



MAPLE GROVE
DEVELOPMENTS

PART OF THE ERIC WRIGHT GROUP

LAND AT WHALLEY, CLITHEROE

Framework Travel Plan - Residential

VN91274

July 2020

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CONTENTS

1	INTRODUCTION	1
1.1	Introduction	1
1.2	Site Location	1
1.3	Development Proposals	2
1.4	Planning Policy	2
1.5	Framework Travel Plan	3
1.6	Plan Administration	3
1.7	Budgetary Requirements	4
2	ACCESSIBILITY BY SUSTAINABLE MODES OF TRANSPORT	5
2.1	Introduction	5
2.2	Accessibility on Foot	5
2.3	Accessibility by Bicycle	7
2.4	Accessibility by Bus	9
2.5	Accessibility by Rail	10
2.6	Summary	11
3	MANAGEMENT MEASURES	12
3.1	Introduction	12
3.2	Travel Awareness	12
3.3	Resident Welcome Pack and Sustainable Travel Budget	12
3.4	Cycle Measures	13
3.5	Walking Measures	14
3.6	Public Transport Measures	14
3.7	Car Sharing	14
3.8	Motorcycles	15
3.9	Sustainable Travel Promotions	15
4	PLAN MONITORING AND REVIEW	16
4.1	Introduction	16
4.2	Monitoring	16
4.3	Travel Questionnaires	16
4.4	Review Report	17
5	ACTION PLAN TIMETABLE	18

PLANS

Plan 1	Site Location (Wider Context)
Plan 2	Site Location (Local Context)
Plan 3	Proposed Site Layout

1 INTRODUCTION

1.1 Introduction

1.1.1 Vectos have been commissioned by Maple Grove Developments to provide transport and highways advice to support a hybrid planning application for a mixed-use development at land between the A59 and Clitheroe Road in Whalley. The site lies within the jurisdiction of Ribble Valley Borough Council (RVBC) as Local Planning Authority and Lancashire County Council (LCC) as Local Highway Authority.

1.1.2 A Transport Assessment has been completed which assess the impact of the proposed development on the local highway network, and should be read in conjunction with this report.

1.2 Site Location

1.2.1 The site comprises undeveloped agricultural land and is located approximately 1.5 kilometres to the north of the town of Whalley in Lancashire. It is located directly south of Whalley Industrial Park and has frontage with both the A59 along its south-eastern boundary and Clitheroe Road along the western boundary. The employment/retail land uses are located on the eastern side of the site with the main access taken from the A59.

1.2.2 The location of the site is shown in **Plan 1**, with **Plan 2** then illustrating the site in a more local context. An aerial view of the site location is shown in **Figure 1.1** below.



Figure 1.1: Aerial View of Site Location.

1.3 Development Proposals

1.3.1 The proposed site masterplan is included as **Plan 3**.

1.3.2 The hybrid planning application seeks detailed planning approval for mixed use development comprising:

- In full, the erection of 48 no. bungalows for persons aged 55 years and over (Class C3) and a 64 no. bedroom care home (Class C2) with vehicular and pedestrian access from Clitheroe Road and associated car parking, landscaping and external works;
- In full, a drive-thru restaurant (Class A3) and associated customer car parking, landscaping and external works with vehicular access from the A59; and
- In outline with all matters reserved except access, employment units (Class B1 and/or Class B2 and/or Class B8 under Class V of Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)) and a petrol filling station (sui generis) and convenience store (Class A1) with associated customer car parking, landscaping and external works and vehicular access from the A59.

1.3.3 Vehicle access to the residential dwellings and care home will be provided via a new priority-controlled junction with Clitheroe Road. Vehicle access to the employment units, drive thru and PFS will be provided from a new western arm of the existing A59/ A671 roundabout junction. In both instances access is a matter to be determined.

1.4 Planning Policy

1.4.1 A Travel Plan is effectively a combination of information, proposals and incentives designated to use most effectively the different means of travel available to residents living within the new development. The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments. The National Planning Policy Framework (NPPF) document highlights the role that Travel Plans can play in facilitating sustainable travel, stating that;

“All development which generate significant amount of movements should be required to provide a Travel Plan”.

1.4.2 The Department for Transport (DfT) have produced guidance on the preparation of Travel Plans. The document, entitled '*Good Practice Guidelines: Delivering Travel Plans through the Planning Process*' was published in April 2009. The Guidance state that

1.4.3 *"Travel Plans should involve the development of agreed explicit outcomes linked to an appropriate package of measures aimed at encouraging more sustainable travel, with an emphasis on reducing single occupancy car use..."*

1.5 Framework Travel Plan

1.5.1 This Framework Travel Plan relates to the residential element of the proposed development. It has been prepared in accordance with this guidance and presents a long-term strategy for reducing the dependence of residents on travel by private car to and from the site. The aims of the strategy are;

- Informing residents of the options available;
- To increase the awareness of the advantages and potential for travel by more environmentally friendly modes;
- To introduce a package of management measures that will facilitate travel by modes of transport other than the private car;
- To encourage residents to use alternatives to the private car.

1.5.2 This report presents the framework for the Travel Plan Strategy. It will identify various possible measures and initiatives to promote sustainable travel and will steer the content of the Full Travel Plan which will be submitted for approval within 3 months of the development being 50% occupied.

1.5.3 In the following sections the report presents the following;

- Assessment of Access over the Wider Area
- Travel Plan Management Measures
- Travel Plan Implementation Administration and Monitoring.

