

**Barratt Homes**

**PROPOSED RESIDENTIAL DEVELOPMENT,  
HIGGINS BROOK, EAST OF CHIPPING LANE, LONGRIDGE**

**Interim Residential Travel Plan**

**VN30277**

**August 2014**

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## **PLANS**

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## **APPENDICES**

<b>Appendix TP1</b>	<b>LCC Residential Development Accessibility Questionnaire Results</b>
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## **1 INTRODUCTION**

### **1.1 Background**

1.1.1 Vectos has been appointed by Barratt Homes to produce a Residential Travel Plan (TP) to support the sustainable transport strategy for a proposed residential development on land to the north of Longridge and the east of Chipping Lane known as Higgins Brook.

1.1.2 It identifies measures and initiatives that could be implemented to improve the accessibility of the site and to encourage sustainable travel choices for people travelling to and from the development.

1.1.3 The development site is located directly to the north of Longridge and currently used as agricultural land and the site is characterised by fields formed mainly by hedgerows with trees scattered long the hedgerows.

1.1.4 The location of the application site in relation to the wider area is shown in **Plan TP1** while **Plan TP2** shows the location of the site in a more local context.

1.1.5 A full application has been previously submitted for part of the site consisting of 106 dwellings and this site is known as Bowland Meadows which is directly to the east of Chipping Lane. This outline application will cover the whole site and consist of a proposed residential scheme of up to 520 residential units, including affordable housing and housing for the elderly, relocation of Longridge Cricket Club to provide new cricket ground, pavilion, car park and associated facilities, new primary school, vehicular and pedestrian access, landscaping and public open space at land at Higgins Brook, east of Chipping Lane, Longridge.

### **1.2 Interim Travel Plan**

1.2.1 The Department for Transport (DfT) produced guidance on the preparation of Residential TP's in "Making Residential Travel Plan Work", which was published in September 2005. It has since been complemented by "Good Practice Guidelines: Delivering travel plans through the planning process", which was published by the DfT in 2009.

1.2.2 The 2009 DfT guidance document provides the following definition of a Travel Plan:

*“A travel plan is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed.”* (paragraph 2.1).

1.2.3 At this stage in the planning process when the actual end users of the proposed development are not known an Interim TP is considered to be the most suitable document.

1.2.4 This Interim TP will set out the principle strategies of the TP and will evolve into a Final Travel Plan once the development obtains planning approval.

### **1.3 Travel Plan Objectives**

1.3.1 The stated objectives of the Travel Plan are as follows:

- Minimise the number of additional single occupancy car traffic movements associated with the development;
- Improve the attractiveness of sustainable modes of travel for residents of, and visitors to, the development;
- Reduce residents’ reliance on the use of the private car; and
- Promote healthy lifestyles by encouraging walking and cycling.

### **1.4 This Report**

1.4.1 Following this introductory Section, this report is structured as follows:

- Section 2 summarises the development proposals;
- Section 3 assesses the existing accessibility of the site by non-car modes of travel;
- Section 4 summarises the proposed management and administration measures that will be implemented in order to develop and monitor the Travel Plan to ensure its on-going success;
- Section 5 identifies the measures and initiatives that could be implemented at the development in order to encourage sustainable travel choices;

- Section 6 outlines the proposed approach to undertaking travel surveys at the development and target setting;
- Section 7 presents the proposed Travel Plan monitoring strategy for the development; and
- Section 8 identifies the key actions and timetables of the Travel Plan and provides the main conclusions of the report.

## **2 DEVELOPMENT PROPOSALS**

### **2.1 Summary**

- 2.1.1 The development proposals for this outline planning application will consist of up to 520 residential units, including affordable housing and housing for the elderly, relocation of Longridge Cricket Club to provide new cricket ground, pavilion, car park and associated facilities, new primary school, vehicular and pedestrian accesses, landscaping and public open space.
- 2.1.2 The main vehicular access will be provided off Chipping Lane via a new priority controlled junction along with a right turn ghost-island facility. Pedestrian and cycle access will be provided for from Chipping Lane with a new footway provided along the site frontage. The footway adjacent to the junction with Inglewhite Road and Chipping Lane will be set back in order to improve forward visibility around the bend. A pedestrian connection from the site to the bus stops along Chipping Lane will also be provided.
- 2.1.3 It is also proposed to extend the 30mph speed limit along Chipping Lane to the north of the site, with the 30mph speed limit coming in to force to the north side of the existing cricket club along Chipping Lane. It is also proposed to provide two refuge islands within the proposed ghost island to prevent overtaking manoeuvres at this location and improve highway safety and junction visibility splays of 2.4 metres x 43 metres from the proposed site access.
- 2.1.4 In addition to the main vehicular access off Chipping Lane a secondary vehicular access will also be provided to the north of the main site access junction. The priority controlled access to the cricket club will also be maintained with amendment to the internal road alignment which will provide access to the new cricket club car parking area.
- 2.1.5 In addition to the internal network of pedestrian facilities, given that this site essentially forms an extension to the residential provision to the north of Longridge the proposed site will provide connections at the following points:



- Pedestrian/cycle connection at the site access junction off Chipping Lane.
- Pedestrian/Cycle connection on to Chipping Lane connecting to the existing bus stops.
- Direct pedestrian/cycle connection from the site to the existing Sainsbury's food store, this route will be 3 metres wide along with appropriate lighting.
- Pedestrian/cycle connection to Thornfield Avenue.
- Two pedestrian/cycle connections to Redwood Drive.
- Pedestrian/cycle connection to Willows Park Lane.

### **3 ACCESSIBILITY BY SUSTAINABLE TRAVEL MODES**

#### **3.1 Introduction**

3.1.1 New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes.

3.1.2 The accessibility of the proposed development by the following modes of transport has, therefore been considered:

- Accessibility on foot.
- Accessibility by cycle.
- Accessibility by bus.

#### **3.2 Accessibility Questionnaire**

3.2.1 As requested the Lancashire County Council residential development accessibility questionnaire has been completed and included as part of this application. The score for this outline application site was awarded a high level of accessibility. The completed Accessibility questionnaire is provided in **Appendix TP1** of this report.

#### **3.3 Accessibility on Foot**

3.3.1 As previously stated, pedestrian access to the proposed site will be afforded from numerous locations around the site. Pedestrian facilities will be provided throughout the site along with numerous connections to the surrounding highway network. To clarify, these connections are as follows:

- Pedestrian/cycle connection at the site access junction off Chipping Lane.
- Pedestrian/Cycle connection on to Chipping Lane connecting to the existing bus stops.
- Direct pedestrian/cycle connection from the site to the existing Sainsbury's food store, this route will be 3 metres wide along with appropriate lighting.
- Pedestrian/cycle connection to Thornfield Avenue.
- Two pedestrian/cycle connections to Redwood Drive.
- Pedestrian/cycle connection to Willows Park Lane.

- 3.3.2 The closest bus route is located to the south of the proposed site access junction adjacent to the existing Alston Arms Public House. As part of the development proposals a footpath connection to this location from the site will be provided. The bus stop for services heading in to Longridge town centre will be upgraded to quality bus standards and the bus stop for services heading north out of Longridge will be upgraded by providing an area of footway which will replace the verge area where the existing bus stop is located.
- 3.3.3 There are existing bus stops located along Chipping Lane and Inglewhite Road which are identified on **Plan TP3**. In addition, the local amenities are identified on **Plan TP4**. This plan demonstrates that the site is located in an accessible and sustainable location with a wide range of local amenities available within a short walk from the proposed site. These facilities include, local schools, health care facilities, two supermarkets and a wide range of local shops location with the centre of Longridge.
- 3.3.4 Guidelines produced by the Institute of Highways of Transportation (IHT) within their document entitled 'Guidelines for Providing for Journeys on Foot' state that the preferred maximum walking distance for developments in Town Centres is 800 metres.
- 3.3.5 A distance of 2,000 metres has also been derived from the Institution of Highways and Transportation (IHT) document entitled 'Guidelines for Providing for Journeys on Foot' as a 'preferred maximum' distance for commuting, school and sight-seeing journeys.
- 3.3.6 In this regard an analysis of the Baseline pedestrian catchment area has been completed. This has been undertaken to illustrate the site's 800 metre and 2 kilometre walking catchment, this is illustrated in **Plan TP5**. Given that the development covers such a large area, the pedestrian catchments have been taken from the boundary of the site.
- 3.3.7 With reference to **Plan TP5**, it can be seen that the 800m catchment covers the local primary school along with the facilities located within the town centre of Longridge as well as Sainsbury's and Booths supermarket.

- 3.3.8 It should be noted that as part of this residential scheme there will also be the provision of a new primary school which will provide approximately 210 school places. This will cater for the whole residential site with all properties being located within a 400 metre walking distance or less, this will reduce the need to travel to/from the site to surrounding schools and reduce the number of trips arriving and departing during the peak periods.
- 3.3.9 The 2 kilometre pedestrian catchment encompasses the majority of Longridge and includes the local high school/college along with other facilities such as, dentists, doctors, employment areas, two supermarkets and the majority of the town local retail facilities.
- 3.3.10 The close proximity of the amenities in Longridge centre also provides an excellent opportunity for linked walking trips for a variety of purposes to be undertaken between the development site and town centre.
- 3.3.11 It has been demonstrated that the site's walking catchment covers residential, retail, educational and employment areas, as well as public transport amenities, and that there is excellent pedestrian infrastructure in the vicinity of the site to serve these links for pedestrians. The provision of the proposed school on site will encourage pedestrian/cycle trips within the site and ultimately reduce car borne trips to/from the site during the peak hour periods.
- 3.4 Accessibility by Cycle**
- 3.4.1 Cycling has the potential to replace short car journeys, particularly those under 5 kilometres. The proposed layout will be designed to provide numerous connections to the existing infrastructure surrounding the site in order to encourage travel by cycle.
- 3.4.2 **Plan TP6** displays a 5 kilometre cycle catchment from the site. This would equate to a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour.
- 3.4.3 As can be seen from **Plan TP6** the 5 kilometre cycle catchment encompasses the whole of Longridge as well as areas surrounding such as Whittingham, Grimsargh and Knowle Green.

