

REPORT N^o 70030061-01

PROPOSED MIXED USE DEVELOPMENT, MASHAM

TRANSPORT STATEMENT

MARCH 2017

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TRANSPORT STATEMENT

G & C Jameson

For Planning

Project no: 70030061
Date: March 2017

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TABLE OF CONTENTS

1	INTRODUCTION	2
2	EXISTING CONDITIONS.....	3
3	EXISTING SUSTAINABLE TRANSPORT PROVISION.....	4
4	DEVELOPMENT PROPOSALS	7
5	POTENTIAL DEVELOPMENT IMPACTS	9
6	SUMMARY AND CONCLUSIONS	12

TABLES

TABLE 3-1 - LOCAL BUS SERVICES.....	5
TABLE 5-1 - TRICS 85TH PERCENTILE AVERAGE TOTAL PERSON TRIP RATES AND GENERATION	10
TABLE 5-2 - MODE SPLIT DATA FOR SELECTED OUTPUT AREAS (2011 CENSUS).....	10
TABLE 5-3 - TRIP GENERATION BY MODE - TOTAL.....	11

APPENDICES

A P P E N D I X A	SITE LOCATION
A P P E N D I X B	PEDESTRIAN ISOCHRONE
A P P E N D I X C	CYCLING ISOCHRONE
A P P E N D I X D	LOCAL BUS STOPS
A P P E N D I X E	INDICATIVE SITE LAYOUT
A P P E N D I X F	PROPOSED ACCESS ARRANGEMENTS & VISIBILITY SPLAYS
A P P E N D I X G	SWEPT PATH ANALYSIS OF A 7.5 TONNE BOX VAN
A P P E N D I X H	SURVEY RESULTS
A P P E N D I X I	TRICS OUTPUT
A P P E N D I X J	CENSUS OUTPUT

1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 WSP | Parsons Brinckerhoff has been commissioned by G & C Jameson to produce a Transport Statement (TS) in support of a planning application for a mixed use development in the town of Masham, North Yorkshire. The local planning authority is Harrogate Borough Council (HBC) and the local highways authority is North Yorkshire County Council (NYCC). The application is outlined with all matters reserved other than access.
- 1.1.2 The application site is located to the west of Masham's urban area, approximately 500m east of Masham's Market Place. The site is bounded by Foxholme Lane and Westholme Road to the north, residential housing adjacent to The Oaks to the east and arable farmland to the south and west.
- 1.1.3 The site is generally undeveloped with the exception of a number of agricultural buildings to the north of the site. The location of the proposed site is illustrated in **Appendix A**.
- 1.1.4 It is proposed that the residential element of the development will be accessed via a stub road taken from the western extent of the The Oaks. The commercial aspect of the site will be accessed via an existing access from Foxholme Lane which will be modified as part of the proposals.
- 1.1.5 This TS will demonstrate that the site is served by existing transport facilities and is accessible to a range of key services and local facilities. Furthermore, the site can be safely and appropriately accessed. The traffic generated by the proposals will not have a detrimental impact upon the surrounding transport network.
- 1.1.6 It will therefore be concluded that there are no supportable highways or transport reasons why planning permission for the scheme should not be granted.

1.2 STRUCTURE OF REPORT

- 1.2.1 As well as traffic issues, this TS also considers the sustainability and accessibility of the site. The structure of the report is therefore as follows:
- Section 2 provides a description of the existing / previous use on the site, a description of the highway network surrounding the site and a review of the personal injury accident records.
 - Section 3 examines the accessibility of the site by a number of different travel modes.
 - Section 4 describes development proposals with regard to the proposed quantum of development and the proposed means of access to the site.
 - Section 5 forecasts the development trip generation.
 - The report summary and conclusions are drawn together in Section 6.

2 EXISTING CONDITIONS

2.1 SURROUNDING HIGHWAY NETWORK

- 2.1.1 The Oaks, from which vehicular and pedestrian / cycle access into and out of the residential element of the site will be taken, is a single carriageway, two-way road, with footways to both sides. In the vicinity of the site access, The Oaks is subject to a 30mph speed restriction and has a carriageway width of some 6.5m.
- 2.1.2 Approximately 80m to the north of the proposed site access, The Oaks forms a priority junction with Westholme Road. Westholme Road is a two-way single carriageway road subject to a 30mph speed restriction. Westholme Road is lined with residential properties.
- 2.1.3 Westholme Road is approximately 6m wide and serves Mashams residential areas to both the north and east of the site. To the north of the site, Westholme Road connects to the A6108 Leyburn Road via Fearby Road. To the east, Westholme Road becomes Red Lane and leads towards Masham town centre.
- 2.1.4 Westholme Road forms a priority junction with Foxholme Lane approximately 150m to the west of The Oaks / Westholme Road priority junction. To the east of the Swinney Beck Bridge, Foxholme Lane forms a priority junction with Westholme Road. Foxholme Lane provides access to WE Jameson and Son Ltd who are feed, seed and fertiliser merchants. The main access is located on the northern side of Foxholme Lane to the west of the existing gated access. To the west of the mill, Foxholme Lane becomes a farm track with limited vehicle movements.
- 2.1.5 The commercial development access will be taken from Foxholme Lane which is subject to a 30mph speed restriction which will be upgraded. There are currently no footways provided on either side of the carriageway. Foxholme Lane is approximately 4m wide across the frontage of the existing site access and increases to 5m to the north before reducing to approximately 4m at the Swinney Beck Bridge. The carriageway then widens again between the Swinney Beck Bridge and Westholme Road junction.