1.6 Plan Administration

1.6.1 The developer will be required to designate a Travel Plan Co-ordinator who will be responsible for implementing the Plan. Details of the nominated Travel Plan Co-ordinator will be submitted to the Planning and Highway Authority.

- 1.6.2 The Travel Plan Co-ordinator will be the first point of contact for staff and other outside organisations in all matters regarding travel. They will maintain an up-to-date file containing all correspondence to and from staff relating to the Travel Plan.
- 1.6.3 The provision of a full set of duties and responsibilities for the Travel Plan Co-ordinator will be provided with a checklist of all tasks which will be undertaken. This checklist will be agreed between the Travel Plan Co-ordinator and Council's Sustainable Travel Officer.
- 1.7 Budgetary Requirements**
- 1.7.1 A sufficient budget will be allocated to enable the provision of the role of the Travel Plan Co-ordinator and towards the day to day running of the Travel Plan, in addition to travel surveys/audits, publicity material, marketing and monitoring.
- 1.7.2 Furthermore, the developer is willing to make available a sustainable travel budget of £250 per dwelling upon first occupation, to be used by the first residents of each dwelling for sustainable travel purposes. For example, this may include purchase of a bus pass, or cycle equipment. This is detailed further in Section 3.
- 1.7.3 Budget requirements for the provision of the Travel Plan Co-ordinator will be reviewed as the Travel Plan evolves jointly with the local planning authority.

2 ACCESSIBILITY BY SUSTAINABLE MODES OF TRANSPORT

2.1 Introduction

2.1.1 The National Planning Policy Framework was released in March 2012 and updated in February 2019. The ‘Promoting Sustainable Transport’ section of the Framework document states that opportunities to promote walking, cycling and public transport use should be identified and pursued.

2.1.2 This section of the report therefore considers the accessibility of the site by the following modes of transport:

- Accessibility on foot;
- Accessibility by cycle;
- Accessibility by bus; and
- Accessibility by rail.

2.2 Accessibility on Foot

2.2.1 The site is well located to encourage journeys to be undertaken on foot.

2.2.2 The Institution of Highways and Transportation (IHT) Guidelines for Providing for Journeys on Foot, (May 2000), states that, “*walking accounts for a quarter of all journeys and four fifths of journeys of less than 1.6km. It is suggested that, for commuting, up to 500m is a desirable walking distance, with 1km and 2km being acceptable and preferred maximum respectively*”.

2.2.3 A walk catchment for the site is provided in **Figure 2.1**, which shows the 800 metre, 1.2 kilometre and 2-kilometre catchments from the site.

