



**MAPLE GROVE**  
DEVELOPMENTS

PART OF THE ERIC WRIGHT GROUP

## LAND AT WHALLEY, CLITHEROE

**Transport Assessment**

VN91274

**July 2019**

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## **APPENDICES**

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## **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 This report provides information on the traffic and transport planning aspects of the development proposals and forms supplementary information to assist in the determination of a planning application.

### **1.2 Development Site and Location**

1.2.1 The location of the site is shown in **Plan 1**, with **Plan 2** then illustrating the site in a more local context.

1.2.2 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.

1.2.3 The existing site layout, including application red line boundary, is illustrated in **Plan 3**.

### **1.3 Proposed Development**

1.3.1 The proposed illustrative site masterplan is included as **Plan 4**.

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.

## **1.4 Scope of Report**

1.4.1 This Transport Assessment has been prepared in accordance with guidance provided by the Department for Transport on 'Travel Plans, Transport Assessment and Statements' (2014) document, as well as paying due notice to the now superseded DfT 'Guidance on Transport Assessments' document.

1.4.2 Following this introduction the report provides the following information:

- **Section 2** considers the transport policy context of the proposed development in relation to national and local policy documents;
- **Section 3** considers the site location and baseline transport conditions in the vicinity of the site;
- **Section 4** provides an audit of the accessibility of the site by sustainable transport modes;
- **Section 5** provides a detailed description of the development proposals;
- **Section 6** provides an assessment of the forecast trip generation of the development and the operation of the surrounding highway network; and
- **Section 7** provides a summary and conclusion.

## **2 TRANSPORT POLICY CONTEXT**

### **2.1 Introduction**

2.1.1 **Section 2** of this report provides a review of the pertinent national and local planning policy guidelines.

### **2.2 National Planning Policy**

2.2.1 The main source of national policy regarding the transport planning aspects of new development can be found in the National Planning Policy Framework (NPPF).

#### **2.1 National Planning Policy Framework (2019)**

2.1.1 The latest NPPF was published in February 2019 by the Ministry of Housing, Communities and Local Government, replacing the previous versions published in March 2012 and July 2018. The NPPF sets out the government's planning policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development.

2.1.2 As part of promoting sustainable transport, paragraph 108 of the revised NPPF states that in assessing 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; and*
- c) 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.*

2.1.3 Paragraph 109 goes on to state 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*'.

2.1.4 Finally, the NPPF notes that all developments that will generate significant amounts of movement should be required to provide a travel plan. Accordingly a framework Travel Plan has been prepared in support of this application, which will form the basis of a long-term management strategy for the site, delivering sustainable transport objectives.

## **2.2 Local Planning Policy**

2.2.1 Pertinent local planning policy in relation to the development site is contained in the Ribble Valley Borough Council Core Strategy (2008 – 2028). Additionally, at the regional level, the Lancashire Local Transport Plan (LTP) sets out the transport vision for the County to 2021.

## **2.3 Ribble Valley Borough Council Core Strategy (adopted December 2014)**

2.3.1 The RVBC Core Strategy is the central document to the Local Development Framework (LDF) and establishes the key principles that guide the development of the area. It describes the characteristics of the Borough in terms of connectivity, identifying the A59 as the main route across the Borough from the west coast through to the east, linking directly to the M6 and serving access routes to the M65 motorway.

2.3.2 It also describes that main line rail services are available from Preston, which is only 30 minutes from Clitheroe and to Manchester, which is only just over an hour away. In addition, the Core Strategy highlights that Manchester Airport is only an hour away from Clitheroe, suggesting the area is well located in relation to existing transport infrastructure.

2.3.3 Key Statement DM12: Transport Considerations states that:

- *New development should be located to minimise the need to travel. Also it should incorporate good access by foot and cycle and have convenient links to public transport to reduce the need for travel by private car.*
- *In general, schemes offering opportunities for more sustainable means of transport and sustainable travel improvements will be supported. Sites for potential future railway stations at Chatburn and Gisburn will be protected from inappropriate development.*
- *Major applications should always be accompanied by a comprehensive travel plan.*

2.3.4 In defining this key statement the Core Strategy acknowledges, that whilst the Local Authority is not the transport authority for the area, it is important that the LDF evidence base contains an up to date summary of the many transport plans and strategies produced by other bodies that affect the LDF. Therefore, a transport position paper published in July 2008, provides some of the background to the approach to transport issues in the Core Strategy.

2.3.5 The Core Strategy identifies that in determining planning applications, development must:

- Consider the potential traffic and car parking implications;
- *Ensure safe access can be provided which is suitable to accommodate the scale and type of traffic likely to be generated; and*
- *Consider the protection and enhancement of public rights of way.*

2.3.6 The main policy concerning transport is Policy DMG3: Transport and Mobility. This outlines that in making decisions on development proposals the local planning authority will, in addition to assessing proposals within the context of the development strategy, attach considerable weight to:

- The availability and adequacy of public transport and associated infrastructure to serve those moving to and from the development
- *the relationship of the site to the primary route network and the strategic road network.*
- *the provision made for access to the development by pedestrian, cyclists and those with reduced mobility.*
- *proposals which promote development within existing developed areas or extensions to them at locations which are highly accessible by means other than the private car.*
- *proposals which locate major generators of travel demand in existing centres which are highly accessible by means other than the private car.*
- *proposals which strengthen existing town and village centres which offer a range of everyday community shopping and employment opportunities by protecting and enhancing their vitality and viability.*
- *proposals which locate development in areas which maintain and improve choice for people to walk, cycle or catch public transport rather than drive between homes and facilities which they need to visit regularly.*
- *proposals which limit parking provision for developments and other on or off-street parking provision to discourage reliance on the car for work and other journeys where there are effective alternatives.*

2.3.7 The policy continues to state that:

- *All major proposals should offer opportunities for increased use of, or the improved provision of, bus and rail facilities.*

- *All development proposals will be required to provide adequate car parking and servicing space in line with currently approved standards.*

2.3.8 The policy concludes stating that *“in using this policy, reference will be made to Guidance of Transport Assessments. This should also include an assessment of the impacts on existing bus and rail infrastructure, including level crossings. Where necessary developers will be expected to contribute towards improvements in public transport provision and infrastructure.”*

## **2.4 Lancashire County Council Local Transport Plan 2011-2021**

2.4.1 The Lancashire County Council Local Transport Plan (LTP) sets out the County’s transport priorities for the ten-year period between 2011 and 2021. These priorities are listed below:

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

## **2.5 Summary**

2.5.1 A review of national and local transport policy has been undertaken. The NPPF identifies the need for new development to maximise the opportunity for sustainable access, and for any significant effects of development upon the highway network to be mitigated.

2.5.2 Local policy reinforces the direction outlined at national level, also highlighting the importance of ensuring new development is well connected to the sustainable transport network.

### **3 SITE LOCATION AND BASELINE TRANSPORT CONDITIONS**

#### **3.1 Introduction**

3.1.1 **Section 3** of this report provides a review of the baseline conditions in the vicinity of the site, including a description of the location of the site, the existing highway network and a review of personal injury accident data for the local highway network.

#### **3.2 Site Location**

3.2.1 The site comprises a parcel of land that lies to the west of the A59 and to the east of Clitheroe Road. The site lies approximately 1.5 kilometres to the north of Whalley, and approximately 800 metres to the south of the village of Barrow.

3.2.2 The location of the site is indicated by the yellow shaded area in **Image 3.1**.



**Image 3.1. Site Location Plan**

3.2.3 It can be seen from **Image 3.1**. that the site has frontage with Clitheroe Road and the A59 / A671 roundabout. There is currently a vehicular access into the site from Clitheroe Road, comprising a gated agricultural access.

### **3.3 Surrounding Highway Network**

#### ***Clitheroe Road***

- 3.3.1 Clitheroe Road is a C road and has a north-south alignment. Forming the western boundary of the site, it provides a street lit single lane in each direction which is subject to a 40mph road speed restriction. The carriageway is circa. 8.5 metres in width, and there is a circa 2 metre footway running alongside the western side of the road.
- 3.3.2 To the north of the site Clitheroe Road passes through the village of Barrow before terminating as the minor arm of a priority controlled junction with the A671 Whalley Road. From this junction the A671 provides connections towards Clitheroe to the north, while to the east it connects with the A59 at a three arm roundabout junction.
- 3.3.3 To the south of the site Clitheroe Road passes beneath the A59, and after approximately 450 metres forms a three arm priority controlled junction with Wiswell Lane. Clitheroe Road then continues south to provide connections into the centre of Whalley.
- 3.3.4 Traffic survey data collected on Clitheroe Road during March 2019 revealed a two-way traffic flow of 576 vehicles during the morning peak hour.

#### ***Wiswell Lane***

- 3.3.5 Wiswell Lane runs between priority controlled junctions with Clitheroe Road to the southwest and the A671/ Wiswell Shay to the northeast. Subject to a 30 mph speed restriction, Wiswell Lane is circa 6 metres in width and provides a street lit footway on the southern side of the carriageway. The road is also subject to a 7.5 tonne vehicle weight restriction, except for access.
- 3.3.6 Traffic survey data collected on the Wiswell Lane during March 2019 revealed a two-way traffic flow of 448 vehicles during the morning peak hour.

#### ***A59***

- 3.3.7 The A59 is a key strategic route between Lancashire and Yorkshire, passing key destinations including Preston, Clitheroe, Samlesbury, Gisburn and Harrogate.

- 3.3.8 Adjacent to the site the A59 forms a large three arm priority controlled roundabout with the A671, with each arm providing a two lane approach. To the north of this junction the A59 is dual carriageway standard, while the southern A59 provides a single carriageway in both direction; both arms are subject to national speed limit restrictions.
- 3.3.9 To the southwest of the junction the A59 provides connections to Copster Green, Osbaldeston and Mellor Brook, before connecting to the A677 Preston New Road. From this junction the A677 then connects with the strategic road network via Junction 31 of the M6 motorway.
- 3.3.10 Traffic survey data collected on the A59 revealed a two-way traffic flow of 3,127 vehicles during the morning peak hour. The surveys revealed that straight ahead movements on the A59 at the roundabout with A671 were relatively even during all peak periods, with the dominant movement being between the A671 and A59 northern arm.
- 3.3.11 The surveys also revealed that the only notable queueing occurring at the junction was during the weekday morning peak, with queueing observed to form on the A59 (N/B) and A671 approaches to the junction. This is attributed to the significant right turn movement from the A671 to the A59 north during this period. The queue survey data therefore confirms that the local highway network operates under largely free flow conditions during peak times.

#### **A671**

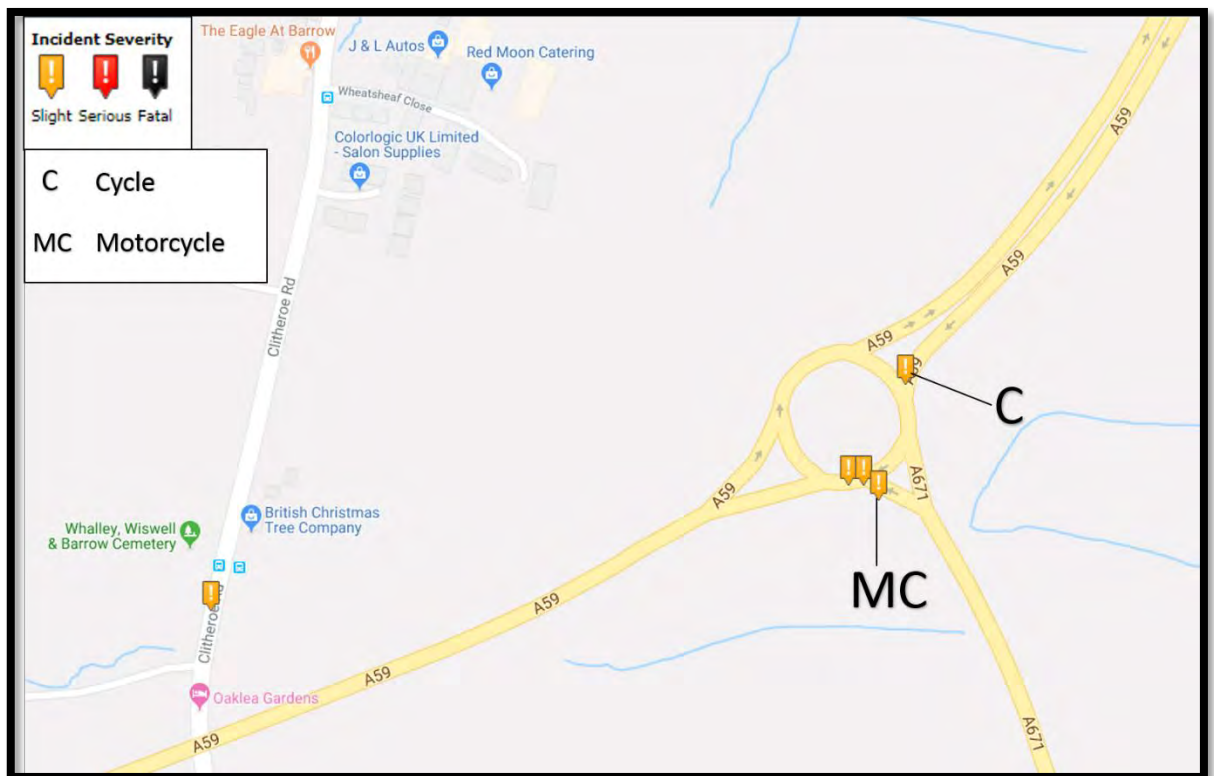
- 3.3.12 The south eastern arm of the A59 roundabout is formed by the A671. This arm, which is subject to a 50mph speed limit, extends south from the roundabout towards Burnley and Accrington and provides a single running lane in each direction.
- 3.3.13 Traffic survey data collected on the A671 revealed a two-way traffic flow of 1,726 vehicles during the morning peak hour.
- 3.3.14 Approximately 315 metres southeast of the A59 roundabout junction, the A671 forms a four-arm staggered crossroads arrangement with Wiswell Road and Wiswell Shay. At this junction, a ghost-island right turn facility is provided for right turning traffic from the A671 into Wiswell Shay and for right turners into Wiswell Road. Both Wiswell Road and Wiswell Shay provide a short flare on approach to the junction.

3.3.15 The A671 then continues to Padiham, and thereafter extend towards Burnley town centre and Junction 10 of the M65 motorway.

### 3.4 Accident Data

3.4.1 A review of accident records for the highway network has been undertaken using data available on the Crashmap website. Crashmap uses data collected by the police about road traffic crashes occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.

3.4.2 The accident data analysis has been undertaken for the five year period between 2014 and 2018 and has focused upon the sections of highway network from which the proposed development will take access. The review is summarised in **Image 3.2** below.



**Image 3.2. Extract of Crashmap database showing 5-year accident plot (source: [www.crashmap.co.uk](http://www.crashmap.co.uk))**

3.4.3 It can be seen from **Image 3.2** that during the 5 year period considered there have been a total of four accidents recorded at the A59/ A671 roundabout junction, all of which were classified as slight. Of the recorded incidents one involved a cyclist.

- 3.4.4 Given the volume of traffic the junction accommodates on a daily basis an incident rate of less than 1 accident per year does not suggest there are any existing safety issues with the design or operation of the junction.
- 3.4.5 The accident analysis also includes the section of Clitheroe Road in the vicinity of the proposed site access to the residential element of the development. This reveals that only one slight incident has occurred on this section of highway in the last 5 years, which occurred to the south of the proposed site access.
- 3.4.6 Notably the accident data analysis includes the priority controlled junctions on Clitheroe Road to the north of the site, including Lamb Roe Gardens and Wheatsheaf Close, confirming that no incidents have occurred in these locations. These junctions are similar in form and control to that proposed to serve the residential element of the development, suggesting that priority controlled junctions on this section of highway typically operate without creating any highway safety issues.
- 3.4.7 Based upon the accident analysis it is therefore confirmed that there are no existing highway safety issues in the vicinity of the site.

## **4 ACCESSIBILITY AUDIT**

### **4.1 Introduction**

4.1.1 The NPPF 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.

4.1.2 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.

### **4.2 Accessibility on Foot**

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

4.2.2 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*".

4.2.3 A walk catchment for the site is provided in **Plan 5**, and shows the 800m, 1.2 kilometre and 2 kilometre catchments from the site. 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 a primary school, shops, pubs, and employment sites. This ensures that future residents at the site will have the option for accessing everyday facilities within a short distance, thus reducing the need to travel, and presenting the opportunity for those journeys to be made on foot.

4.2.4 In addition, the presence of residential areas within the 2 kilometre walking catchment presents an opportunity for future employees at the site to be drawn from this local population that is within a reasonable walk distance of the development.

4.2.5 To serve pedestrian trips to the site a 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.

4.2.6 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.

4.2.7 The site is therefore concluded to be accessible on foot.

### **4.3 Accessibility by Bicycle**

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

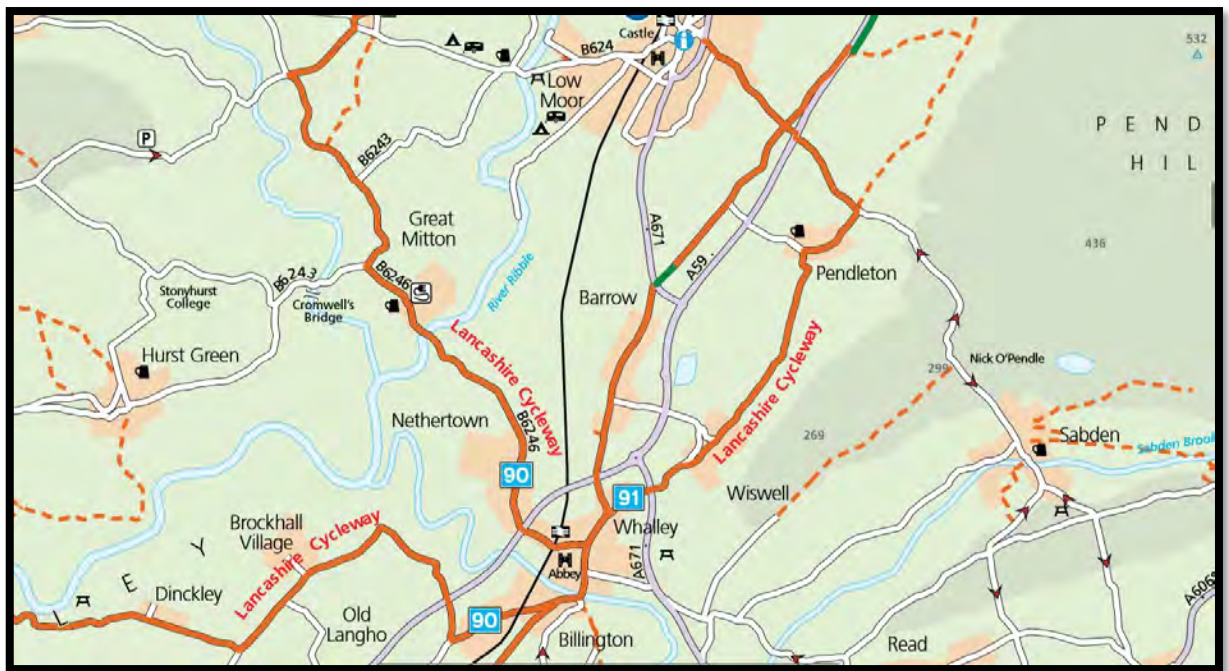
4.3.2 The NPPF replaced all existing planning policy statements. However, the PPG 13 companion guide 'A Guide to Better Transport – Reducing the need to travel through land use and transport planning' has not been replaced by the NPPF and as such is still considered to provide relevant guidance. With 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)*".

4.3.3 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.

4.3.4 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).

4.3.5 With this in mind **Plan 6** 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.

4.3.6 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 then 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.



**Image 4.2. Cycle Routes in the Vicinity of the Site (source [www.ribblevalley.gov.uk](http://www.ribblevalley.gov.uk))**

4.3.7 The site is therefore considered accessible by bicycle.

**4.4 Accessibility by Bus**

4.4.1 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.

4.4.2 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 flagposts and can be reached via the existing and proposed pedestrian network in the vicinity of the site.

4.4.3 Bus services operating from these stops are summarised in **Table 4.1**.

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 4.1. Summary of Bus Services**

4.4.4 As **Table 4.1** 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.

4.4.5 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.

#### **4.5 Accessibility by Rail**

4.5.1 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).

4.5.2 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.

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

## **4.6 Travel Plan**

4.6.1 To support and promote sustainable travel practices amongst residents and employees, Travel Plans are proposed for the development. Frameworks of these documents are provided in **Appendix A**, outlining a heads of terms for full Travel Plans which will be prepared once the development has planning consent.

## **4.7 Summary**

4.7.1 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. Additionally, the development proposal includes a new footway along the eastern side of Clitheroe Road to link the site to the existing footway provision to the north.

4.7.2 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.

4.7.3 To promote and encourage sustainable travel amongst residents and employees, the applicant has also proposed to provide a Travel Plan.

## **5 DEVELOPMENT PROPOSALS**

### **5.1 Introduction**

5.1.1 This section outlines the development proposals for which planning consent is sought.

### **5.2 The Planning Application**

5.2.1 The hybrid planning application seeks detailed planning approval for:

- 48 residential dwellings;
- A 64 bedroom care home; and
- A Drive Thru with a GFA of 1,830 sqft (170 sqm).

5.2.2 In addition, outline planning consent is sought for:

- 14 employment units with a combined gross floor area (GFA) of 40,300 sqft (3,744 sqm); and
- An 8 pump petrol filling station (PFS) including 280 sqm net sales A1 convenience store

### **5.3 Vehicle Access**

5.3.1 Vehicle access to the residential dwellings and care home will be provided via a new three arm priority controlled junction with Clitheroe Road.

5.3.2 The junction provides visibility splays of 2.4m x 60m, as is required for a 40mph road based upon guidance in the Design Manual for Roads and Bridges (DMRB). A general arrangement drawing of this access is shown in **Drawing VN91274-D100 Rev A**.

5.3.3 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. This proposed arrangement has been designed in accordance with DMRB guidance, with a general arrangement drawing provided as **Drawing VN40390-SK001B**. The drawing includes detail of the drive thru access, which is also subject to the detailed planning application. **Drawing VN40390-SK002** includes an AutoTRACK assessment confirming that 16.5 metre vehicles are able to enter and exit the site in a suitable and safe manner.

5.3.4 There will be no through route for vehicles within the site, ensuring that the accesses for each of the eastern and western land parcels will operate independently of one another, and there will be no opportunity for drivers to cut through the site between Clitheroe Road and the A59 / A671 roundabout.

#### **5.4 Internal Site Layout**

5.4.1 The hybrid planning application only seeks consent for the internal detail of the residential and drive-thru elements of the proposed development. No commentary is therefore provided on the internal layout of the employment element of the scheme or the PFS, as this detail will be secured at Reserved Matters stage.

5.4.2 For the residential element of the proposed development, the internal spine road provides a 5.5 metre carriageway at the bellmouth access with Clitheroe Road, reducing to a 4.8 metre carriageway, with **Drawing VN91274-TR100 Rev A** showing swept path assessments for large cars and refuse vehicles. This track assessment confirms that all turning heads are sufficient to accommodate required vehicle movements, and that bin lorries are able to get within 25 metres of residential properties or refuse storage areas, in accordance with Manual for Streets guidance.

5.4.3 To serve connections on foot, two metre footways will be provided on both sides of all roads, while all residential cul-de-sacs will provide shared surface type treatments to enhance pedestrian priority. A dedicated pedestrian link will also be provided to the employment element of the development, facilitating cross visitation between the two areas of the development, as well as providing those based on the employment element of the development with access to the pedestrian, cycle and public transport infrastructure located on Clitheroe Road.

5.4.4 To facilitate the delivery of the proposed development the existing public right of way (PROW) which runs through the site, 3-45-FP-11, will be diverted. The site masterplan illustrates the route that it is suggested this diverted right of way will follow. The formal diversion of the PROW will be addressed through a separate application under Section 257 of the Town and Country Planning Act.

5.4.5 As previously outlined, the planning application also proposes a footway running north along the site frontage, which can be delivered through land either controlled by the applicant or within the adopted highway. The proposed footpath will connect the pedestrian infrastructure proposed at the new site access junction with the existing infrastructure provided at the Lamb Roe Gardens junction. This footway will also facilitate connections to the north and southbound bus stops provided close to The Eagle public house.

5.4.6 The drive-thru, including access, is also subject to the detailed planning application, and the internal site layout has been tracked for the appropriate vehicle types that will require access. This is provided as **Drawing VN91274-TR100 Rev A**. For completeness, this drawing also shows tracking that has been undertaken to demonstrate vehicles accessing the PFS and industrial units.

## 5.5 Parking

5.5.1 Car parking for the residential development will be provided in accordance with LCC standards, as contained within the Joint Lancashire Structure Plan 2005.

5.5.2 For the other elements of the scheme, the following car parking provision is proposed:

- Care Home: 31 spaces.
- Drive-thru: 34 spaces including 1 waiting bay.
- Industrial Units: 76 spaces.
- PFS: 24 spaces.

5.5.3 All marked out car parking spaces are to have dimensions of 2.4m x 4.8m and electric vehicle charging spaces will be provided in a proportion to be agreed with LCC, including a charge point for each residential property.

5.5.4 Cycle parking will be provided in accordance with the LCC standards.

## **6 TRAFFIC IMPACT ASSESSMENT**

### **6.1 Introduction**

6.1.1 **Section 6** provides a traffic impact assessment of the development proposals.

### **6.2 Baseline Traffic Flows**

6.2.1 Baseline traffic flows for the local highway network have been obtained from traffic surveys undertaken by a third party data collection company on Thursday 21<sup>st</sup> March 2019 and Saturday 23<sup>rd</sup> March 2019. These were neutral survey days in accordance with the Department for Transport 'Transport Analysis Guidance' document (January 2014). The traffic count surveys were undertaken at the following junctions, with queue length surveys also undertaken at the A59/ A671 roundabout junction:

- A59/ A671 priority roundabout junction;
- Clitheroe Road (link count adjacent to proposed site access);
- Clitheroe Road/ Wiswell Lane priority junction; and
- Wiswell Lane/ A671/ Wiswell Shay priority junction.

6.2.2 Upon review of the traffic surveys the following peak hours were identified for the study network:

- Weekday AM peak hour: 08:00-09:00
- Weekday PM hour: 16:30-17:30
- Saturday peak hour: 12:15-13:15

6.2.3 A copy of the raw survey data is provided at **Appendix B** to this report, with the 2019 Baseline traffic flows represented diagrammatically in **Figure 1** (AM peak), **Figure 2** (PM peak) and **Figure 3** (Saturday peak).

### **6.3 Assessment Years**

6.3.1 Department for Transport guidelines state that the traffic impact of development proposals should be considered for a scenario of five years post registration of a planning application. This equates to a 2024 future year.

- 6.3.2 To derive background traffic flows for the 2024 future year, the TEMPro v7.2 database has been interrogated, with growth factors derived for the Ribble Valley 007 Middle Layer Super Output Area (MSOA).
- 6.3.3 It is commonly accepted that the application of background traffic growth factors, together with committed development traffic and traffic relating to a proposed development, will invariably lead to the double counting of traffic flows. This is because such committed and proposed developments would be expected to be included within the TEMPro growth forecasts.
- 6.3.4 As such there is reasoned justification for not including background growth factors and committed development traffic flows.
- 6.3.5 The TEMPro forecasts for the Ribble Valley 007 MSOA allow for growth of 99 residential dwellings over the 5 year period under analysis. However, the committed developments allowed for in this traffic impact assessment include a significantly greater number of dwellings, including the 400 dwellings to be developed on the nearby Barrow Lands site.
- 6.3.6 This committed development in itself will more than cover the housing growth assumed in TEMPro over the study period, and therefore to avoid double counting this growth the alternative assumptions function in TEMPro has been adopted and housing growth zeroed.
- 6.3.7 On this basis the future year traffic forecasts summarised in **Table 6.1** have been adopted.

	AM Peak Hour	PM Peak Hour	Saturday Peak Hour
2019 – 2024	1.01805	1.0177	1.02165

**Table 6.1: 2019-2024 TEMPro forecasts**

- 6.3.8 The above growth factors have been applied to the 2019 Baseline traffic flows to generate the 2024 Baseline flows. These are presented in **Figures 4, 5 and 6** for the AM, PM and Saturday peak hours respectively.

## 6.4 Committed Developments

- 6.4.1 We have consulted with officers from Ribble Valley Council who have confirmed the committed developments that should be included in this assessment. This correspondence is included in **Appendix C**.

6.4.2 To provide a robust assessment, traffic flows have been adopted based upon the peak hours considered in each report. In each instance the committed developments identified have only assessed the weekday AM and PM hours. This approach has been retained in the traffic impact assessment, on the presumption that the traffic impact of the committed developments would not be material at the weekend (hence this time period was not originally assessed).

*Barrow Lands - Barrow*

6.4.3 Outline application (Ref. 3/2012/0630) secured the development of 504 dwellings on the Barrow Lands site. The 2012 application was supported by a June 2012 Transport Assessment prepared by Vectos which assessed the impact of 504 dwellings on the local road network.

6.4.4 Reserved Matters (RM) applications have subsequently been approved (Refs: 3/2017/0064 – 183 dwellings, 3/2017/0050 – 225 dwellings), although we have been advised by the planning authority that development on this site will now not exceed 400 units.

6.4.5 Therefore, to reflect the development as approved at Reserved Matters stage, the traffic flows approved at outline application have been referenced, but with the flows factored down by 0.79 (400/504) to allow for the reduced quantum of units.

6.4.6 On this basis **Figures 7 and 8** provide a summary of the AM and PM peak hour development flows for the Barrow Lands site.

*Lawsonsteads - Whalley*

6.4.7 Outline planning application (Ref. 3/2013/0137) secured the development of 260 residential dwellings. The 2013 application was supported by a February 2013 Transport Assessment prepared by Bryan G Hall (BGH), with two RM applications subsequently submitted (3/2014/0489 - 54 dwellings, 3/2015/0914 - 160 dwellings).

6.4.8 Therefore, given the quantum of development approved at RM stage is again less than that approved at outline stage, traffic flows for this development have been taken from the original BGH report relating to 260 dwellings.

6.4.9 **Figures 9 and 10** provide a summary of the AM and PM development flows assessed for the Lawsonsteads outline application.