2.2 PERSONAL INJURY ACCIDENT RECORDS

- 2.2.1 A review of personal injury accident records for the area surrounding the site has been undertaken for the period from 2011 to 2015, which represents the most recent period for which records are available.
- 2.2.2 The accident record for the surrounding area is good, with no accidents recorded within the locality of the site.
- 2.2.3 Given the traffic flows on the surrounding roads, it is therefore considered that there is no existing safety problems associated with the road network in the vicinity of the development site. It is not anticipated that the modest increase in traffic flows associated with the proposed development would result in any significant safety implications for the adjacent highway network.

3 EXISTING SUSTAINABLE TRANSPORT PROVISION

3.1 INTRODUCTION

- 3.1.1 The Government's objectives set out in the NPPF are to ensure that new developments are provided in sustainable locations, where the need to travel is minimised and the use of sustainable modes can be maximised.
- 3.1.2 This section outlines the existing walking, cycling and public transport facilities within the vicinity of the development site and describes the accessibility of the site in terms of its proximity to key services and destinations.

3.2 WALKING AND CYCLING

- 3.2.1 Walking is recognised as the most important mode of travel at a local level and it offers the greatest potential to replace short car trips, particularly under two kilometres. As such, consideration has been given to the existing pedestrian facilities in the vicinity of the proposed development.
- 3.2.2 Masham is considered to be a walkable market town with the town centre located approximately 500m to the east of the site. A good pedestrian network exists within the vicinity of the site with access to the town centre via the Ripon Rowel Walk route. A pedestrian isochrone has been produced to demonstrate accessibility and can be found in **Appendix B**.
- 3.2.3 Currently pedestrian access is taken off Foxholme Lane and shared with vehicular access – i.e. no formally segregated pedestrian-vehicular access provisions exist. Footways are provided along the northern edge of Westholme Road which also forms part of the Ripon Rowel Walk. The pedestrian route between the site's Foxholme Lane access and Westholme Road passes over the Swinney Beck Bridge which is shared with vehicular traffic. It is anticipated that the Foxholme Lane access will be utilised by the commercial development. Footpaths from The Oaks will be extended into the site on the southern side of the carriageway from the residential access and provide links to the surrounding residential area and into Masham town centre which is located approximately 500m to the east of the site. Footways in the surrounding area meet standards and have dropped / low kerbs at junctions.
- 3.2.4 Cycling has the potential to substitute for short car trips, particularly those less than five kilometres. As such, all areas and facilities within a reasonable walking distance can be considered to be within a reasonable cycling distance. To demonstrate cycle accessibility a cycling isochrones has been produced which can be found in **Appendix C**.
- 3.2.5 Although there is no dedicated cycling provision within the vicinity of the site, the 30mph speed limit in force on adjacent roads and the locality of local amenities and housing means that cycling is an appropriate mode of travel to and from the site. The closest local route to the site is the Masham Loop which follows the same route as the Leyburn Loop, providing a link towards Ripon.

3.3 PUBLIC TRANSPORT

3.3.1 Masham is a walkable market town with a bus stop located adjacent to the GP's surgery immediately north of Market Place. Three routes serve Masham operating Monday to Saturday and serving destinations such as Ripon and Richmond. **Appendix D** shows the location of the bus stop serving Masham and Table 3-1 summarises the services and their frequencies.

3.3.2 The bus stops on Market Place are within 600m of the site (within a 7 minute walk) and are served by bus numbers 138, 144 and 159. These bus services are summarised in Table 3-1.

Table 3-1 - Local Bus Services

SERVICE	ROUTE	DAYTIME		EVENING	
		Monday - Saturday	Sunday	Monday - Saturday	Sunday
138	Ripon - Masham	1 service	No service	1 service	No service
144	Bedale - Masham	4 services	No service	4 services	No services
159	Richmond - Ripon	4 services	No service	5 services	No service

3.3.3 These buses provide direct links to local towns including Bedale, Leyburn, and Richmond and the city of Ripon.

3.3.4 The nearest rail stations are located in Northallerton and Thirsk. Northallerton Rail Station is located approximately 14 miles to the north-east of Masham (within a 26 minute drive) and lies on the East Coast Main Line. Northallerton station provides 131 car parking spaces including 10 accessible spaces. The parking is charged at a daily rate. The station is staffed and has a ticket office.

3.3.5 Thirsk Rail Station is located 13 miles to the east of the site (within a 22 minute drive) and lies on the East Coast Main Line. Thirsk station provides 45 car parking spaces which include 3 accessible spaces. The parking is charged at a daily rate. The station is staffed and has a ticket office.