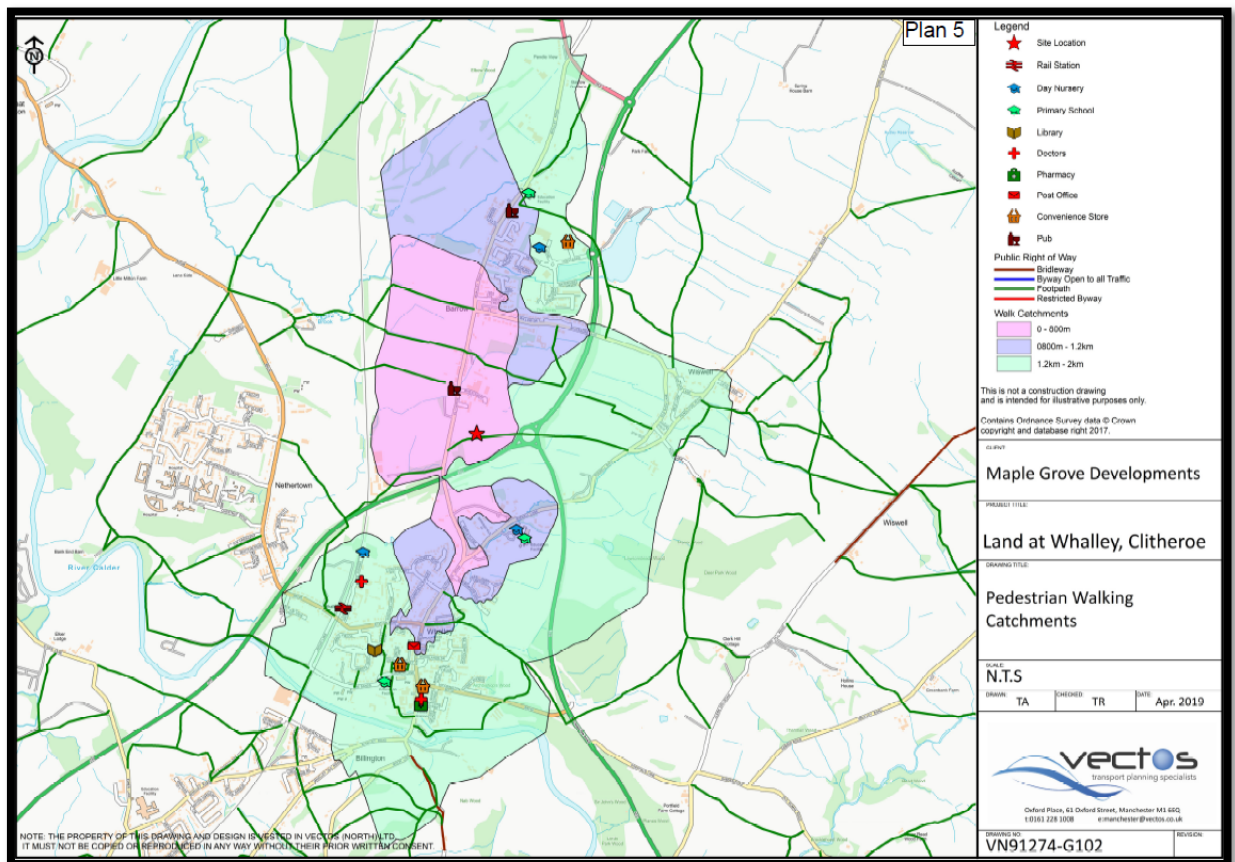


Figure 2.1: Proposed Development Walking Catchment

- 2.2.4 It can be seen from this plan that much of Whalley and Barrow are within a reasonable walk distance of the site, including amenities and facilities such as shops, pubs, and retail sites. This ensures that future residents at the site will have the option for accessing everyday facilities within a short distance and presenting the opportunity for those journeys to be made on foot.
- 2.2.5 To serve pedestrian trips to the site and street lit footway is provided along the western side of Clitheroe Road, with this footway providing a continuous link to Barrow to the north and Whalley to the south. In addition, the development proposals include a new footway on the eastern side of the road to connect with the existing provision at Lamb Roe Gardens.
- 2.2.6 A pedestrian footway will be provided from the residential element of the development to the employment/retail element. This footway will link into the footways provided on both sides of the roads within both elements of the development.

2.2.7 In addition, public right of way (PROW) 3-45-FP-11 currently runs through the site. This route will be diverted in conjunction with the development proposals, with the diversion addressed through a separate application under Section 257 of the Town and Country Planning Act.

2.2.8 Therefore, the site is concluded to be accessible on foot.

2.3 Accessibility by Bicycle

2.3.1 An alternative mode of travel to the site would be achieved by bicycle.

2.3.2 The National Planning Policy Framework (NPPF) replaced all existing planning policy statements. However, the PPG 13 companion guide 'A Guide to Better Transport – Reducing the need to travel through land use and transport planning' has not been replaced by the NPPF and as such is still considered to provide relevant guidance. With respect to cycling this document states that *"the bicycle is an effective mode for short trips of up to 3 to 5 miles (5-8km)"*.

2.3.3 This is supported by the DfT's Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) which states that many utility cycle journeys are under three miles although for commuters a trip distance of over five miles is not uncommon.

2.3.4 The IHT and Department for Transport (DfT) document 'Cycle Friendly Infrastructure: Guidelines for Planning and Design' (1996) provides a guide on suggested cycle speeds associated with cyclists of varying confidence and ability. This outlines that a catchment of 5 kilometres would be available within approximately 20 minutes cycle time, using a speed of 10mph (16kph).

2.3.5 With this in mind **Figure 2.2** illustrates a 5-kilometre cycle catchment from the proposal site. This would equate to a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour and based upon the above guidance this catchment represents the lower threshold of the potential cycle catchment of the site. This catchment extends to parts of Clitheroe to the north. The site is therefore well located to encourage journeys by cycle.