3.4.4 As such the site can be considered as being accessible by cycle.

**3.5 Accessibility by Bus**

3.5.1 When considering how accessible a site is to bus services it is generally accepted that 400 metres is a suitable walking distance to a bus stop. This distance has been taken from the IHT Guidelines on Planning for Public Transport for Development.

3.5.2 Existing bus routes are located along Chipping Lane, Inglewhite Road and Willows Park Lane, within 400 metres of the site, there are also bus services provided along Berry Lane which are slightly beyond 400 metres but still offer a realistic opportunity for public transport access. The bus stop locations and bus routes within Longridge are identified on **Plan TP3**.

3.5.3 Table 3.1 provides a summary of the bus services and frequencies that operate within 400 metres of the site.

Serv.	Route	Frequency/Hour					
		Mon-Fri				Sat	Sun
		AM Peak	Mid day	PM Peak	Eve.		
5	Chipping-Longridge-Ribchester-Whalley-Clitheroe	1	0.5	1	1 service	0.5	0
5A	Chipping-Longridge-Ribchester-Whalley-Clitheroe	1	0	0	0.5	0.5 eve.	0
35	Chipping-Longridge-Ribchester-Blackburn	1	0.5	0	0.5	0.5	0

**Table 3.1 – Bus Routes and Frequencies in Operating along Chipping Lane**

3.5.4 Table 3.2 provides a summary of the bus services that a slight beyond the 400 metre distance within Longridge town centre but these services still offer a realistic opportunity for public transport access.

Serv.	Route	Frequency/Hour					
		Mon-Fri				Sat	Sun
		AM Peak	Mid day	PM Peak	Eve.		
1	Preston-Ribbleton-Red Scar-Grimsthorpe-Longridge	7	6	6	2	6	2
4	Preston-Fulwood-Whittingham-Longridge	1	1	0	1	1	0

**Table 3.2 – Bus Routes and Frequencies in Operating along Berry Lane**

3.5.5 As can be seen from Table 3.1, during the busiest peak hours of the day there is a frequency of between 1 and 3 buses per hour in each direction which operate within 400 metres of the site.

3.5.6 Table 3.2 demonstrates that there are 2 additional frequent services operating within Longridge town centre that provide weekday peak hours frequencies of between 6 and 8 buses per hour.

3.5.7 It can be concluded that the site is currently served by bus and can be considered as accessible by bus.

**3.6 Conclusion**

3.6.1 An analysis has been completed that studies the accessibility of the site by walking, cycling and public transport and the conclusions are as follows:

- The site is accessible by foot with a network of pedestrian facilities surrounding the site and providing connections to Longridge town centre and all of its associated facilities.
- There are a bus service within 400 metres of the site which are located along Chipping Lane/Inglewhite Road and further services within the town centre operating along Berry Lane.

3.6.2 In conclusion, the proposed development can be considered to be accessible for pedestrians, cyclists and public transport users.

## **4 TRAVEL PLAN MANAGEMENT AND ADMINISTRATION**

### **4.1 Introduction**

4.1.1 This Section summarises the main proposed management processes that will be delivered to ensure the Travel Plan is implemented, progressed and monitored on a regular, efficient basis.

### **4.2 Travel Plan Co-ordinator**

4.2.1 The success of the Travel Plan will be reliant on the appointment of a Travel Plan Co-ordinator who will take overall responsibility for the Travel Plan as it is implemented, monitored and updated. The Travel Plan Co-ordinator will be appointed 1 month prior to first occupation.

4.2.2 The main responsibilities of the Travel Plan Co-ordinator are as follows:

- Encourage the use of sustainable modes of travel to and from the development;
- Liaise with relevant third parties, such as bus operators and cycling and walking groups;
- Liaise with the local highways and planning authorities;
- Publicise the Travel Plan to residents and provide updates as necessary;
- Provide the first point of contact for residents regarding travel and transport queries;
- Monitor the success of the plan with the use of travel surveys (monitoring regime to be agreed); and
- Provide the local highways and planning authorities with progress reports.

