeys.
 - To continually increase the proportion of trips by walking, cycling and public transport.
 - To increase modal choice for staff, residents, and visitors.
 - To reduce the carbon footprint of the development.

5.3 MODE SHARE TARGETS

- 5.3.1. Setting targets to be able to quantify the performance of a Travel Plan is a key part of managing the process successfully. The targets need to be challenging, but achievable and based upon the actual travel patterns experienced at the site.

Non-residential land uses

Employees

- 5.3.2. It is noted that as end-users of the employment / retail / health land uses are currently unknown and therefore site-specific mode share targets for employees will need to be set after a baseline survey has been undertaken – the results of which will need to be reported to Lancashire County Council and targets reviewed / agreed to.
- 5.3.3. In the interim, employee mode share targets have been set based on existing 2011 Census Data for the area within which the site is located.
- 5.3.4. Travel to work data from the 2011 census has been interrogated to calculate the mode share of people travelling into middle super output area 'South Ribble 012' for work, which will be used to determine baseline targets for the development site. Table 5.1. summarises the mode share of the daily population (those travelling into the area for work).

Table 5-1 - Employees Travel to Work: Summary of Existing Modal Split

Mode of Travel	Walking	Cycling	Driving a Car / Van	Passenger in a Car / Van	Motorcycle, Scooter or Moped	Taxi	Bus, Minibus or Coach	Train	Other Method of Travel to Work
Mode Share	5%	4%	78%	7%	1%	0%	3%	1%	0%

- 5.3.5. Table 5.2 sets out interim modal split targets, with an overall aim of reducing journeys made to the site by car.
- 5.3.6. In order to ensure any targets can be considered as ‘SMART’ (Specific – Measurable – Achievable – Realistic – Timed), year-on-year targets have been provided to allow continual monitoring of progress to be undertaken.

Table 5-2 - Employees Travel to Work: Interim Modal Split Targets

Mode / Year Target	Walking	Cycling	Driving a Car / Van	Passenger in a Car / Van	Motorcycle, Scooter or Moped	Taxi	Bus, Minibus or Coach	Train	Other Method of Travel to Work
Year 0	5%	4%	78%	7%	1%	0%	3%	1%	0%
Year 1	6%	5%	76%	7%	1%	0%	3%	1%	0%
Year 2	7%	6%	74%	7%	1%	0%	3%	1%	0%
Year 3	8%	7%	72%	7%	1%	0%	3%	1%	0%
Year 4	9%	8%	70%	7%	1%	0%	3%	1%	0%
Year 5	10%	9%	68%	7%	1%	0%	3%	1%	0%

- 5.3.7. Overall, the indicative modal split targets equate to a 10% reduction (of the current 78% mode share) in car trips made to the site over a five-year period. This is considered achievable when considering the proposed mixed of land uses and the proposed travel plan initiatives and measures to be implemented.
- 5.3.8. It is anticipated that the initiatives outlined in this document will help increase the proportion of trips to the site made by car sharing, public transport, walking and cycling.
- 5.3.9. To provide meaningful targets there will need to be a survey of employees and visitor travel patterns six months after full occupation of each business unit, to allow travel patterns to settle, and a review of the options for non-car travel to be taken up by employees and visitors. The indicative modal shift targets as above, and the proposed measures and initiatives will continue to be reviewed and revised as necessary with the implementation of a Full Travel Plan.

Leisure / Visitors

- 5.3.10. At this pre-construction and pre-occupation stage, determining the modal split for trips of leisure / visitor purpose are difficult to accurately estimate and therefore interim targets have not been set.
- 5.3.11. It is proposed that within 6 months of first occupation of any land use of leisure classification shall have had a survey undertaken and reported within their full travel plan. At a minimum, interim targets overall a five-year period will equate to a 10% reduction in car trips made to the site.

Residential Land Use

- 5.3.12. The site-specific mode share targets for future residents will need to be set after a baseline survey has been undertaken – the results of which will need to be reported to Lancashire County Council and targets reviewed / agreed to.
- 5.3.13. In the interim, resident mode share targets have been set based on existing 2011 Census Data for the area within which the site is located.
- 5.3.14. Travel to work data from the 2011 census has been interrogated to calculate the mode share of people travelling out of middle super output area ‘South Ribble 012’ for work, which will be used to determine baseline targets for the residential element of the development site. Table 5.3. summarises the mode share of the daily population (those travelling out of the area for work).

Table 5-3 - Residents Travel to Work: Summary of Existing Modal Split

Mode of Travel	Walking	Cycling	Driving a Car / Van	Passenger in a Car / Van	Motorcycle, Scooter or Moped	Taxi	Bus, Minibus or Coach	Train	Other Method of Travel to Work
Mode Share	7%	4%	75%	6%	1%	0%	4%	2%	0%

- 5.3.15. Table 5.4 sets out interim modal split targets, with an overall aim of reducing journeys made to the site by car.
- 5.3.16. In order to ensure any targets can be considered as ‘SMART’ (Specific – Measurable – Achievable – Realistic – Timed), year-on-year targets have been provided to allow continual monitoring of progress to be undertaken.

Table 5-4 - Residents Travel to Work: Interim Modal Split Targets

Mode / Year Target	Walking	Cycling	Driving a Car / Van	Passenger in a Car / Van	Motorcycle, Scooter or Moped	Taxi	Bus, Minibus or Coach	Train	Other Method of Travel to Work
Year 0	7%	4%	75%	6%	1%	0%	4%	2%	0%
Year 1	8%	5%	73%	6%	1%	0%	4%	2%	0%
Year 2	9%	6%	71%	6%	1%	0%	4%	2%	0%
Year 3	10%	7%	69%	6%	1%	0%	4%	2%	0%
Year 4	11%	8%	67%	6%	1%	0%	4%	2%	0%
Year 5	12%	9%	65%	6%	1%	0%	4%	2%	0%

- 5.3.17. Overall, the indicative modal split targets equate to a 10% reduction (of the current 75% mode share) in car trips made to the site over a five-year period. This is considered achievable when considering the proposed mixed of land uses and the proposed travel plan initiatives and measures to be implemented.
- 5.3.18. To provide meaningful targets there will need to be a survey of residents and visitor travel patterns six months after full occupation of the residential development, to allow travel patterns to settle, and a review of the options for non-car travel to be taken up by residents and visitors. The indicative modal shift targets as above, and the proposed measures and initiatives will continue to be reviewed and revised as necessary with the implementation of a Full Residential Travel Plan.

6

FTP MEASURES AND INITIATIVES



6 FTP MEASURES AND INITIATIVES

6.1.1. This section of the FTP sets out the potential initiatives that could be introduced to reduce dependency on private car travel and encourage use of sustainable travel modes trips to the site. To ensure that informational / behavioural Travel Plan measures (i.e. 'soft' measures) are effective, infrastructural and design measures (i.e. 'hard' measures) have also been included within the FTP, to enable site users to make long-term travel habit changes.

6.1.2. Initiatives have been organised into the two following headings:

- Informational / Behavioural Measures; and
- Infrastructure / Design Measures.

6.2 INFORMATIONAL / BEHAVIOURAL MEASURES

Travel Information Pack

6.2.1. The most effective initiative of any FTP is likely to be the distribution of an Induction Pack. All end-occupiers / residents occupying premises on site should receive an Induction Pack by the developers. Likewise, all staff and visitors should be made aware of information provided within the Pack.

6.2.2. Induction Packs can be critical in influencing travel patterns and the contents of the Pack should include a range of information to encourage uptake of sustainable journeys, such as:

6.2.3. An introduction to the TP and its objectives;

- Literature on health benefits of walking and cycling, and the environmental benefits of sustainable travel;
- Details of journey planning websites and tools;
- Maps showing local walking / cycling routes and places of interest;
- Details of public transport services, including timetables and routes; and
- Details on the Travel Plan Coordinator (TPC).

6.2.4. It may also be more convenient to include the above information and a digital version of any Induction Pack online to allow staff/residents/visitors to interact with it fully, prior to starting / visiting the site.

Encouraging Walking

6.2.5. In addition to providing walking route maps in the Pack (as above), additional informational measures could also be implemented on site to encourage walking trips. This includes:

- Provision of active travel benefit details in buildings and community boards (e.g. employees / visitor / community noticeboards). This initiative will make people more aware of the benefits of walking and cycling and subsequently encourage walking trips.
- Provision of pool umbrellas for use by employees to encourage walking trips.
- Promoting nationwide initiatives such as Sustainable Transport Week for employees and residents.