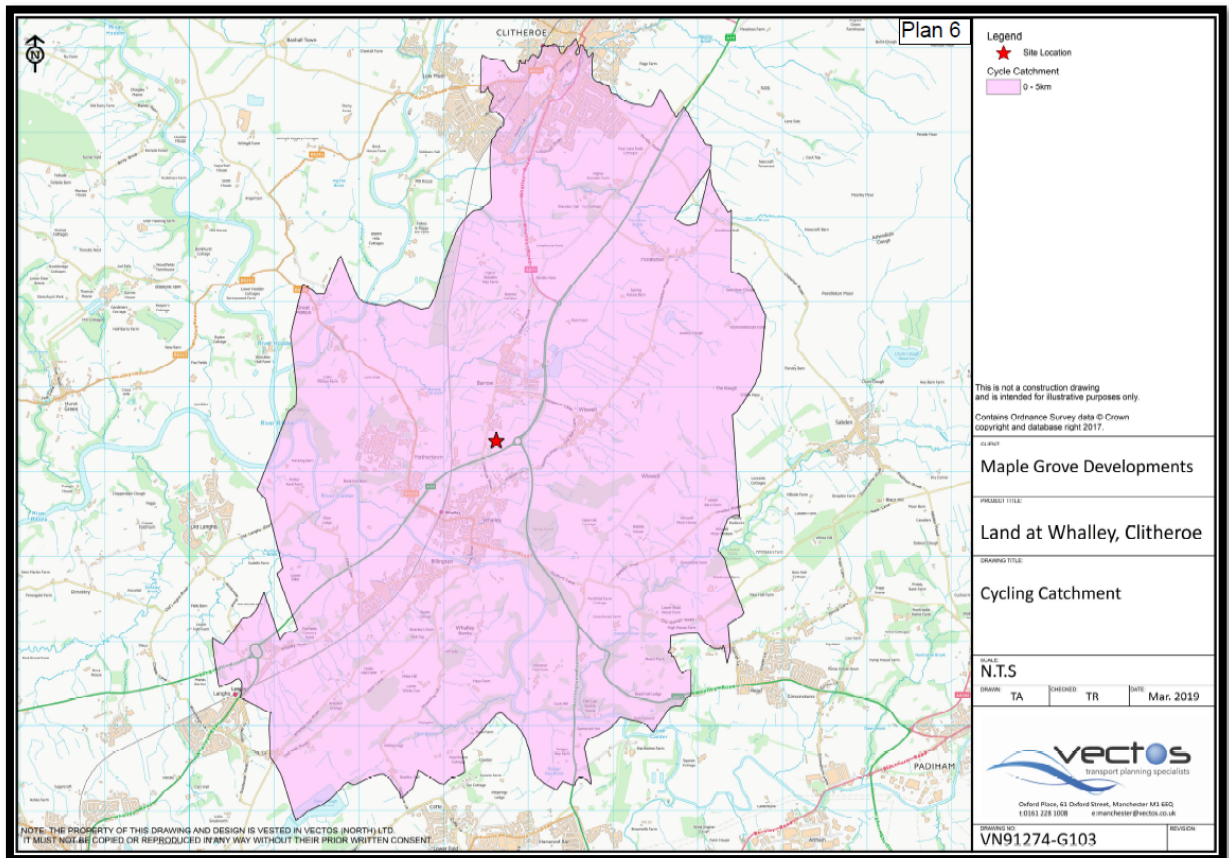


Figure 2.2: Proposed Development Cycling Catchment

- 2.3.6 To serve cycle connections to the site reference to Ribble Valley Council’s cycle map reveals that the site benefits from proximity to two Lancashire Cycleway Routes, Nos. 90 and 91, with Clitheroe Road identified as a recommended on-road cycle route. This continuous cycle route connects the site with Whalley to the south and Barrow and Clitheroe to the north and therefore provides opportunity for facilitating cycle journeys to and from the site.
- 2.3.7 **Figure 2.3** overleaf provides an extract of the Ribble Valley Cycle Map which highlights the cycle routes in the vicinity of the site.

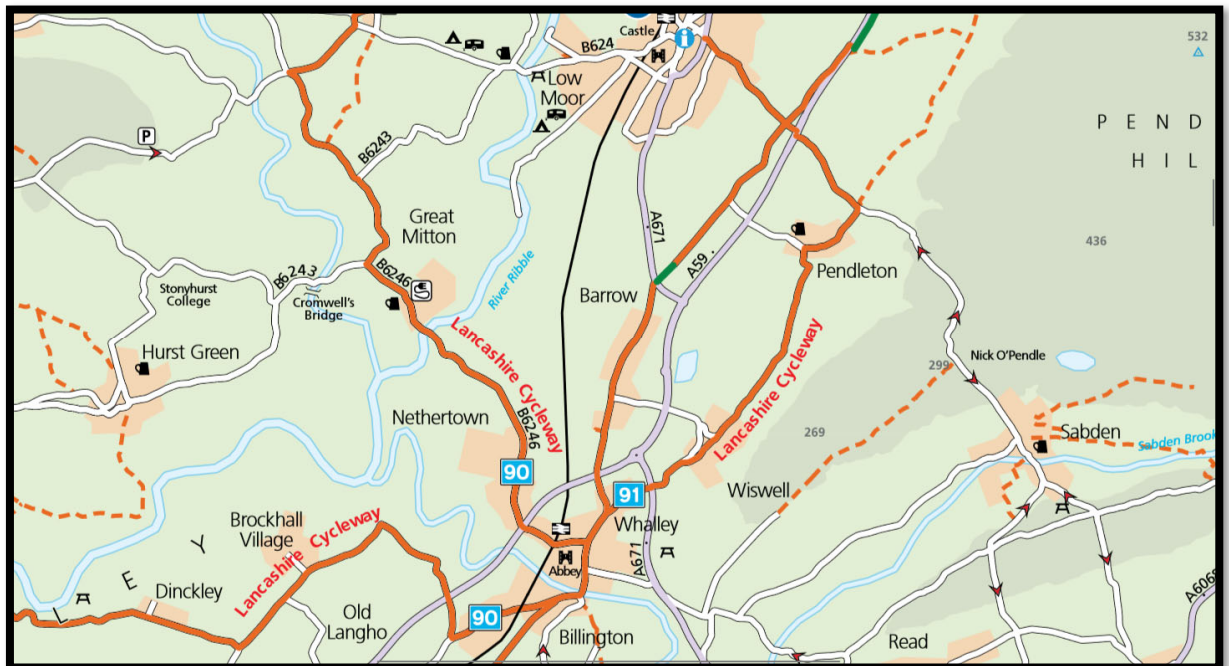


Figure 2.3: Cycle Routes in the Vicinity of the Site (source www.ribblevalley.gov.uk)

2.3.8 The site is therefore considered accessible by bicycle.

2.4 Accessibility by Bus

2.4.1 The Chartered Institute of Highways and Transportation's (CIHT) document 'Planning for Public Transport in Developments' states that "new developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop". This equates to approximately a five-minute walk.

2.4.2 North and southbound bus stops are located on Clitheroe Road within 400 metre walking distance of the site. The stops are therefore considered accessible based upon IHT guidance. The bus stops are identified by flag posts and can be reached via the existing and proposed pedestrian network in the vicinity of the site.

2.4.3 Bus services operating from these stops are summarised in **Table 2.1**.

Service	Route	Frequency		Weekend Service
		AM peak hr	PM peak hr	
M2	Clitheroe – Burnley – Colne	2	2	2/hr
	Colne – Burnley – Clitheroe	2	2	2/hr
22 Valleyline	Clitheroe – Blackburn - Shadsworth	2	2	2/hr
	Shadsworth – Blackburn - Clitheroe	2	2	2/hr
280	Preston – Skipton	1	1	1 (Sat only)
	Skipton – Preston	1	1	1 (Sat only)

Table 2.1. Summary of Bus Services

2.4.4 As **Table 2.1** demonstrates the bus stops within walking distance of the site provide a wide range of weekday and weekend services to destinations including Clitheroe, Burnley, Colne, Preston, Skipton, Blackburn and Shadsworth. Journey time from Clitheroe Road to Clitheroe is just 10 minutes, to Blackburn it is around 35 minutes and to Burnley it is around 45 minutes.