4.2.3 It is envisaged that the role of the Travel Plan Co-ordinator will initially be fulfilled by an individual within the developer's organisation. A Travel Plan Co-ordinator will be appointed by the developer before the first occupation of the development. Lancashire County Council will be informed of the name and contact details for the appointed Travel Plan Co-ordinator.

- 4.2.4 Once the proposed TP measures and initiatives have been implemented it is anticipated that the role would be taken on by a member of a local residents' group/association or the management company of the development site.



## **5 TRAVEL PLAN MEASURES AND INITIATIVES**

### **5.1 Introduction**

5.1.1 This Section identifies an initial list of measures and initiative that have been identified for implementation. The measures are presented in categories:

- Travel Information Measures;
- Walking Measures;
- Cycling Measures;
- Public Transport Measures;
- Car Sharing Measures.

5.1.2 As stated previously, this report represents the initial stage in the Travel Plan process for the proposed development. As such, the list of measures identified below should be considered as being an initial list, which will be reviewed and assessed against the Final Travel Plan targets.

### **5.2 Travel Information Measures**

#### **Travel Plan Promotion**

5.2.1 Residents will be made aware of the Travel Plan and a copy of the Final Travel Plan will be made available to residents on occupation of their property.

5.2.2 Awareness of the Travel Plan will also be promoted with the use of leaflets and posters within the temporary sales office at the site.

#### **Travel Plan Welcome Pack**

5.2.3 A Travel Plan 'Welcome Pack' will be provided in each household prior to occupation.

5.2.4 The Welcome Pack will provide residents with information on sustainable travel modes, including bus timetables and maps of local walking and cycling routes. It will also provide contact details of the Travel Plan Co-ordinator and sustainable travel officers at Lancashire County Council.

### **5.3 Walking Measures**

#### **Walking Information**

5.3.1 Maps identifying local footpaths, bridleways and byways will be provided to residents within their Welcome Pack.

5.3.2 Information on local walking initiatives, such as school 'Walking Bus Schemes', will be disseminated to residents in the Welcome Pack and updated as schemes develop.

### **5.4 Cycling Measures**

#### **Cycling Infrastructure**

5.4.1 The internal site layout will be designed to encourage cyclists by reducing the speed of vehicles driving within the site.

#### **Cycling Information**

5.4.2 Cycle maps will be provided to residents in their Welcome Pack.

5.4.3 Information on local and national cycling events, such as the National Bike Week, will be provided to residents.

5.4.4 Residents will also be made aware of the tax exempt salary sacrifice cycle to work scheme operated by the Government, which must be taken on through individual employers. Information on this scheme will be provided in the Travel Plan Welcome Pack.

### **5.5 Public Transport Measures**

#### **Public Transport Information**

5.5.1 Local bus timetables and maps will be provided for residents in their Welcome Pack, which will also include information on public transport planning websites.

#### **Bus Stop Improvements**

5.5.2 As part of the development scheme the existing bus stops along Chipping lane will be upgraded along with new pedestrian connection from the site provided.

## **5.6 Car Sharing Measures**

### **Promotion of Car Sharing Schemes**

5.6.1 The Travel Plan Welcome Pack will include information on car sharing schemes, including leaflets and an outline of the benefits of car sharing.

5.6.2 Web-links to car sharing schemes/databases including the following will also be provided:

- [www.liftshare.com](http://www.liftshare.com) (national car sharing scheme); and
- [www.sharedwheels.co.uk](http://www.sharedwheels.co.uk) (regional car share scheme).

## **5.7 LCC Financial Contributions**

5.7.1 It is envisaged that LCC will request that a sustainable contribution of £225 per unit is included in a Section 106 to deliver a range of necessary Personalised Travel Plan Measures as set out below:

- Public Transport Smartcards for households to encourage sustainable patterns from the outset of the development. (£105 towards bus fares)
- Provision of cycles and safety equipment for households. (£150 cycle contribution)

## **6 TRAVEL SURVEYS AND TARGET SETTING**

### **6.1 Travel Surveys**

6.1.1 The best way of identifying the travel choices and behaviours of residents is to undertake travel surveys following the completion of the development.

6.1.2 Travel surveys enable the existing travel choices to be identified against which the success of the plan can be assessed.

6.1.3 They can also identify potential reasons why the residents travel in the way they do. This could be useful to identify any 'barriers' for making sustainable travel choices, which in turn can be used to improve the Travel Plan in the future.

6.1.4 Travel surveys will be undertaken within 3 months of reaching 75% of dwellings occupied (80 units occupied). The Full Travel Plan will be developed within 3 months of the first travel surveys.

6.1.5 It is proposed that follow-up travel surveys are undertaken on a regular basis. Information on the proposed monitoring strategy for the Travel Plan is identified at Section 7.