Land at Mitton Road, Whalley

- 6.4.10 Planning application 3/2012/0637 related to the development of 137 residential dwellings at land on Mitton Road in Whalley. The application was supported by a July 2012 Transport Assessment prepared by SCP, with weekday AM and PM peak hour traffic flows derived from this report.
- 6.4.11 **Figures 11 and 12** provide a summary of the development flows assessed for the Mitton Road application.

Standen, Clitheroe

- 6.4.12 Planning application 3/2012/0942 relates to the Council's strategic development site at Standen Estate in Clitheroe. This development proposes a maximum of 1,040 dwellings, 0.5 hectares of retail/ services/ community facilities, 5,575sqm of employment floorspace, and a new primary school. In conjunction with the proposals a new roundabout is also proposed on the A59, some 2.5 miles north of the application site.
- 6.4.13 The applications were supported by an October 2012 Transport Assessment prepared by SBA. While this report did not consider the highway network assessed in conjunction with this application, to provide a robust assessment traffic flows have been extrapolated across the extent of highway network considered in this report. Given the strategic nature of the Standen development, this extrapolation has been restricted to the A59 and A671 routes.
- 6.4.14 **Figures 13 and 14** provide a summary of the weekday AM and PM development flows assessed for the Standen Estate application.
- 6.4.15 The committed development traffic flows have then been combined, with the total flows presented in **Figures 15 and 16** for the AM and PM peak hours respectively.

**6.5 Baseline 'Without Development' Traffic Flows**

- 6.5.1 The total committed development traffic flows have been added to the 2024 Baseline flows to generate the 2024 Baseline 'Without Development' flows. These are presented in **Figures 17 and 18** for the AM and PM peak hours respectively.

## **6.6 Development Trip Forecasts**

6.6.1 In order to forecast the proposed development's vehicle trip generation, the industry standard TRICS v7.5.4 database has been interrogated. The following paragraphs describe this methodology and the resultant trip rates.

6.6.2 The junction capacity assessments provided in Section 6.13 include an analysis of the operation of the key junctions under Saturday 'Baseline' and 'Baseline Without Development' traffic flow conditions. This demonstrates that the study network operates with significant spare capacity at weekends.

6.6.3 Of the land uses proposed, the residential units, care home and employment units would not be expected to generate a material volume of trips during the Saturday peak hour, while the trips generated by the PFS and drive thru would comprise a high proportion of pass-by trips.

6.6.4 For this reason the proposed development would be expected to have no material traffic impact during the Saturday peak hour, and as such the following trip generation analysis, and subsequent 'With Development' traffic modelling, has focussed upon the weekday AM and PM peak hours.

### Residential Bungalows

6.6.5 To derive a trip forecast for the bungalows, a search of the TRICS database has been undertaken using the following criteria:

- Residential: Houses Privately Owned;
- Sites in London and Republic of Ireland excluded;
- 5 – 100 units;
- Date range: 01/01/10 – 20/11/18; and
- Suburban areas.

6.6.6 The TRICS report is provided at **Appendix D** to this document, and a summary of peak hour trip generation is provided in **Table 6.2**.

	AM (08:00-09:00)			PM (16:30-17:30)		
	Arr	Dep	Two-way	Arr	Dep	Two-way
<b>Trip Rate (per dwelling)</b>	0.170	0.415	0.585	0.330	0.192	0.521
<b>Trip Generation (48 dwellings)</b>	8	20	28	16	9	25

**Table 6.2. Forecast Peak Hour Trip Generation – Residential Dwellings**

6.6.7 It can be seen from **Table 6.2** that the forecast peak hour trip generation for the residential dwellings is 28 two-way trips in the morning peak hour and 25 two-way trips in the evening peak hour.

Care Home

6.6.8 To derive a trip forecast for the care home, a search of the TRICS database has been undertaken using the following criteria:

- Health: Care Home (Elderly Residential);
- Sites in London and Republic of Ireland excluded;
- 17 – 180 residents;
- Date range: 01/01/10 – 14/11/16; and
- Suburban areas.

6.6.9 The TRICS report is provided at **Appendix E** to this document, and a summary of peak hour trip generation is provided in **Table 6.3**.

	AM (08:00-09:00)			PM (16:30-17:30)		
	Arr	Dep	Two-way	Arr	Dep	Two-way
<b>Trip Rate (per resident)</b>	0.097	0.079	0.176	0.054	0.089	0.143
<b>Trip Generation (64 residents)</b>	6	5	11	3	6	9

**Table 6.3. Forecast Peak Hour Trip Generation – Care Home**

6.6.10 It can be seen from **Table 6.3** that the forecast peak hour trip generation for the care home is 11 two-way trips in the morning peak hour and 9 two-way trips in the evening peak hour.

Industrial Units

6.6.11 To derive a trip forecast for the industrial units a search of the TRICS database has been undertaken using the following criteria:

- Employment: Industrial Unit (B1 and B2 land uses included);
- Sites in London and Republic of Ireland excluded;
- 300 – 20,000 sq.m;
- Date range: 01/01/10 – 21/11/17; and
- Suburban areas.

6.6.12 The TRICS report is provided at **Appendix F** to this document, and a summary of peak hour trip generation is provided in **Table 6.4**.

	AM (08:00-09:00)			PM (16:30-17:30)		
	Arr	Dep	Two-way	Arr	Dep	Two-way
<b>Trip Rate (per 100 sqm GFA)</b>	0.242	0.062	0.304	0.066	0.225	0.291
<b>Trip Generation (3,744 sqm)</b>	9	2	11	2	8	10

**Table 6.4. Forecast Peak Hour Trip Generation – Industrial Units**

6.6.13 It can be seen from **Table 6.4** that the forecast peak hour trip generation for the industrial units is 11 two-way trips in the morning peak hour and 10 two-way trips in the evening peak hour.

Petrol Filling Station

6.6.14 The PFS is to include a 280 sqm convenience store. While this use will largely be ancillary to the PFS itself, to reflect this element of the development a search of the TRICS database has been undertaken using the following criteria:

- Petrol Filling Stations: PFS – With Retail;
- Sites in London and Republic of Ireland excluded;
- 4 – 16 bays;
- Date range: 01/01/13 – 28/04/18; and
- Suburban areas.

6.6.15 The TRICS report is provided at **Appendix G** to this document, and a summary of peak hour trip generation is provided in **Table 6.5**.

	AM (08:00-09:00)			PM (16:30-17:30)		
	Arr	Dep	Two-way	Arr	Dep	Two-way
<b>Trip Rate (per bay)</b>	8.838	8.622	17.46	9.352	9.372	18.724
<b>Trip Generation (8 bays)</b>	57	55	112	60	60	120

**Table 6.5. Forecast Peak Hour Trip Generation – PFS with Convenience Retail**

6.6.16 It can be seen from **Table 6.5** that the forecast peak hour trip generation for the PFS is 112 two-way trips in the morning peak hour and 120 two-way trips in the evening peak hour.

Drive-Thru

6.6.17 To derive a trip forecast for the drive-thru a search of the TRICS database has been undertaken using the following criteria:

- Hotel, Food & Drink: Fast food – drive through;
- Sites in London and Republic of Ireland excluded;
- 182 – 800 sqm;
- Date range: 01/01/10 – 19/09/17; and
- Suburban areas.

6.6.18 The TRICS report is provided at **Appendix H** to this document, and a summary of peak hour trip generation is provided in **Table 6.6**.

	AM (08:00-09:00)			PM (16:30-17:30)		
	Arr	Dep	Two-way	Arr	Dep	Two-way
<b>Trip Rate (per 100sqm)</b>	3.218	3.678	6.896	7.111	6.963	14.074
<b>Trip Generation (170 sqm)</b>	5	6	12	12	12	24

**Table 6.6. Forecast Peak Hour Trip Generation – Drive-thru**

6.6.19 It can be seen from **Table 6.6** that the forecast peak hour trip generation for the drive-thru is 12 two-way trips in the morning peak hour and 24 two-way trips in the evening peak hour.

**6.7 Total Site Trip Generation**

6.7.1 Combining the elements of the proposed development, the total site trip generation is outlined in **Table 6.7**, separated by the Clitheroe Road and A59 site access points.

	AM (08:00-09:00)			PM (16:30-17:30)		
	Arr	Dep	Two-way	Arr	Dep	Two-way
<b>Clitheroe Rd Access</b>						
<b>Bungalows</b>	8	20	28	16	9	25
<b>Care Home</b>	6	5	11	3	6	9
<b>Sub Total</b>	14	25	39	19	15	34
<b>A59 Access</b>						
<b>Industrial Units</b>	9	2	11	2	8	10
<b>PFS</b>	57	55	112	60	60	120
<b>Drive-thru</b>	5	6	12	12	12	24
<b>Subtotal</b>	71	63	135	74	80	154
<b>Dev Total</b>	<b>85</b>	<b>88</b>	<b>174</b>	<b>93</b>	<b>95</b>	<b>188</b>

**Table 6.7. Forecast Peak Hour Trip Generation – Development Total**

6.7.2 It can be seen from **Table 6.7** that the site as a whole is forecast to generate 174 two-way trips in the morning peak hour and 188 two-way trips in the evening peak hour. The number of trips accessing the site via Clitheroe Road would be 39 in the morning peak hour and 34 in the evening peak hour.

6.7.3 The number of trips accessing the site via the A59 access would be 135 two-way trips in the morning peak hour and 154 two-way trips in the evening peak hour.

**6.8 Trip Types**

6.8.1 The trips at the A59 access as presented in **Table 6.7** will not all be new to the local highway network. As such, the following trip types have been considered.

### Cross Visitation Trips

- 6.8.2 Owing to the mixed use nature of the development, a proportion of trips to the site will occur as cross visitation trips.
- 6.8.3 These occur for example where trips that are made to the drive-thru then also visit the PFS afterwards. The presence of such trips means that in practice a single trip on the surrounding highway network would visit two developments, and therefore the trip generation exercise as outlined will inevitably include an element of double counting.
- 6.8.4 As such, to account for such trips the aforementioned traffic generation of the PFS, as presented in **Table 6.5** has been reduced by 20%. This is considered to be a robust estimate of the impact of such trips.

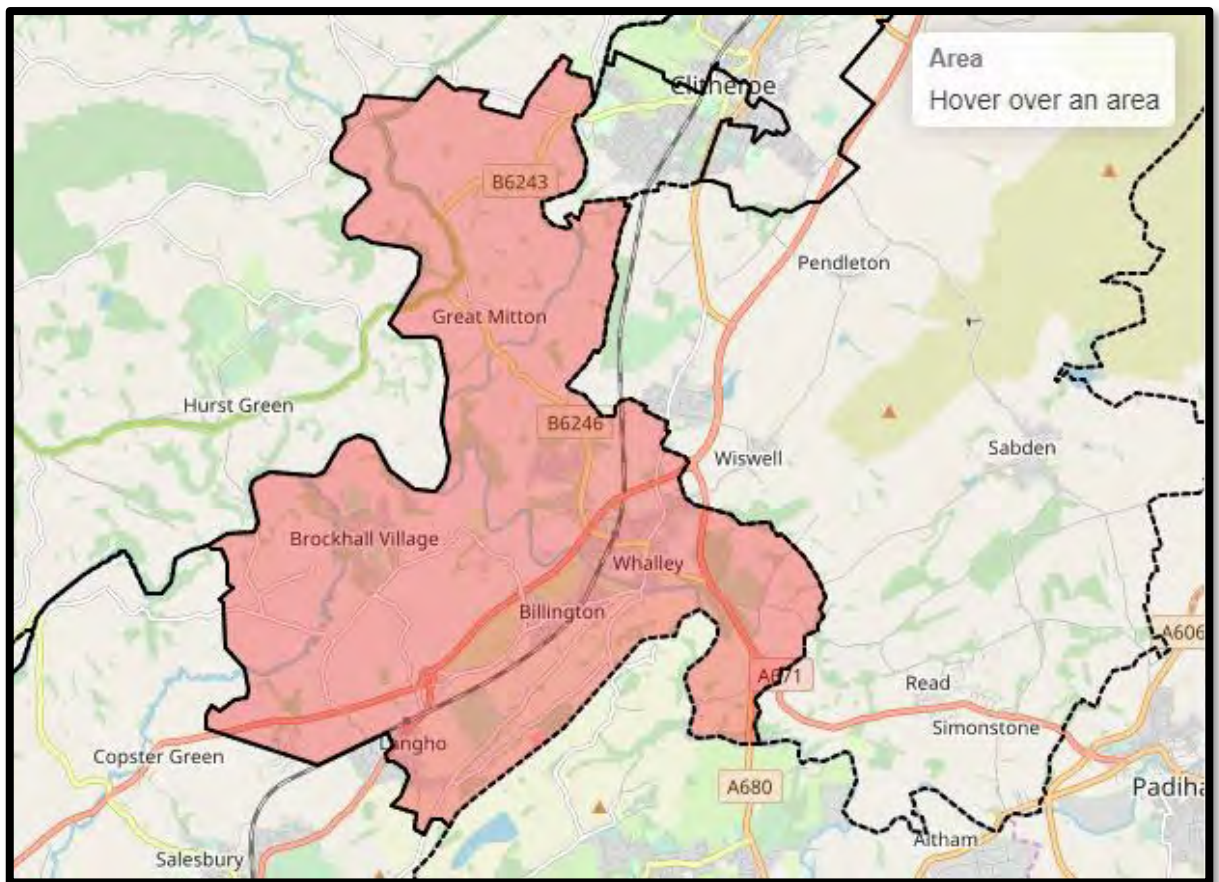
### Pass-by trips

- 6.8.5 The proposed development, specifically the PFS and drive thru uses, would also be expected to generate a proportion of pass-by trips. These are trips where the proposed development forms an intermediate stop on a wider journey purpose (e.g. a commute between place of residence and place of work). Pass-by trips are therefore already present on the surrounding highway network, and are perceptible only as a change in turning movement at the point of site access.
- 6.8.6 Given the prominent location of the proposed development site along the A59 it would be expected that the proposed development would generate a high proportion of pass-by trips, particularly during the network peak periods. This is logical as customers would be unlikely to make a dedicated trip to a PFS or drive thru restaurant during the period when the highway network is typically at its busiest.
- 6.8.7 However, for the purposes of this assessment it has been assumed that 50% of the peak hour trips to the drive-thru and PFS are pass-by trips, and 50% are new trips. This is an extremely robust assumption given the strategic nature of the A59 from which the site will be accessed.

## **6.9 Trip Distribution**

- 6.9.1 The trip distribution of future residents and employees has been calculated using 2011 Journey to Work (JTW) Census data and Routefinder software in MapInfo Pro 15.0.

6.9.2 The JTW data can be used to assess where individuals living within the Ribble Valley 007 MSOA travel to for employment purposes, and likewise where those employed with this MSOA reside. A 60 minute commute catchment has been applied which represents a reasonable maximum journey time for commuting trips, and importantly includes extensive residential and employment areas. The MSOA outline is shown in **Image 6.1**.



**Image 6.1: MSOA Ribble Valley 007 Boundary**

6.9.3 For the residential distribution RouteFinder software within MapInfo has then been utilised to provide the most direct routes from the Ribble Valley 007 MSOA to all MSOA's within a 60-minute drive time.

6.9.4 This exercise was then reversed (i.e. considering inbound employment based trips) with the most direct routes to the Ribble Valley 007 MSOA utilised to generate the employment distribution. Extrapolating this data, a breakdown can be provided on the number of people using each route on a daily basis.

6.9.5 This is a standard methodology for deriving trip distributions and is considered appropriate for this scheme. The resulting residential and employment distributions are presented in **Figures 19 and 20** respectively with **Table 6.8** also providing a summary of the trip distribution profiles.

	Residential	Employment
<b>Site Access/Clitheroe Road</b>		
Site Access Clitheroe Road North	16%	-
Site Access Clitheroe Road South	84%	-
<b>Site Access/A671/A59</b>		
Site Access North A59	-	16%
Site Access West A59	-	32%
Site Access South A671	-	52%
A59 North	-	-
A59 West	28%	-
A671	-	-
<b>Clitheroe Road/Wiswell Lane</b>		
Clitheroe Road	11%	-
Wiswell Lane	72%	-
<b>Wiswell Lane/Wiswell Shay/A671</b>		
Wiswell Shay	-	-
A671 North	28%	-
A671 South	45%	52%

**Table 6.8: Trip Distribution based on Ribble Valley 007 MSOA**

6.9.6 The above trip distribution profiles have been applied to all new trips generated by the proposed development.

6.9.7 The distribution of pass-by trips generated by the PFS and drive thru elements of the development have been calculated based upon surveyed turning proportions at the A59/ A671 roundabout junction.

**6.10 Proposed Development Trips**

6.10.1 The weekday AM and PM trips relating to the residential units and care home are presented in **Figures 21 to 24**.

6.10.2 The weekday AM and PM new trips relating to the employment units, PFS and drive thru are presented in **Figures 25 to 30**.

6.10.3 The weekday AM and PM pass-by trips relating to the PFS and drive thru are presented in **Figures 31 to 34**.

6.10.4 The total development trips are presented in **Figures 35 and 36** for the AM and PM peak hours respectively.

**6.11 Baseline ‘With Development’ Trips**

6.11.1 The total development trips have been added to the Baseline ‘Without Development’ trips to generate the 2024 Baseline ‘With Development’ trips. These are presented in **Figures 37 and 38** for the AM and PM peak hours respectively.

**6.12 Net Impact**

6.12.1 When considering the traffic impact of the development proposals it is important to consider the proportional impact of development traffic on the existing highway network. In this regard **Table 6.9** presents the change in traffic flows (in terms of vehicles per minute and as a percentage) which are forecast to occur across the study network.

Junction	2024 Baseline w/out Development		Development flows		Development flows per minute		% impact	
	AM	PM	AM	PM	AM	PM	AM	PM
A59/ A671 roundabout	3721	3784	115	116	1.9	1.9	3.1%	3.1%
Clitheroe Road/ Wiswell Lane	985	993	33	29	0.6	0.5	3.3%	2.9%
Wiswell Lane/ A671/ Wiswell Shay	2171	2320	66	61	1.1	1.0	3.1%	2.6%

**Table 6.9: Proposed Development Net Traffic Impact**

6.12.2 As shown in **Table 6.9** the forecast development traffic will have a minimal proportional impact on Baseline ‘Without Development’ traffic flows at the two off-site junctions in the study area.

6.12.3 At the Clitheroe Road/ Wiswell Lane junction the proposed development is forecast to result in only a 3.3% increase in traffic during the AM peak hour, and a 2.9% increase in traffic during the PM peak hour. Meanwhile at the Wiswell Lane/ A671/ Wiswell Shay junction the proposed development is forecast to result in only 3.1% and 2.6% increases in traffic in the AM and PM peak hours respectively.

6.12.4 Such changes to peak hour traffic flows are in practice less than the fluctuations in traffic which would be expected to occur on a daily basis. On this basis it is robustly concluded that the operation of the Clitheroe Road/ Wiswell Lane and Wiswell Lane/ Wiswell Shay junctions will not be materially altered as a result of the proposed development, and will certainly not experience an impact which could be defined as severe.

6.12.5 In addition, it is reiterated that the figures in **Table 6.9** make a very robust allowance for the proportion of pass-by trips generated by the PFS and drive thru. For this reason the results shown in the above tables are considered particularly robust.

### **6.13 Junction Capacity Assessments**

6.13.1 In view of the information provided in **Table 6.9** and the corresponding paragraphs, junction capacity assessments have been limited to the points on the highway where the proposed development will take access, namely:

- A59/ A671 priority roundabout junction; and
- Clitheroe Road/ Proposed Site Access priority controlled junction;

6.13.2 Capacity assessments have been undertaken using the TRL developed JUNCTIONS 8 programme, which is the industry standard package for assessing priority controlled junctions.

### **6.14 A59/ A671 Priority Roundabout**

6.14.1 The A59/ A671 roundabout junction has firstly been assessed using the 2019 Baseline traffic flows, and based upon the existing layout. The existing junction has been modelled using the geometry which was accepted by the highway authority in relation to the Barrow Lands proposals (Ref. 3/2012/0630).

6.14.2 The 2019 Baseline results are presented in **Table 6.10** below, with the full modelling output files for this junction provided in **Appendix I**.

Arm	AM Peak		PM Peak		Sat Peak	
	Queue	RFC	Queue	RFC	Queue	RFC
A59 North	2	0.64	3	0.73	1	0.56
A671	2	0.66	1	0.55	1	0.59
A59 South	2	0.66	1	0.56	1	0.50

**Table 6.10: A59/ A617 2019 Baseline JUNCTIONS Results**

6.14.3 The results presented in **Table 6.10** demonstrate that under 2019 Baseline traffic flow conditions the A59/ A671 roundabout operates within capacity and without extensive queuing on all approaches.

6.14.4 The junction has then been assessed using the 2024 Baseline ‘Without Development’ traffic flows, with the results presented in **Table 6.11**.

6.14.5 The 2019 baseline analysis demonstrated that the junction operates significantly within capacity during the Saturday peak hour. Therefore, for the reasons outlined in Section 6.6 this future year analysis has only been undertaken for the weekday AM and PM peak hours

Arm	AM Peak		PM Peak	
	Queue	RFC	Queue	RFC
A59 North	4	0.82	5	0.84
A671	4	0.79	2	0.70
A59 South	3	0.77	2	0.70

**Table 6.11: A59/ A617 2024 Baseline ‘Without Development’ JUNCTIONS Results**

6.14.6 The results presented in **Table 6.11** demonstrate that the addition of background traffic growth and traffic related to committed developments results in only a marginal reduction in the operational performance of the junction, with all arms continuing to operate within capacity and only small increases in the levels of queuing.

6.14.7 Finally, the junction has been assessed using the 2024 Baseline ‘With Development’ traffic flows. The development proposals will include a new western arm at the junction, and as such the junction has been modelled based upon the layout shown in **Drawing VN91274-D101**. The results of this assessment are in **Table 6.12**.

Arm	AM Peak		PM Peak	
	Queue	RFC	Queue	RFC
A59 North	5	0.83	6	0.86
A671	4	0.82	3	0.72
A59 South	4	0.81	3	0.74
Site Access	0	0.07	0	0.07

**Table 6.12: A59/ A617 2024 Baseline ‘With Development’ JUNCTIONS Results**

6.14.8 The results presented in **Table 6.12** demonstrate that the addition of development related traffic, together with a new western arm, does not materially affect the operational capacity of the junction. All arms continue to operate with spare capacity, with a maximum RFC of 0.86 on the A59 North recorded in the PM peak hour, an increase of 0.02 compared with the ‘Without Development’ scenario.

6.14.9 Likewise, the results illustrate the levels of queuing are materially unchanged, with a maximum queue of 6 vehicles recorded, again on the A59 North in the PM peak hour.

6.14.10 Finally, the results demonstrate that the new western arm of the junction is able to operate well within capacity and without queuing typically occurring.

### 6.15 Clitheroe Road/ Site Access Junction

6.15.1 The proposed site access junction with Clitheroe Road has been assessed based upon the layout shown in **Drawing VN91274-D100 Rev A**. The junction has been assessed using the 2024 Baseline ‘With Development’ traffic flows, with the results of this assessment shown in **Table 6.13** and the full modelling outputs provided in **Appendix J**.

Arm	AM Peak		PM Peak	
	Queue	RFC	Queue	RFC
Site Access	0	0.05	0	0.03
Clitheroe Road (South)	0	0.03	0	0.04

**Table 6.13: Clitheroe Road/ Site Access 2024 Baseline ‘With Development’ JUNCTIONS Results**

6.15.2 The results presented in **Table 6.13** demonstrate that the proposed site access junction with Clitheroe Road is forecast to operate well within capacity and without queuing during both the weekday AM and PM peak hours.

## **6.16 Impact of the Proposed Development on Highway Safety**

- 6.16.1 A review of personal injury accident data has revealed that there are no existing accident blackspots on the local highway network.
- 6.16.2 The traffic impact assessment has revealed that the introduction of development related traffic will not materially alter the operation of any of the junctions considered.
- 6.16.3 On this basis it is reasonably concluded that the proposed development would not result in any reduction in the safe operation of the surrounding highway network.

## **6.17 Traffic Impact Assessment Conclusions**

- 6.17.1 The traffic impact assessment has been undertaken using particularly robust parameters, including assumptions regarding background traffic growth and pass-by trip proportions.
- 6.17.2 Even allowing for these robust assessment parameters it has been concluded that the proposed development would not have a material impact upon the operation the existing junctions considered, while the capacity assessments have demonstrated that both site accesses would operate within capacity.
- 6.17.3 Based upon the findings of the traffic impact assessment it is also concluded that there is no evidence to suggest that the proposed development would have a material impact on highway safety.

## **7 SUMMARY AND CONCLUSION**

### **7.1 Introduction**

7.1.1 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.

7.1.2 The hybrid planning application seeks detailed planning approval for:

- 48 residential dwellings;
- A 64 bedroom care home; and
- 14 employment units with a combined gross floor area (GFA) of 40,300 sqft (3,744 sqm).

7.1.3 In addition, outline planning consent sought for:

- A Drive Thru with a GFA of 1,830 sqft (170 sqm); and
- An 8 pump petrol filling station (PFS) including 280 sqm convenience store.

7.1.4 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, including access to the drive thru.

7.1.5 The following conclusions have been drawn in this report:

- The development proposals are consistent with the aims of national and local transport planning policy, as they would deliver development within a sustainable location. This will not only reduce the need to travel, but also encourage journeys to and from the site by sustainable transport modes.
- A review of road personal injury accident data for the area has revealed that there are no material prevailing road safety issues in the vicinity of the site that would call into question the proposed development.

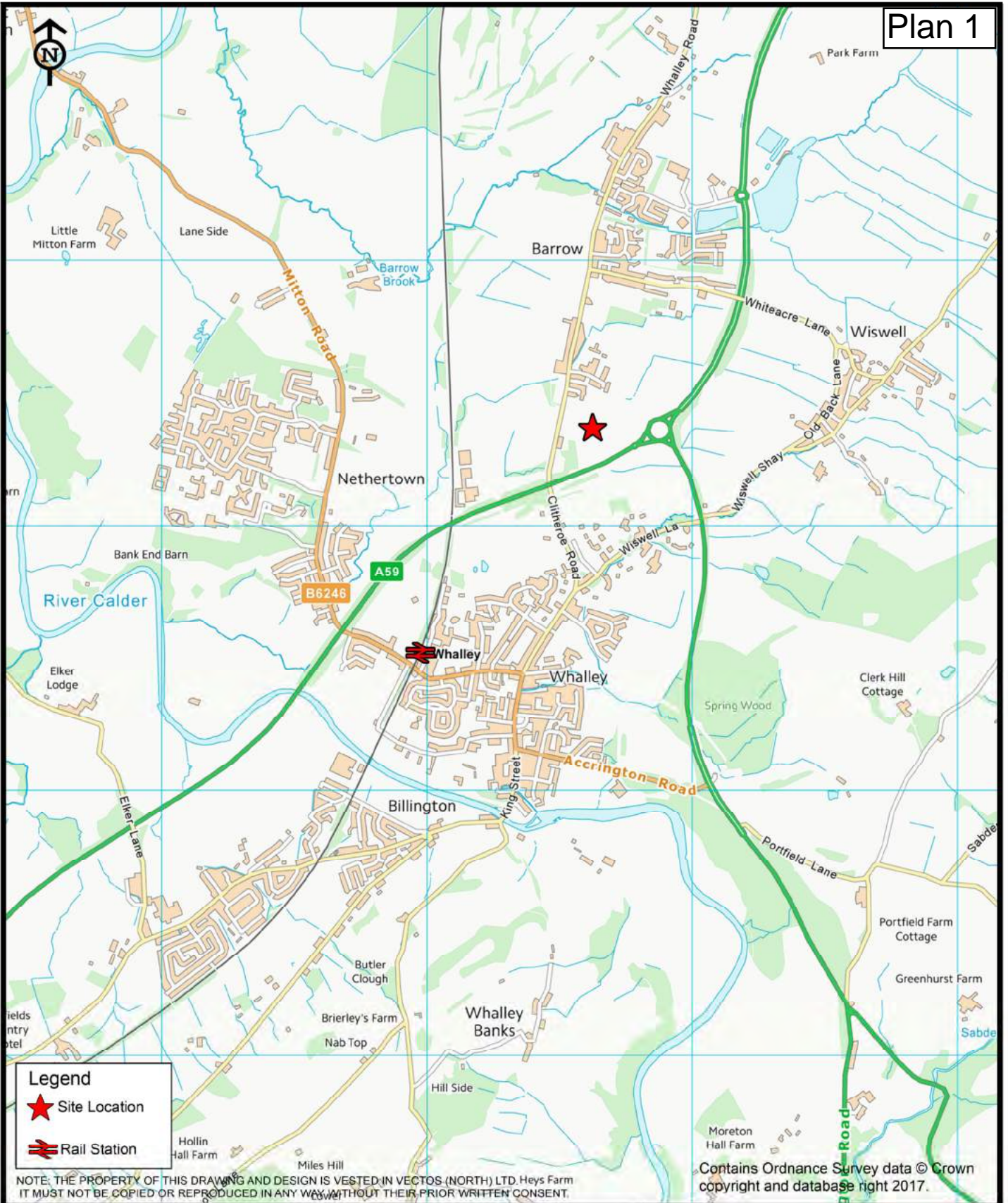
- The site benefits from proximity to bus stops on Clitheroe Road that provide frequent services to key local destinations, including Clitheroe, Blackburn and Burnley. Whalley Rail Station is also within a reasonable walking distance of the site.
- The site also benefits from footway connections to Whalley and Barrow, while cycling is supported by National Cycle Routes.
- To promote and encourage sustainable travel amongst residents and employees, the applicant has also proposed to provide a Travel Plan.
- The proposals have been developed in accordance with Manual for Streets guidance. The internal site layout has been designed to promote low vehicle speeds and prioritise movements for pedestrians and cyclists.
- Through a swept path analysis the internal site layout has also been demonstrated to appropriately accommodate vehicle movements, including service and refuse vehicles.
- A robust traffic impact assessment has been undertaken, with a future analysis conducted which allowed for both background traffic growth together with growth related to a number of major committed developments.
- Trip forecasts for the proposed development have been undertaken using trip rates derived from the TRICS trip rate database. These have been derived for each of the land uses proposed, with robust assessments then made regarding pass-by trip type proportions.
- A consideration of the proportional change in traffic flows resulting from the proposals has revealed that at the existing junctions on the local network traffic flows would be expected to increase by less than would occur through daily fluctuations. On this basis it was concluded that the proposed development would have no material impact upon the operation of any existing junction, and certainly not an impact which could be considered severe.
- Capacity assessments of the site access junctions have been undertaken. These demonstrated that the site access junctions will operate within capacity following the proposed development.