Encouraging Cycling

6.2.6. In addition to providing cycle route maps in the Pack (as above), additional measures could also be provided on site to encourage cycling trips. This includes:

- Provision of a bicycle repair kit at various locations on-site which should be made available free-of-charge to employees / visitors. This is a low-cost measure which increases the reliability of cycling.
- Provision of bike pumps built into the landscaping of the site, for use of residents / employees / visitors.
- Negotiation with local retailers to provide discounts for employees / residents on local cycle purchases; and
- Provision of free high-visibility clothing / bike lights to encourage safe cycle travel.

Encouraging Public Transport Use

6.2.7. In addition to providing timetable and bus route information within the Pack (as above), the following additional promotional initiatives could be implemented on site to encourage public transport use:

- Provision of public transport service details in buildings (e.g. staff / visitor noticeboards) and on community noticeboards for residents. Provision of public transport information in a publicly-accessible area will allow building users to access up-to-date travel information and details on available infrastructure (where applicable, relevant up-to-date bus timetable information will also be made available on the end occupiers intranet page/s). This initiative will make people more aware of the services available to them and subsequently encourage the use of public transport.
- Provision of a guaranteed lift home for employees in the event of an emergency and if public transport is not accessible.

Encouraging Car Sharing

6.2.8. To help reduce the number of trips made by single occupancy car travel, there is the potential to encourage car-sharing trips which could reduce impact on the local highway network, car parking capacity on site and could potentially save drivers money. The following informational / behavioural incentives could be implemented on site to encourage car sharing:

- Promote car sharing informally within residential community groups, retail/leisure units and individual premises and amongst staff, and / or collaboratively as a whole once all phases of the scheme have been developed. Set up of a car sharing group or facility could encourage site users to car share.
- Promotion of local (and national) free car sharing services such as www.liftshare.co.uk to find potential car share matches.
- Provision of a guaranteed lift home in the event of an emergency for staff who are let down by their car sharing partner.

6.3 INFRASTRUCTURAL / DESIGN MEASURES

6.3.1. To ensure that the proposed development provides a betterment in terms of accessibility, the following site design and infrastructural measures will be included as part of the proposed scheme:

- Provision of cycle parking
- PRow provision
- Pedestrian and cycle infrastructure links on-site
- Internal highway designed to accommodate public transport if required

Internal walking and cycling infrastructure

- 6.3.2. The Transport Assessment details the walking and cycling infrastructure proposed within the site. The internal layout of the site will provide suitable pedestrian and cycle routes between the various proposed uses and will enable active travel users to travel across and within the site safely and conveniently. Internal footways will provide access to each of the individual development plots and units, as well as connecting between the development plots.
- 6.3.3. The highways layout drawings included in Appendix B show indicative cross sections with a 3m shared footway/cycle way proposed adjacent to one side of the internal carriageway, and a 2m footway provided adjacent to the other side of the carriageway.
- 6.3.4. In addition to the paved footways, there are currently a number Public Rights of Way (PRoWs) crossing the Site. These existing PRoWs will be retained, partially diverted and upgraded as part of the development.
- 6.3.5. Green infrastructure is provided within the proposals providing residents and visitors access to good quality open spaces, and existing public Rights of Way located across the site will benefit for rerouting to provide connectivity to green spaces within the site, as well as connecting coherently to the wider footpaths and PRoW networks.

Off-site mitigation

- 6.3.6. The Transport Assessment details off-site mitigations proposed to improve cycle and pedestrian connections to/from the site. Off-site mitigation on Stanfield Lane and the A582 Lostock Lane will enhance pedestrian and cycle links from the site to the wider local provision.

Public Transport

- 6.3.7. Public transport services are available in close proximity to the site, as highlighted in Chapter 3. Bus stops located on Stanifield Lane, adjacent to the site are served by frequent local bus routes to Preston, Lostock Hall, Farington and Leyland.
- 6.3.8. At this stage it is not proposed to divert bus services via the site itself, but the flexibility to do this in the future is maintained through highway design which will allow the passage of public buses if required.

6.4 SUMMARY

- 6.4.1. In summary, the FTP initiatives as described above can be implemented by individual site users & their employees and visitors, and by future residents. The development proposals include a range of additional infrastructural measures which will encourage sustainable travel. The initiatives proposed can be implemented to encourage all site users to travel by sustainable modes of transport and contribute to the achievement of objectives set out within this FTP.

[CLICK HERE TO ENTER CHAPTER TITLE](#)

7

IMPLEMENTATION STRATEGY: MANAGEMENT & MARKETING



7 IMPLEMENTATION STRATEGY: MANAGEMENT & MARKETING

7.1 TRAVEL PLAN COORDINATOR

- 7.1.1. A Travel Plan Coordinator (TPC) will be appointed (prior to occupation) to oversee the initial elements of the overarching Travel Plan. The TPC will be appointed by the Developer. The name and contact details of the TPC will be provided to LCC within two weeks of appointment.
- 7.1.2. Following occupation of each different land use, the TPC will take on responsibility for encouraging the production of individual Travel Plans for each business / residential land use on the site and the appointment of individual TPCs for each business (this is likely to be an employee). The TPC will remain in role for the residential land use unless the developer instructs a new TPC.
- 7.1.3. The Travel Plan Coordinator will be appointed, and appropriate funding and time will be made available for the TPC to fulfil their role. The site wide TPC will oversee the site wide measures are implemented prior to occupation of the site/buildings. The site wide TPC will work with each employer to encourage the production of detailed Travel Plans. It is anticipated that once all businesses have a Travel Plan in place, the site wide TPC will step down and allow each business to implement their own Travel Plan.
- 7.1.4. The TPC(s) will be responsible for:
- Implementing the Travel Plan;
 - Reporting Travel Plan targets and action plan;
 - Providing information to employees and residents, through information packs;
 - Providing information for notice boards (located in the building foyer) and community areas;
 - Liaise with the Highway Authority to ensure cycle and pedestrian routes are kept maintained, safe and well lit;
 - Surveying the travel patterns of employees and residents; and
 - Reviewing the Travel Plan, making alterations where needed.
- 7.1.5. For the proposed employment land uses, the TPC will be consulted on any shift patterns in an effort to manage employee access to sustainable travel options. This will be part of the monitoring and review process which is set out in the Implementation Strategy Table. Management of shift patterns ensures that car sharing can be made easier for employees who live in the same area if they are working at the same time.
- 7.1.6. The Travel Plan will be more successful if incentives are offered to employees who actively participate in changing their travel patterns. Employers, employees, residents, and visitors should be made aware of the cost saving which can result from sustainable travel. This could include:
- Sustainable Travel Vouchers for future residents and employees;
 - Employers to investigate joining the government cycle to work scheme;
 - The reduction in car running costs when shared between two or more people;
 - The reduction in car running costs when other means, such as cycling and walking, are used for commuting;
 - The health benefits gained from cycling and walking; and
 - The positive environmental effect sustainable travel can induce.

7.1.7. The TPCs will be responsible for managing any participation in government cycle schemes. Cycle schemes offer a good opportunity for employees to purchase bicycles at a discounted price.

7.2 MARKETING AND DISSEMINATION

7.2.1. The Detailed Travel Plan will present key travel information to employees and residents in an easy and accessible format. This could take the form of induction packs and notice boards in the entrance to the building and community areas. Other streams of communication and promotion with/to employees/residents/visitors may include the following:

- Company/development internet and/or intranet;
- Community social media pages and websites;
- Company/site newsletter (6 monthly from first occupation); and
- Staff notice board(s).

7.2.2. The marketing of the Detailed Travel Plan should follow the provision of employee/resident induction packs. These travel packs will include information on car sharing, public transport (locations of stations/timetables), and all other applicable modes of transport (cycling/walking etc.).

7.2.3. Travel planning or awareness events (e.g. participation in events such as Bike Week, Travel Wise Week or European Car Free Day; company events such as regular cyclists' breakfasts) can be conveyed through the following:

- Staff induction packs;
- Social Media/Intranet/website; and
- Company/site newsletters.

7.2.4. In order to promote car sharing, employees and residents will be given information about Car Share websites and this will be promoted throughout the life of the Travel Plan.