### **6.2 Target Setting**

6.2.1 In order for the effectiveness of the Travel Plan to be identified it is important that specific, measurable targets are set and subsequently monitored on a regular basis.

6.2.2 The main aim of the Travel Plan for the development is to reduce single occupancy car journeys. Therefore the main Travel Plan targets will relate to reducing car journeys to and from the development.

6.2.3 However, as the development is not occupied, the 'baseline' travel patterns of residents cannot be known at this stage but will be informed by the initial travel survey.

6.2.4 In the absence of robust 'baseline' data, the setting of firm targets is not considered to be a sensible approach at this time.

- 6.2.5 However, the primary target for the Travel Plan will be to achieve a reduction in single occupancy car journeys over a 5 year period from the opening year of the development.
- 6.2.6 An appropriate level of reduction will be informed by local and national research into the potential success of residential Travel Plans and in preparing the Final Travel Plan.
- 6.2.7 The final target will be agreed with Lancashire County Council in the Final Travel Plan document.

## **7 MONITORING STRATEGY**

### **7.1 Travel Plan Monitoring**

- 7.1.1 As explained previously, in order for the effectiveness of the Travel Plan to be identified it is important it is monitored on a regular basis.
- 7.1.2 As well as identifying how well the Travel Plan is succeeding in reducing single occupancy car journeys, a good monitoring strategy can identify ways in which the Travel Plan can be further improved.
- 7.1.3 The best way to monitor the success of the Travel Plan and to identify areas for improvements is to undertake regular travel surveys, as discussed in the previous Section.
- 7.1.4 It is proposed that travel surveys are undertaken on an annual basis for a period of 5 years. The results of the surveys will be analysed by the Travel Plan Co-ordinator, who will prepare a short 'Annual Progress Report' to be shared with relevant officers of Lancashire County Council.

## 8 ACTION PLAN AND CONCLUSIONS

### 8.1 Action Plan

8.1.1 Table 8.1 identifies the key actions, and associated timetables, for the implementation of the Travel Plan for the Higgins Brook development.

Proposed Timescale	Actions
Prior to completion / During construction	<ul style="list-style-type: none"> <li>• Developer appoints Travel Plan Co-ordinator (1 month prior to occupation)</li> <li>• Agree content of (and produce) Travel Plan Welcome Pack with LCC</li> <li>• Provide footways and traffic-free accesses</li> <li>• Provide bus stops enhancements</li> </ul>
Within 6 weeks of first occupation	<ul style="list-style-type: none"> <li>• Provide Travel Plan Welcome Pack(s)</li> </ul>
At 75% occupation	<ul style="list-style-type: none"> <li>• Undertaken initial/baseline travel surveys</li> </ul>
On completion of initial travel surveys	<ul style="list-style-type: none"> <li>• Agree Final Travel Plan with LCC (recommended within 3 months of the 1<sup>st</sup> Survey)</li> </ul>
12 months after initial travel surveys	<ul style="list-style-type: none"> <li>• Undertake first 'follow-up' travel survey</li> </ul>
Annually	<ul style="list-style-type: none"> <li>• Undertake regular 'follow-up' / monitoring travel surveys</li> </ul>
1 month after each follow-up travel surveys	<ul style="list-style-type: none"> <li>• Provide Annual Progress Reports to LCC</li> </ul>

**Table 8.1 – Travel Plan Action Plan and Timescales**

### 8.2 The Full Travel Plan

8.2.1 The Full Travel Plan when developed will include the following:

- Contact details of a named Travel Plan Co-ordinator.
- Results from travel survey.
- Details of cycling, pedestrian and/or public transport links to and through the site.
- Details of the provision of cycle parking for any properties where suitable storage is not available.
- SMART Targets for non-car modes of travel, taking into account the baseline data from the survey.

- Action plan of measures to be introduced, and appropriate funding.
- Details of arrangements for the monitoring and review of the Travel Plan for a period of at least five years.

### **8.3 LCC Monitoring**

8.3.1 LCC will request a financial contribution to enable the LCC team to provide a range of services as outlined below:

- Appraise Travel Plan(s) submitted to the Planning Authority and provide constructive feedback.
- Oversee the progression from Framework to Full Travel Plan in line with agreed timescales.
- Monitor the development, implementation and review of the Travel Plan for a period of up to 5 years.
- Support the development and implementation of the Travel Plan.
- Develop and provide online, staff mode of travel surveys and collation of returns for baseline and subsequent monitoring purposes.
- Attend meetings with developer/occupier/co-ordinator as necessary.
- Provide localised maps and plans, GIS mapping of staff postcodes or other origin and destination data, accessibility plot of public transport, walking and cycling routes/thresholds to site.
- Advise and offer appropriate support with implementation or suitability of specific elements or measures.
- Assist with the development of sustainable travel directions for web pages and other appropriate content.
- Help stage promotional events and activities including Walk to Work Week, Bike Week, car free days or measured mile walks etc.