2.4.5 The site is therefore considered to be very well located in relation to the bus network, with a wide range of destinations available from bus stops close to the site on Clitheroe Road, providing links to key local and regional centres.

2.5 Accessibility by Rail

2.5.1 Whalley Rail Station is located approximately 1.5 kilometres to the south of the site and lies on the Clitheroe to Rochdale line, with services operated by Northern Rail. There is an hourly service in each direction throughout the day, and key stations served include Blackburn (journey time c. 15 mins), Bolton (journey time c.50 minutes) and Manchester (journey time c.70 mins).

2.5.2 Northern Rail are committed to promoting cycling and allow bicycles on their services free of charge at any time and without requiring a reservation. The potential therefore exists for trips to or from the site to be undertaken by a linked cycle/ rail journey.

2.5.3 The site is therefore considered to be accessible by rail.

2.6 Summary

2.6.1 In summary, the site benefits from proximity to bus stops on Clitheroe Road that provide frequent services to key local destinations, including Clitheroe, Blackburn and Burnley. There is an existing footway along the western side of Clitheroe Road and residential areas within Whalley and Barrow are within a reasonable walk distance from the site.

2.6.2 National Cycle Routes pass close to the site and will support cycle journeys to and from the site. The site also benefits from being within a reasonable walk distance of Whalley Rail Station, where hourly services can be accessed to provide links to key destinations such as Blackburn, Bolton and Manchester. The site is therefore well located to encourage trips by sustainable transport modes.

3 MANAGEMENT MEASURES

3.1 Introduction

3.1.1 This section of the Framework Travel Plan outlines the management measures which will be undertaken to encourage and promote sustainable travel to residents.

3.1.2 The Travel Plan will be managed by the Travel Plan Coordinator. The role of the Travel Plan Coordinator will be to manage the implementation of the Travel Plan and associated action plan.

3.1.3 The following measures will be delivered through the Travel Plan by the Travel Plan Co-ordinator:

- Travel Awareness
- Residents 'Welcome Pack' and Sustainable Travel Budget
- Car Sharing
- Cycle Measures
- Walking Measures
- Public Transport Measures
- Sustainable Travel Promotions

3.2 Travel Awareness

3.2.1 All future residents at the proposed development will be made aware of the existence of the Travel Plan and a copy of the Plan will be made available to the Council.

3.3 Resident Welcome Pack and Sustainable Travel Budget

3.3.1 The Residents Welcome Pack will be prepared prior to the developer becoming operational. This will ensure that it is available for all new residents, irrespective of the overall extent of the development that is occupied.

3.3.2 The Welcome Pack will be provided to any new residents on the site for a five year period.

3.3.3 The Welcome Pack will include a Travel Information Brochure. This provides a background on the aims of the Travel Plan and includes information for residents on sustainable travel options including walking, cycling and public transport.

- 3.3.4 The packs will include current information on safe walking and cycling routes in the area and will promote the health benefits of these forms of travel. The pack will also include details on facilities provided on site to promote these forms of travel.
- 3.3.5 The 'Welcome Pack' will provide up-to-date information on bus services, including suggested walking routes to local bus stops, up-to-date timetable information and website addresses to allow them to access real-time travel information.
- 3.3.6 The contents of the Welcome Pack will be confirmed with Lancashire County Council before being issued.
- 3.3.7 The Welcome Pack will also provide the details of the Sustainable Travel Budget that will be made available to each dwelling upon first occupation. The developer has committed to make up to £250 per bungalow dwelling available to be used towards sustainable travel. This could include being put towards a bus pass, or towards cycle equipment. This will help to encourage uptake of sustainable travel modes amongst residents.
- 3.4 Cycle Measures**
- 3.4.1 The Travel Information Brochure provided to residents will include information on cycling to the site, including the location of designated cycle routes and where these can be accessed.
- 3.4.2 The Travel Plan Co-ordinator will establish contact with the cycling officers of Lancashire County Council and will retain active contact with officers to ensure that any future improvements to the cycling network and cycling maps are fed through to residents.
- 3.4.3 Residents will also be provided with information on the BikeBUDI scheme via the Travel Information Brochure. Information on the scheme is available on the website www.bikebudi.com.
- 3.4.4 The BikeBUDI scheme is part of the National Lift Share Group and aims to match individuals with others cycling the same journey so they can ride together. The matches are displayed in both table and map format, allowing the user to easily find the most suitable people.

3.5 Walking Measures

3.5.1 The Travel Information Brochure will include information promoting the benefits of walking, in particular the health benefits. Residents will also be provided with information on suggested walking routes in the surrounding area, local amenities which are within walking distance of the site, and the location of suggested safe crossing points.

3.5.2 Residents will be provided with information on the WalkBUDi scheme through information contained within the Travel Information Brochure. Information on the scheme is available on the website www.walkbudi.com.

3.5.3 The WalkBUDi scheme is part of the National Lift Share Network and is simple and free to use. It matches individuals with others walking the same way so they can walk together. As with the BikeBUDI scheme, the matches are displayed in both table and map format, allowing the user to easily find the most suitable people.

3.5.4 The WalkBUDi scheme aims to help individuals to meet others wanting to travel the same way.

3.6 Public Transport Measures

3.6.1 Public transport timetable information will be provided to new residents within the Travel Information Brochure. Plans showing suggested walking routes to local bus stops will also be distributed to residents.