## **7.2 Conclusion**

7.2.1 The development proposals will deliver residential development in an accessible location, consistent with the aims of national and local transport planning policy. This report has set out that traffic generated by the development can be safely accommodated on the surrounding highway network.

- 7.2.2 The National Planning Policy Framework 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”*.
- 7.2.3 This report has demonstrated that the proposed development would not have an unacceptable impact upon highway safety and that the residual cumulative impacts of the proposed development would not be severe. Therefore in accordance with NPPF guidance there are no reasons why the planning application should be refused on highway or transportation grounds.

# PLANS



**Legend**

- ★ Site Location
- 🚂 Rail Station

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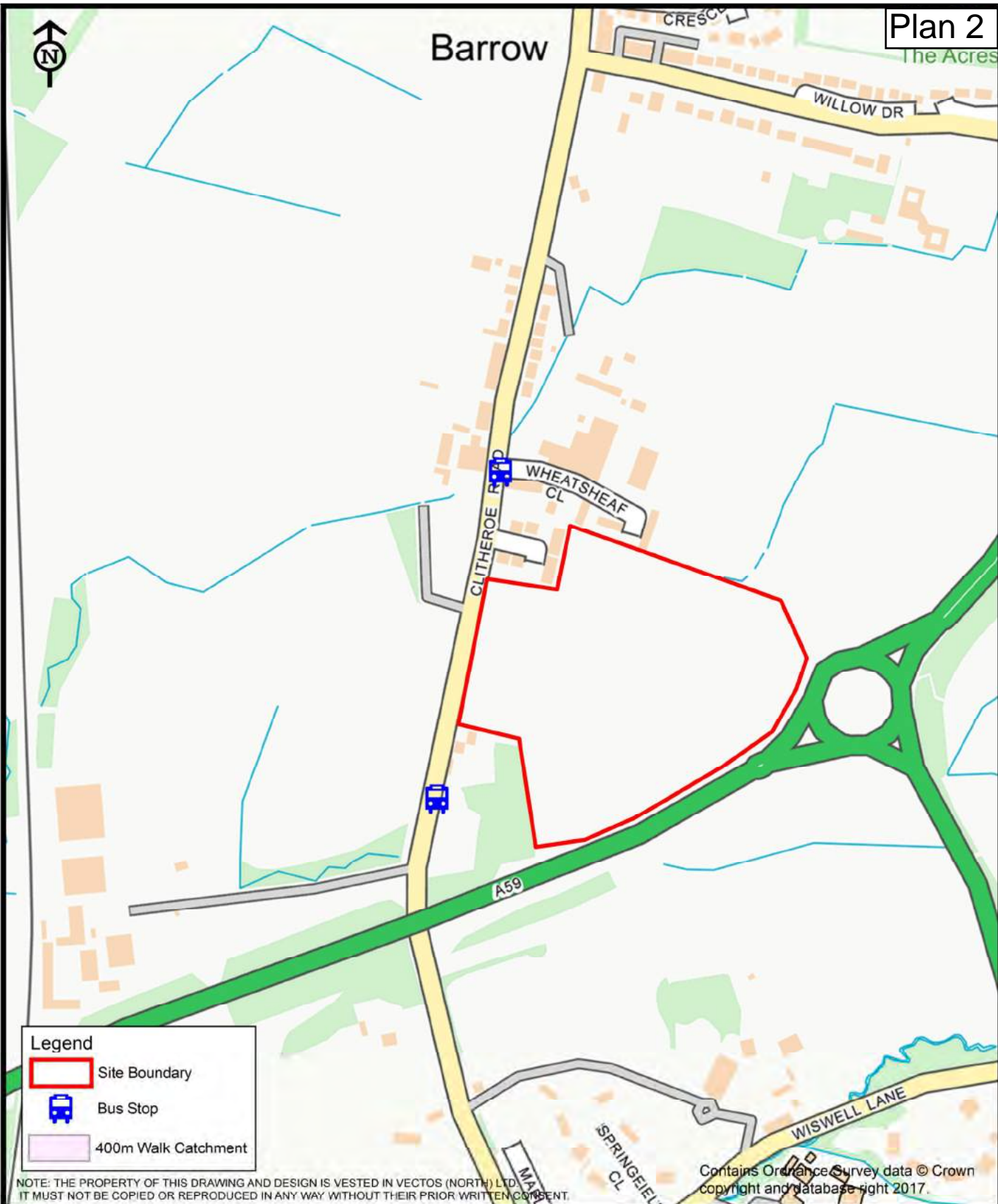
CLIENT:			
<b>Maple Grove Developments</b>			
PROJECT TITLE:			
<b>Land at Whalley, Clitheroe</b>			
DRAWING TITLE:			
<b>Site Location (Wider Context)</b>			
DRAWN:	CHECKED:	DATE	SCALE
TA	TR	Mar. 2018	1:20,000 at A4



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 t:0161 228 1008 e:manchester@vectos.co.uk

DRAWING NO:	REVISION:
VN91274-G100	.

Barrow



**Legend**

- Site Boundary
- Bus Stop
- 400m Walk Catchment

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CLIENT:  
**Maple Grove Developments**

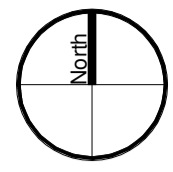
PROJECT TITLE:  
**Land at Whalley, Clitheroe**

DRAWING TITLE:  
**Site Location (Local Context)**



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

<small>DRAWN:</small> TA	<small>CHECKED:</small> TR	<small>DATE:</small> Apr. 2019	<small>SCALE:</small> 1:5,000 at A4	<small>DRAWING NO.:</small> VN91274-G101	<small>REVISION:</small> .
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# Plan 3

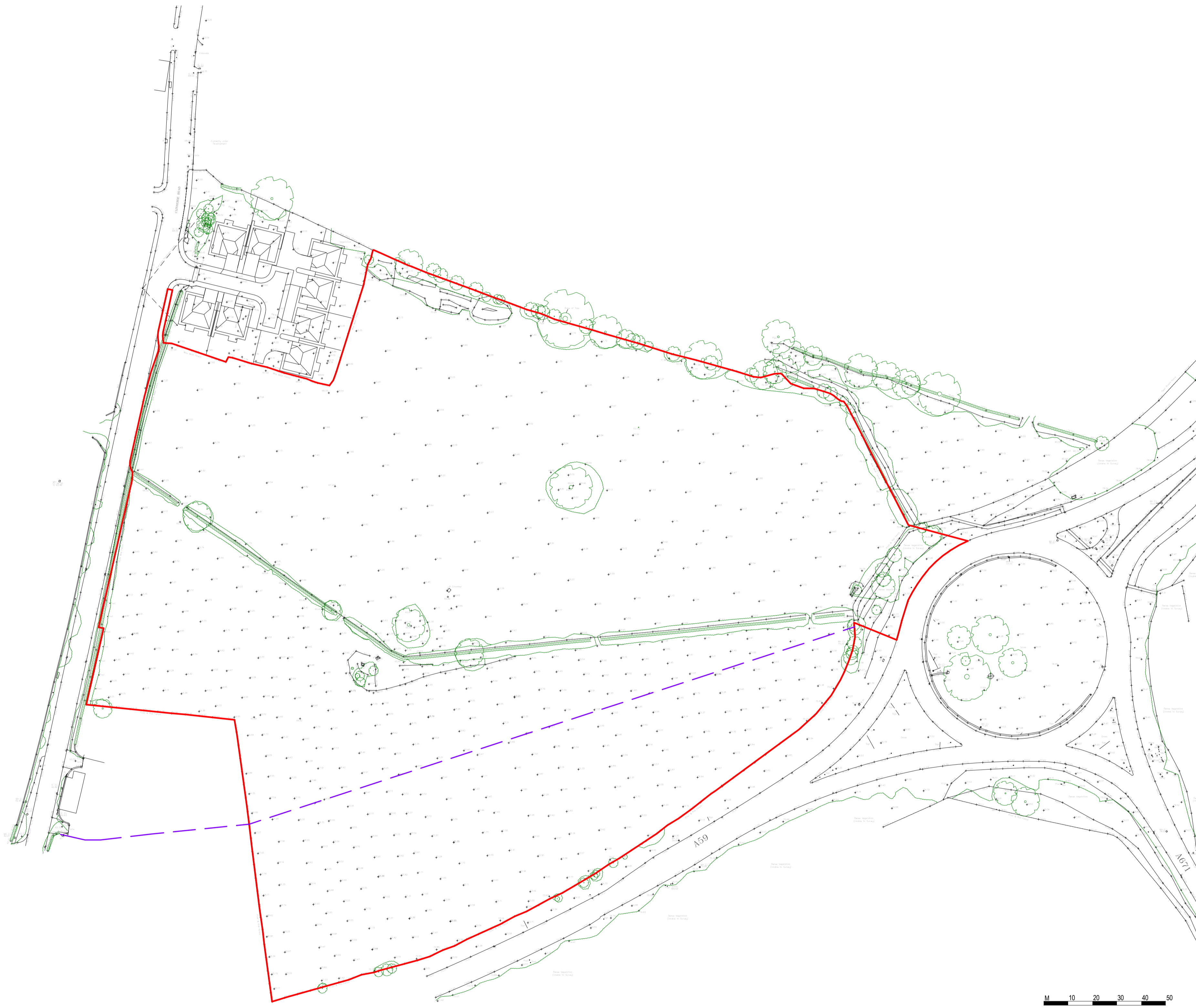
**Notes**  
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Scale Bars TO BE USED ONLY AS GUIDANCE

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

**KEY**

- Site Boundary
- - - Existing Public Footpath



Rev	Description	By	Date
Client	Maple Grove Developments Ltd, Applethwaite Ltd and Eric Wright Health & Care		
Job	A59, Whalley		
Drawing	Planning - Existing Site		
Factor	P5035_1100	Ref	
Factor	5035-PAL-00-XX-DR-A-1100		
Date	12.06.19	Scale	1 : 1000 @ A1
Drawn	AM	Check	JW
Approved	JW	Approved	JW
Phase	Planning	Tender	Construction
Phase	Design	Contract	As Built

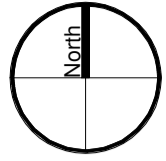
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# Plan 4

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1:200	mm	0	1000	2000	3000
1:500	M	0	10	20	30
1:1000	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 – 19no.  
 1,107 sqft, 3 bed detached  
 Type D – 5no.  
 630 sqft, 1 bed  
**Total 48 units**

**Drive Thru:** 1,830 sqft  
**Employment Unit 1:** 4,300 sqft  
**Employment Units 2-5:** 2,150 sqft  
**Employment Units 6, 7, 10, 11, 12, 13,**  
 2,650 sqft  
**Employment Units 8, 9:** 3,100 sqft  
**Employment Units 14:** 5,300 sqft  
**TOTAL EMPLOYMENT: 40,300 sqft**

**Care Home:** 64 Bed

### LANDSCAPE KEY

- Site Boundary
- Existing Public Footpath
- Proposed Public Footpath

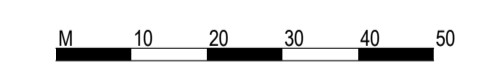
### HARD LANDSCAPING

- 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 hedges / 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



Rev	Description	By	Date
Client	Maple Grove Developments Ltd, Applethwaite Ltd and Eric Wright Health & Care		
Job	A59, Whalley		
Drawing	Planning - Illustrative Masterplan		
Factor	P5035 1200	Ref	
Date	Apr 19	Scale	1 : 1000 @ A1
Author	AM	SK	JW
Phase	Planning	Tender	Construction
Phase	Design	Contract	As Built

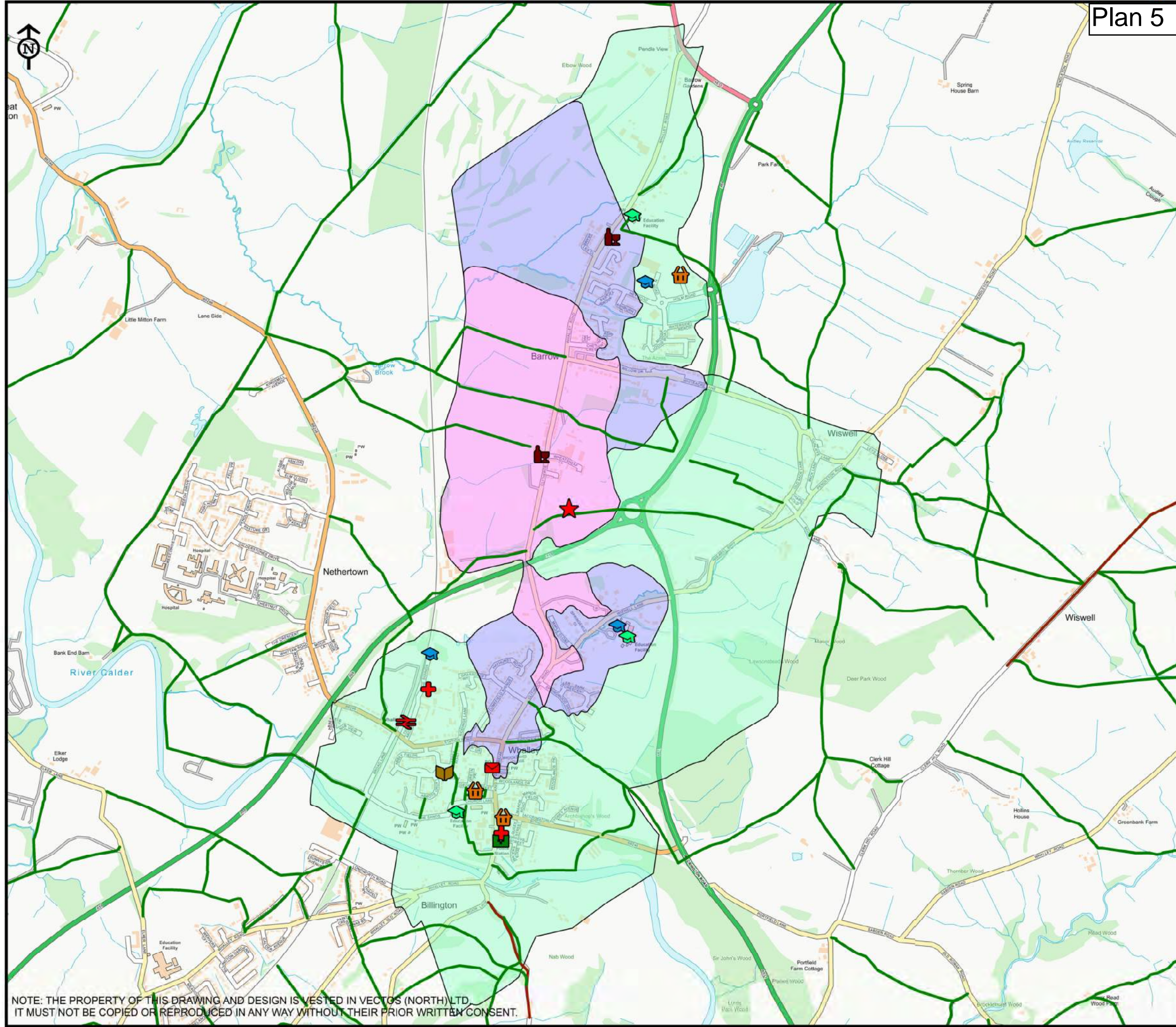


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- Legend**
- ★ Site Location
  - 🚂 Rail Station
  - 🏠 Day Nursery
  - 🎓 Primary School
  - 📖 Library
  - ⚕ Doctors
  - 🏪 Pharmacy
  - 📧 Post Office
  - 🏠 Convenience Store
  - 🍺 Pub
- Public Right of Way**
- 👉 Bridleway
  - 👉 Byway Open to all Traffic
  - 👉 Footpath
  - 👉 Restricted Byway
- Walk Catchments**
- 👉 0 - 800m
  - 👉 0800m - 1.2km
  - 👉 1.2km - 2km

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CLIENT:  
**Maple Grove Developments**

PROJECT TITLE:  
**Land at Whalley, Clitheroe**

DRAWING TITLE:  
**Pedestrian Walking Catchments**

SCALE:  
**N.T.S**

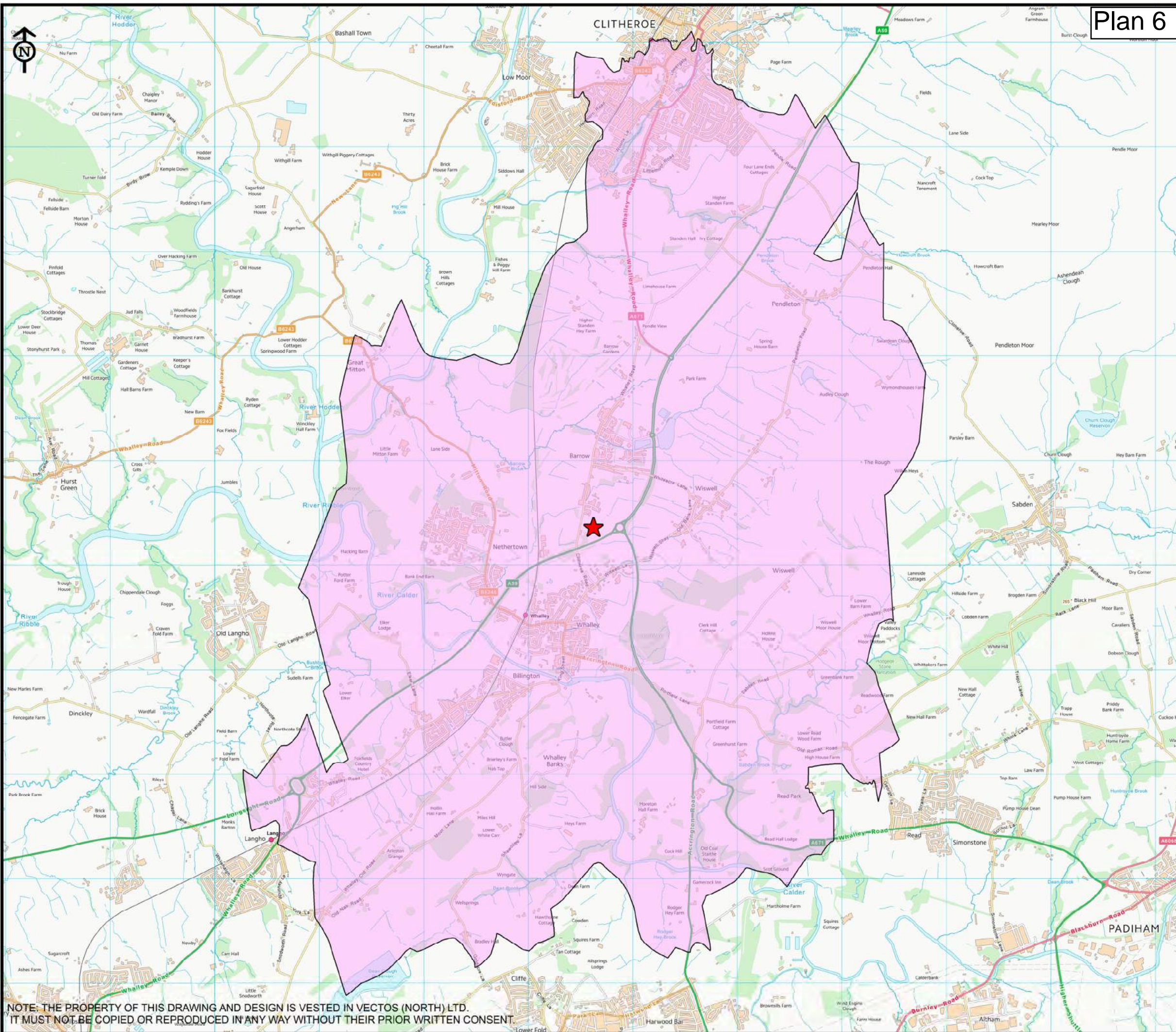
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DRAWING NO: <b>VN91274-G102</b>	REVISION:
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Plan 6

- Legend**
- ★ Site Location
  - Cycle Catchment
  - 0 - 5km

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CLIENT:  
**Maple Grove Developments**

PROJECT TITLE:  
**Land at Whalley, Clitheroe**

DRAWING TITLE:  
**Cycling Catchment**

SCALE:  
**N.T.S**

DRAWN: TA	CHECKED: TR	DATE: Mar. 2019
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t:0161 228 1008 e:manchester@vectos.co.uk

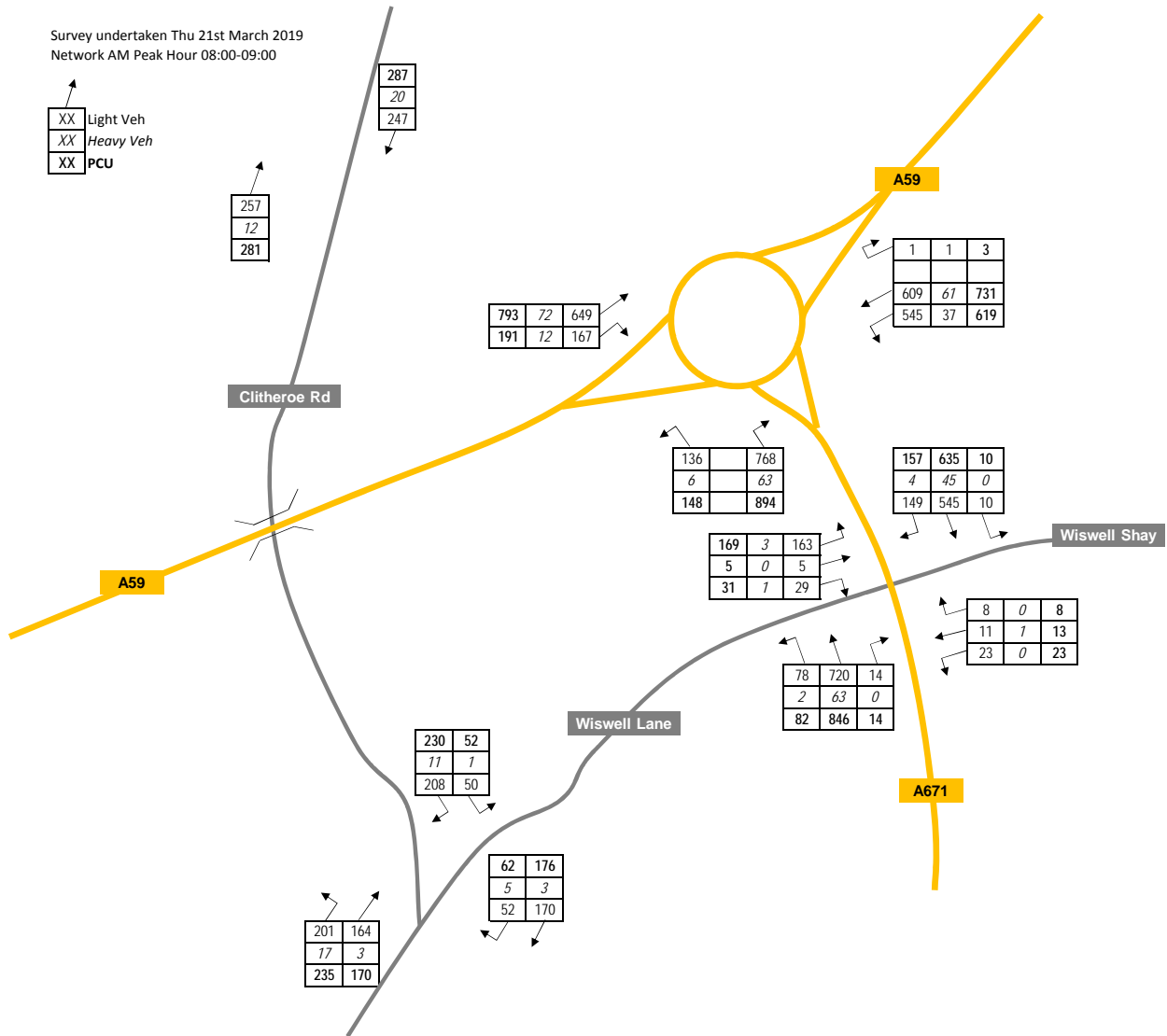
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DRAWING NO: **VN91274-G103** REVISION:

## FIGURES

Survey undertaken Thu 21st March 2019  
 Network AM Peak Hour 08:00-09:00

XX	Light Veh
XX	Heavy Veh
XX	PCU

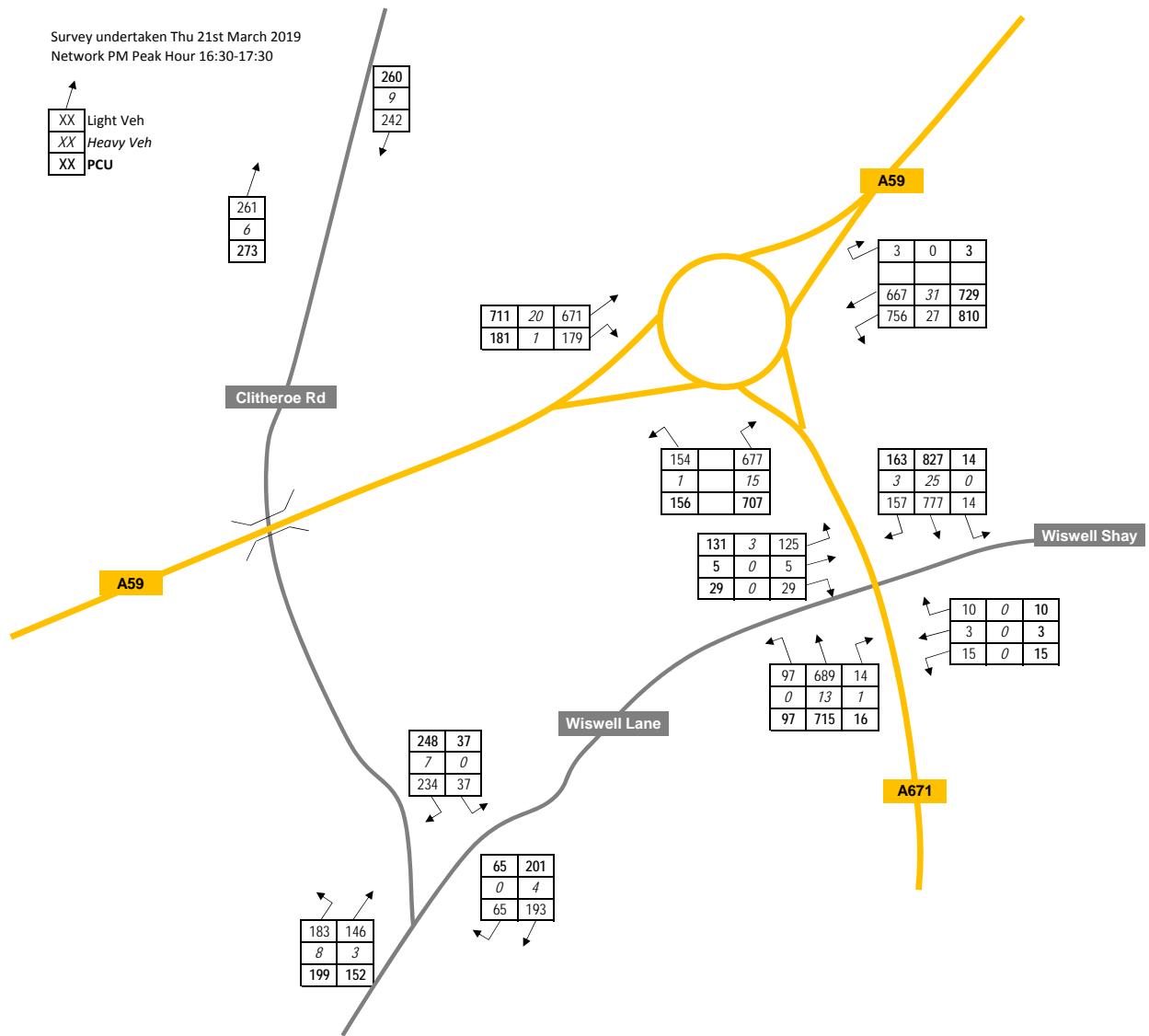


**Project:** Whalley, Clitheroe  
**Figure No:** 1  
**Figure Title:** 2019 Baseline Traffic Flows: Morning Peak Hour



Survey undertaken Thu 21st March 2019  
 Network PM Peak Hour 16:30-17:30

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XX	PCU

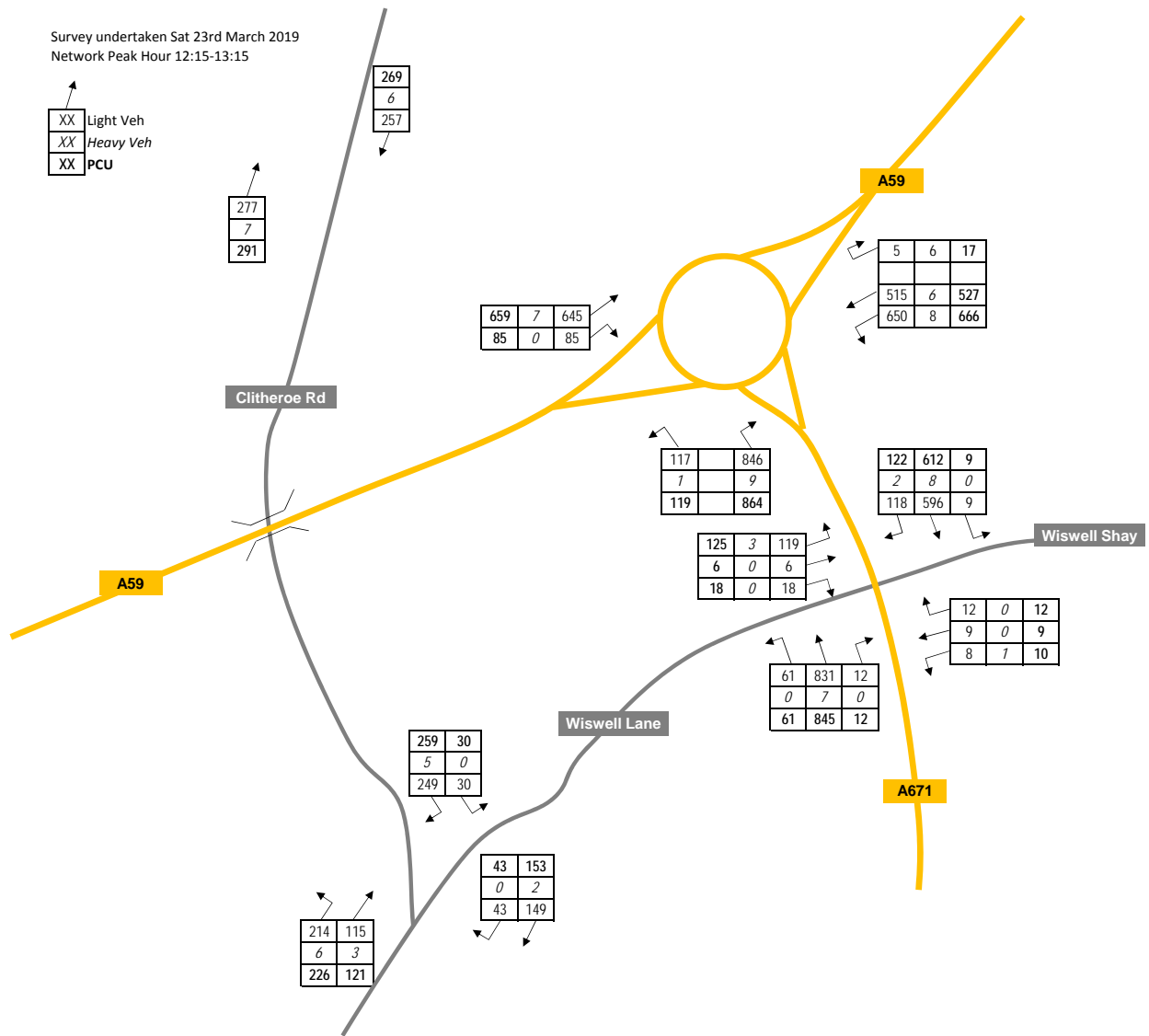


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**Figure No:** 2  
**Figure Title:** 2019 Baseline Traffic Flows: Evening Peak Hour