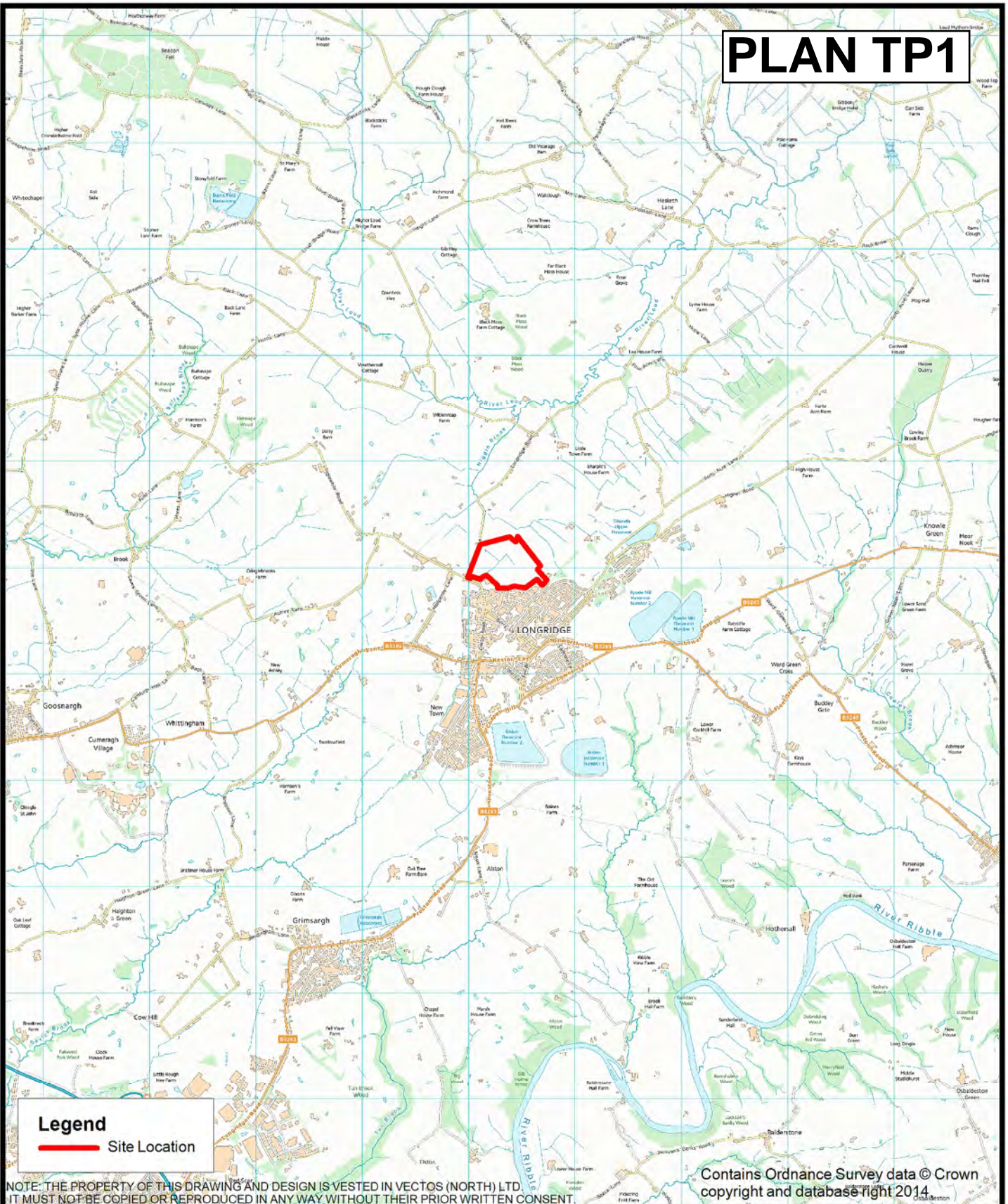


## **8.4 Conclusions**

- 8.4.1 This report provides the Interim Travel Plan for the proposed residential development at Higgins Brook, Longridge.
- 8.4.2 An initial list of measures and initiatives have been identified that will encourage residents to adopt sustainable travel choices.
- 8.4.3 Underpinning the delivery of the Travel Plan is the appointment and subsequent commitment of a Travel Plan Co-ordinator, who will assume overall responsibility for the success of the Travel Plan.
- 8.4.4 The overarching target for the Travel Plan is to reduce single occupancy car trips in accordance with a target to be agreed with LCC during the preparing of the Final Travel Plan.
- 8.4.5 Travel surveys will be undertaken at the development when 90% of dwellings are occupied. These will inform the final target setting process and will help to identify areas where the Travel Plan can be improved and tailored to the individual needs of residents.
- 8.4.6 Following the initial travel surveys, a Final Travel Plan will be produced and agreed in writing with Lancashire County Council. Annual 'follow-up' surveys and subsequent Annual Monitoring Reports will be undertaken and the findings shared with the local authorities.