3.6.2 Residents will also be made aware of Ribble Valley BC's concessionary travel pass scheme, the NoW Card (www.nowcard.org), including details on eligibility and how they may apply for this.

3.7 Car Sharing

3.7.1 The benefits of car sharing will be promoted to residents. The Travel Information Brochure will outline the environmental and cost saving benefits of travelling with other people, and will include information on details of websites such as www.liftshare.com or www.blablacar.com which provides a database of people wishing to car share on certain journeys.

3.7.2 As well as the potential to use websites to find car share companions, the Travel Information Brochure will highlight the opportunity to find car sharing companions amongst other residents of the development.

3.8 Motorcycles

3.8.1 Travelling by a motorcycle is cheaper than by car and is a more environmentally friendly option. Motorcycle takes up less road space and therefore reduces congestion. The health, social and environmental benefits of riding a motorcycle will be promoted to residents within the Travel Information Brochure.

3.9 Sustainable Travel Promotions

3.9.1 A number of sustainable travel promotions are held nationally throughout the course of the year. These include:

- Bike Week.
- Walk to Work Week.
- Liftshare Week.

3.9.2 The Travel Plan Co-ordinator will publicise these events to residents and will encourage residents to participate wherever possible.

4 PLAN MONITORING AND REVIEW

4.1 Introduction

4.1.1 A programme of monitoring and review has been designed to generate information by which the success of the future Travel Plan can be evaluated. Monitoring and review will be the responsibility of the Travel Plan Co-ordinator.

4.2 Monitoring

4.2.1 The monitoring measures outlined below incorporate both the collection of 'hard' analytical data and 'soft' data in the form of general feedback and correspondence following the opening of the development. Actions are:

- Check Welcome Packs and Travel Information Brochures have been effectively issued to residents;
- Check information provided in the Travel Information Brochure regarding pedestrian, cycle and public transport is up-to-date. In particular check that any timetable information provided is current;
- Monitor the take up of modal user groups;
- Check that details of the sustainable travel events promoted are current and determine next event dates;
- Action any feedback received from residents over preceding year.

4.2.2 Information gathered through the monitoring process will be recorded for the input to the Review Report as outlined below.

4.3 Travel Questionnaires

4.3.1 The major objective of the Travel Plan is to achieve a reduction in the number of single occupancy vehicle trips generated by the site. A suitable indicator of the success of the Plan is therefore to determine an existing mode-split of travel by residents.

4.3.2 A Travel Questionnaire is to be undertaken once the development has reached 50% occupancy. This will ensure that the questionnaire captures a reasonable number of responses. This will provide baseline information on existing resident travel patterns.

4.3.3 The results of the Travel Questionnaire will then be included within the final Travel Plan which shall be submitted to the local authority no later than 3 months after the development reaches 50% occupancy.

4.4 Review Report

4.4.1 Every second year, on or about the anniversary of first adoption of the Travel Plan, the Travel Plan Co-ordinator will undertake a comprehensive review of the Plan. The objective of the review will be to assess the success of the Plan and to identify the potential for future refinement of the details of the Plan.

4.4.2 The Travel Questionnaire will be repeated every 2 years for a five year period to assess the changing travel patterns of residents and evaluate the success of the Travel Plan.

4.4.3 Analysis of the Travel Questionnaire results will provide up-dated mode-split information for comparison with previously collected data, free of seasonal bias. The results of the Travel Questionnaires will allow the success of the Travel Plan to be gauged. Upon review of this information, the list of measures contained within the Travel Plan will be reviewed and revised to ensure the continued success of the Travel Plan.

4.4.4 The Travel Plan Co-ordinator will compile a Review Report outlining the results of the Travel Questionnaire and any suggested revisions to the document. This will include updated measures and details of how failures within the Travel Plan are to be remedied. This report will also incorporate the results of on-going monitoring throughout the preceding period.