3.4 LOCAL FACILITIES

3.4.1 The surrounding area has a range of services and facilities which can be accessed by future residents of the site. These are summarised below and highlighted on the plan at **Appendix B**:

- Ripon city centre – has a bus and rail station and a range of employment facilities including offices, retail, leisure, a range of shops, banks, post offices, a library, pubs, restaurants/cafes, leisure facilities, medical facilities and regular markets, all of which are accessible via public transport;
- Masham - has a small range of facilities including a primary school, a town hall, a co-operative food store, a post office, newsagents, banks, public houses, restaurants and a pharmacy all located around the central Market Square. All of these facilities are within a five minute walk and a one minute cycling distance of the site;
- Employment – most of the areas employment is situated in Masham, Northallerton, Ripon and Thirsk.

- Education provision – the closest Primary School to the site is located within Masham. Masham Church of England VA Primary School is within a reasonable walking and cycling distance of the site. The closest secondary school is Bedale High School which is accessible via public transport;
- Health facilities – the Day Lewis Pharmacy is located within Masham town centre, which is within walking and cycling distance of the site. Ripon and District Community Hospital is the closest hospital to the site and is accessible via public transport.
- Food shopping – food retail units within Marsham include a Co-op, which is within a reasonable walking and cycling distance of the site. A more extensive supply of foodstores are located in the nearby localities of Northallerton, Ripon and Thirsk.
- Recreation – facilities local to the site include Masham Golf Club, Masham Cricket Club and Masham Sports Association, which are located within walking and cycling distance of the site. A play area also borders the site to the south with potential to create a link between the play area and the proposed development.

3.5 SUMMARY

- 3.5.1 The development site is within a reasonable walking distance of the bus stops located on Market Place which are served by direct services to surrounding towns and villages. Masham is also considered to be a walkable Market Town with a variety of local services and facilities available to both residents and employees at the proposed site.
- 3.5.2 The commercial aspect of the site is situated within walking and cycling distance of various residential settlements providing potential for employees to travel to and from the site on foot or by cycle.
- 3.5.3 Overall, sustainable modes of transport provide convenient access to the site. It is therefore considered that the location of the site is consistent with national and local policy objectives.

4 DEVELOPMENT PROPOSALS

4.1 SITE LAYOUT AND ACCESS PROPOSALS

- 4.1.1 As outlined in the introduction, the application is for the provision of up to 60 residential units and 750m² GFA of B1 / B2 / B8 / D2 floor space. A copy of the Indicative Site Layout is contained within **Appendix E**. The residential proposals will include a mixture of housing types and sizes.
- 4.1.2 Pedestrian access is proposed via The Oaks. A pedestrian / cycle link will be provided between the residential and commercial elements of the development. This will facilitate access for employees and visitors visiting the commercial element of the development and negate the need to use Foxholme Lane as a pedestrian access. This link will also double as an emergency access.
- 4.1.3 It is proposed that the residential aspect of the development will be accessed via an existing stub road taken from The Oaks. Footpaths are proposed on both sides of the carriageway.
- 4.1.4 It is proposed that the commercial element of the development will be accessed via the access on Foxholme Lane which will be improved as part of the proposals and therefore the suitability of this access has been considered. Foxholme Lane will be widened to 5.5m. The access will be 6m wide with 6m radii on its eastern side and 3m radii on its western side. The junction has been designed in this way as vehicles accessing the site will be turning left in and right out.
- 4.1.5 The speed limit on Foxholme Lane is 30 mph to the east and 15mph to the west of the site access location. Therefore Manual for Streets recommends that visibility splays of 2.4m x 43m will be required to the east and 2.4m x 17m to the west. Visibility splays of 31m to the east and 25m to the west can be achieved and can be seen on the drawing attached at **Appendix F**.
- 4.1.6 The visibility splays are considered to be appropriate to the east due to the proximity the Foxholme Lane / Westholme Road priority junction and the low traffic flows on Foxholme Lane as outlined below in section 5.2. It is anticipated that vehicles approaching from the east are likely to be travelling at speeds lower than 20mph due to manoeuvring at the junction, therefore, the visibility splays are appropriate. The visibility splays have been measured to the edge of the nearside carriageway, however, in reality a driver will be able to see oncoming vehicle approaching from further away.
- 4.1.7 The indicative layout shows a hierarchy of access roads throughout the site serving the residential units. The internal layout has been designed with a principal spine road running into the site from The Oaks, with a hierarchy of roads branching off the main spine road, providing access to properties across the site. Beyond this principal network of roads there are a number of private drives providing access to individual properties.
- 4.1.8 The internal access roads will be designed to achieve low vehicle speeds within the site, incorporating appropriate changes in the road alignment which assist in providing a safe environment for pedestrians and cyclists within the site. The site layout proposals include a network of footways and footpaths across the site.
- 4.1.9 Refuse collection for the residential element will be the same as for the surrounding residential streets. A refuse vehicle will enter and exit the site in forward gear. The largest vehicle that is anticipated to access the commercial element of the development is a 7.5 tonne box van. The swept path analysis of this vehicle entering and exiting the site in forward gear is shown on the plan attached at **Appendix G**.
- 4.1.10 Details relating to the car parking provision on site will be finalised at the reserved matters stage. Car parking levels will be in accordance with NYCC standards.