[CLICK HERE TO ENTER CHAPTER TITLE](#)

8

SUMMARY

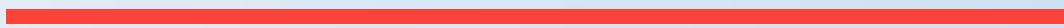


8 SUMMARY

- 8.1.1. WSP have been commissioned by Maple Grove Developments Ltd. and Lancashire County Council to prepare a Framework Travel Plan in support of an outline planning application for a mixed-use development at Lancashire Central, located in South Ribble, Lancashire.
- 8.1.2. The proposals include a mix of land uses including employment, retail, leisure, health and residential use, with associated parking, green infrastructure, internal highway layout and pedestrian and cycle infrastructure provision.
- 8.1.3. The development proposals accord with the national, regional and local transport policy of promoting sustainable development and facilitating means of travel by sustainable modes.
- 8.1.4. This FTP has provided overarching travel aims, objectives, targets and measures, as well as methods for monitoring and managing site travel that will in turn will provide a focused, consistent approach for travel planning across the site.
- 8.1.5. The FTP contains measures that will encourage a variety of travel options, which give employees, residents and visitors travelling to the site an opportunity to make more informed choices about how they travel and how they can make a valuable contribution to a sustainable environment. The measures will help to encourage the use of sustainable modes of travel for site access and help to reduce single car occupancy journeys.

Appendix A

PARAMETER PLANS

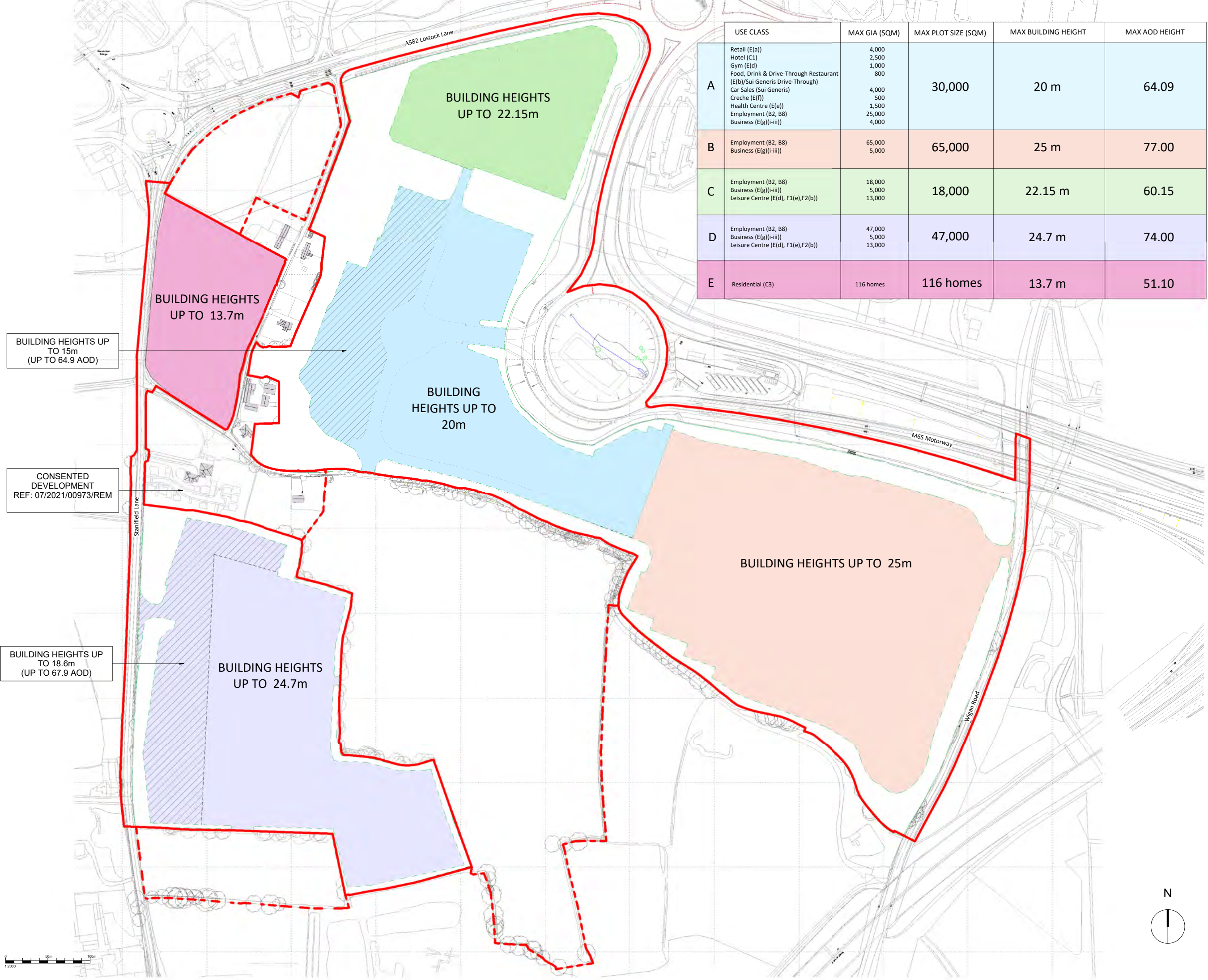


USE CLASS	MAX GIA (SQM)	MAX PLOT SIZE (SQM)	MAX BUILDING HEIGHT	MAX AOD HEIGHT	
A	Retail (E(a))	4,000	30,000	20 m	64.09
	Hotel (C1)	2,500			
	Gym (E(d))	1,000			
	Food, Drink & Drive-Through Restaurant (E(b)/Sui Generis Drive-Through)	800			
	Car Sales (Sui Generis)	4,000			
	Creche (E(f))	500			
	Health Centre (E(e))	1,500			
B	Employment (B2, B8)	65,000	65,000	25 m	77.00
	Business (E(g)(i-iii))	5,000			
C	Employment (B2, B8)	18,000	18,000	22.15 m	60.15
	Business (E(g)(i-iii))	5,000			
	Leisure Centre (E(d), F1(e), F2(b))	13,000			
D	Employment (B2, B8)	47,000	47,000	24.7 m	74.00
	Business (E(g)(i-iii))	5,000			
	Leisure Centre (E(d), F1(e), F2(b))	13,000			
E	Residential (C3)	116 homes	116 homes	13.7 m	51.10

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Site Boundary Key:
 — Application Site Boundary
 - - Future Development Plot Boundary

Zoning Key:
 Zone A
 Zone B
 Zone C
 Zone D
 Zone E
 Strategic Landscaping



P8	Access road dotted in full	15.07.22	SS	RT
P7	Updated to reflect LCC pre app feedback	01.07.22	SS	RT
P6	Updated Parameter Plans	24.06.22	RT	SS
P5	Drawing contents combined with PP 2 & 3	15.06.22	RT	AR
P4	Strategic Landscaping added	06.06.22	RT	AR
P3	Client description in title sheet amended	26.05.22	RT	AR
P2	Description in legend updated	25.05.22	RT	AR
P1	GIA figures updated	18.05.22	RT	AR
P0	First issue	11.05.22	RT	AR
Rev.	Description	Date	ISS	APP



Scale: As indicated @ A1
 Status: S2 Information
 Drawn By: AE
 Checked By: RT
 Date:

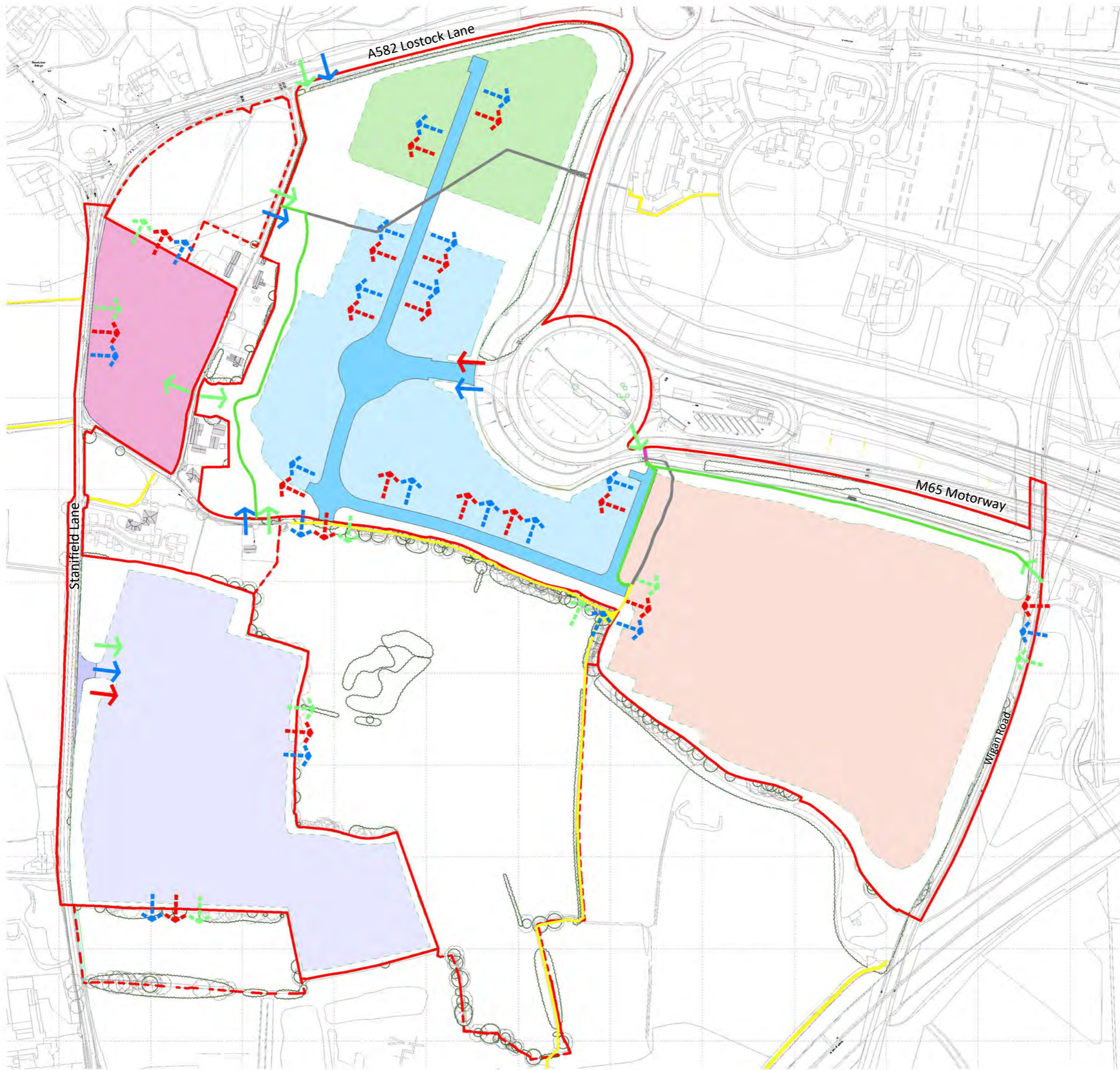
Client: Lancashire County Council and Maple Grove Developments

Project: Lancashire Central, Cuerden

Sheet Name: Parameters Plan 1 - Dev. Zones, Land Use, Quantum & Building Heights
 Project No. Orig. Zone Level Type Role Dwg No. P8
 21017-FRA-XX-ZZ-DR-A-9111



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 w www.fletcher-rae.com
 e info@fletcher-rae.com



Site Boundary Key:

- Application Site Boundary
- - - Future Development Plot Boundary

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- Highways & Access Key:**
- Zone A
 - Zone B
 - Zone C
 - Zone D
 - Zone E
 - Existing PROW unaffected
 - Existing PROW to be diverted/stopped up
 - Proposed PROW
 - Existing pedestrian access/footpath to be removed
 - Controlled footpath / access for VOSA
 - ← Proposed Pedestrian Access Points
 - ← Proposed Vehicular Access Points
 - ← Proposed Pedestrian Cycle Access Points
 - ← Potential Pedestrian Access Points
 - ← Potential Vehicular Access Points
 - ← Potential Pedestrian Cycle Access Points

Rev.	Description	Date	ISS	APP
P10	Access arrows & access road turning head adjusted. PROW added to zone B	14.07.22	SS	RT
P9	Updated Parameter Plans	24.06.22	RT	SS
P8	PROW updated	22.06.22	RT	SS
P7	Drawing re numbered and up rev'd. Landscaping along northern & western boundary adjusted	15.06.22	RT	AR
P6	Drawing re numbered and up rev'd	15.06.22	RT	AR



Scale: As indicated @ A1
 Status: S2 Information
 Drawn By: SH
 Checked By: RT
 Date: March 2022

Client: Lancashire County Council and Maple Grove Developments
 Project: Lancashire Central, Cuerden

Sheet Name: Parameters Plan 2 - Highways and Access
 Project No. Orig. Zone Level Type Role Dwg No. Rev
 21017-FRA-XX-ZZ-DR-A-9112 P10

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Site Boundary Key:
 — Application Site Boundary
 - - - Future Development Plot Boundary

This plan outlines the extent of the Strategic Landscaping proposed as part of this application. Full details of the Strategic Landscaping proposals are shown on the separate plans produced by Smeeden Foreman.

The additional landscaping which is to be provided within Development Zones A, B, C, D and E is to be determined by plot layout and is therefore a reserved matter. Details of this additional landscaping is to be provided by way of separate reserved matters application(s).

P9	Notes added in legend and to zones. Access road dotted in full.	15.07.22	SS	RT
P8	Updated to reflect LCC pre app feedback	01.07.22	SS	RT
P7	Updated Parameter Plans	24.06.22	RT	SS
P6	Drawing re number and up rev'd. Landscaping along northern & western boundary adjusted	15.06.22	RT	AR
P5	Drawing re numbered and up rev'd	15.06.22	RT	AR
P4	Drawing re numbered and up rev'd	15.06.22	RT	AR
P3	Client description in title sheet amended	26.05.22	RT	AR
P2	Updated to reflect client feedback	11.05.22	RT	AR
P1	Updated following team feedback	08.04.22	SS	RT
P0				
Rev.	Description	Date	ISS	APP



Scale: As indicated @ A1
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 Drawn By: SH
 Checked By: RT
 Date: March 2022