4.4.5 This Review Report will be submitted to Lancashire County Council following the updated Travel Questionnaire.

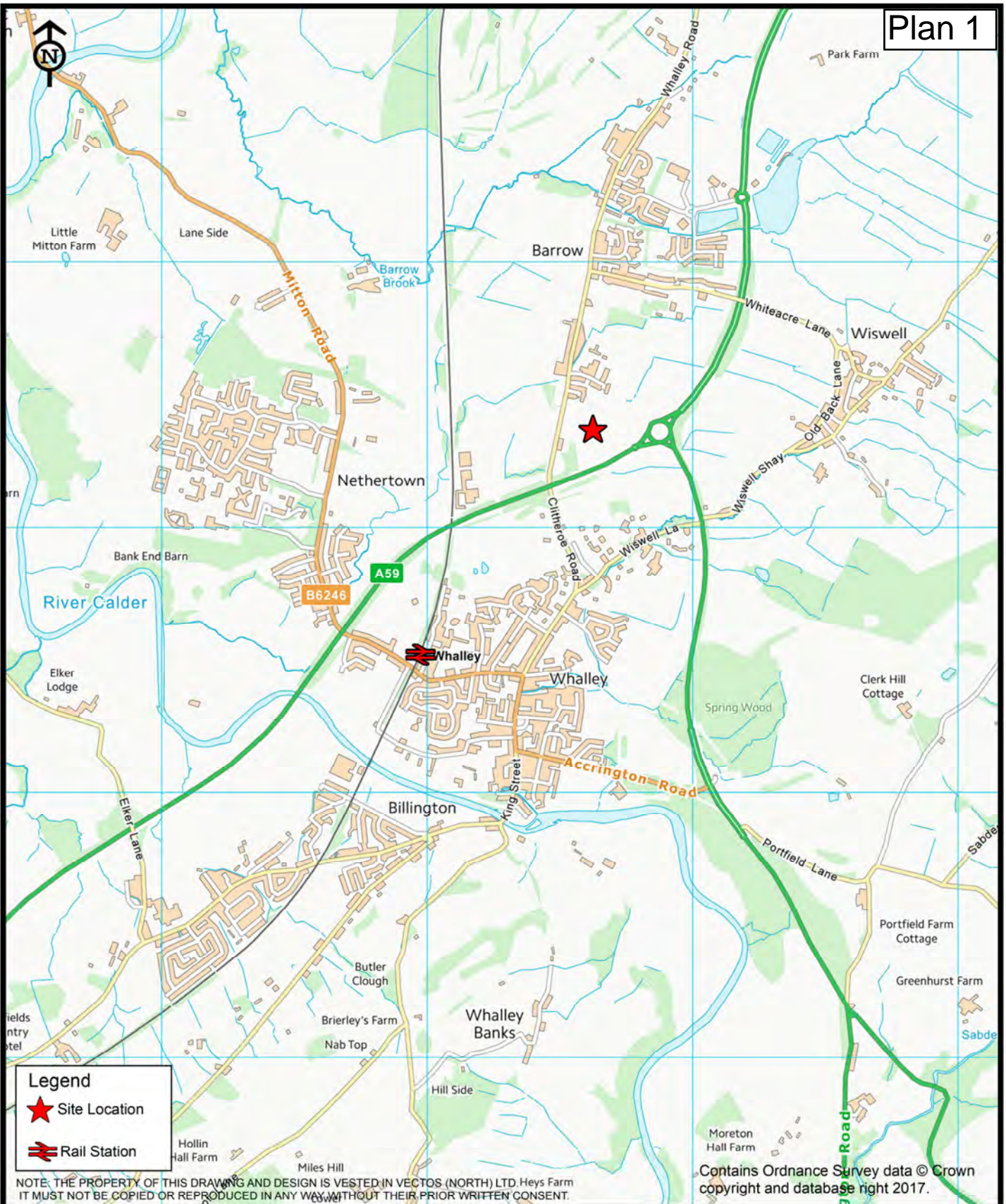
5 ACTION PLAN TIMETABLE

5.1.1 **Table 5.1** below provides a framework and guidance as to the timescales of the Travel Plan for the development.

<p>Before development is occupied</p>	<p>Appoint Travel Plan Coordinator (TPC) and provide details of TPC to Lancashire County Council.</p> <p>Prepare Residents Welcome Pack and prepare Sustainable Travel Budget.</p>
<p>0 - 6 Months</p>	<p>Issue Residents Welcome Pack with Sustainable Travel Budget offer.</p> <p>TPC to undertake travel surveys once development reaches 50% occupancy.</p> <p>TPC to Review travel survey results and set targets.</p> <p>Establish modal user groups (such as car share clubs, bike user clubs).</p> <p>Snapshot surveys of car parking, cycle parking and car share take up completed.</p> <p>Formal Travel Plan documents to be submitted to and agreed with Lancashire County Council within 3 months of development reaching 50% occupancy.</p>
<p>6 - 12 Months</p>	<p>Continuous updating of all public transport information.</p> <p>Undertake travel survey (every 2 years for a 5 year period).</p> <p>Travel Plan Progress Report to be submitted every 2 years for a 5 year period to Lancashire County Council.</p>
<p>12 - 60 Months</p>	<p>Undertake appropriate update and monitoring of Travel Plan for a 5 year period..</p>

Table 5.1: Action Plan

PLANS



Legend

- ★ Site Location
- 🚂 Rail Station

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CLIENT: Maple Grove Developments			
PROJECT TITLE: Land at Whalley, Clitheroe			
DRAWING TITLE: Site Location (Wider Context)			
DRAWN: TA	CHECKED: TR	DATE Mar. 2018	SCALE: 1:20,000 at A4