Survey undertaken Sat 23rd March 2019  
 Network Peak Hour 12:15-13:15

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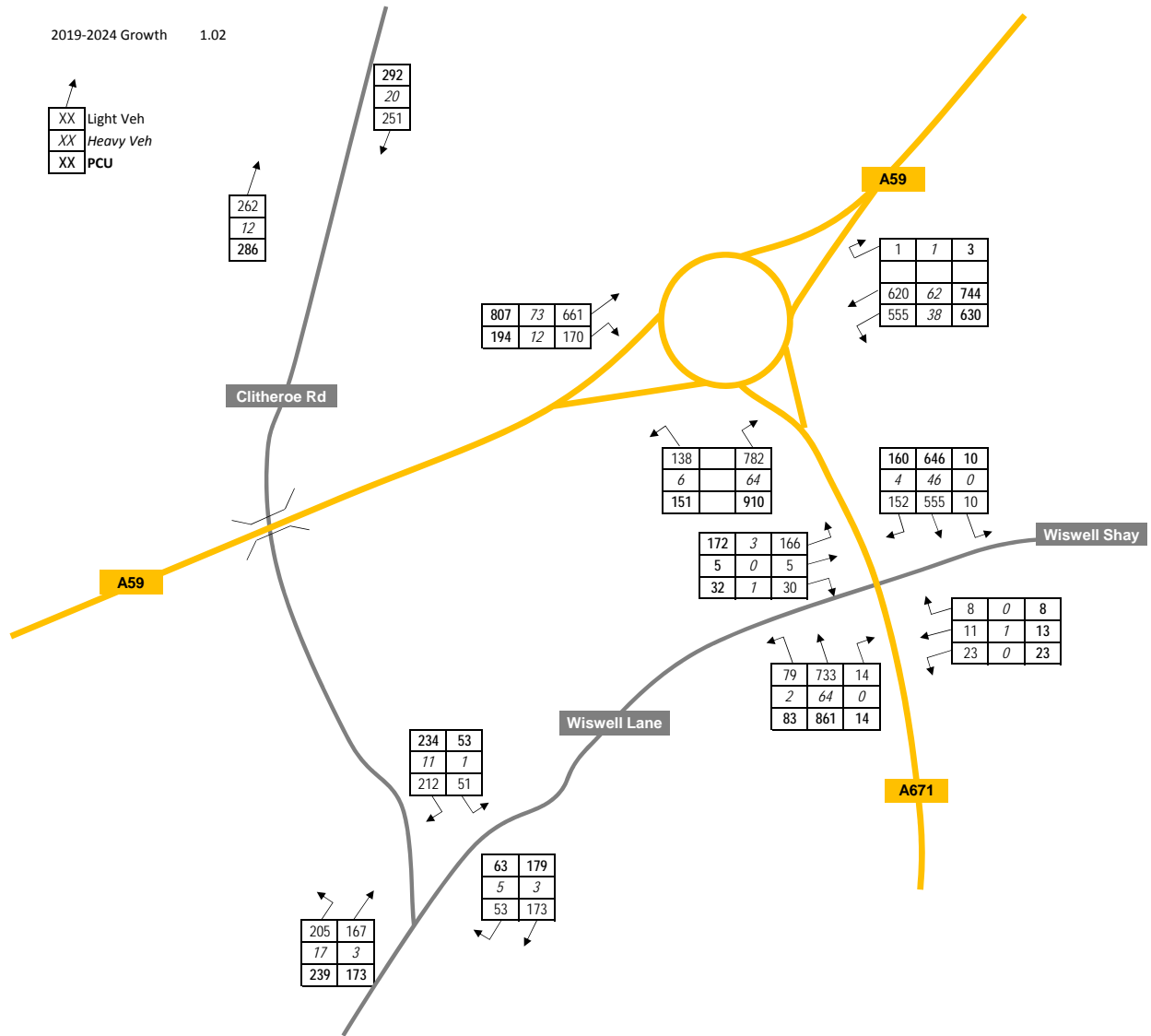


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**Figure Title:** 2019 Baseline Traffic Flows: Saturday Peak Hour



2019-2024 Growth 1.02

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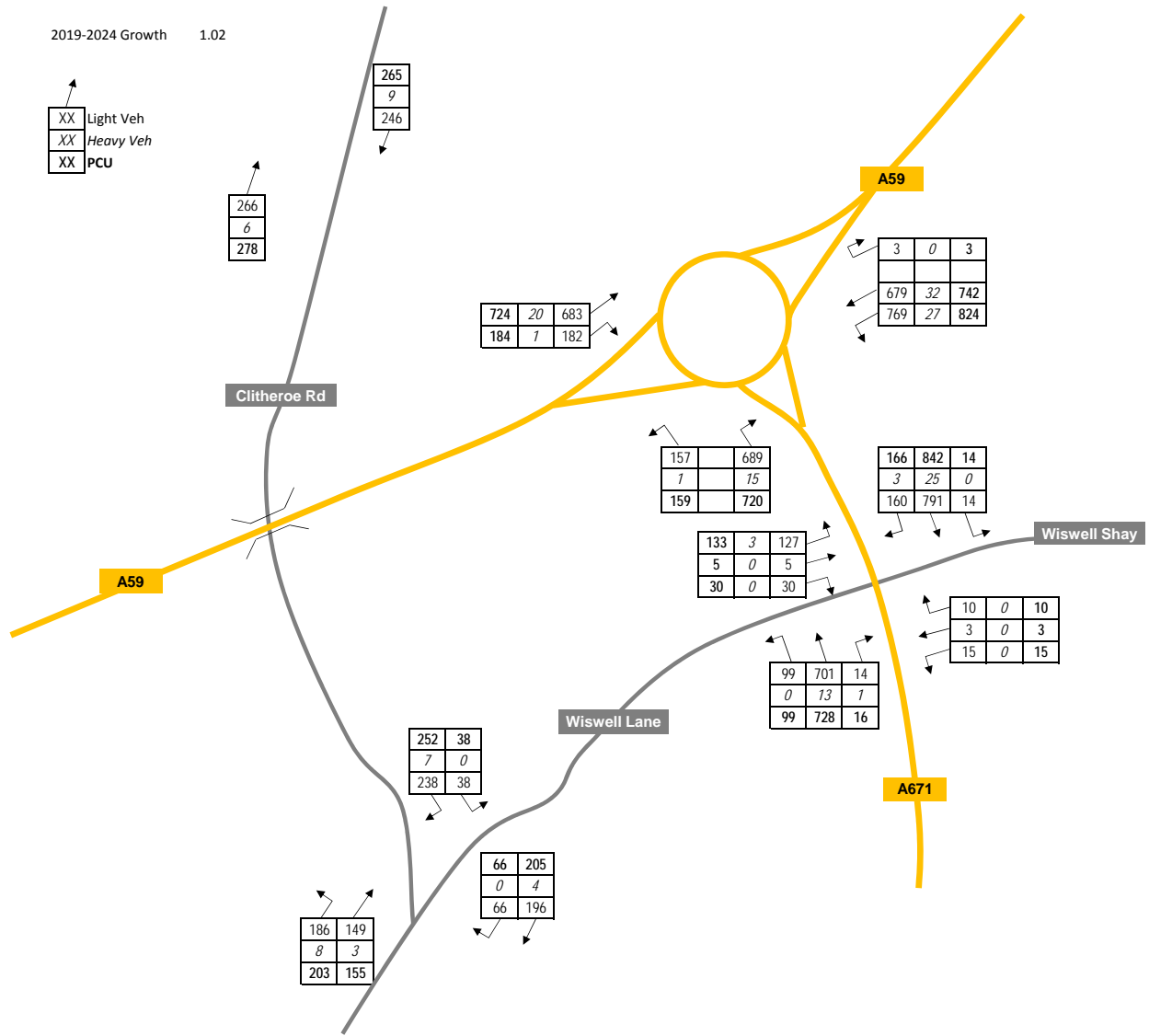


**Project:** Whalley, Clitheroe  
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**Figure Title:** 2024 Baseline Traffic Flows: Morning Peak Hour



2019-2024 Growth 1.02

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XX	PCU

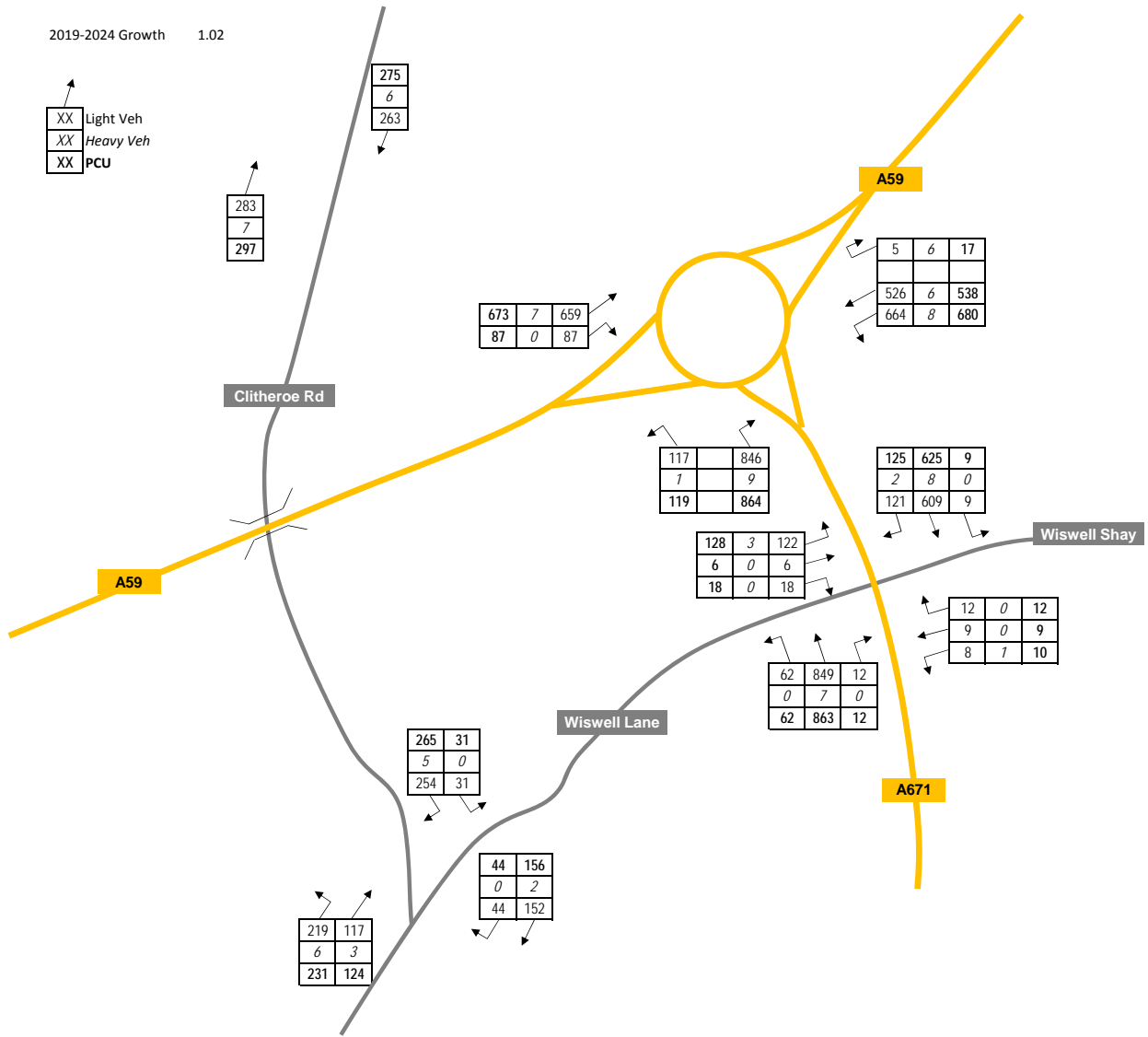


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**Figure No:** 5  
**Figure Title:** 2024 Baseline Traffic Flows: Evening Peak Hour



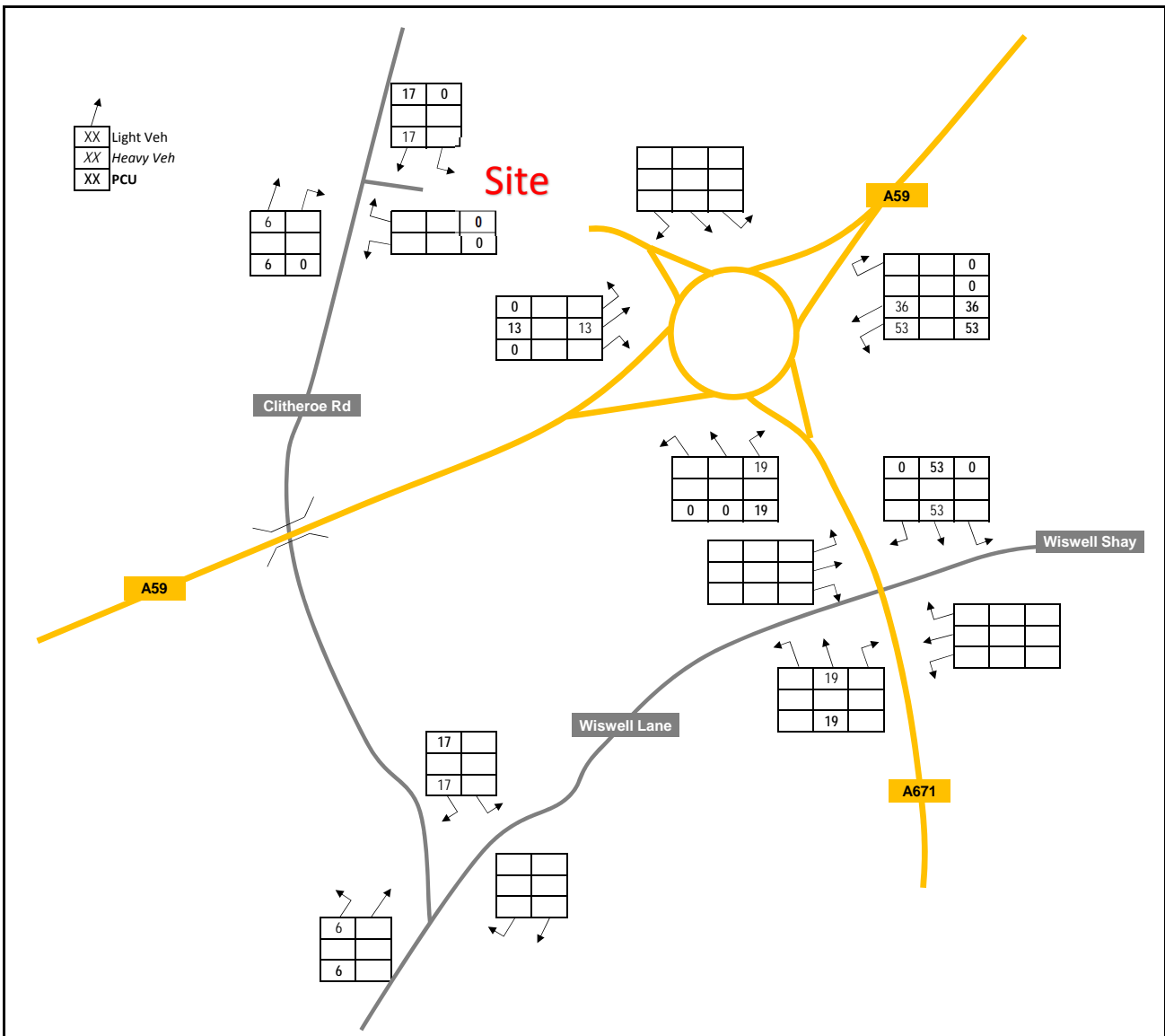
2019-2024 Growth 1.02

XX	Light Veh
XX	Heavy Veh
XX	PCU



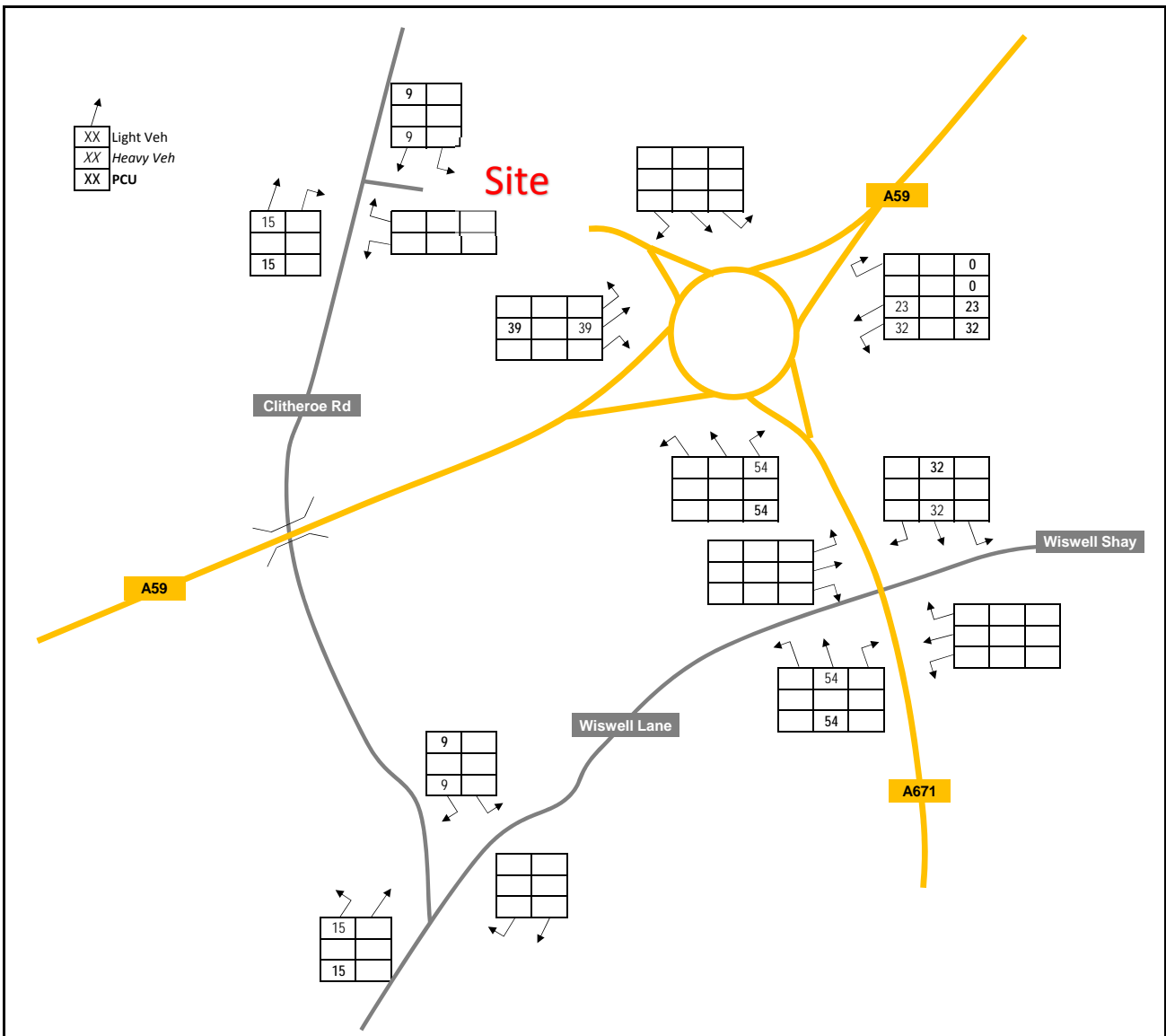
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**Figure No:** 6  
**Figure Title:** 2024 Baseline Traffic Flows: Saturday Peak Hour





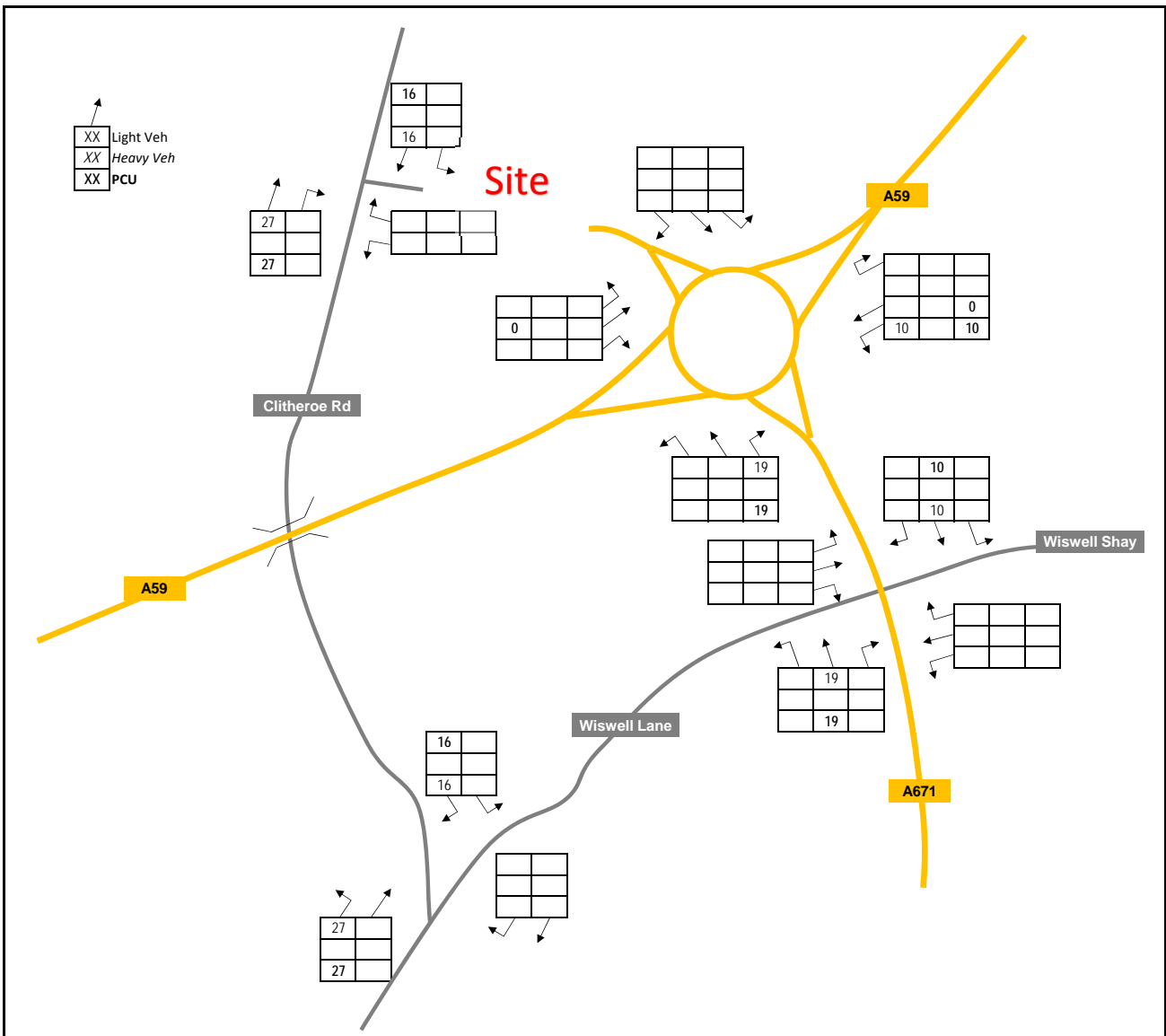
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**Figure No:** 7  
**Figure Title:** Barrow Lands Committed Flows AM Peak





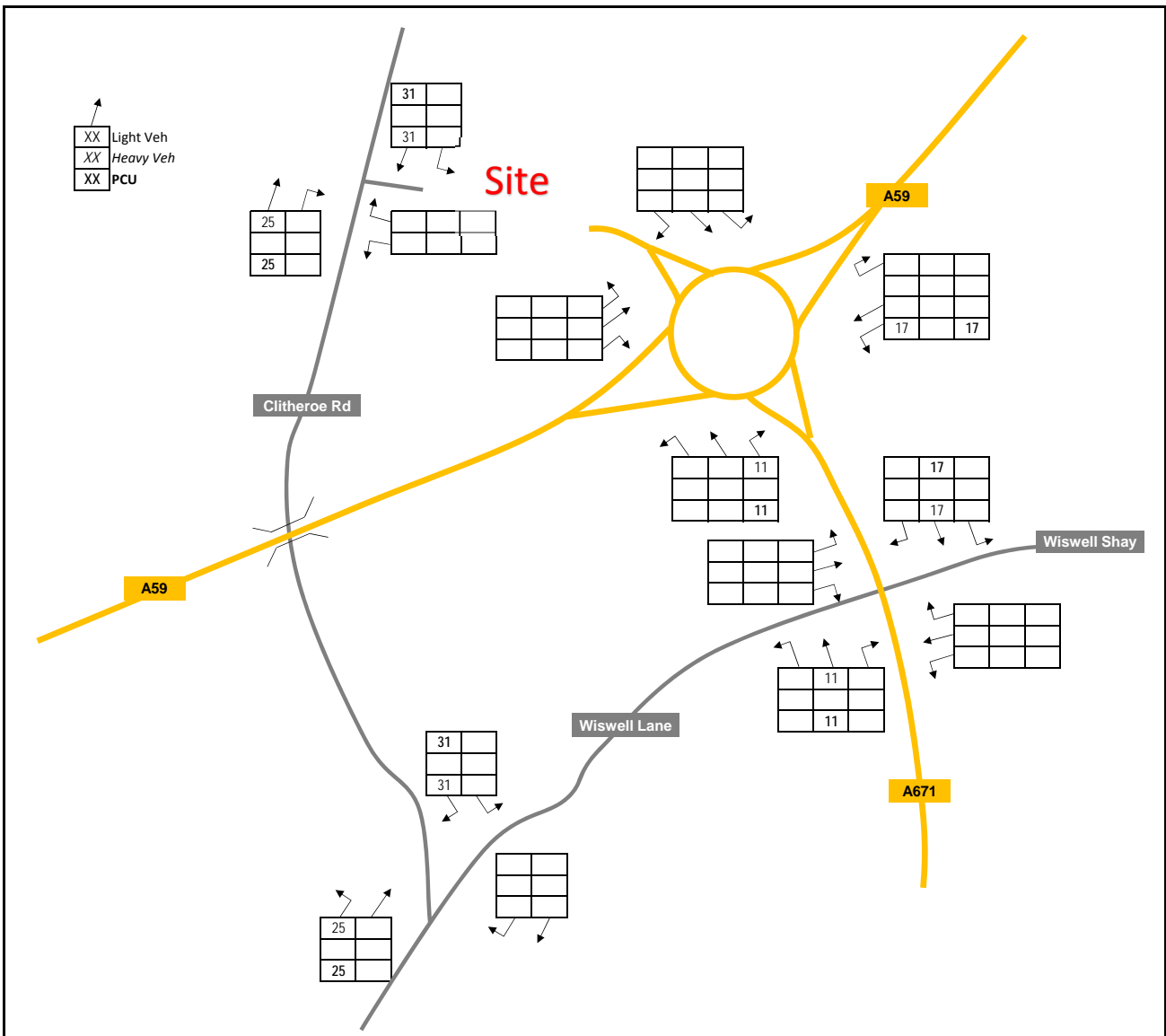
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**Figure No:** 8  
**Figure Title:** Barrow Lands Committed Flows PM Peak