Client: Lancashire County Council and Maple Grove Developments

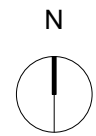
Project: Lancashire Central, Cuerden

Sheet Name: Parameters Plan 3- Strategic Landscape

Project No. Orig. Zone Level Type Role Dwg No. Rev
 21017-FRA-XX-ZZ-DR-A-9113 P9

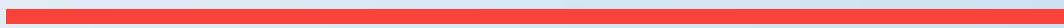


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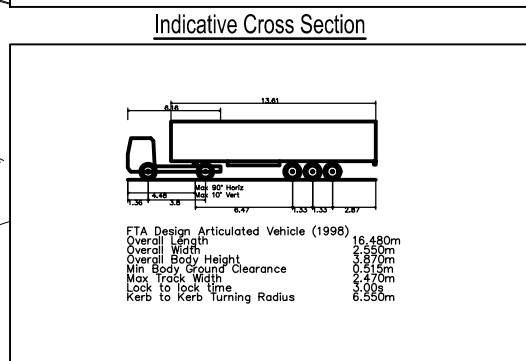
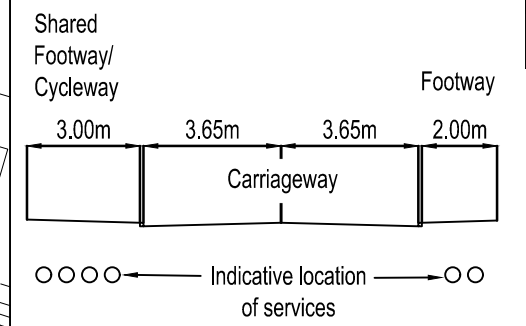
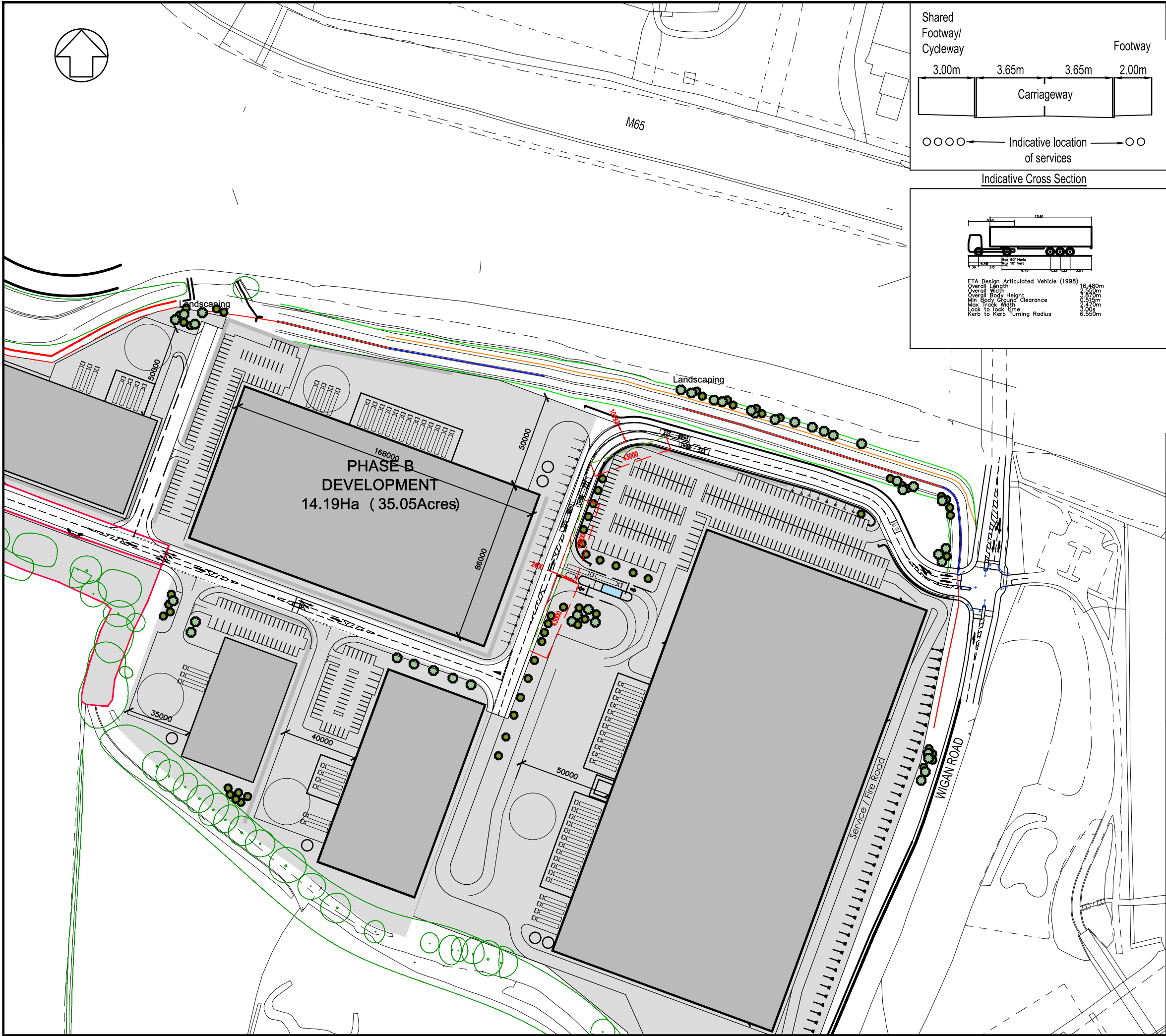
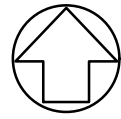


Appendix B

DRAWINGS



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DO NOT SCALE

NOTES

- Route between M65 terminus and Wigan Road (via Phase A and B) to be offered for adoption. Route between M65 terminus and Stanifield Lane (via Phase A, Future Phase and Phase D) to be offered for adoption at a future time when future phase of development and through vehicle route is completed

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REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S0 - WORK IN PROGRESS

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CLIENT: MAPLE GROVE DEVELOPMENTS

ARCHITECT: FLETCHER RAE

PROJECT: LANCASHIRE CENTRAL, CUERDEN

TITLE: HIGHWAYS LAYOUT SHEET 2 OF 3

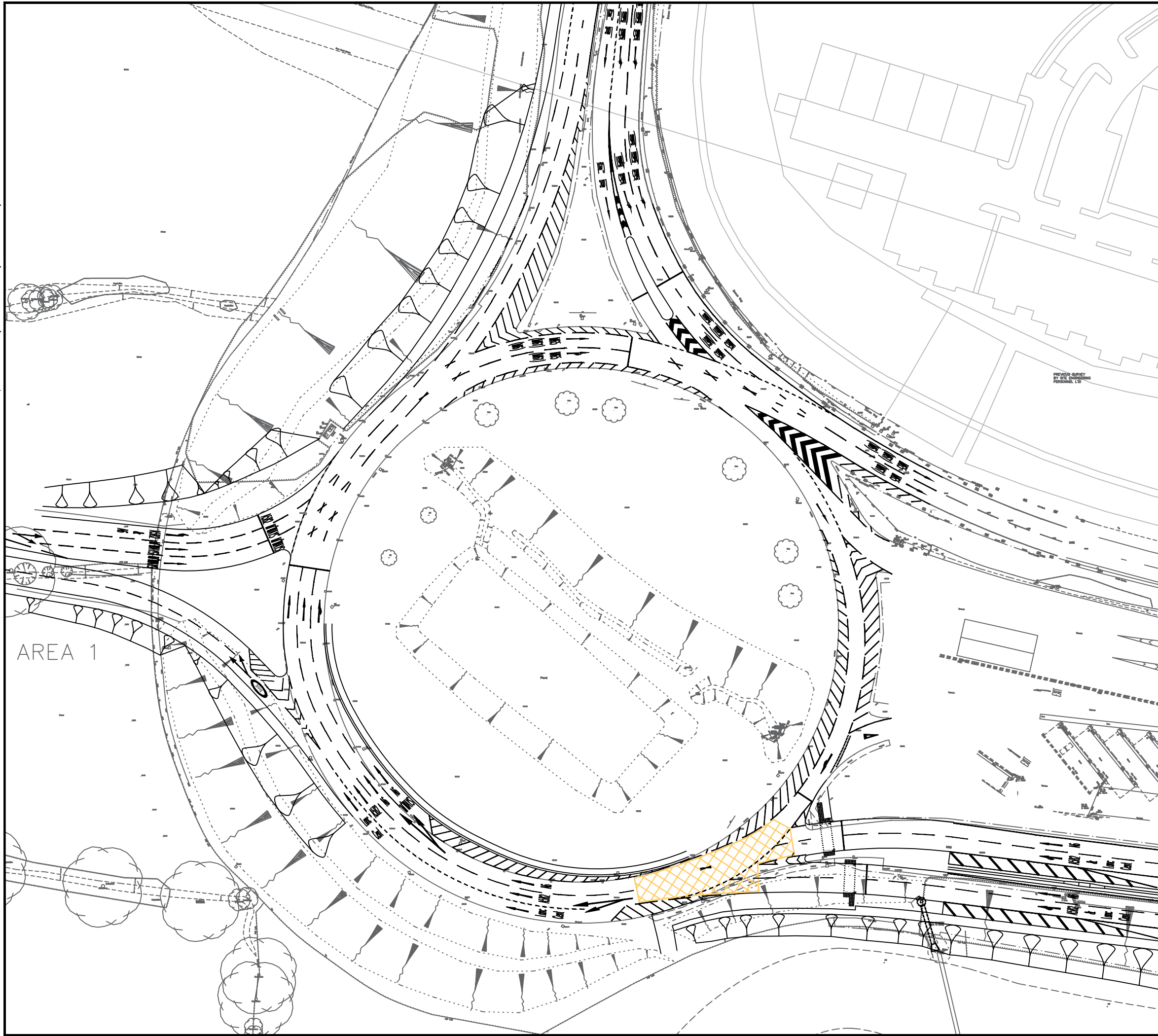
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PROJECT No: 70084465	DESIGNED:	DRAWN: HJ	DATE: May 22
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DRAWING No: 84465-WSP-XX-DR-006	REV: P01
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NOTES

- DRAWING IS BASED ON DESIGN PRODUCED BY LLC IN DRAWINGS CLM12-LCC-DR-0100-1000 - CLM12-LCC-DR-0100-1004 SEP 2021

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ARCHITECT: FLETCHER RAE

PROJECT: LANCASHIRE CENTRAL, CUERDEN

TITLE: M65 TERMINUS ROUNDABOUT

SCALE @ A3: 1:1000

CHECKED: APPROVED:

PROJECT No: 70084465

DESIGNED: LCC

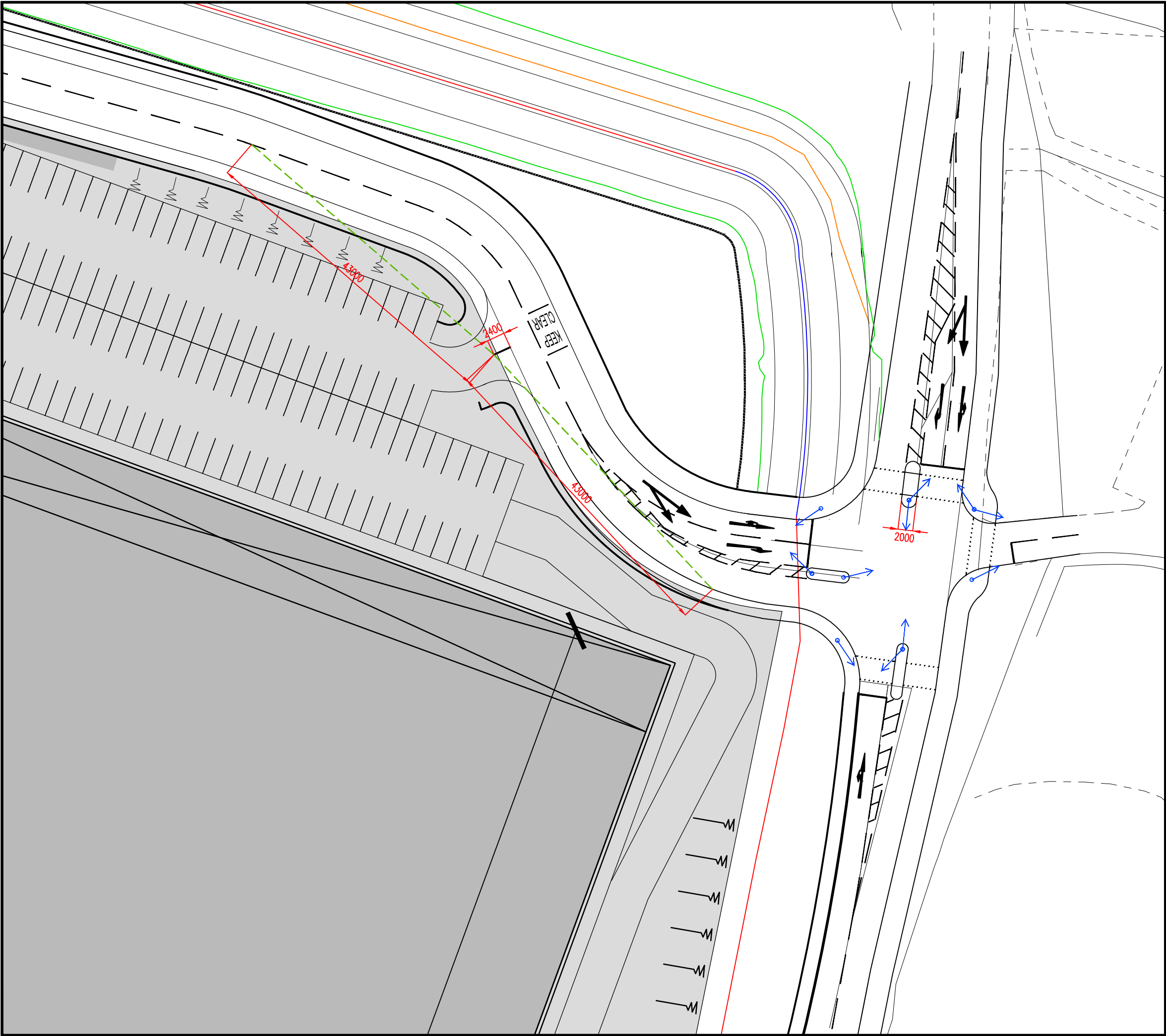
DRAWN: DATE: April 22

DRAWING No: 84465-WSP-XX-DR-004

REV: P01

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CLIENT: MAPLE GROVE DEVELOPMENTS

ARCHITECT: FLETCHER RAE

PROJECT: LANCASHIRE CENTRAL, CUERDEN

TITLE: WIGAN ROAD ACCESS JUNCTION

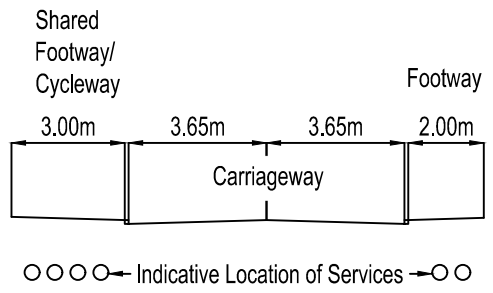
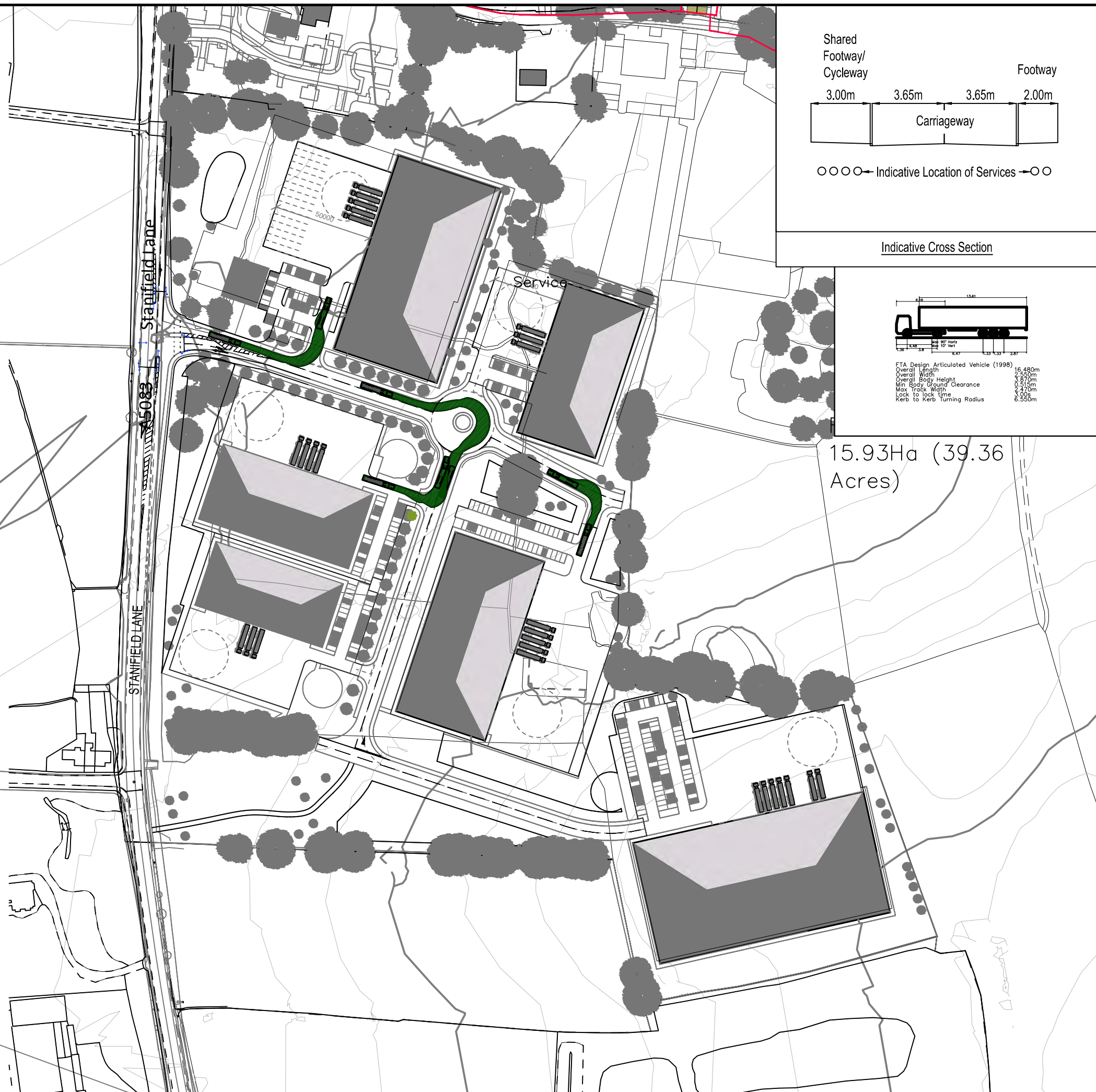
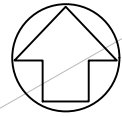
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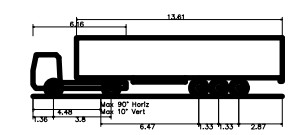
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Indicative Cross Section



FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.500m
Overall Body Height	4.570m
Min Body Ground Clearance	0.315m
Max Track Width	4.470m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.550m

15.93Ha (39.36 Acres)