- 4.1.11 The proposed level of parking for both the residential and commercial aspects of the development will provide an appropriate balance between the need to promote sustainable modes of transport, meeting residents' demands and minimising on-street parking.

5 POTENTIAL DEVELOPMENT IMPACTS

5.1 INTRODUCTION

- 5.1.1 The trip generation of the proposed residential and commercial development has been assessed within this section of the TS. For purposes of assessment, B1 has been assumed for the commercial element as a worst case scenario.

5.2 CURRENT TRAFFIC CONDITIONS

- 5.2.1 A traffic survey has previously been undertaken to ascertain the traffic flow conditions along Westholme Road and The Oaks for the junctions of Westholme Road / The Oaks and Westholme Road / Foxholme Lane. Based on these surveys it was understood that the traffic was local in nature. The surveys suggested two-way movements of approximately one vehicle per minute during the AM and PM peak hours. During the AM peak hour count the two-way vehicle movements at Westholme Road / Foxholme Lane equated to 71 trips. This was backed up by site observations. Traffic count flows from a previous traffic survey are shown on the diagram at **Appendix H**.

5.3 DEVELOPMENT TRAFFIC GENERATION

- 5.3.1 In accordance with the government's National Planning Policy Framework (NPPG), the trip generation of the proposed residential and commercial development has been assessed in order to consider access to the site by a range of modes.
- 5.3.2 Consideration has been given to appropriate trip generation rates for residential houses privately owned and commercial units in order to assess the multi-model trip generation of the residential and commercial aspects of the site. Total person trips rates have been obtained from the TRICS database for a range of similar sites. Sites have been selected based on the following parameters:

Residential

- Greater London, South East, Scotland and Ireland sites excluded;
- Town centre and edge of town centre locations excluded;
- Sites selected between 30 and 100 units; and
- Weekdays only.

B1 – Office

- Greater London and Ireland sites excluded;
- Town centre and edge of town centre locations excluded;
- Sites selected between 186 and 70291 m² GFA; and
- Weekdays only.

- 5.3.3 These selected parameters provide a representative sample of sites in order to determine the potential trip generation of the proposed development (based on 60 residential dwellings and 750m² of B1 GFA. The resultant housing sites were located within larger population centres and 85th percentile trip rates have been used in accordance with NPPG. The office trip rates were considered to be robust. Total person trip rates derived from the TRICS database are summarised in Table 5.1 and a copy of the TRICS output is contained in **Appendix I**.

Table 5-1 - TRICS 85th Percentile Average Total Person Trip Rates and Generation

	AM (08:00-09:00)		PM (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Residential Trip Rates	0.243	1.157	0.675	0.375
Residential Trip Generation	15	69	41	23
B1 Office Trip Rates	2.243	0.327	0.228	1.938
Office Trip Generation	17	2	2	15
Total Trip Generation	32	71	43	38

Source : Trics

- 5.3.4 In order to derive the trip generation by mode local mode split data for the E00141002, E00141003, E00141000, E00141004 and E00141001 Output Areas, in the vicinity of the development site, has been obtained from the 2011 Census data. This data gives a more localised result when compared to the equivalent MSOA data. Method of travel to work mode split data (2011) has been obtained in order to identify the likely mode split for development generated during the AM and PM peak periods. The mode split data is summarised in Table 5.2 and a copy of the census data output is contained in **Appendix J**.

Table 5-2 - Mode Split Data for Selected Output Areas (2011 Census)

MODE	PERCENTAGE
Pedestrian	23.6%
Bicycle	4.2%
Motorcycle	0.4%
Car Driver*	65.7%
Car Passenger	4.0%
Bus	1.7%
Train	0.4%
Total Person Trips	100%

*Including Taxi

Source: 2011 Census

- 5.3.5 Based on the total person trip generation from TRICS shown in Table 5.1 and the local mode split data shown in Table 5.2 the trip generation by mode for the site has been derived and is summarised in Table 5.3.

Table 5-3 - Trip Generation by Mode - Total

Mode	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Pedestrian	7	17	10	9
Bicycle	1	3	2	2
Motorcycle	0	0	0	0
Car Driver*	21	47	28	24
Car Passenger	1	3	2	2
Bus	1	1	1	1
Train	0	0	0	0
Total Person Trips	31	71	43	38