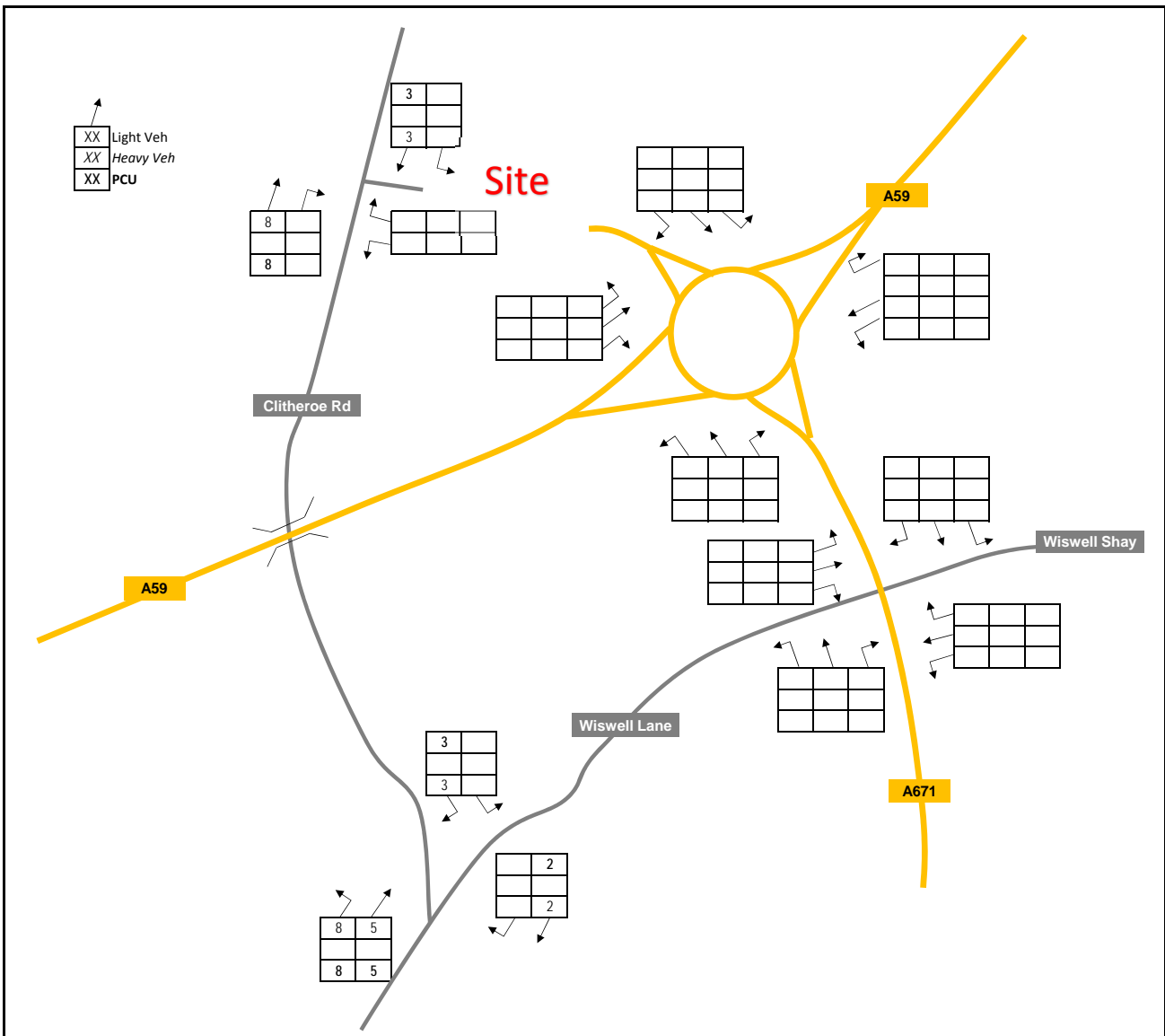
**Project:** Whalley, Clitheroe  
**Figure No:** 9  
**Figure Title:** Lawsonsteads Committed Flows AM Peak





**Project:** Whalley, Clitheroe  
**Figure No:** 10  
**Figure Title:** Lawsonsteads Committed Flows PM Peak

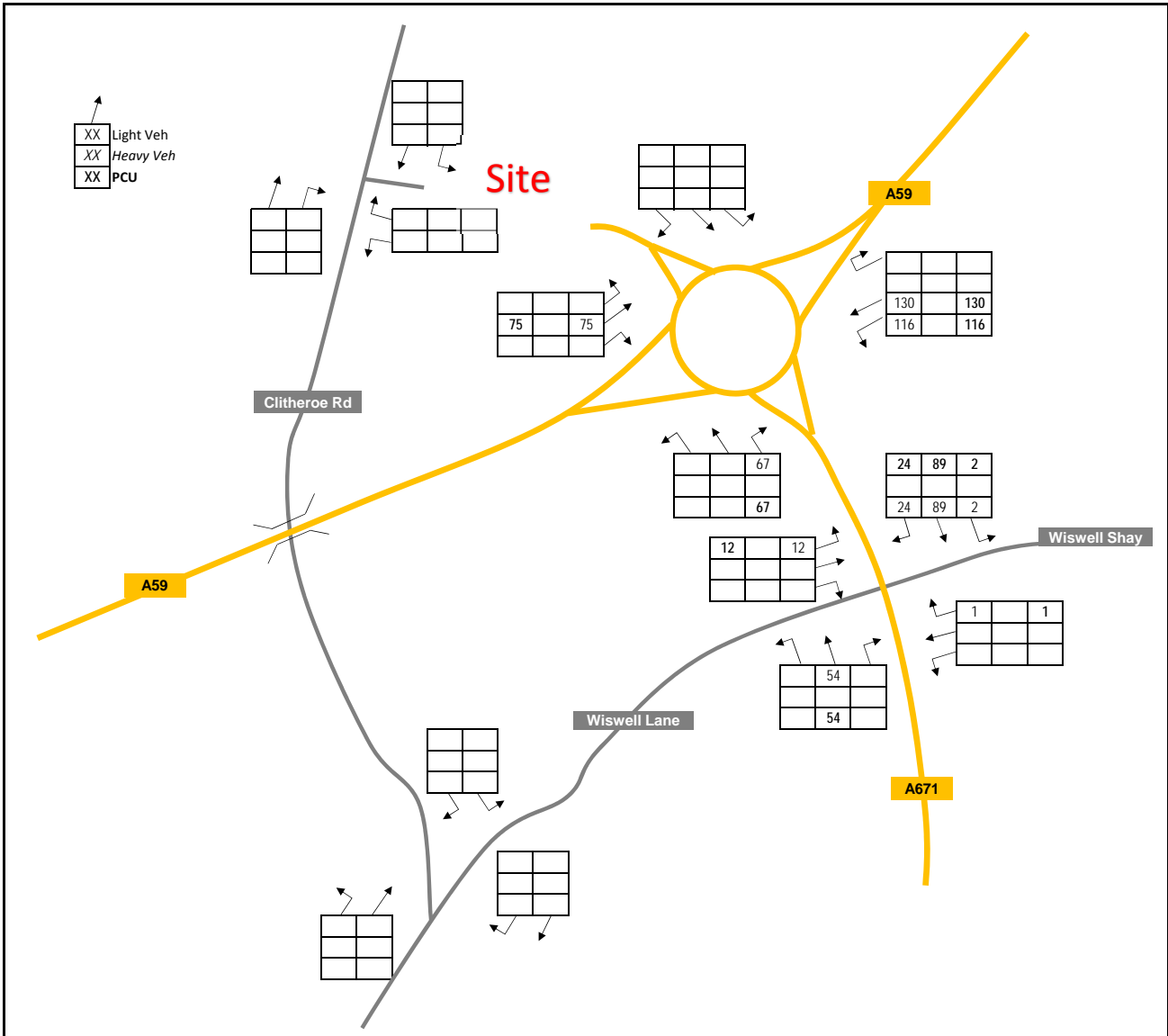




**Project:** Whalley, Clitheroe  
**Figure No:** 11  
**Figure Title:** Mitton Road Committed Flows AM Peak

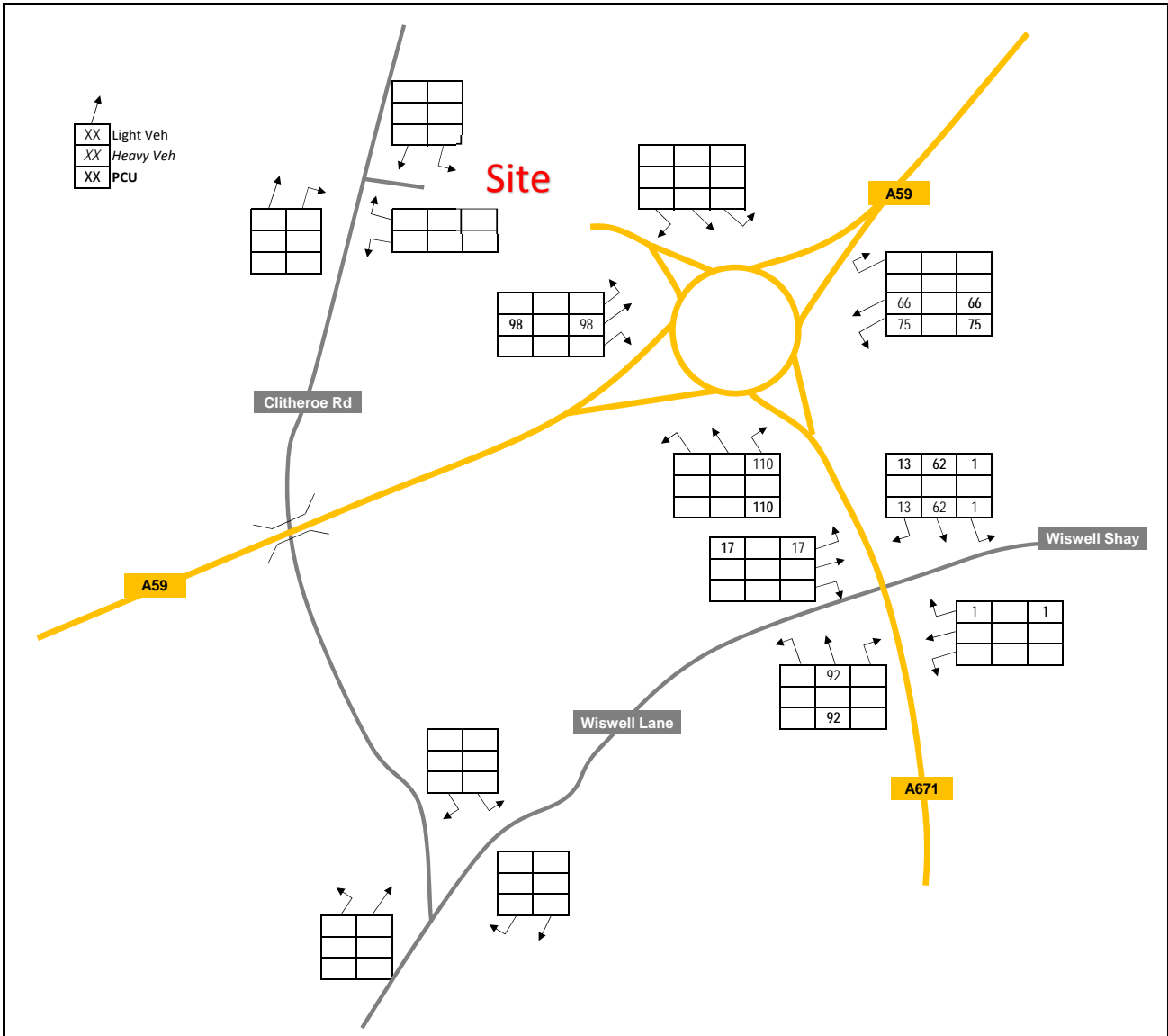






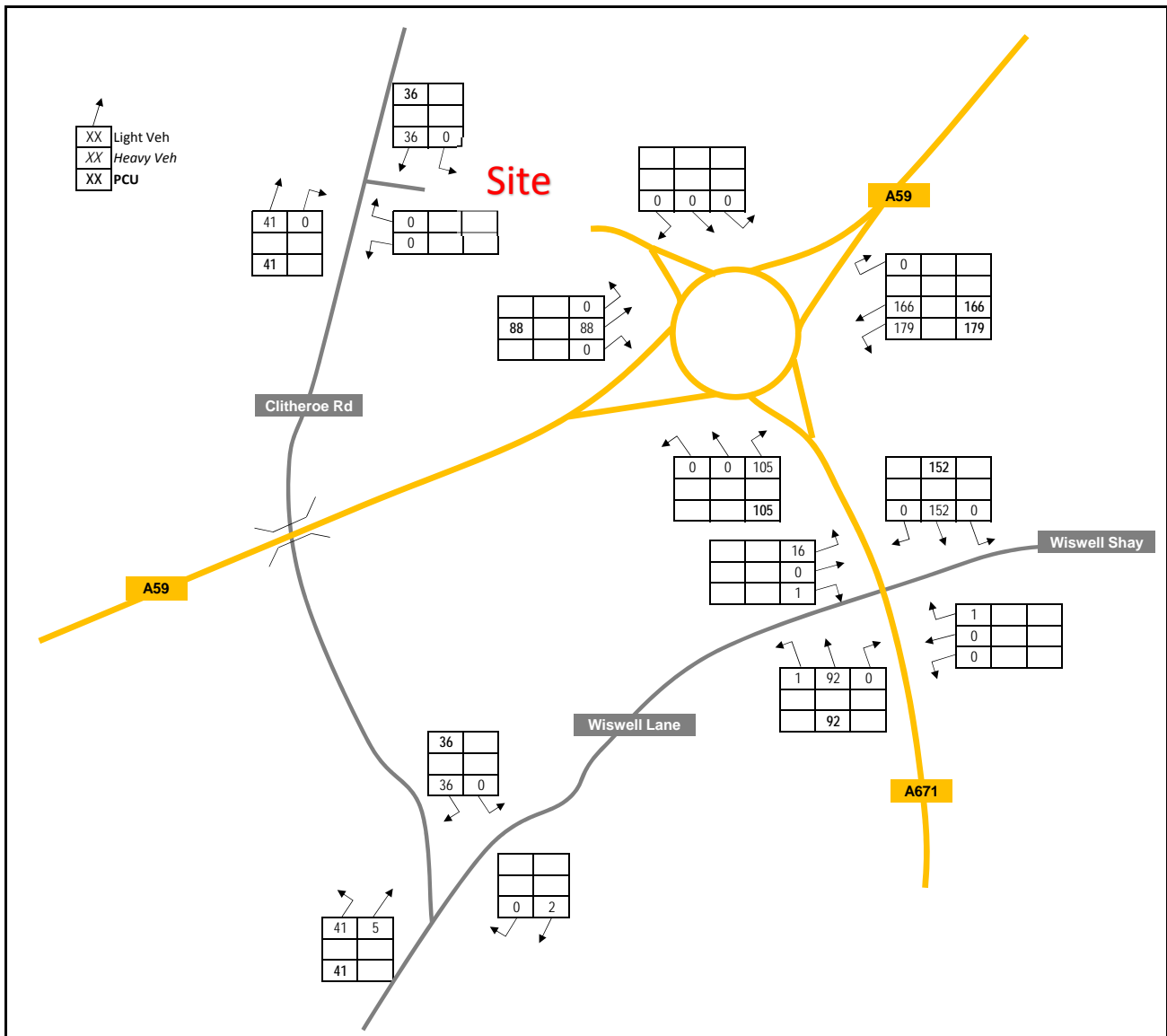
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**Figure Title:** Standen Committed Flows AM Peak





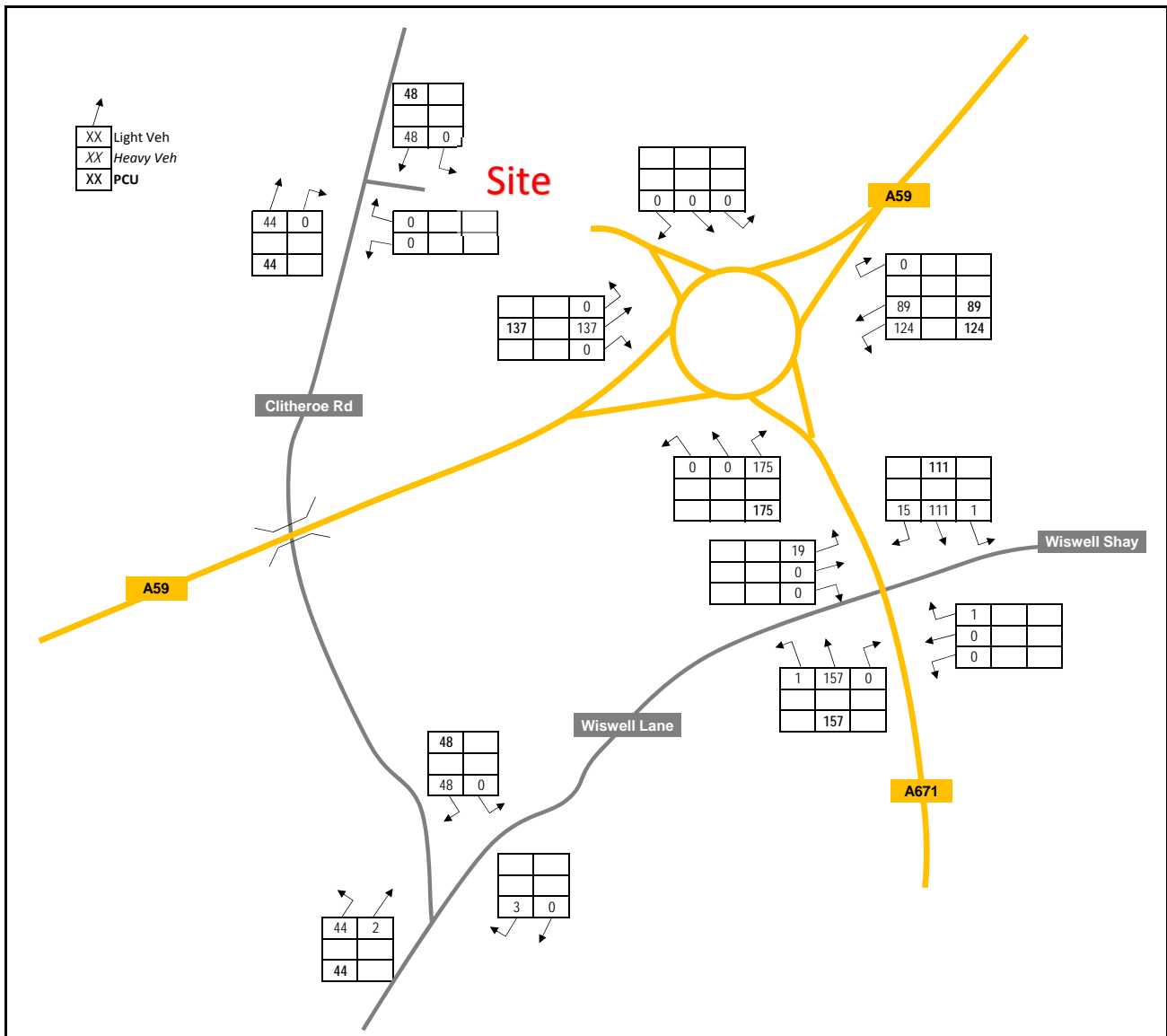
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**Figure Title:** Standen Committed Flows PM Peak





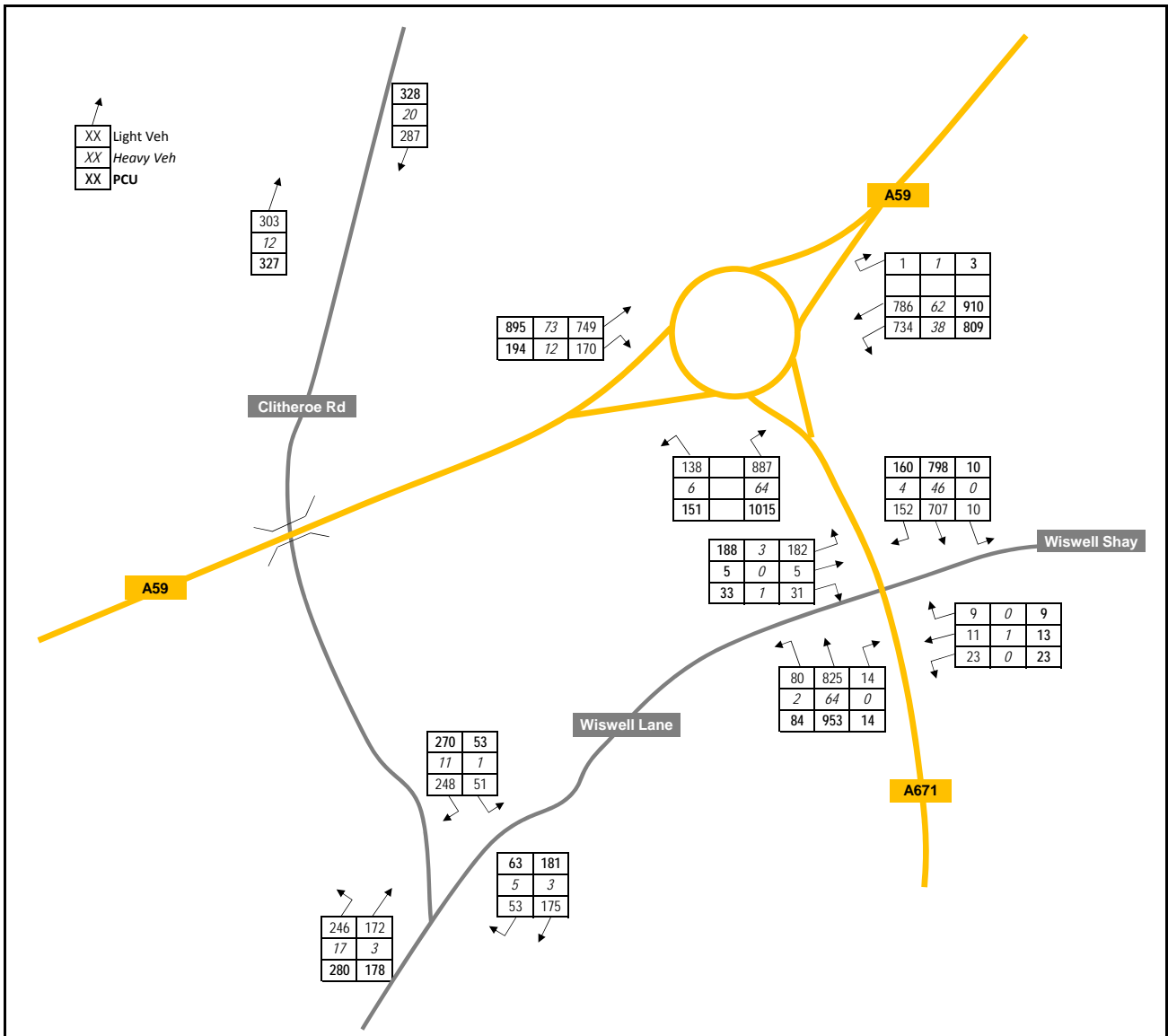
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**Figure No:** 15  
**Figure Title:** Committed Development Flows AM Peak





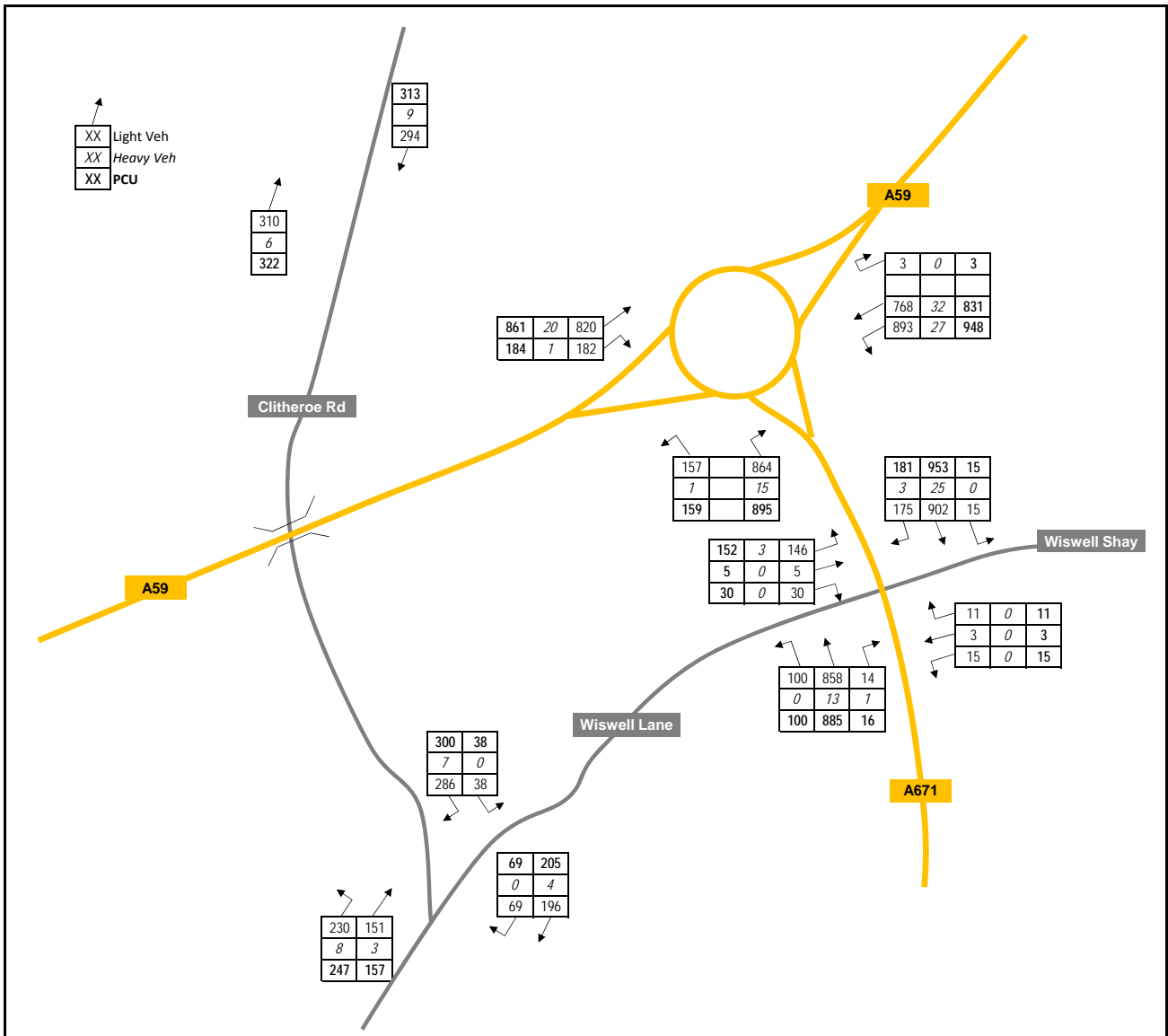
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**Figure No:** 16  
**Figure Title:** Committed Development Flows PM Peak





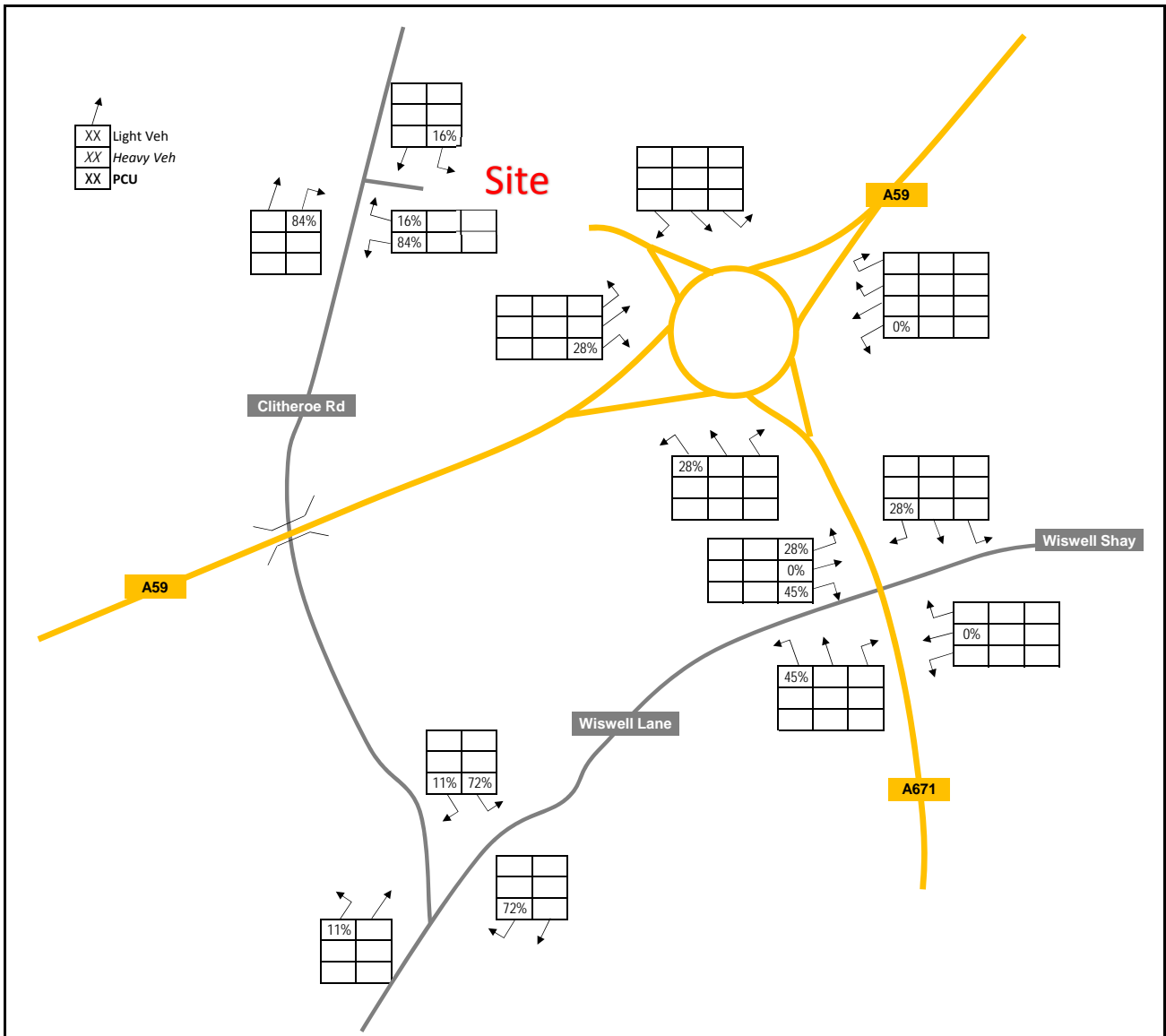
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 Figure No: 17  
 Figure Title: 2024 Baseline 'Without Development' Traffic Flows:





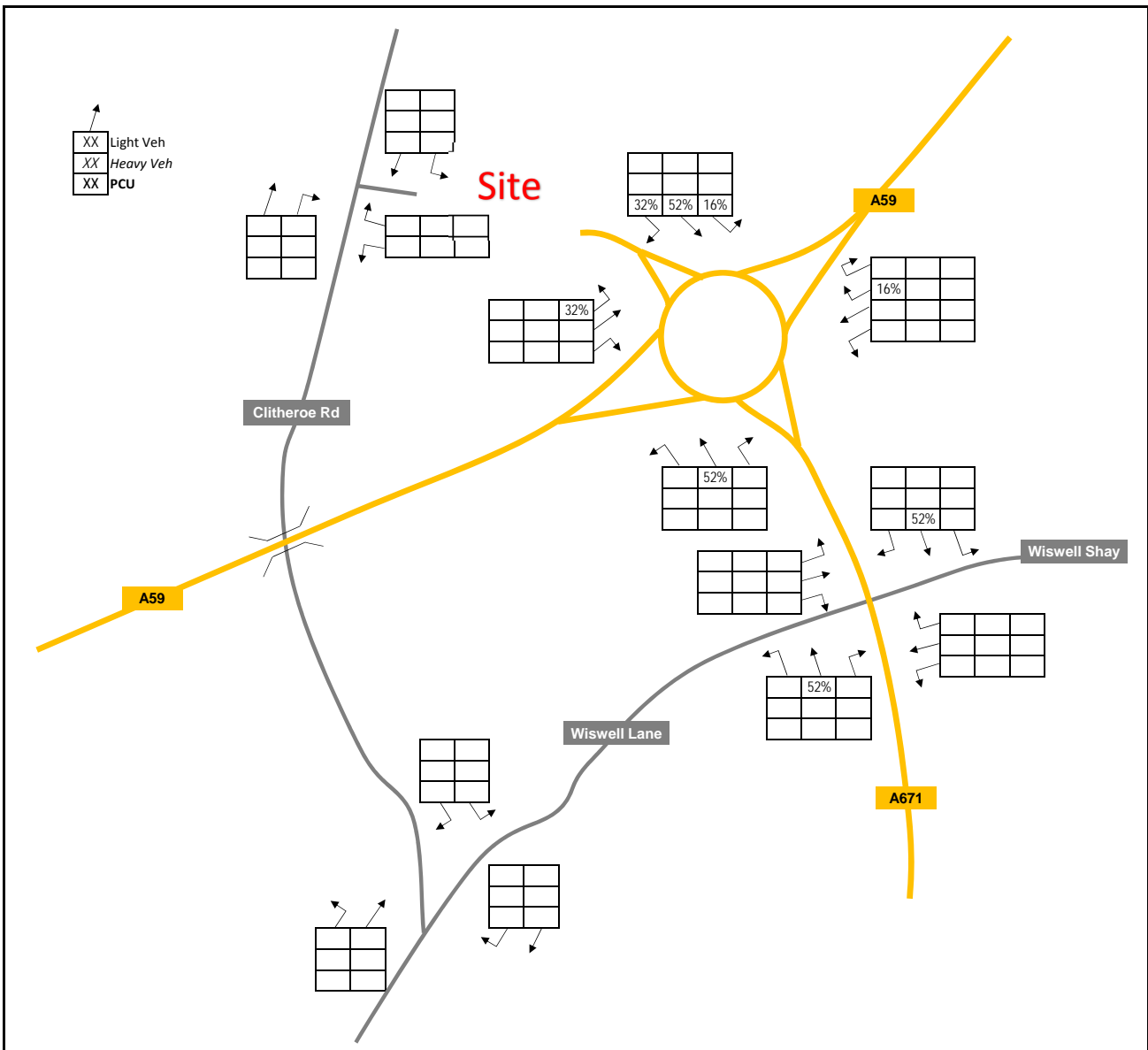
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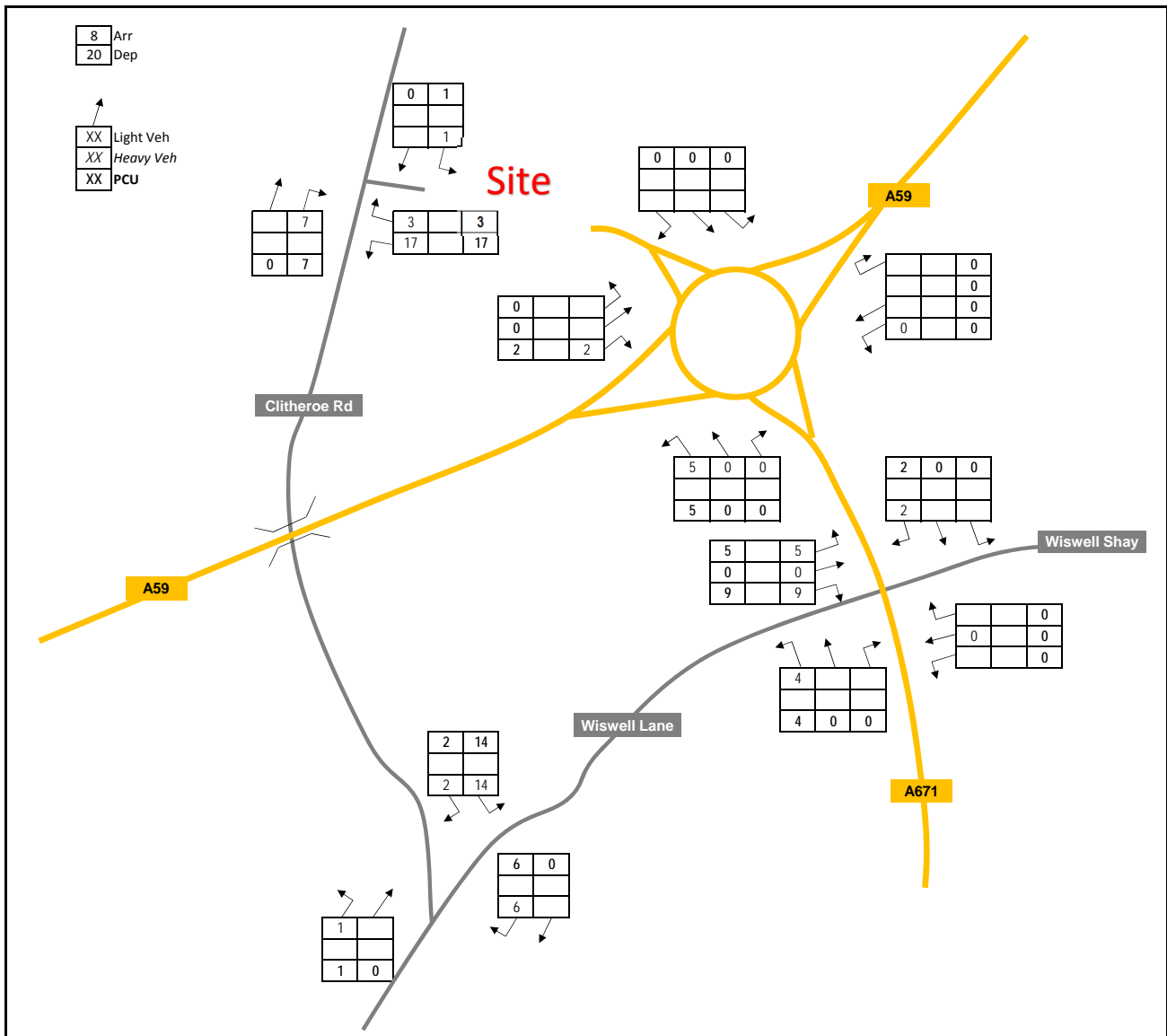
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**Figure No:** 19  
**Figure Title:** Residential Development Traffic Distribution





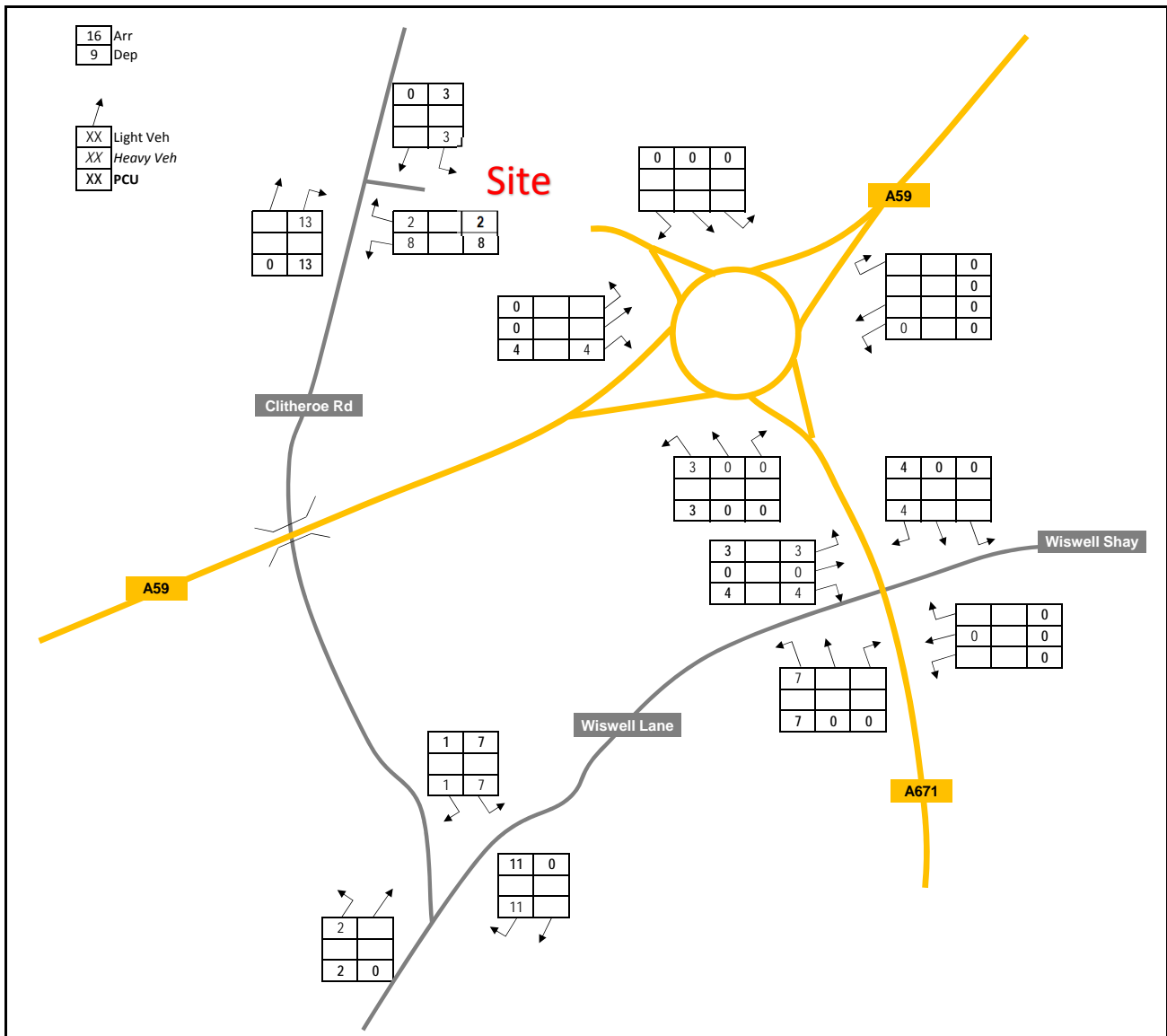
**Project:** Whalley, Clitheroe  
**Figure No:** 20  
**Figure Title:** Employment Development Traffic Distribution





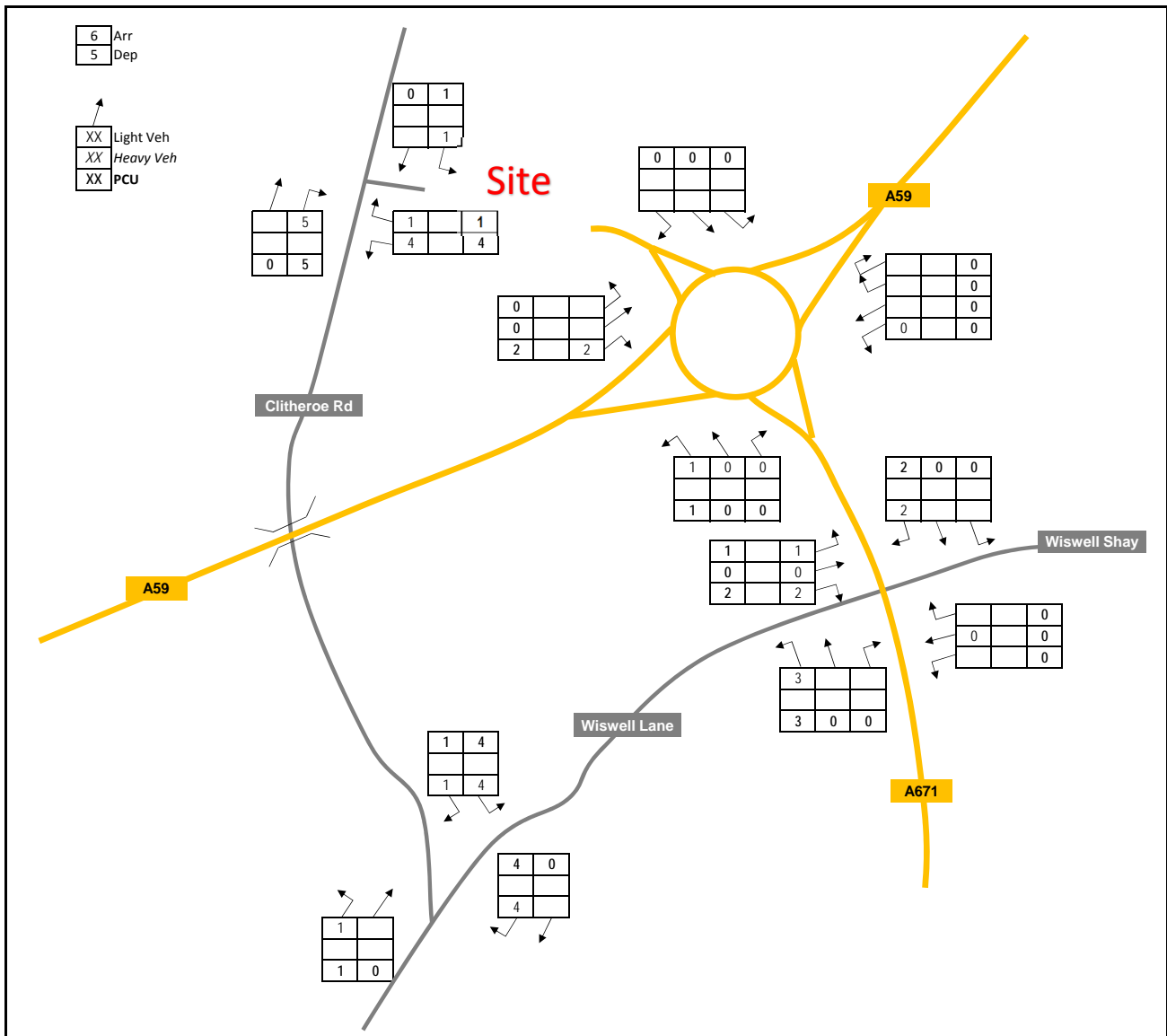
**Project:** Whalley, Clitheroe  
**Figure No:** 21  
**Figure Title:** Residential Development Traffic Assignment AM





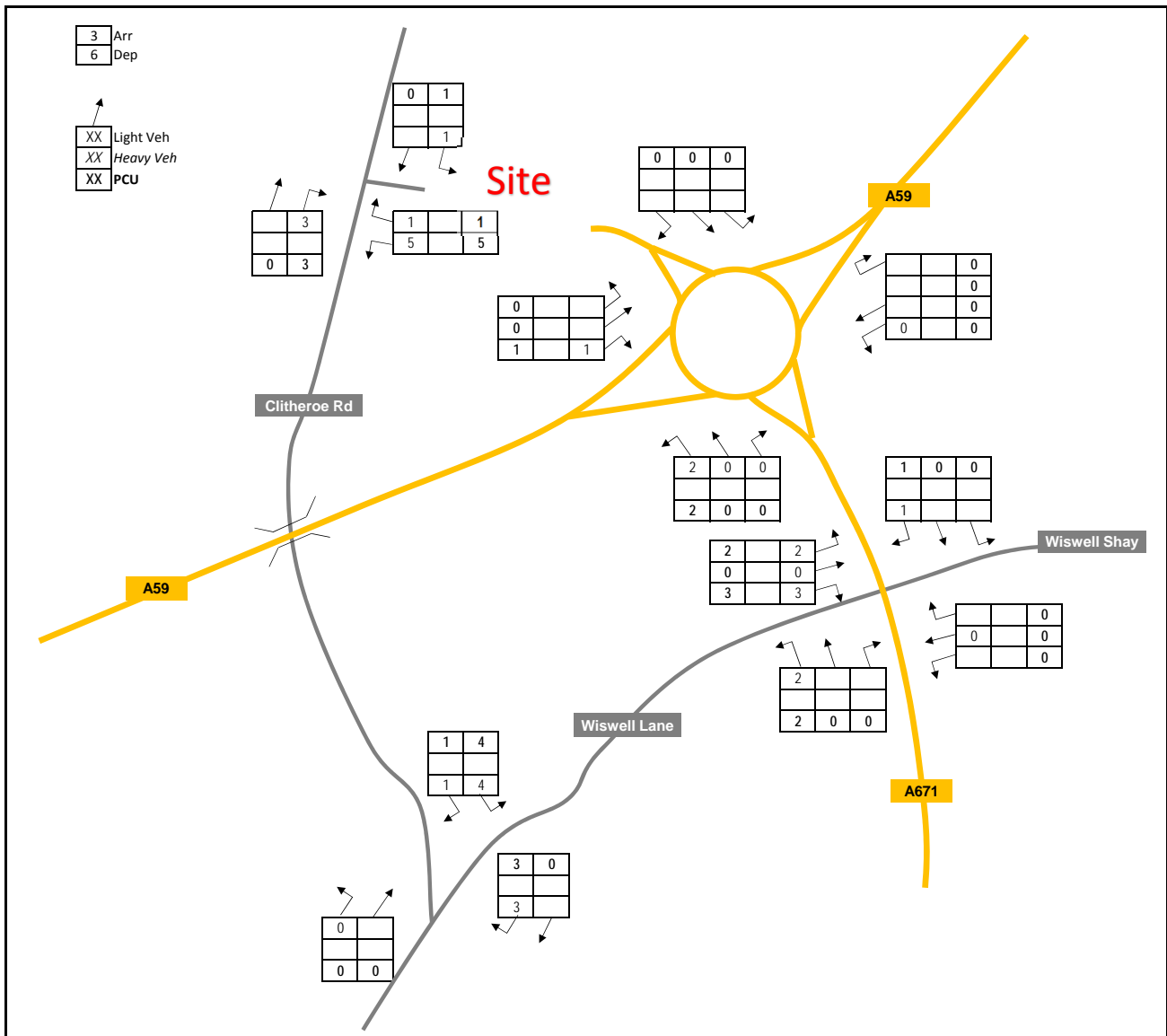
**Project:** Whalley, Clitheroe  
**Figure No:** 22  
**Figure Title:** Residential Development Traffic Assignment PM





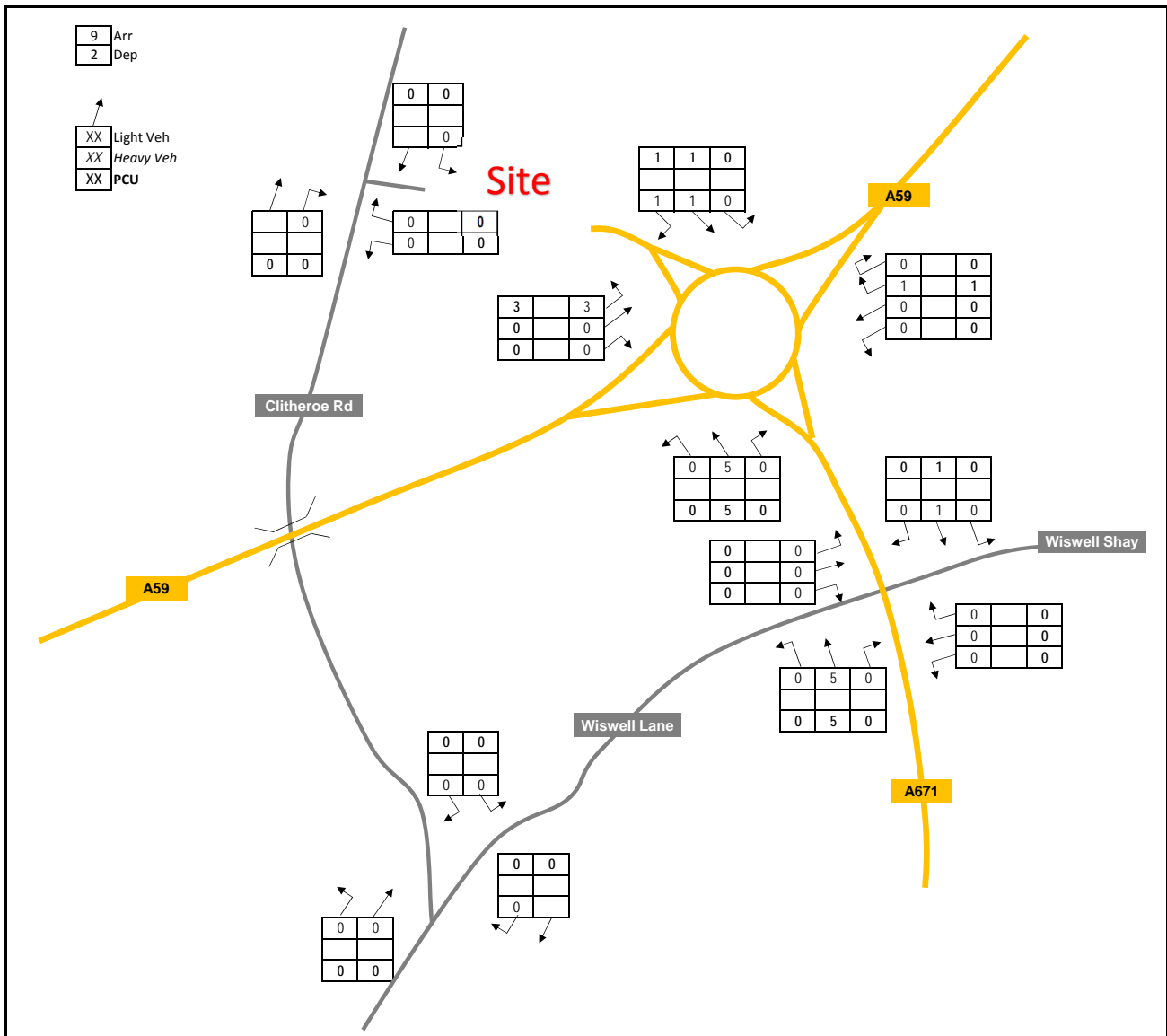
**Project:** Whalley, Clitheroe  
**Figure No:** 23  
**Figure Title:** Care Home Development Traffic Assignment AM





**Project:** Whalley, Clitheroe  
**Figure No:** 24  
**Figure Title:** Care Home Development Traffic Assignment PM



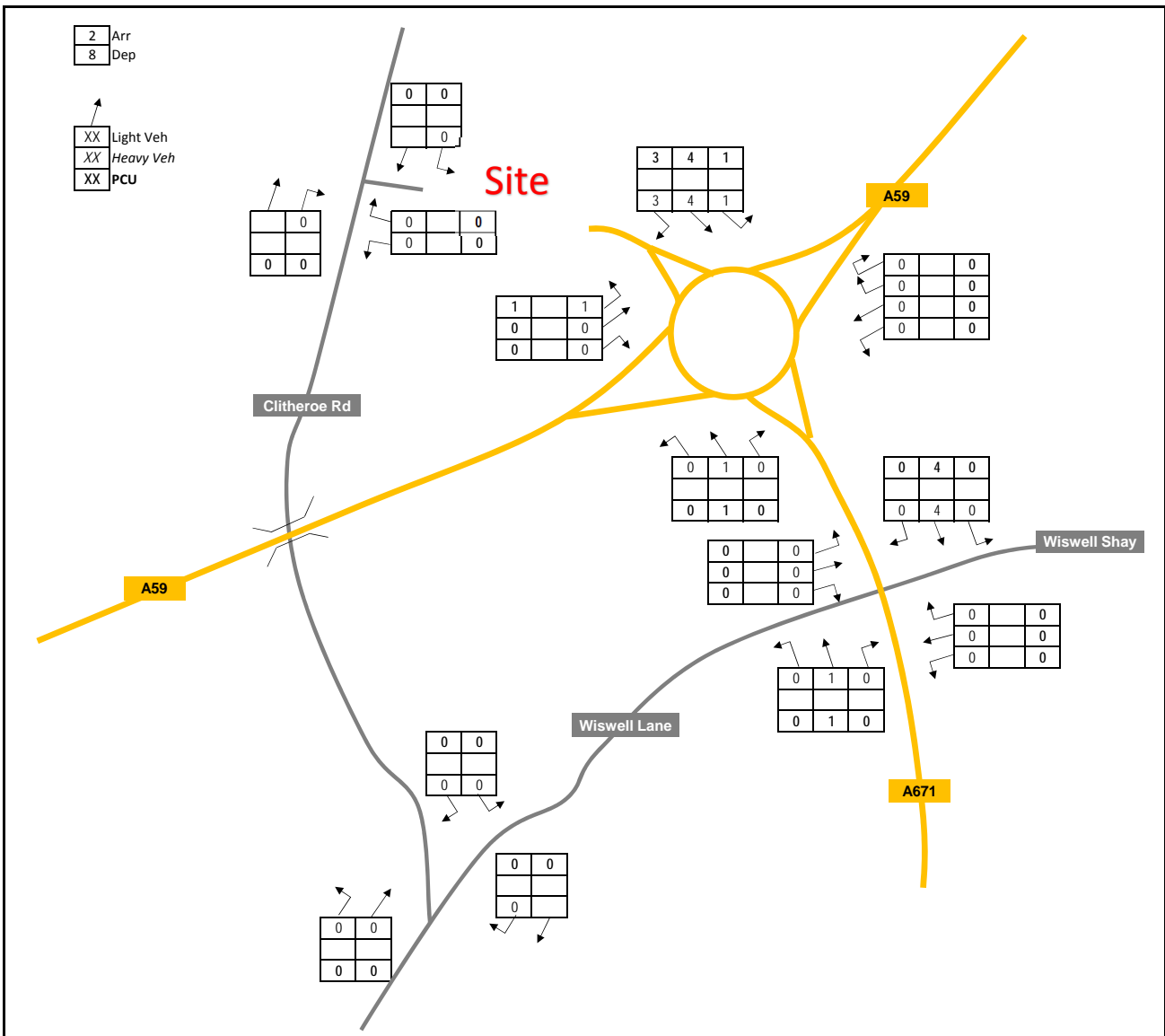


9	Arr
2	Dep

XX	Light Veh
XX	Heavy Veh
XX	PCU

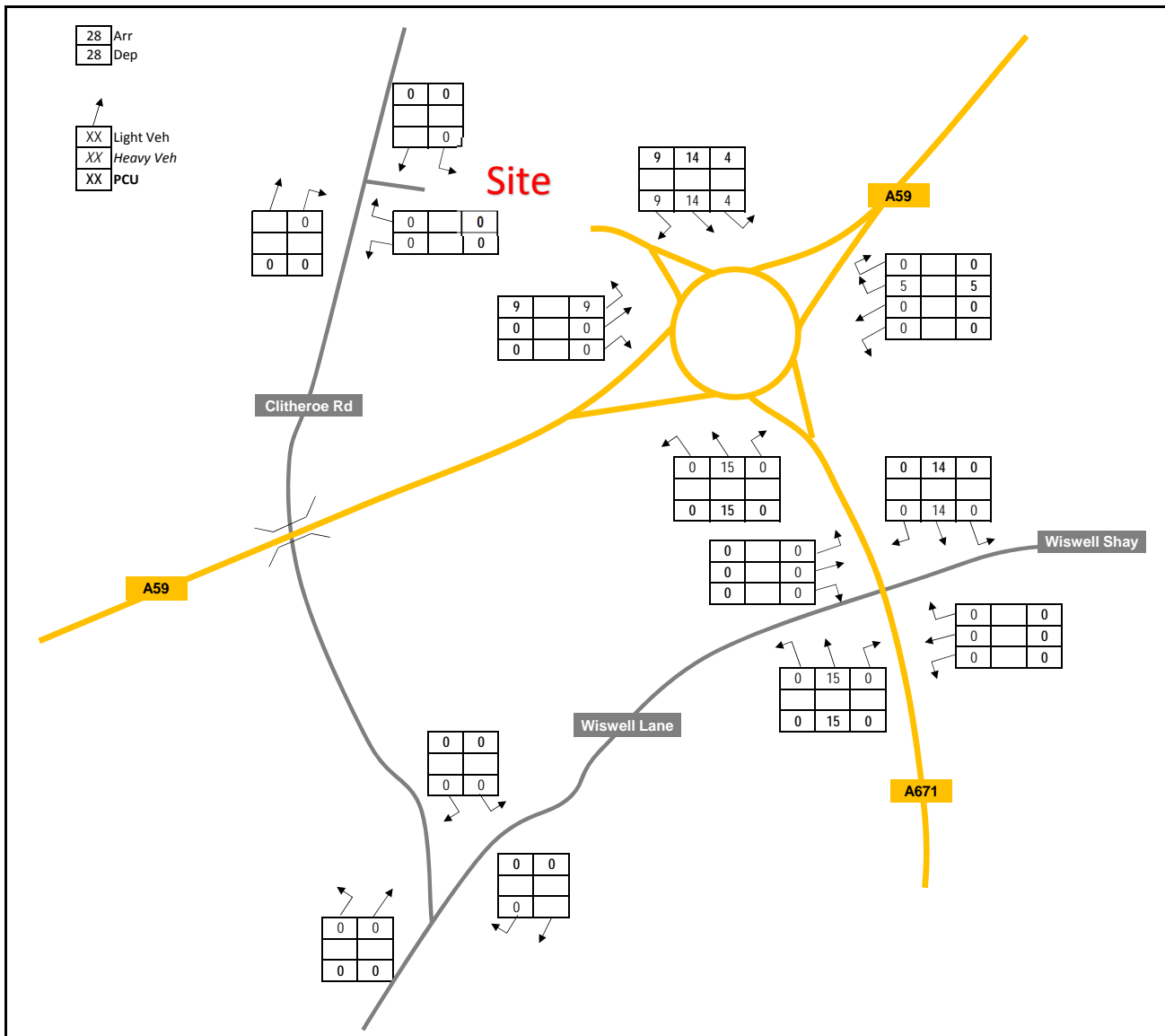
**Project:** Whalley, Clitheroe  
**Figure No:** 25  
**Figure Title:** Industrial Development Traffic Assignment AM