DO NOT SCALE

NOTES

- Route between M65 terminus and Wigan Road (via Phase A and B) to be offered for adoption. Route between M65 terminus and Stanfield Lane (via Phase A, future phase and phase D) to be offered for adoption at a future time when future phase of development and through vehicle route is completed

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ARCHITECT: FLETCHER RAE

PROJECT: LANCASHIRE CENTRAL, CUERDEN

TITLE: HIGHWAYS LAYOUT SHEET 3 OF 3

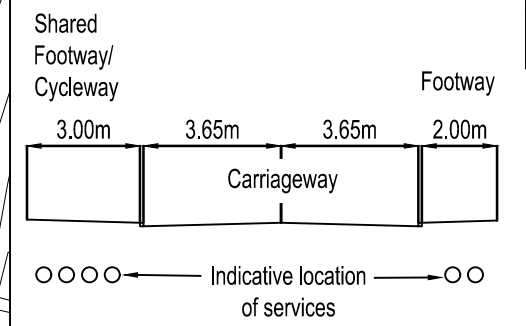
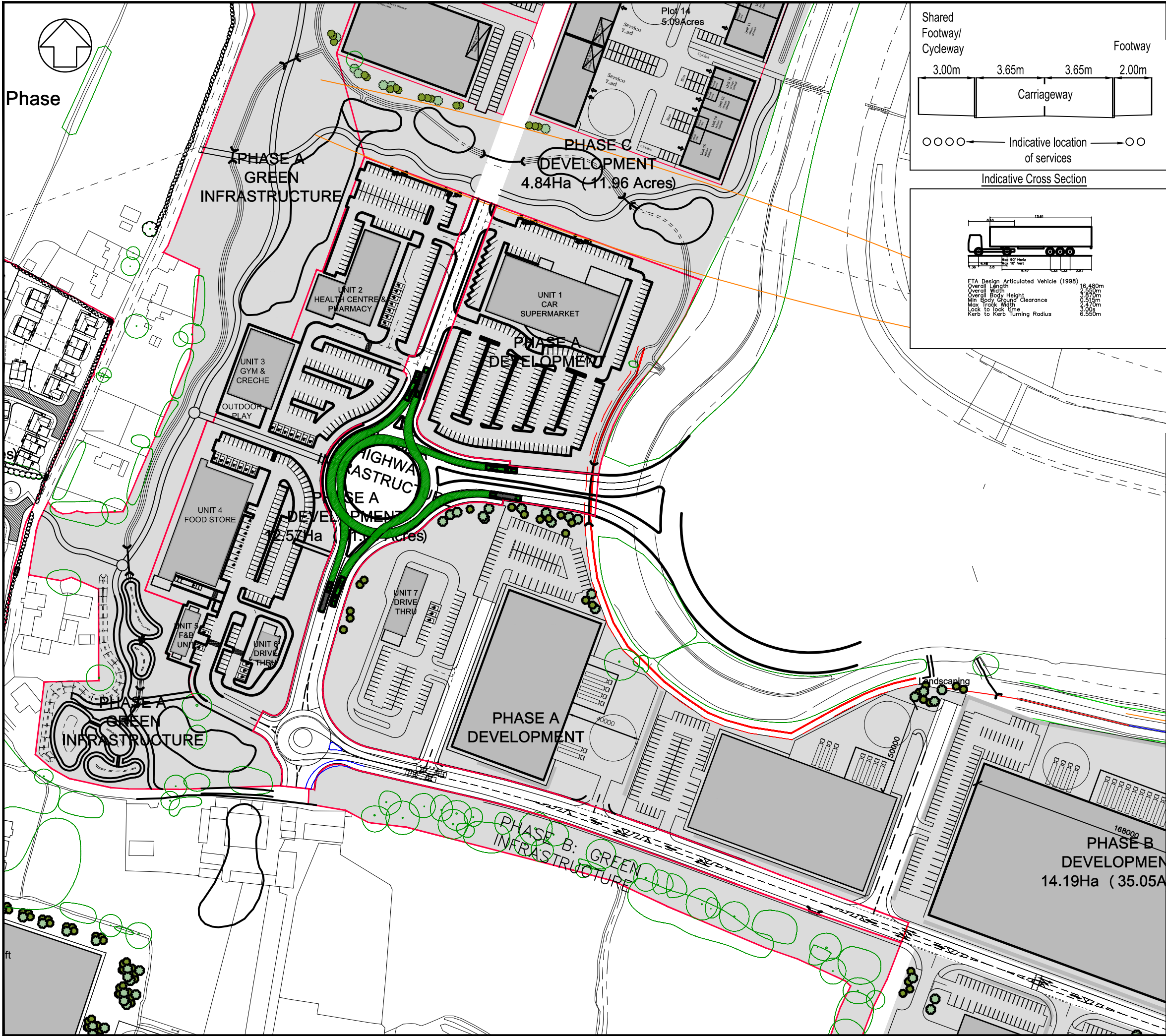
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PROJECT No: 7084465 DESIGNED: DRAWN: HJ DATE: August 22

DRAWING No: 84465-WSP-XX-DR-007 REV: P01

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FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.580m
Overall Body Height	3.870m
Min. Body Ground Clearance	0.210m
Max. Track Width	2.700m
Lock to lock time	3.00s
Kerb to Kerb turning Radius	6.550m

DO NOT SCALE

NOTES

- Route between M65 terminus and Wigan Road (via Phase A and B) to be offered for adoption. Route between M65 terminus and Stanifield Lane (via Phase A, Future Phase and Phase D) to be offered for adoption at a future time when future phase of development and through vehicle route is completed

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REV	DATE	BY	DESCRIPTION	CHK	APP

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ARCHITECT: **FLETCHER RAE**

PROJECT: **LANCASHIRE CENTRAL, CUERDEN**

TITLE: **HIGHWAYS LAYOUT SHEET 1 OF 3**

SCALE @ A3: 1:2000	CHECKED:	APPROVED:
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PROJECT No: 70084465	DESIGNED:	DRAWN: HJ	DATE: May 22
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DRAWING No: 84465-WSP-XX-DR-005	REV: P01
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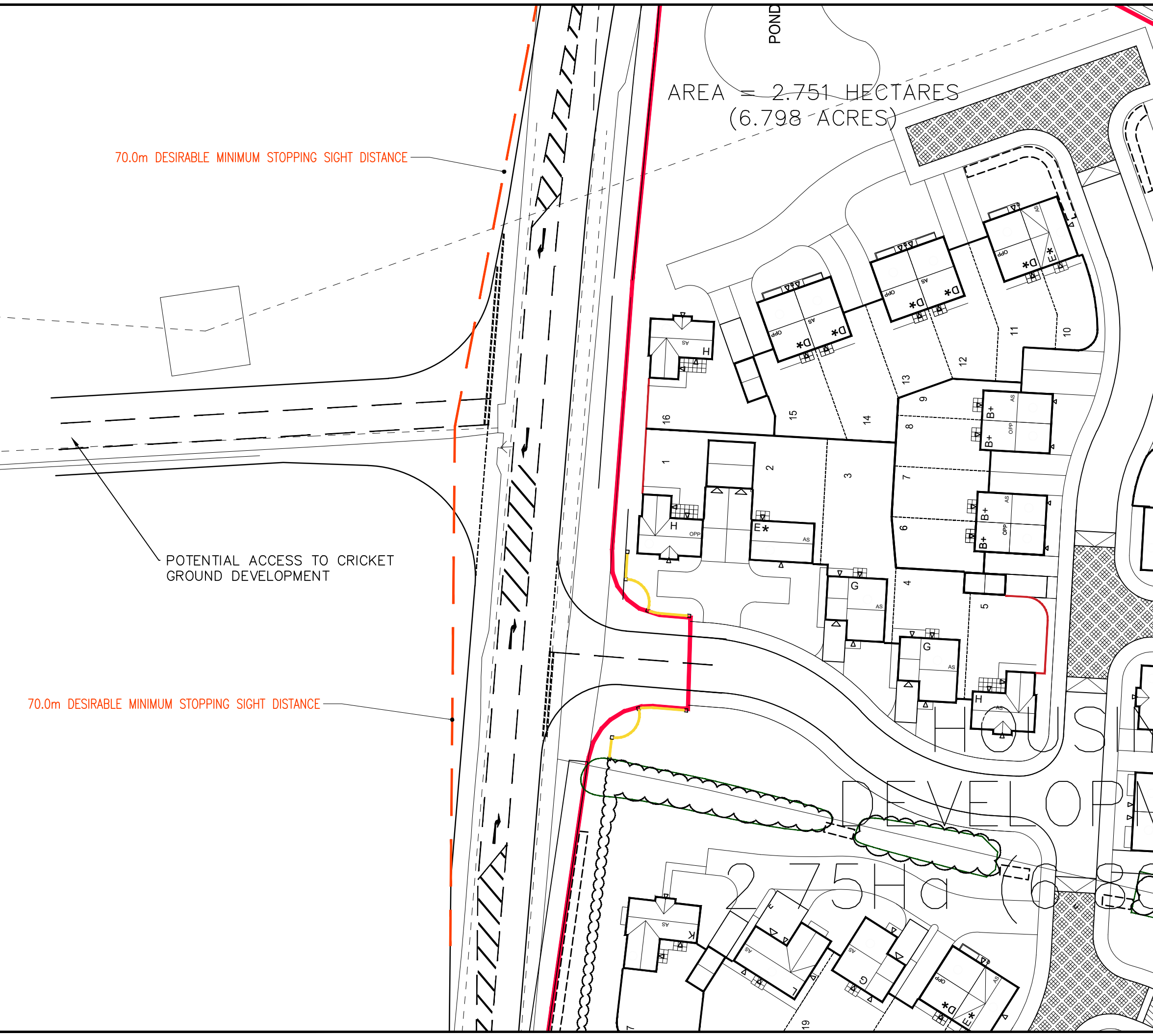
DO NOT SCALE