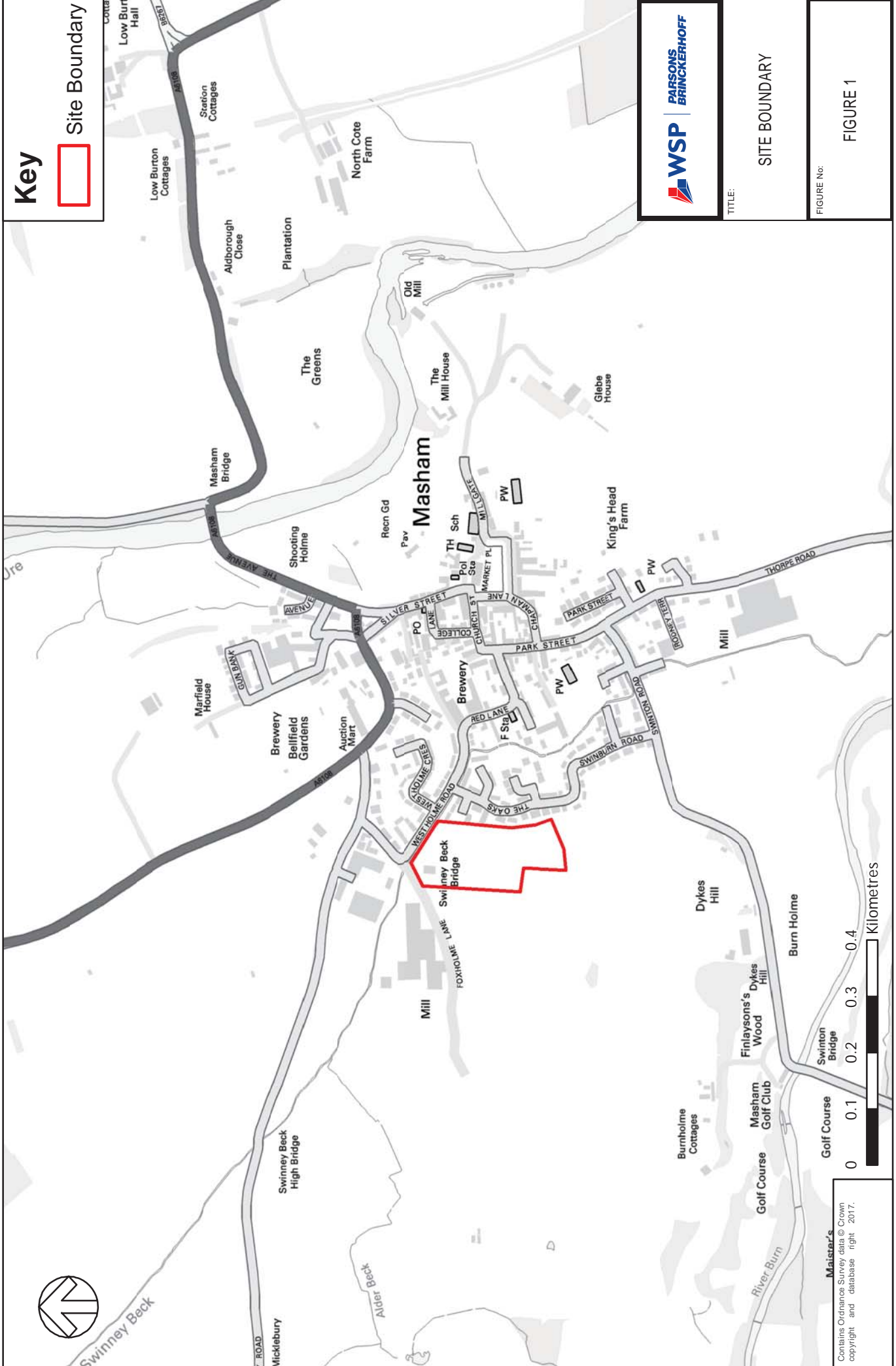
- 5.3.6 It can be seen from the information provided in Table 5.3 that even when assuming 85th percentile trip rates, the development proposals are forecast to generate 68 two-way vehicular flows during the AM peak hour and 52 during the PM peak hour. This equates to an increase in vehicular trips on the local highway network of circa one every minute during the AM and PM peak hours which is considered negligible.
- 5.3.7 Of the total trips generated by the development proposals, 13 two-way vehicle movements during the AM peak and 11 two-way vehicle movements during the PM peak are associated with the commercial element. This based on all B1 office being delivered as a worst case and is likely to be lower. Nevertheless, this level of additional vehicle movements on Foxholme Lane is not considered material.
- 5.3.8 Given the low level of existing vehicle movements surveyed at The Oaks / Westholme Road and Foxholme Lane / Westholme Road priority junctions, capacity assessment is not considered necessary and provides further justification for a TS to support the planning application rather than a Transport Assessment (TA).
- 5.3.9 Given the scale of the commercial floor space proposed, the additional vehicle movements on Foxholme Lane will not materially increase as a result of the development proposals.
- 5.3.10 In summary, it is concluded that the traffic expected to be generated by the proposals for up to 60 residential dwellings and 750m² GFA of B1 / B2 / B8 / D2 floor space will not be noticeable and will not have an adverse impact upon the operation of the surrounding transport network.