# PLANS

# PLAN TP1



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DRAWING TITLE:

**Site Location**

PROJECT TITLE:

**Proposed Residential Development  
Chipping Lane, Longridge**



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# PLAN TP2



LONGRIDGE

**Legend**  
— Site Location

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CLIENT:  
**Barratt Homes**

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

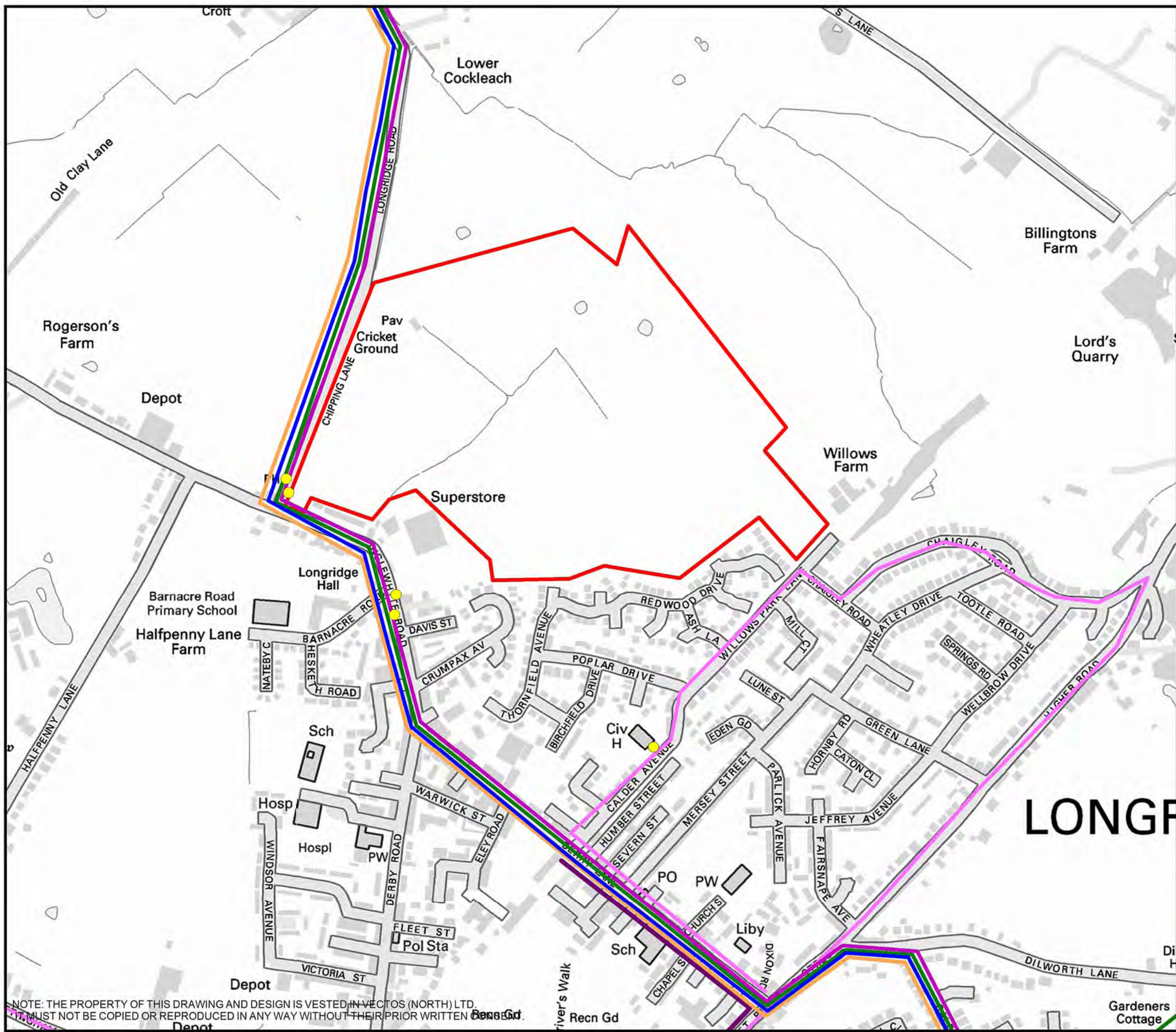
PROJECT TITLE:  
**Proposed Residential Development  
 Chipping Lane, Longridge**



Oxford Place, 61 Oxford Street, Manchester M1 6EQ  
 t:0161 22801008 e:manchester@vectos.co.uk