AREA = 2.751 HECTARES
(6.798 ACRES)

70.0m DESIRABLE MINIMUM STOPPING SIGHT DISTANCE

POTENTIAL ACCESS TO CRICKET
GROUND DEVELOPMENT

70.0m DESIRABLE MINIMUM STOPPING SIGHT DISTANCE



P01	01/01/1901	XXX	FIRST ISSUE	XXX	XXX
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S0 - WORK IN PROGRESS



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CLIENT: MAPLE GROVE DEVELOPMENTS

ARCHITECT: FLETCHER RAE

PROJECT: LANCASHIRE CENTRAL, CUERDEN

TITLE: STANIFIELD LANE ACCESS JUNCTION
TO RESIDENTIAL PHASE

SCALE @ A3: 1:500

PROJECT No: 7084465

DRAWING No: 84465-WSP-XX-DR-003

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CHECKED: APPROVED:

DESIGNED: DRAWN: DATE: May 22

REV: P01

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DO NOT SCALE

Plot 15
3.02 Acres

Service Plot 16
1.795 Acres

P01	30/05/2022	DR	FIRST ISSUE	JO	JO
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S0 - WORK IN PROGRESS



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CLIENT: MAPLE GROVE DEVELOPMENTS

ARCHITECT: FLETCHER RAE

PROJECT: LANCASHIRE CENTRAL, CUERDEN

TITLE: STANIFIELD LANE ACCESS JUNCTION TO PHASE D

SCALE @ A3: 1:500

PROJECT No: 70084465

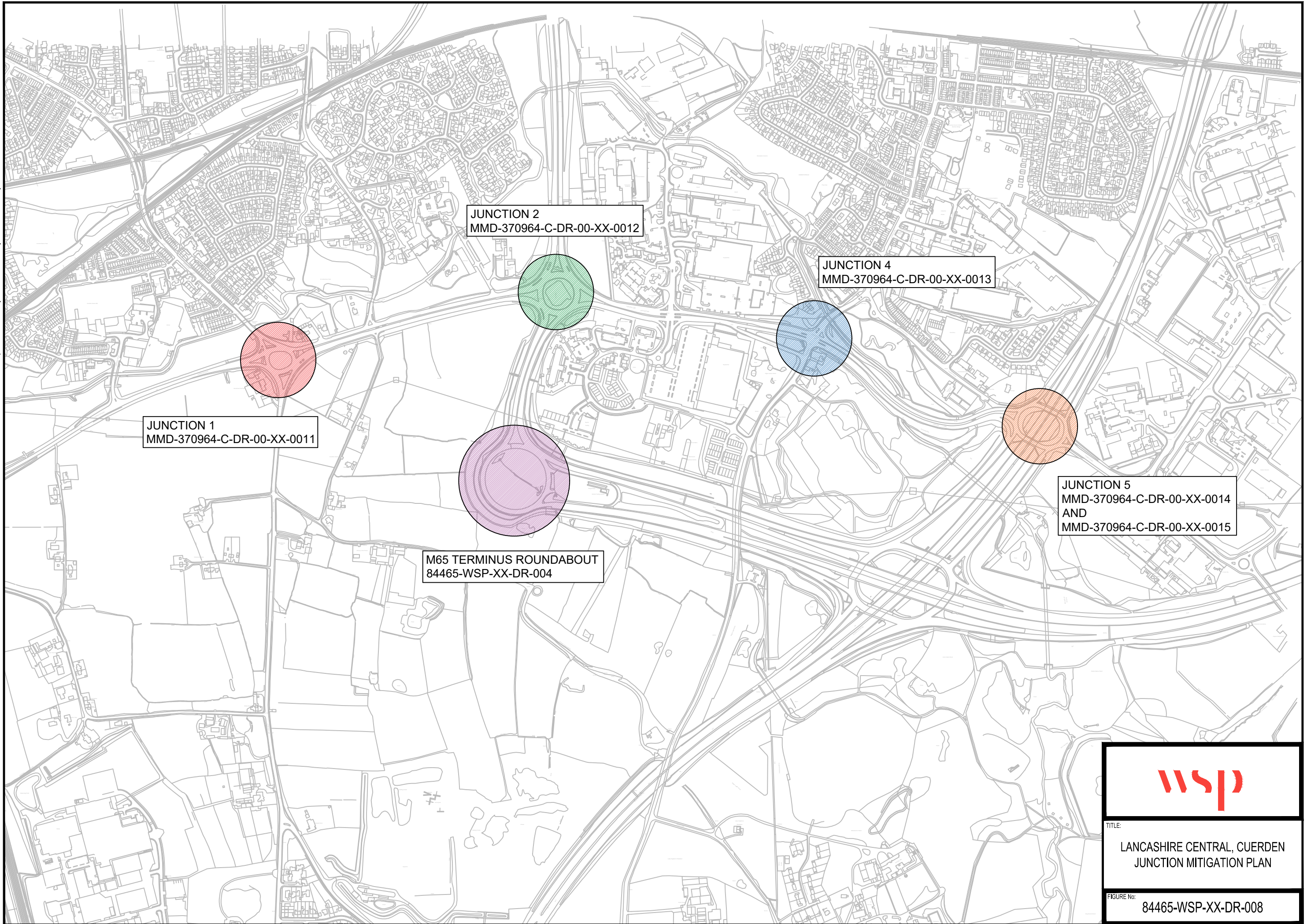
DRAWING No: 84465-WSP-XX-DR-002

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DESIGNED: DRAWN: HJ DATE: May 22

REV: P01



TITLE:
LANCASHIRE CENTRAL, CUERDEN
JUNCTION MITIGATION PLAN

FIGURE No:
84465-WSP-XX-DR-008

Appendix C

EXAMPLE IMPLEMENTATION
STRATEGY



DRAFT IMPLEMENTATION STRATEGY TABLE

No	S/M/L	Action/Initiative	The responsibility of (dept or person):	Implementation date	Monitoring body
On Site Facilities and Services					
1	L	Appointment of TPC	Occupier	Prior to occupation	Occupier/LCC
2	L	Secure bicycle parking facilities. High profile/easily accessible area, well lit and safe	Developer/Contractor	During construction phase	Developer/LCC
Site Design and Layout					
3	L	Provision of links to pedestrian routes	Developer/Contractor	During construction phase	Developer/LCC
Promotional Strategy					
4	M	Staff / Resident Welcome Packs*	TPC	To all employees & residents	TPC
5	L	Travel notice board	TPC	1 month from occupation	TPC
6	L	Establish Car Share scheme	TPC	1 month from occupation	TPC
Monitoring					
7	M	Monitor Travel Plan impact through questionnaire survey	TPC	6 months from occupation (then yearly for 5 years)	TPC
8	M	Prepare Monitoring report for LCC	TPC	Within 1 month of survey date	TPC

* The travel survey will ask if they have received their packs

S/M/L - Short, Medium or Long term measure

TPC – Travel Plan Coordinator

LCC – Lancashire County Council



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