6 SUMMARY AND CONCLUSIONS

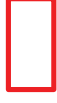
- 6.1.1 WSP | Parsons Brinckerhoff has been commissioned by C & G Jameson to produce a TS in support of a planning application for a mixed use development in the town of Masham, North Yorkshire. The local planning authority is HBC and the local highways authority is NYCC. The application is outline with all matters reserved other than access.
- 6.1.2 The application site is located to the west of Masham's urban area, approximately 500m east of Masham's Market Place. The site is bounded by Foxholme Lane and Westholme Road to the north, residential housing adjacent to The Oaks to the east and arable farmland to the south and west.
- 6.1.3 It is proposed that the residential aspect of the development will be accessed via an extension of the existing stub road taken from The Oaks. Footpaths are proposed on both sides of the carriageway.
- 6.1.4 The commercial element of the development will be accessed from Foxholme Lane. Foxholme Lane will be widened to 5.5m. The access will be 6m wide with 6m radii on its eastern side and 3m radii on its western side. Appropriate visibility splays will be provided.
- 6.1.5 The accident record for the surrounding area is good, with no accidents recorded within the locality of the site.
- 6.1.6 Using 85th percentile total person trip rates, the development proposals based on up to 60 residential dwellings and 750m² GFA of B1 / B2 / B8 / D2 floor space are forecast to generate some 68 and 52 two-way vehicle trips during the AM and PM peak hours respectively.
- 6.1.7 Given the scale of the commercial floor space proposed, the additional vehicles on Foxholme Lane will not materially increase as a result of the development proposals.
- 6.1.8 This report has demonstrated that the development site can be safely and appropriately accessed via an extension of The Oaks for the residential element and an upgraded priority junction off Foxholme Lane for the commercial element of the development. This TS has also demonstrated that sustainable modes of transport provide convenient access to the site.
- 6.1.9 It is therefore concluded that there are no supportable highways or transport reasons that should prevent the granting of planning consent for the proposals.

Appendix A

SITE LOCATION



Key



Site Boundary



TITLE:

SITE BOUNDARY

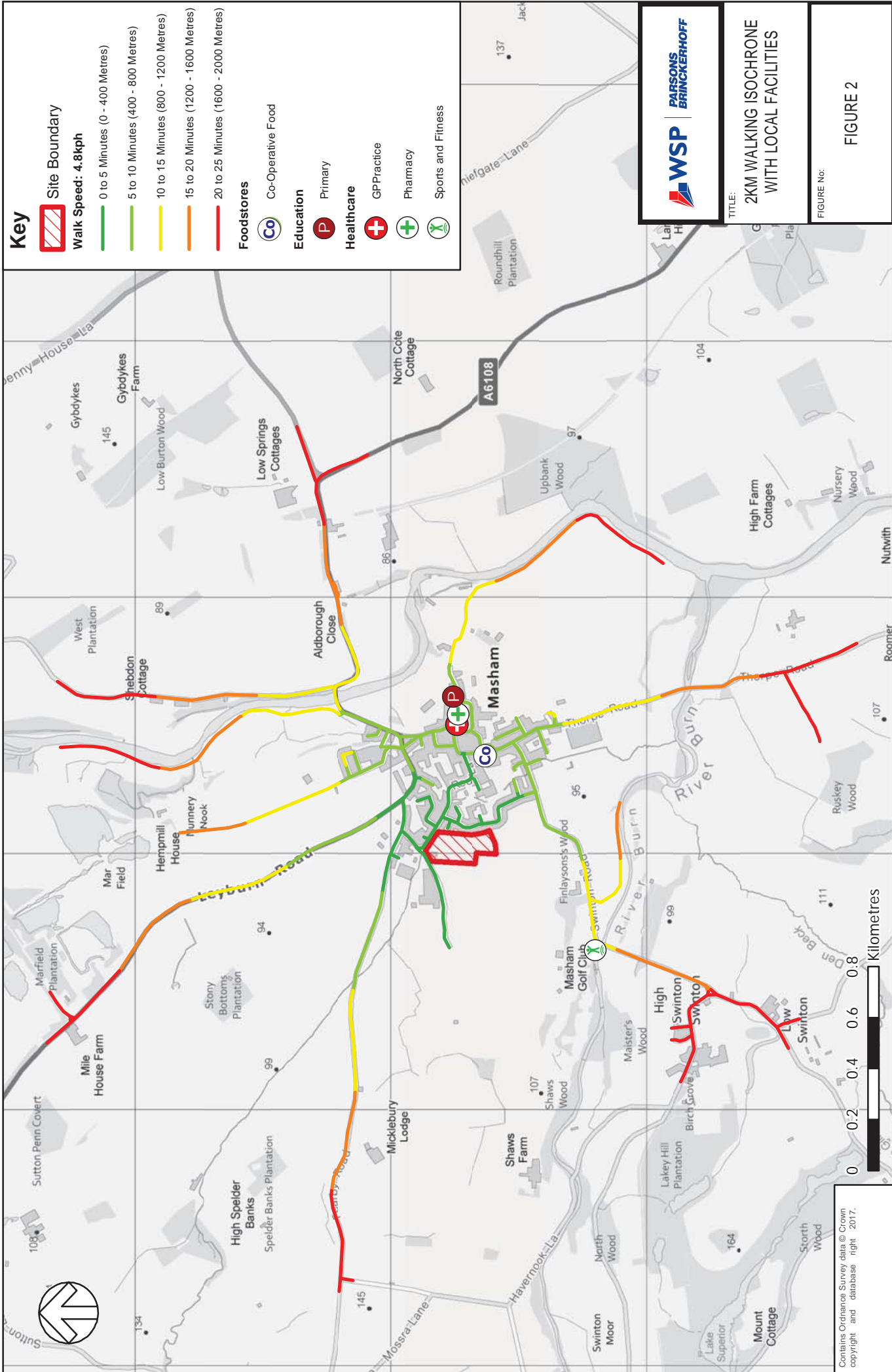
FIGURE No:

FIGURE 1

Maister's
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Appendix B

PEDESTRIAN ISOCHRONE



Date Modified: Drawn By:

File:

Key

-  Site Boundary
- Walk Speed: 4.8kph**
-  0 to 5 Minutes (0 - 400 Metres)
-  5 to 10 Minutes (400 - 800 Metres)
-  10 to 15 Minutes (800 - 1200 Metres)
-  15 to 20 Minutes (1200 - 1600 Metres)
-  20 to 25 Minutes (1600 - 2000 Metres)

- Foodstores**
-  Co-Operative Food
- Education**
-  Primary
- Healthcare**
-  GP Practice
 -  Pharmacy
 -  Sports and Fitness



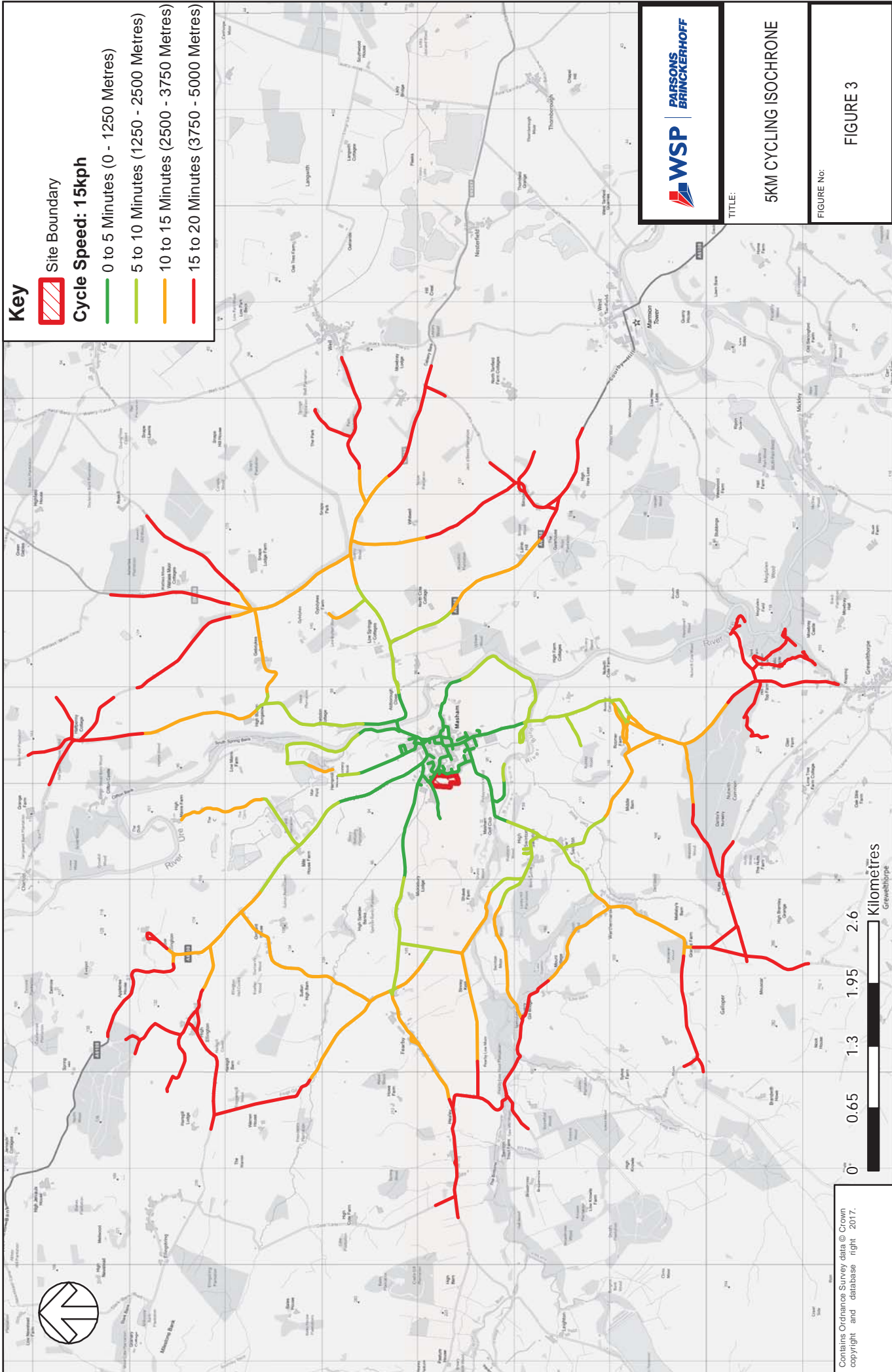
TITLE:
**2KM WALKING ISOCHRONE
WITH LOCAL FACILITIES**