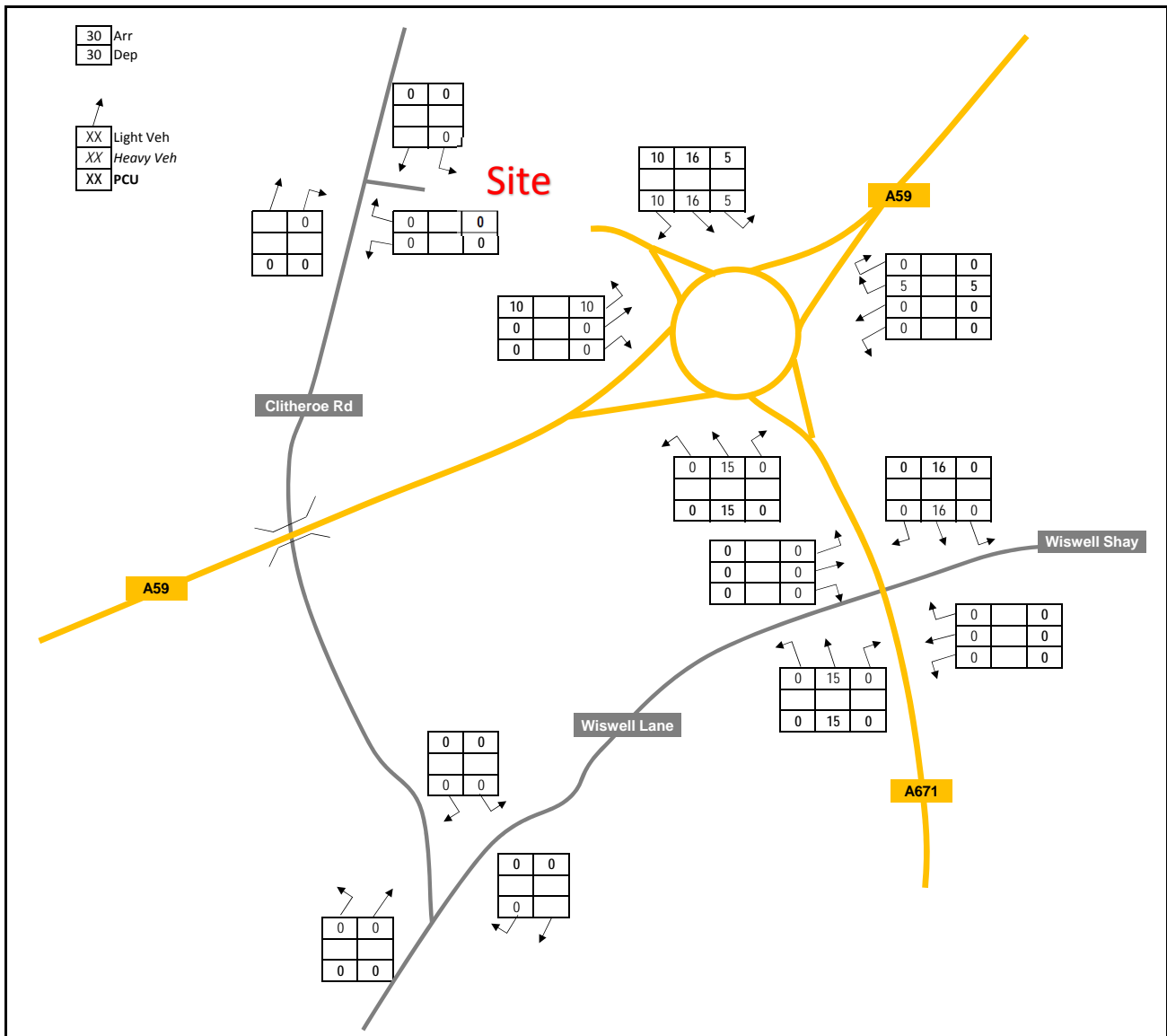
**Project:** Whalley, Clitheroe  
**Figure No:** 26  
**Figure Title:** Industrial Development Traffic Assignment PM





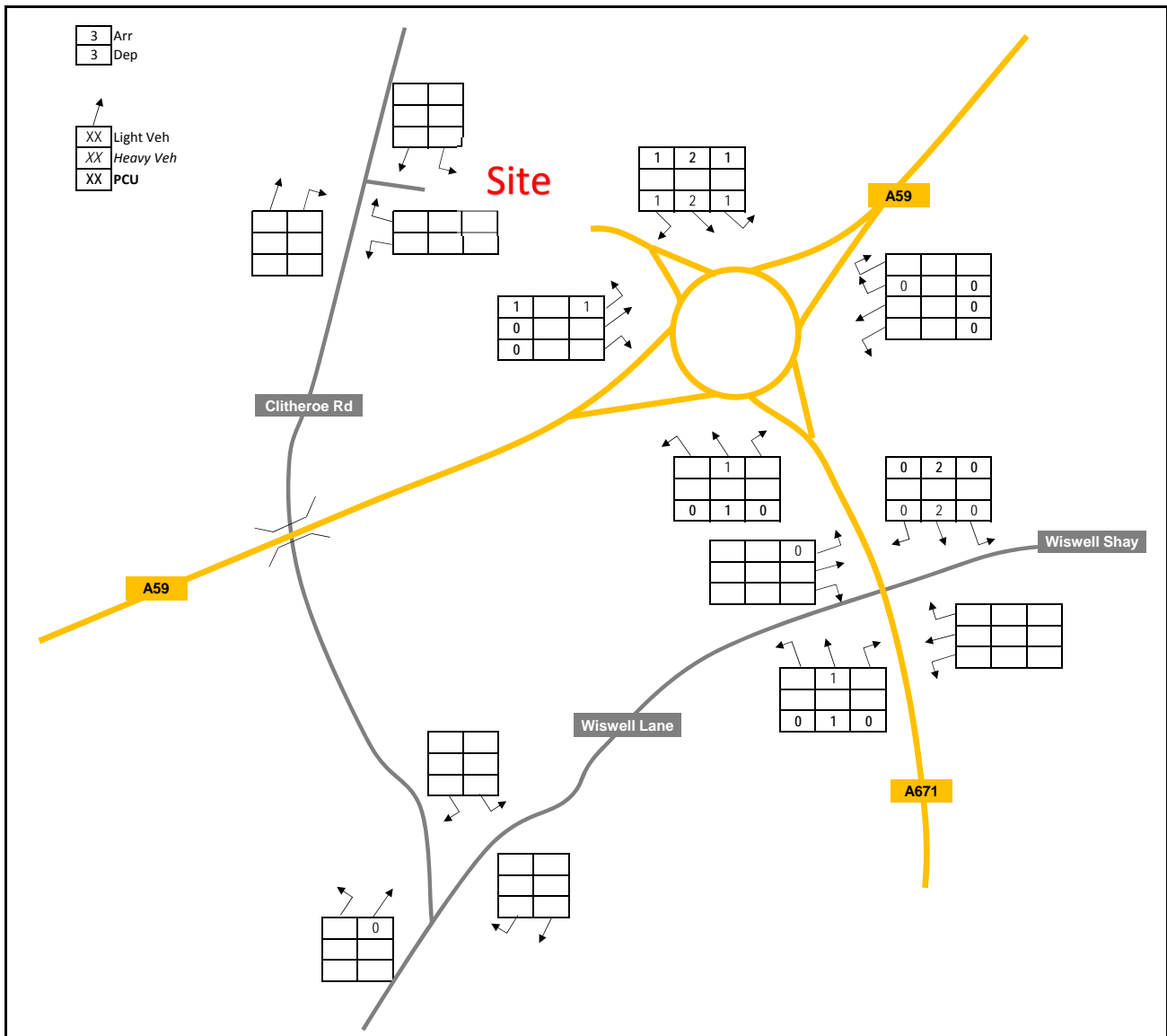
**Project:** Whalley, Clitheroe  
**Figure No:** 27  
**Figure Title:** PFS New Trips Traffic Assignment AM





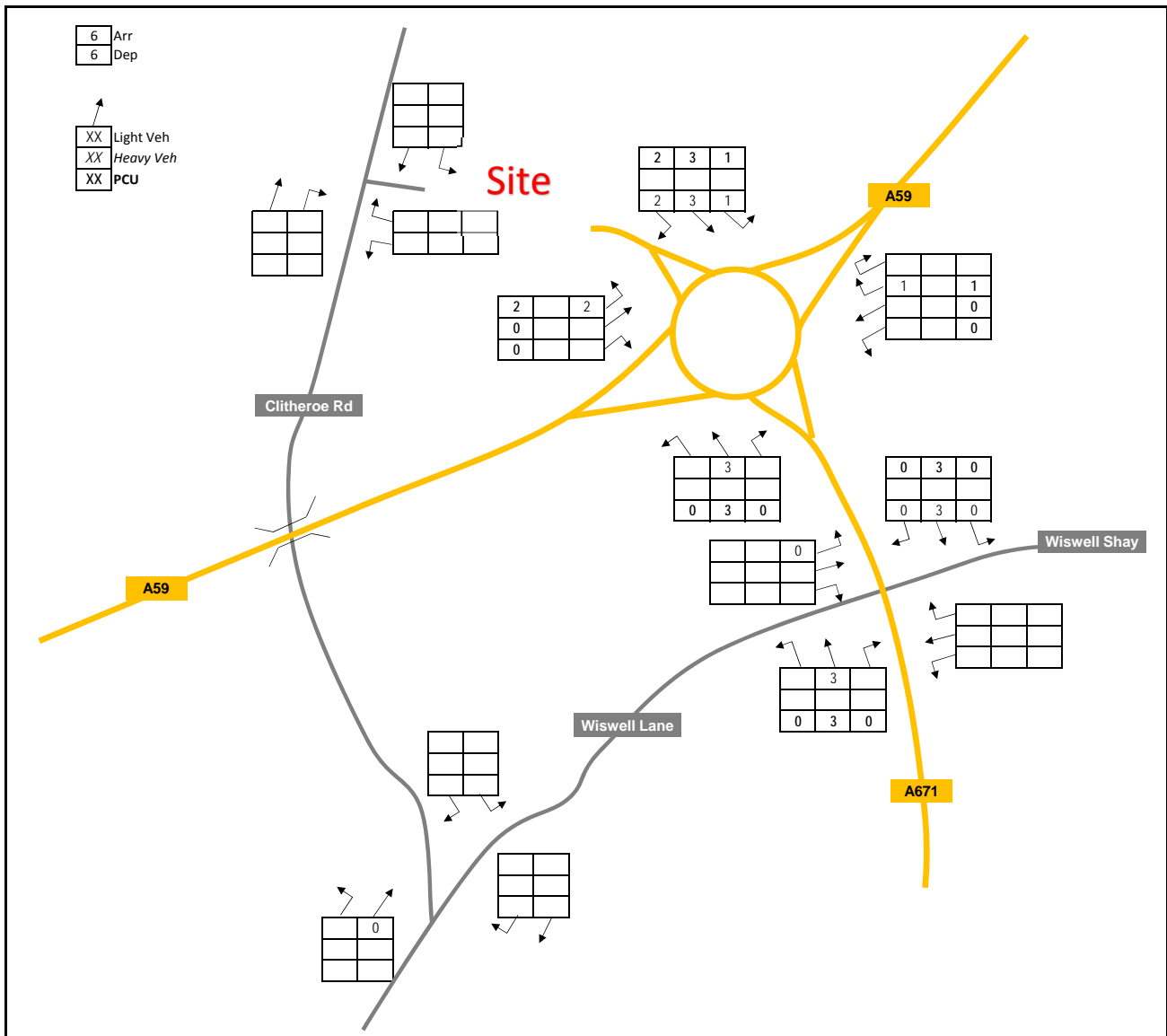
**Project:** Whalley, Clitheroe  
**Figure No:** 28  
**PFigure Title:** PFS New Trips Traffic Assignment PM





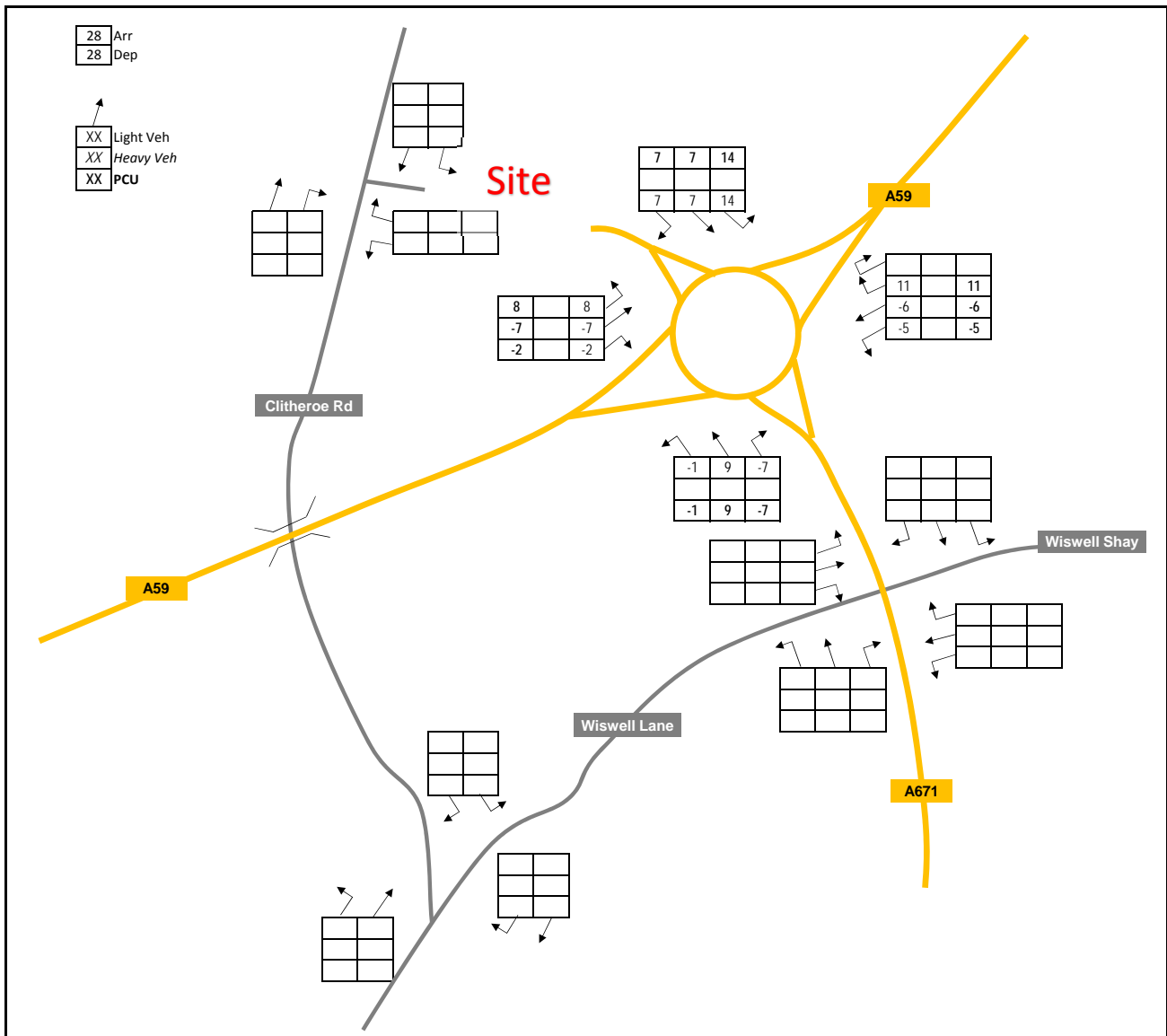
**Project:** Whalley, Clitheroe  
**Figure No:** 29  
**Figure Title:** Drive-thru New Trips Traffic Assignment AM





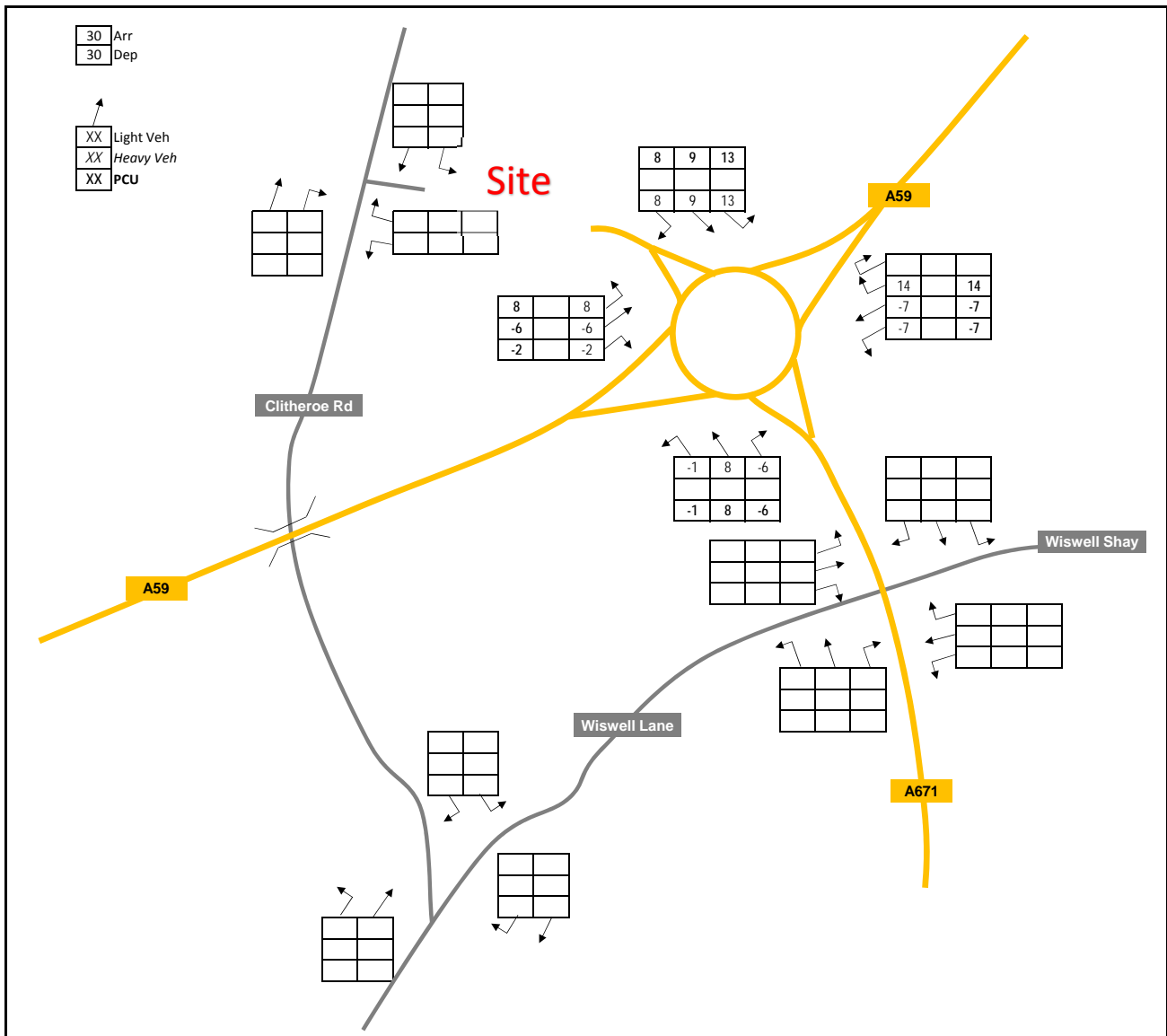
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**Figure No:** 30  
**Figure Title:** Drive-thru New Trips Traffic Assignment PM





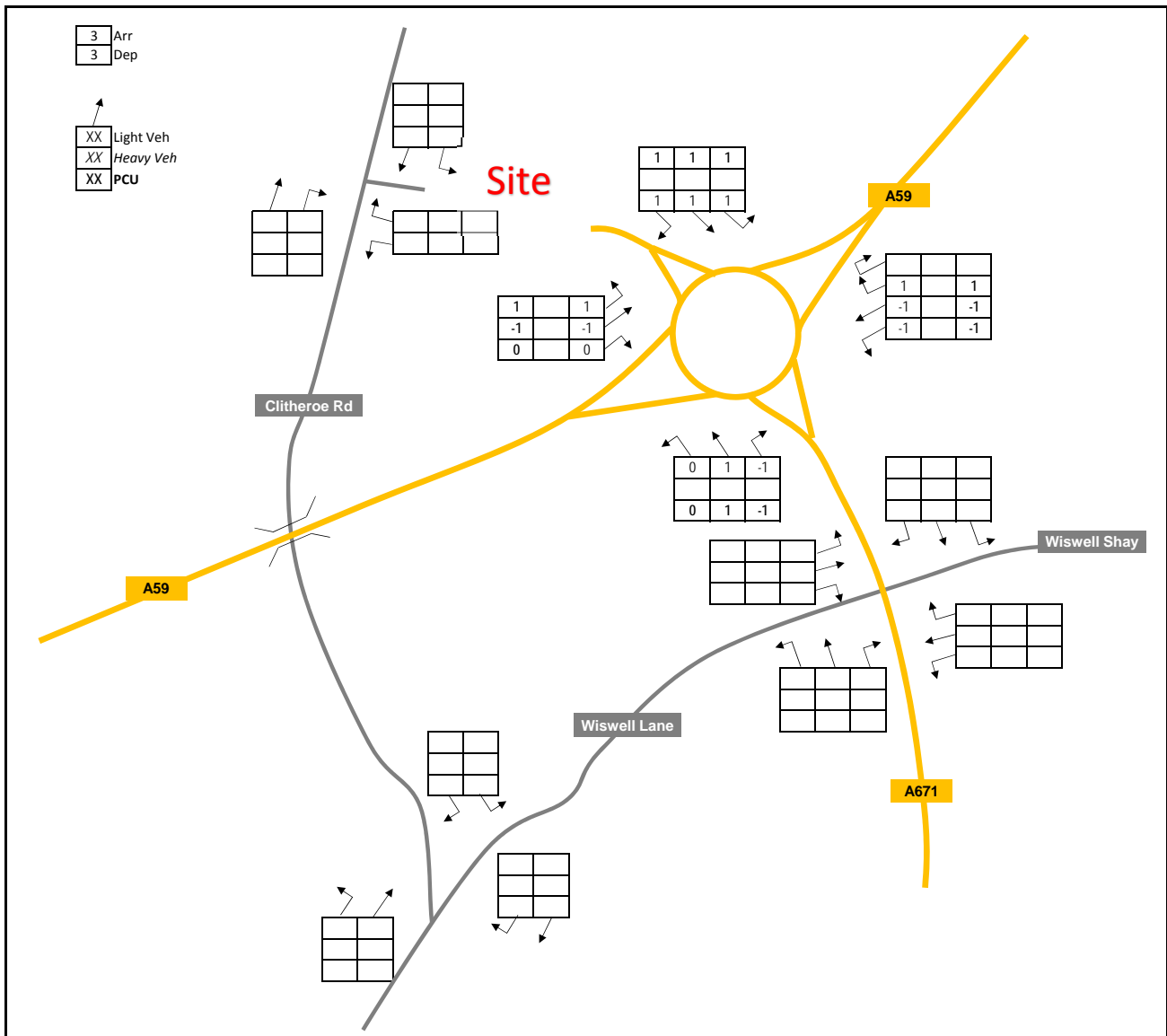
**Project:** Whalley, Clitheroe  
**Figure No:** 31  
**Figure Title:** PFS Pass-by Trips Traffic Assignment AM





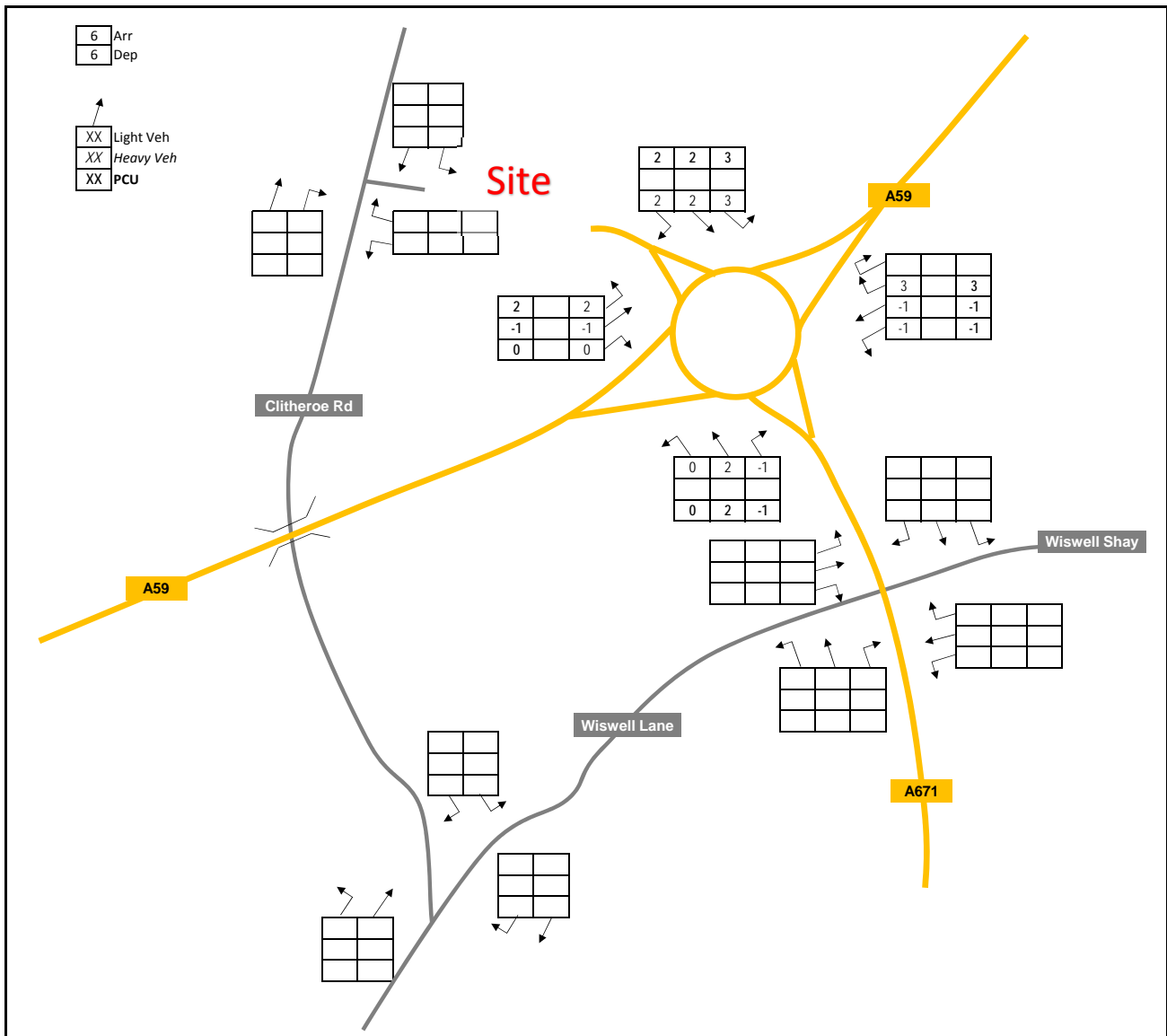
**Project:** Whalley, Clitheroe  
**Figure No:** 32  
**Figure Title:** PFS Pass-by Trips Traffic Assignment PM





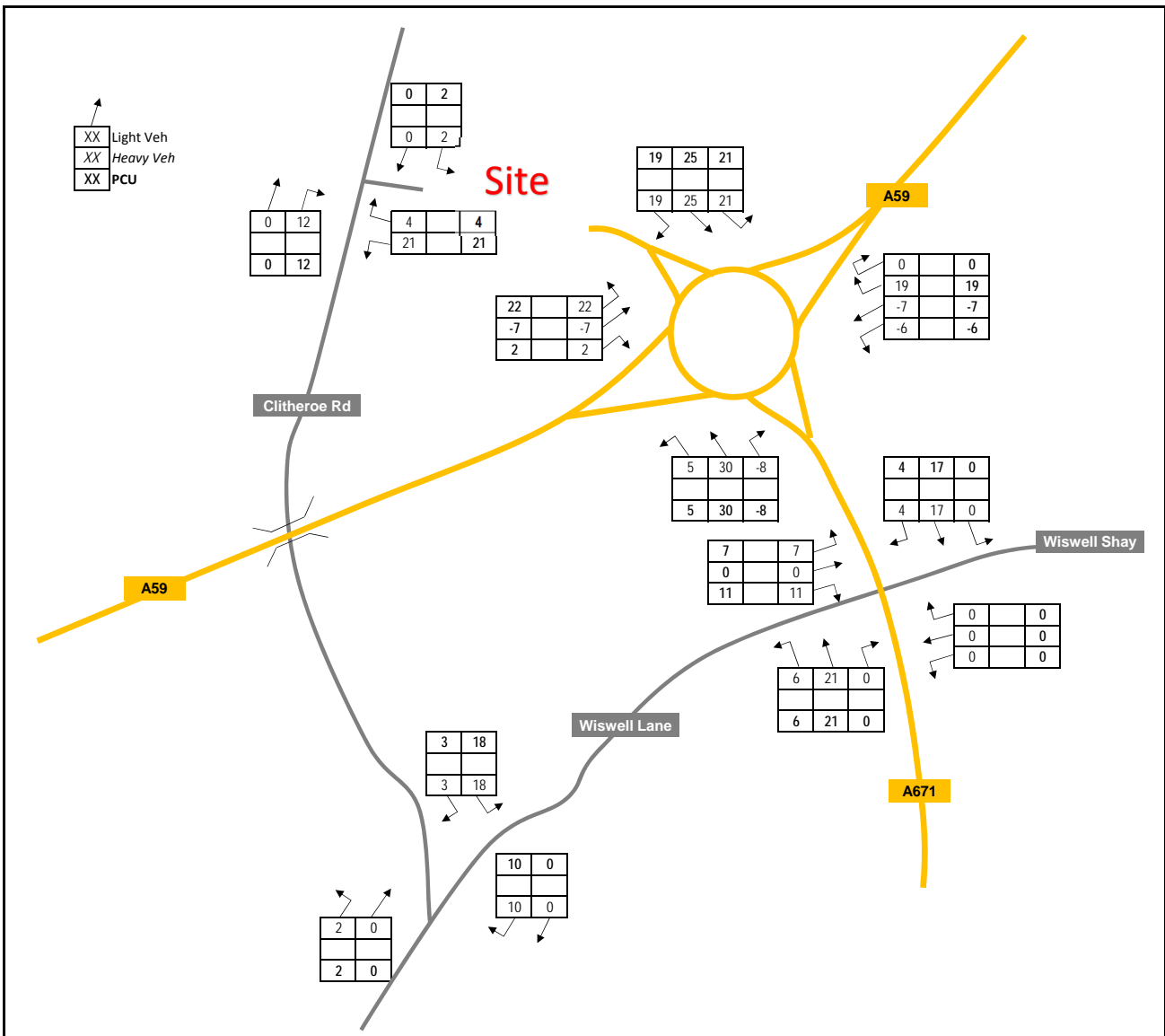
**Project:** Whalley, Clitheroe  
**Figure No:** 33  
**Figure Title:** Drive-thru Pass-by Trips Traffic Assignment AM