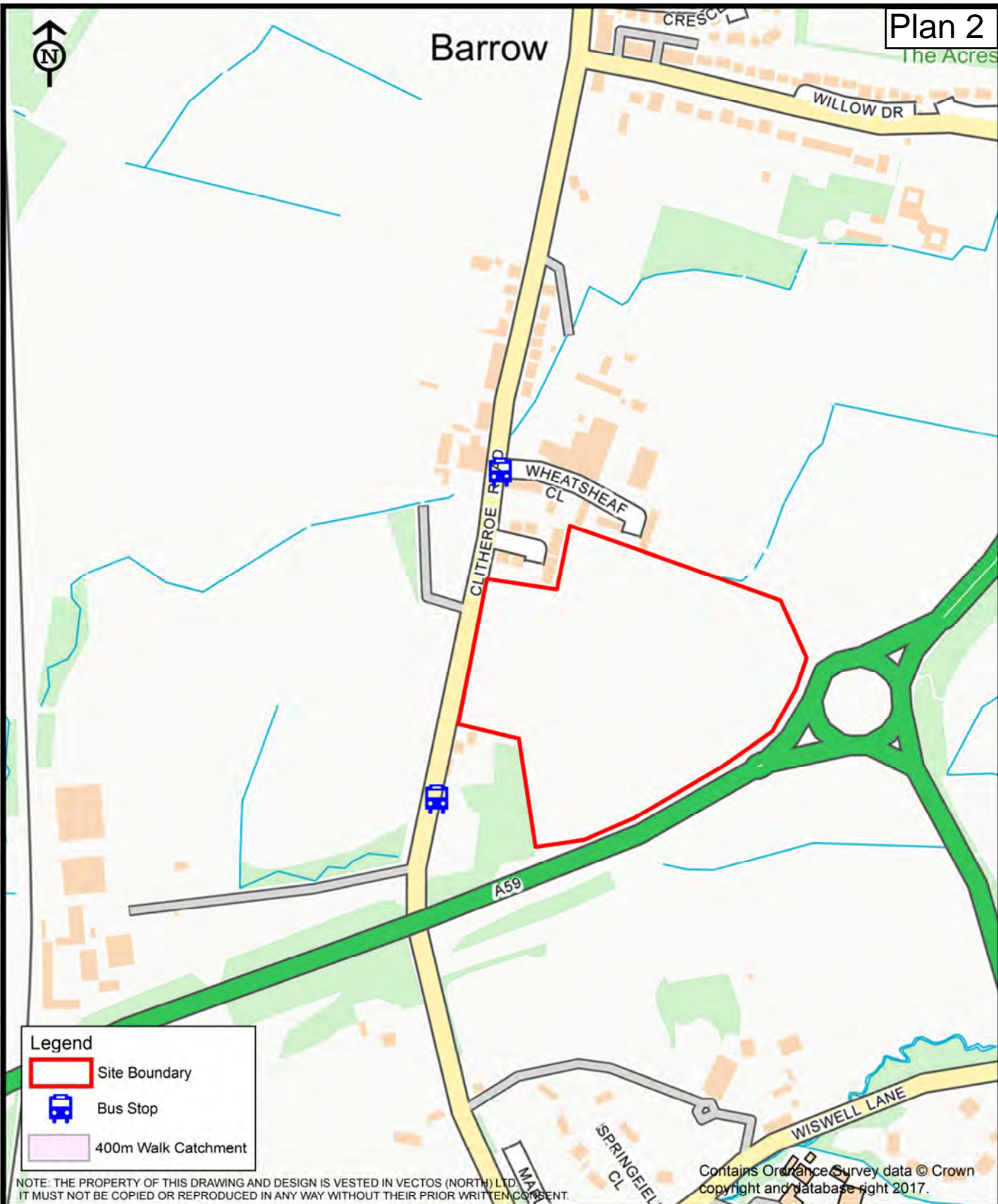
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DRAWING NO:
VN91274-G100

REVISION:
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Barrow



Legend

- Site Boundary
- Bus Stop
- 400m Walk Catchment

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CLIENT:
Maple Grove Developments

PROJECT TITLE:
Land at Whalley, Clitheroe

DRAWING TITLE:
Site Location (Local Context)



Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWN:	CHECKED:	DATE	SCALE:	DRAWING NO:	REVISION:
TA	TR	Apr. 2019	1:5,000 at A4	VN91274-G101	.

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1:100	mm	0	1000	2000	3000
1:200	mm	0	1000	2000	3000
1:500	M	0	10	20	30
1:1250	M	0	10	20	30

ACCOMMODATION SCHEDULE

Residential bungalows:
 Type A - 16no.
 772 sqft, 2 bed semi detached
 Type B - 8no.
 900 sqft, 2 bed detached
 Type C - 18no.
 1,107 sqft, 3 bed detached
 Type D - 5no.
 620 sqft, 1 bed
Total 48 units
 Drive Thru: 1,830 sqft
 Employment Unit 1-2: 5,540 sqft
 Employment Unit 3: 4,305 sqft
 Employment Units 4-10: 2,250 sqft
 Employment Units 11: 2,150 sqft
TOTAL EMPLOYMENT: 33,285 sqft
 Care Home: 64 Bed

LANDSCAPE KEY

- Site Boundary
 - Existing Public Footpath
 - Proposed Public Footpath
 - Proposed Temporary Footpath - to serve Drive Thru until completion of Outline Phase
- HARD LANDSCAPING**
- 6.0m Spine Road (Commercial)
 - 4.8m Spine Road (Residential)
 - Shared Vehicle / Pedestrian Access Road & Parking
 - Building Perimeter Paving and Footpaths
 - Amenity Paths
- SOFT LANDSCAPING**
- Existing Tree to be Retained
 - Proposed Trees
 - Private Gardens with hedge / fence delineation
 - Proposed Drainage Swale

All landscaping is indicative only. Refer to Trevor Bridge Associates drawings for final details.
 Landscape Structure Plan Ref: 6056.01
 Landscape Proposal Plans Ref: 6056.02 & 03



3	Minor amendments to kerb lines around new roundabout arm	JW	10.08.20
2	Roundabout access amended to suit revised Highways Design. Bin Stores relocated adjacent Clitheroe Road	JW	21.07.20
1	Masterplan updated to suit Client and Highways comments	AMH	17.04.20
Rev	Description	By	Date

Client: Maple Grove Developments Ltd, Applethwaite Ltd and Eric Wright Health & Care

Job: A59, Whalley

Drawing: Planning - Illustrative Masterplan - Option 2

Ref: P5035_SK002 Rev: 3

5035-PAL-XX-XX-DR-A-SK002 @ A1

Date: 10/02/20 Scale: 1 : 1000

AM	AMH	JW
Planning	Tender	Construction
Design	Contract	As Built



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FOR COMMENT