FIGURE No:
FIGURE 2

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Appendix C

CYCLING ISOCHRONE



Key



Site Boundary

Cycle Speed: 15kph

0 to 5 Minutes (0 - 1250 Metres)

5 to 10 Minutes (1250 - 2500 Metres)

10 to 15 Minutes (2500 - 3750 Metres)

15 to 20 Minutes (3750 - 5000 Metres)



TITLE:

5KM CYCLING ISOCHRONE

FIGURE No:

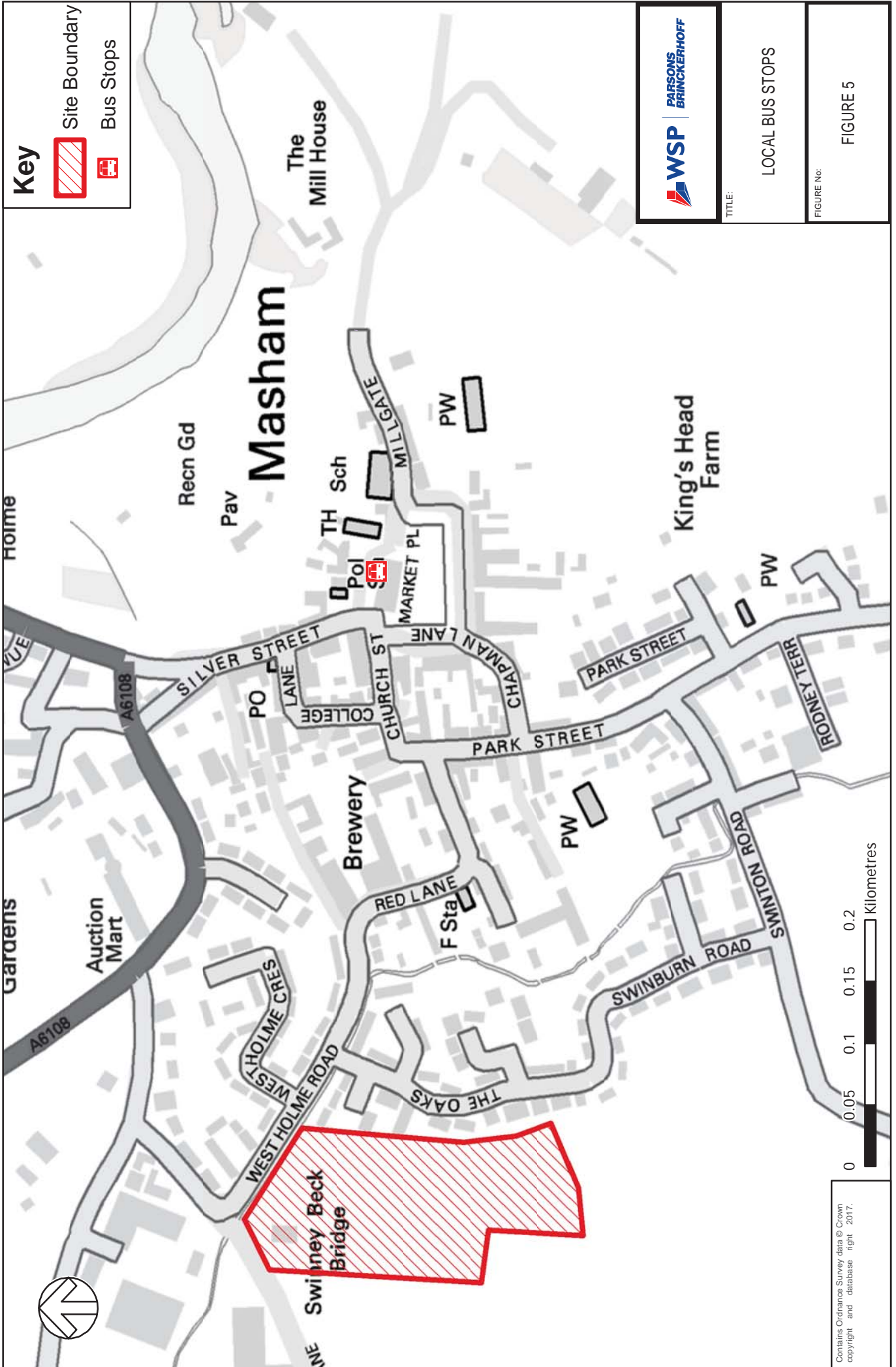
FIGURE 3

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Appendix D

LOCAL BUS STOPS



Key



Site Boundary



Bus Stops



PARSONS
BRINCKERHOFF

TITLE:

LOCAL BUS STOPS

FIGURE No:

FIGURE 5

Appendix E

INDICATIVE SITE LAYOUT



Employment Area

Westholme Road

The Oaks

Play Area

Indicative Layout

P+HS
architects