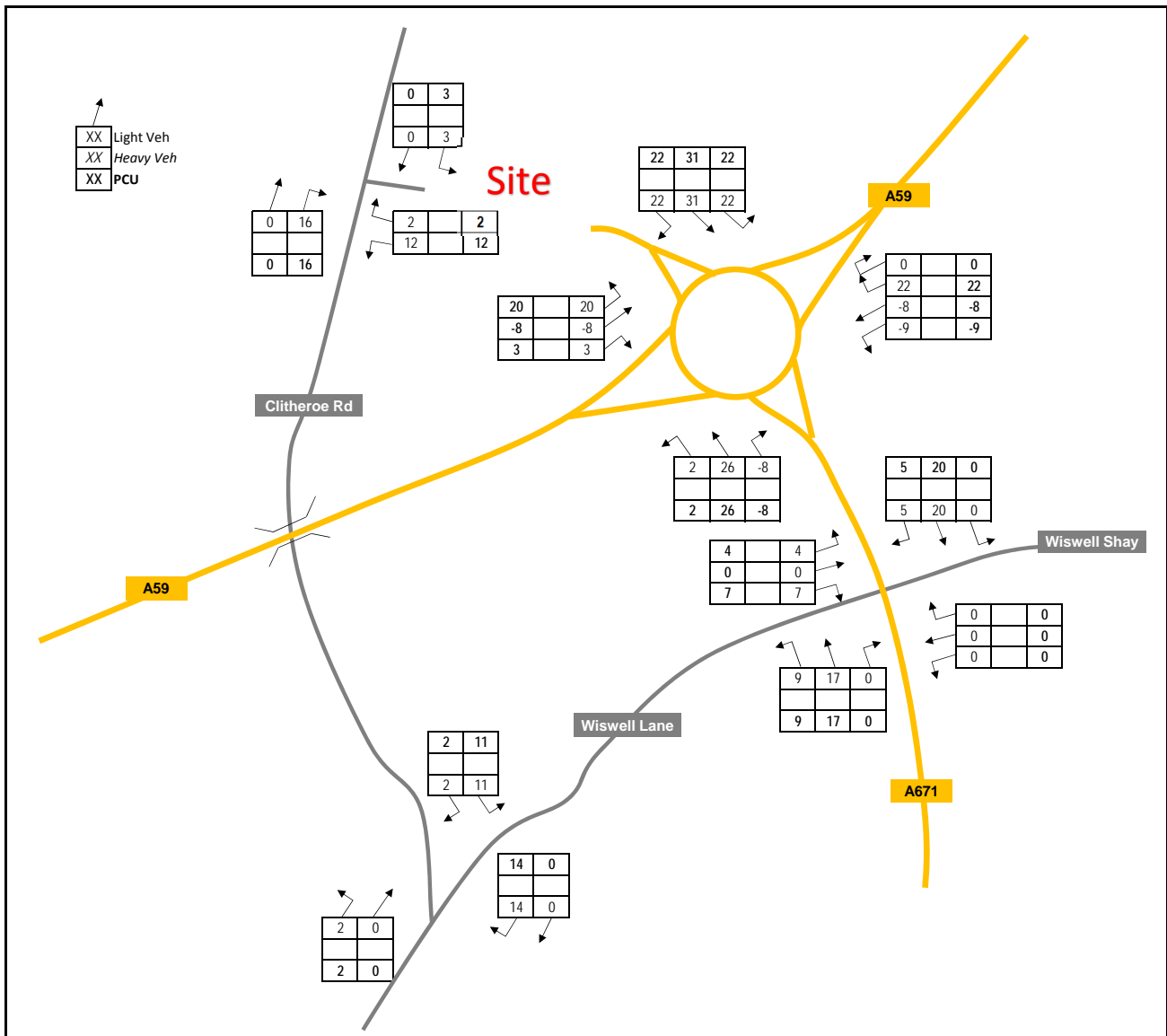
**Project:** Whalley, Clitheroe  
**Figure No:** 34  
**Figure Title:** Drive-thru Pass-by Trips Traffic Assignment PM





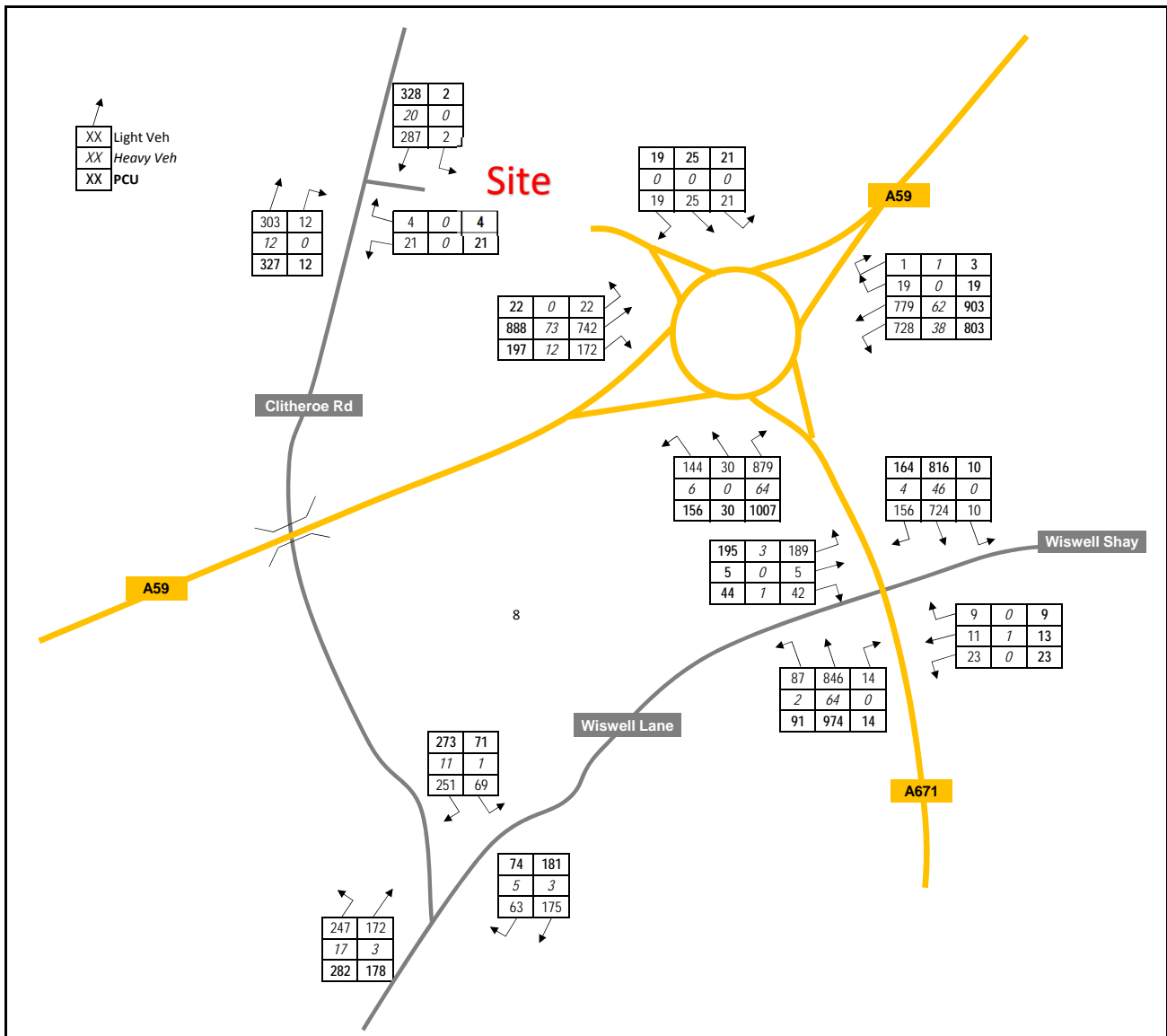
**Project:** Whalley, Clitheroe  
**Figure No:** 35  
**Figure Title:** Development Traffic Assignment AM





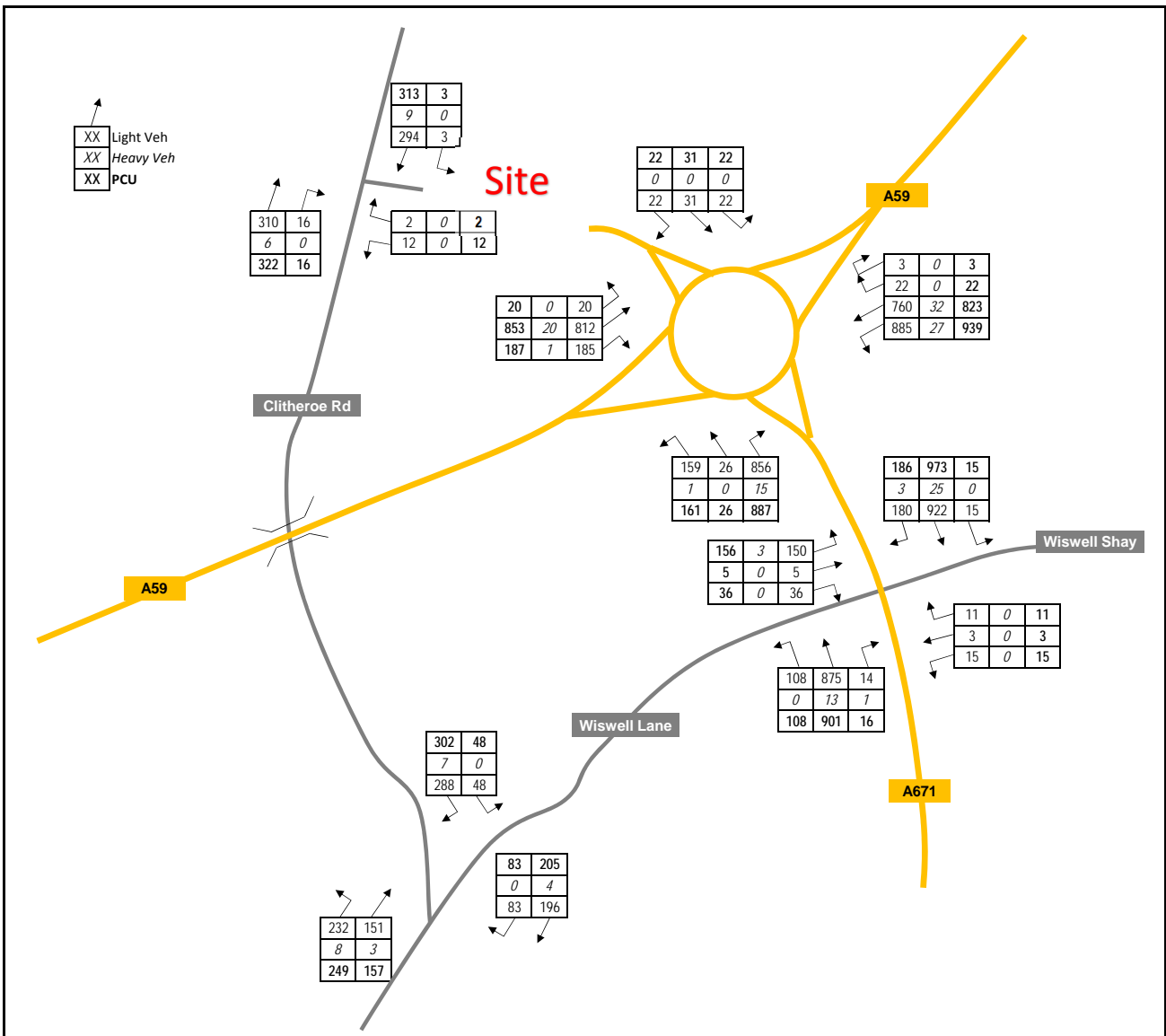
**Project:** Whalley, Clitheroe  
**Figure No:** 36  
**Figure Title:** Development Traffic Assignment PM





**Project:** Whalley, Clitheroe  
**Figure No:** 37  
**Figure Title:** 2024 'With Development' Flows AM Peak

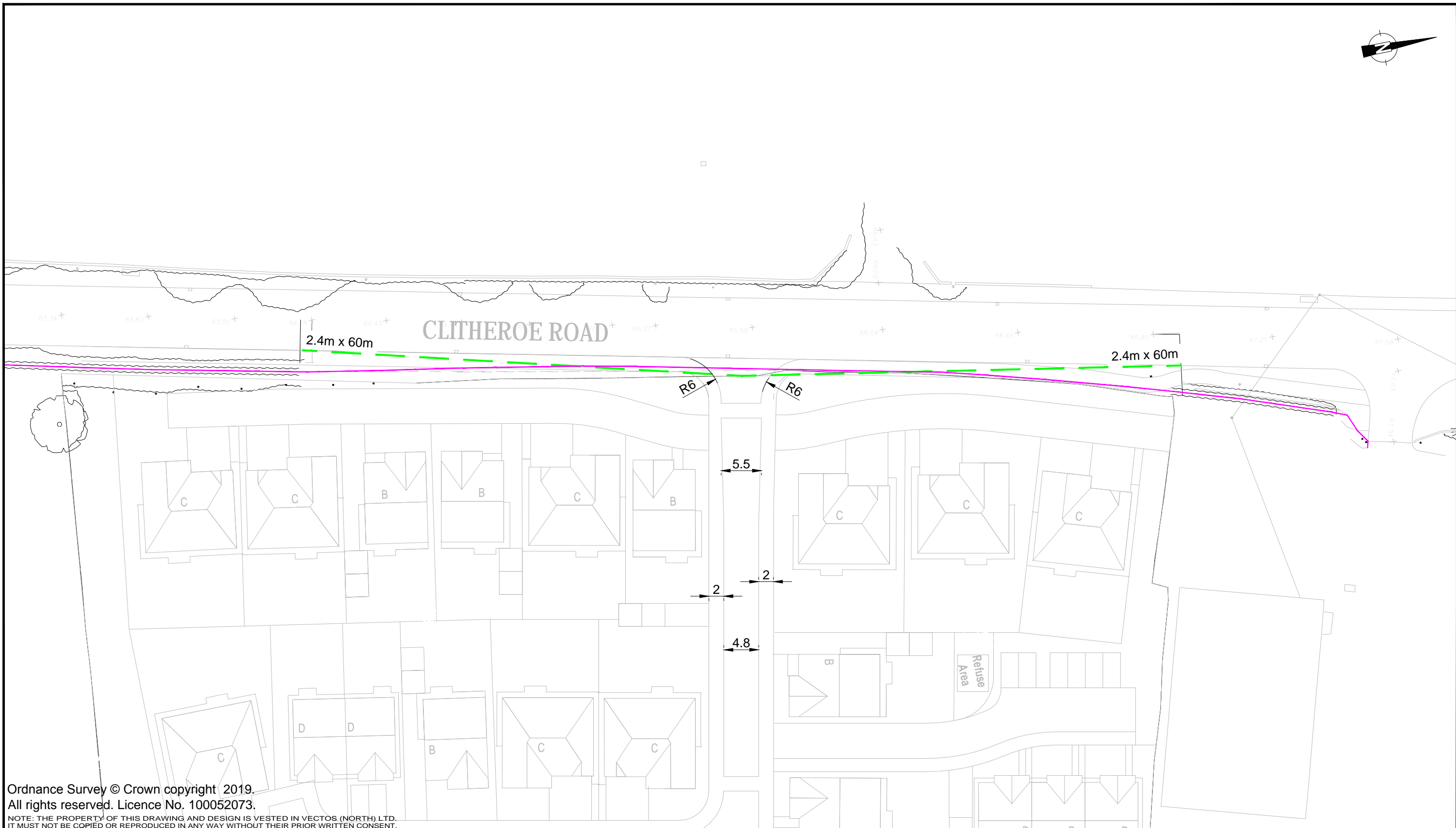




**Project:** Whalley, Clitheroe  
**Figure No:** 38  
**Figure Title:** 2024 'With Development' Flows PM Peak



# DRAWINGS



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REV.	DETAILS	DRAWN	CHECKED	DATE
A	Site layout amended	TO	RW	06.06.19

**Notes:**

- This is not a construction drawing and is intended for illustrative purposes only.
- White lining is indicative only.

--- Visibility Splay (2.4m x 60m)  
--- Approximate Adopted Highway Boundary

**Whalley, Clitheroe**

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**Site Access with Visibility Splays**

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DRAWN:	CHECKED:	DATE:	SCALES:
TO	RW	06.06.19	1:500 at A3

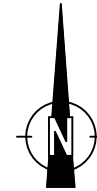
**Maple Grove Developments**



4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ  
0161 228 1008  
e: manchester@vectos.co.uk

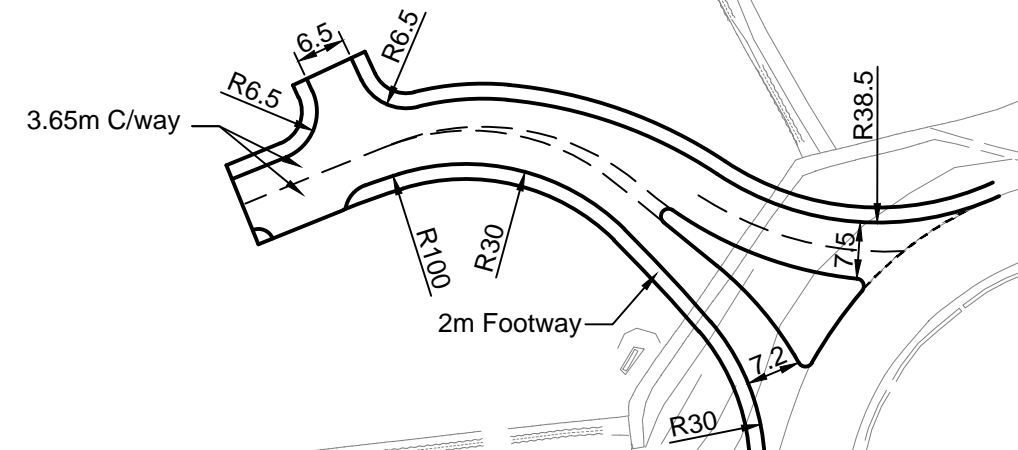
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DRAWING NUMBER:	REVISION:
VN91274-D100	A



- Notes:**
1. This is not a construction drawing and is intended for illustrative purposes only.
  2. White lining is indicative only.

Site Boundary



REV.	DETAILS	DRAWN	CHECKED	DATE
B	Amended to suit new master plan layout	JD	RW	06.06.19
A	Lane removed from exit carriageway	JD	RW	06.12.17

CLIENT:  
**Maple Grove Developments**

PROJECT:  
**Whalley Clitheroe**

DRAWING TITLE:  
**Proposed 4th Arm off A59/A671 Roundabout**

SCALES:  
**1:1000 at A3**

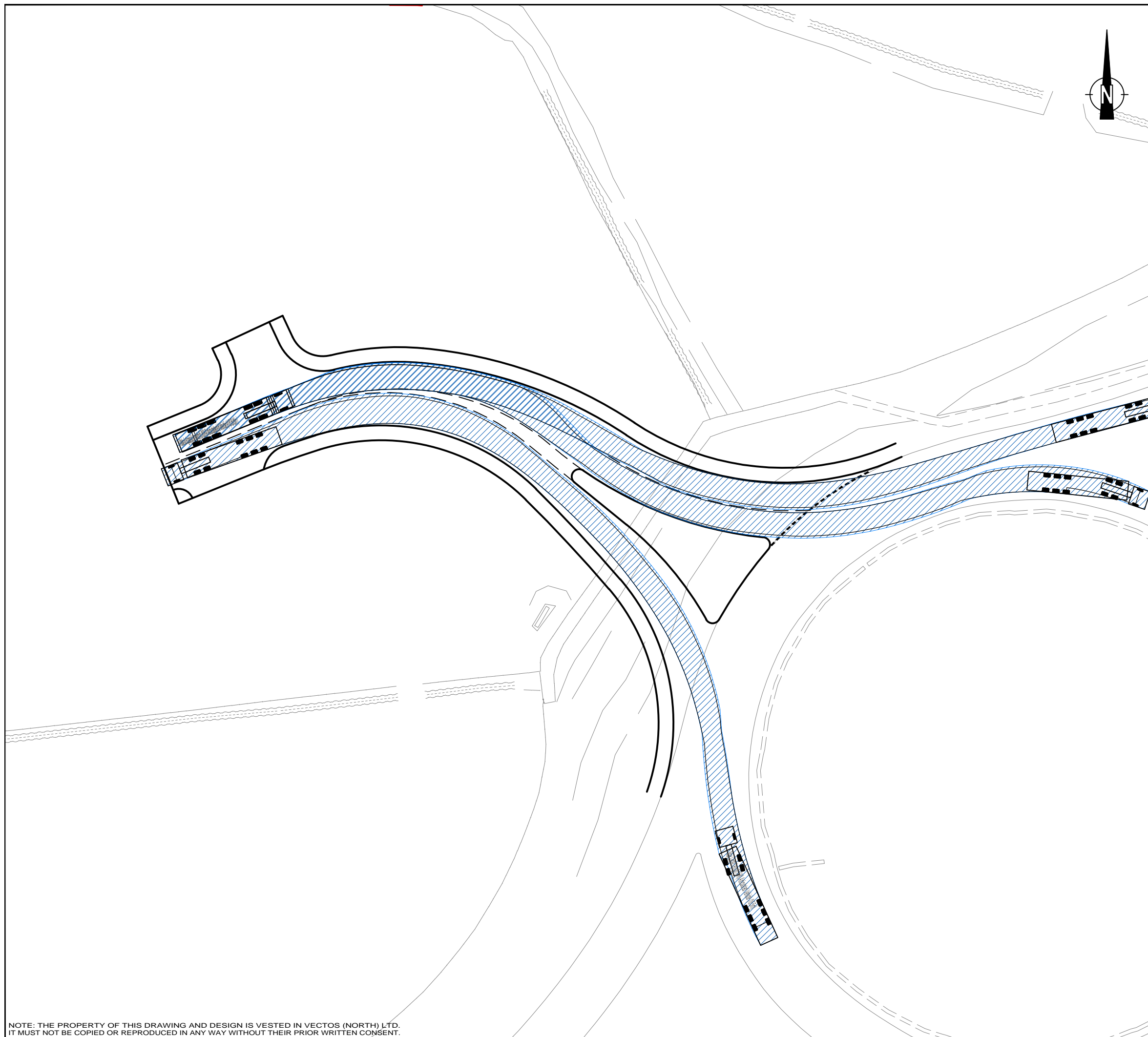
DRAWN:	AH	CHECKED:	RW	DATE:	14.10.14
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Oxford Place, 61 Oxford Street, Manchester M1 6EQ  
t: 0161 228 1008 e: manchester@vectos.co.uk

DRAWING NUMBER:	<b>VN40390-SK001</b>	REVISION:	<b>B</b>
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**Notes:**

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Max Legal Length (UK) Articulated Vehicle (16.5m)	16.500m
Overall Length	2.550m
Overall Width	3.881m
Overall Body Height	0.411m
Min Body Ground Clearance	2.500m
Max Track Width	6.00s
Lock to lock time	6.530m
Kerb to Kerb Turning Radius	

REV.	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:  
**Maple Grove Developments**

PROJECT:  
**Whalley Clitheroe**

DRAWING TITLE:  
**Proposed 4th Arm off A59/A671 Roundabout - Vehicle Movements**

SCALES:  
**1:500 at A3**

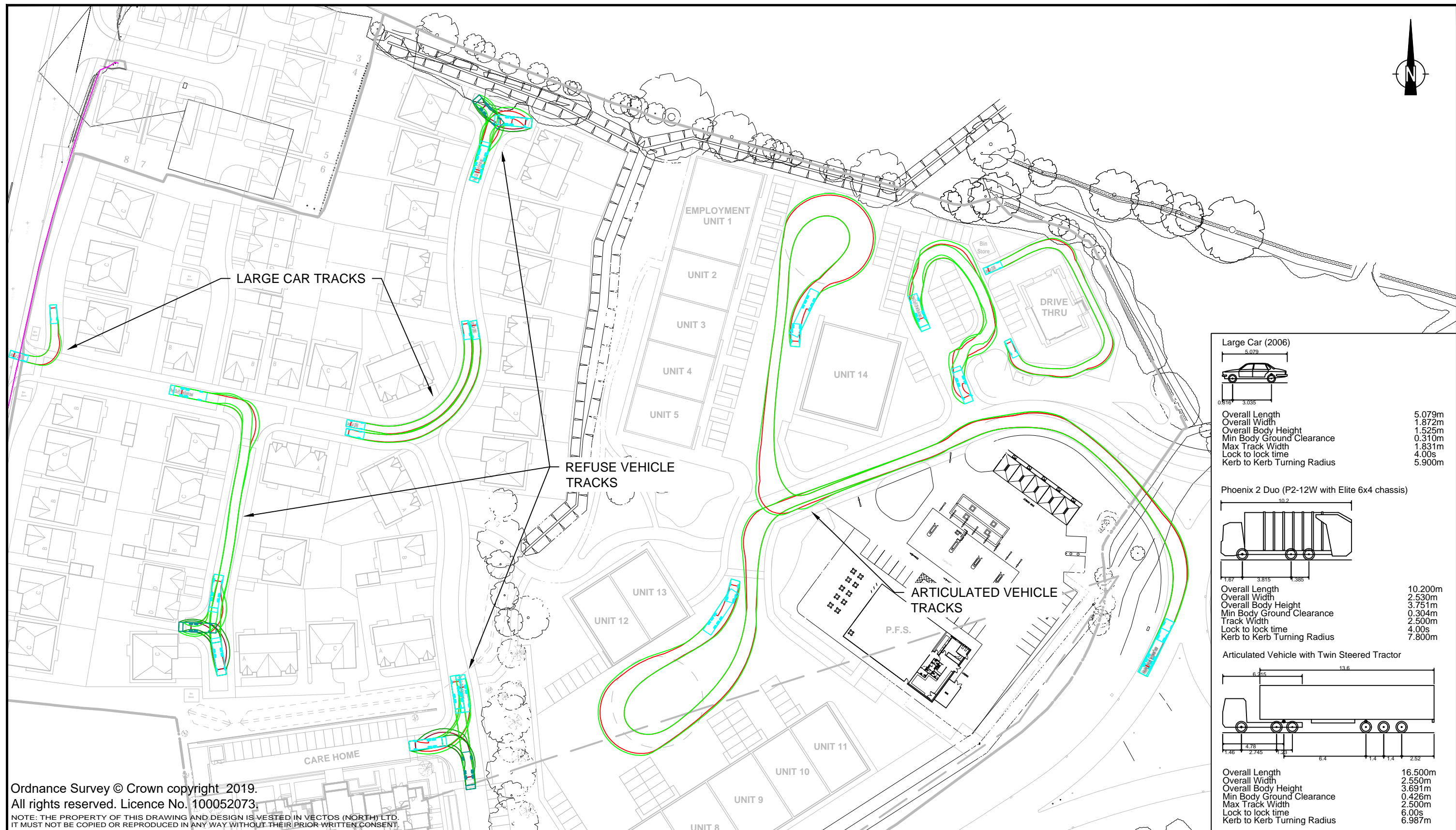
DRAWN: JD	CHECKED: RW	DATE: 06.06.19
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**vectos**  
highway infrastructure specialists

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

DRAWING NUMBER: <b>VN40390-SK002</b>	REVISION: -
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	<p>Large Car (2006)</p> <p>Overall Length 5.079m          Overall Width 1.872m          Overall Body Height 1.525m          Min Body Ground Clearance 0.310m          Max Track Width 1.831m          Lock to lock time 4.00s          Kerb to kerb Turning Radius 5.900m</p>
	<p>Phoenix 2 Duo (P2-12W with Elite 6x4 chassis)</p> <p>Overall Length 10.200m          Overall Width 2.530m          Overall Body Height 3.751m          Min Body Ground Clearance 0.304m          Track Width 2.500m          Lock to lock time 4.00s          Kerb to kerb Turning Radius 7.800m</p>
	<p>Articulated Vehicle with Twin Steered Tractor</p> <p>Overall Length 16.500m          Overall Width 2.550m          Overall Body Height 3.691m          Min Body Ground Clearance 0.426m          Max Track Width 2.500m          Lock to lock time 6.00s          Kerb to kerb Turning Radius 6.987m</p>

REV.	DETAILS	DRAWN	CHECKED	DATE	Notes:
A	Site layout amended	TO	RW	31.05.19	1. This is not a construction drawing and is intended for illustrative purposes only. 2. White lining is indicative only.

Notes:  
 1. This is not a construction drawing and is intended for illustrative purposes only.  
 2. White lining is indicative only.

Whalley, Clitheroe

Swept Path Analysis - Large Car, Refuse Vehicle and Large Articulated Vehicle

DRAWN: TO    CHECKED: TR    DATE: 13.06.19    SCALES: 1:1000 at A3

Maple Grove Developments

4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ  
 0161 228 1008    e: manchester@vectos.co.uk

DRAWING NUMBER: VN91274-TR100    REVISION: A

## APPENDICES

# **Appendix A**

## **Framework Travel Plans**



**MAPLE GROVE**  
DEVELOPMENTS

PART OF THE ERIC WRIGHT GROUP

## LAND AT WHALLEY, CLITHEROE

### Framework Travel Plan - Employment

VN91274

**July 2019**

4th Floor Oxford Place, 61 Oxford Street, Manchester M1 6EQ

Tel: 0161 228 1008 [www.vectos.co.uk](http://www.vectos.co.uk)

Company no. 07794057

Registered address: Vectos North Limited, 4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ

**REPORT CONTROL**

**Document:** Framework Travel Plan

**Project:** Land at Whalley, Clitheroe

**Client:** Maple Grove Developments

**Job Number:** VN91274

**File Origin:** N:\ Vectos Job Data\2019\VN91274 Whalley, Clitheroe\Docs\Reports\VN91274 Framework Travel Plan - Employment.docx

**Document Checking:**

<b>Primary Author</b>	Tim Ashley	<b>Initialled:</b>	TA
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<b>Contributor</b>	-	<b>Initialled:</b>	-
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<b>Review By</b>	Richard Whiting	<b>Initialled:</b>	RW
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Issue	Date	Status	Checked for Issue
1	23.05.19	V1	RW
2	13.06.19	V2	RW
3			
4			