

CDMP6 Accessibility and Transport

1. Development will be permitted provided it meets the requirements of the Core Development Management Policies and it has been demonstrated that:
 - a) Land safeguarded for transport and highway improvements in the Local Transport Plan, Fylde Coast Highways and Transport Masterplan and any other scheme or strategy by the Highways Authority and Highways England is not compromised;
 - b) Road safety and the safe, efficient and convenient movement of all highway users (including bus passengers, refuse collection vehicles, the emergency services, cyclists and pedestrians) is not prejudiced;
 - c) Safe and adequate vehicular, cycle and pedestrian access to and from, and circulation within, a proposal site would be provided;
 - d) Appropriate provision is made for vehicular access, off-street servicing and parking in accordance with the Council's standards set out in Appendix B unless it is demonstrated to the satisfaction of the Local Planning Authority in consultation with the Local Highways Authority that different provision is justified taking into account local circumstances;
 - e) Where appropriate, access by public transport is catered for either by providing for bus access into the site where appropriate, or by ensuring that safe and convenient access exists to the nearest public facility;
 - f) Measures are included to encourage access on foot, by bicycle and public transport and reduce car reliance;
 - g) The needs of people with disabilities and older people are fully provided for, including those reliant on community transport services;
 - h) Developments adjacent to or affecting railway lines, including resulting in a material increase or change of character of the traffic using a rail crossing of a railway, should ensure that there will not result in an adverse impact on the operational safety of the railway network; and
 - i) Corridors which could be developed as future transport routes (e.g. disused railway lines) are not prejudiced.
2. Development which includes parking provision shall also make appropriate provision where practical for standard charge Electric Vehicle Recharging (EVR) points.
3. Where a development has an adverse impact on the existing highway network, developers or operators will be required to provide or contribute to such works to the transport network, including sustainable travel measures as are necessary to mitigate these impacts.
4. Where the above requirements can only be satisfied through the undertaking of off-site works the cost of these shall be borne by the developer.
5. Development which would attract large numbers of people on a regular basis or generate significant amounts of movement will be required to be supported by a Travel Plan setting out the measures that the developer, either alone or in conjunction with neighbouring uses, shall adopt to reduce reliance on the use of the private car for journeys to and from the site.

Public Rights of Way

6. Proposals will not be permitted which:

- a) Adversely affect an existing Public Right of Way and the public's enjoyment of it unless a satisfactory alternative is provided in terms of an equally attractive, safe and convenient route; or
- b) Detract from the character of an existing right of way; or
- c) Do not accord with the need to improve and provide access to the countryside for the disabled.

7. Proposals for new and improved walking routes, bridleways and cycling routes across the Borough will be supported.