DRAWN: HF	CHECKED: DL	DATE July 14	SCALE: N.T.S
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DRAWING NO: VN30277-301	REVISION: .
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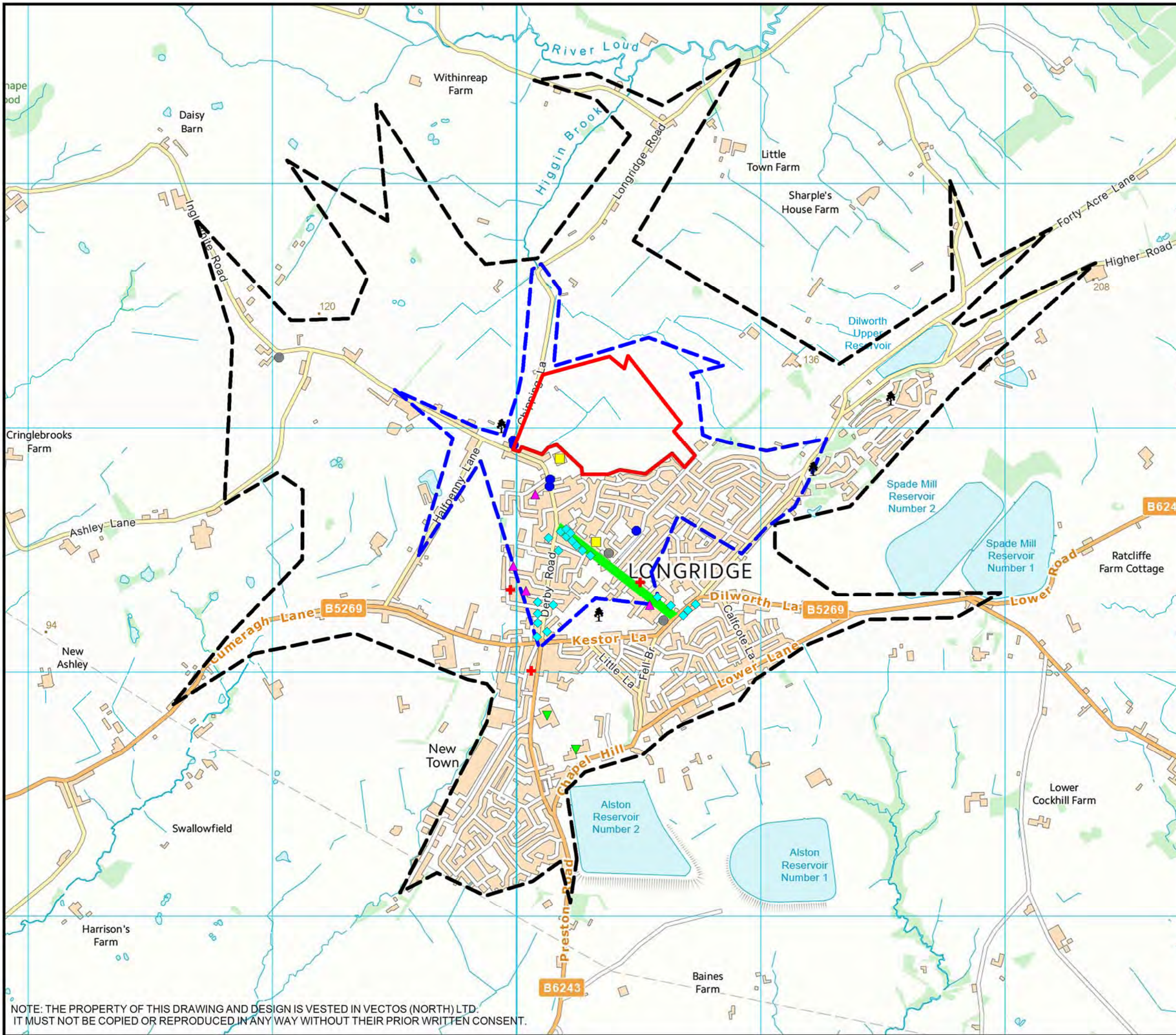
- Legend**
- Site Location
  - Bus Stop within 400m
  - 5 Bus Service
  - 5A Bus Service
  - 5B Bus Service
  - 35 Bus Service
  - 4 Bus Service
  - 1 Bus Service

# PLAN TP3

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CLIENT:		
Barratt Homes		
PROJECT TITLE:		
Proposed Residential Development Chipping Lane, Longridge		
DRAWING TITLE:		
Bus Routes Local Context		
SCALE:		
N.T.S		
DRAWN:	CHECKED:	DATE:
HF	DL	July 14
		
Oxford Place, 61 Oxford Street, Manchester M1 6EQ t:0161 22801008 e:manchester@vectos.co.uk		
DRAWING NO:	REVISION:	
VN30277-G307		

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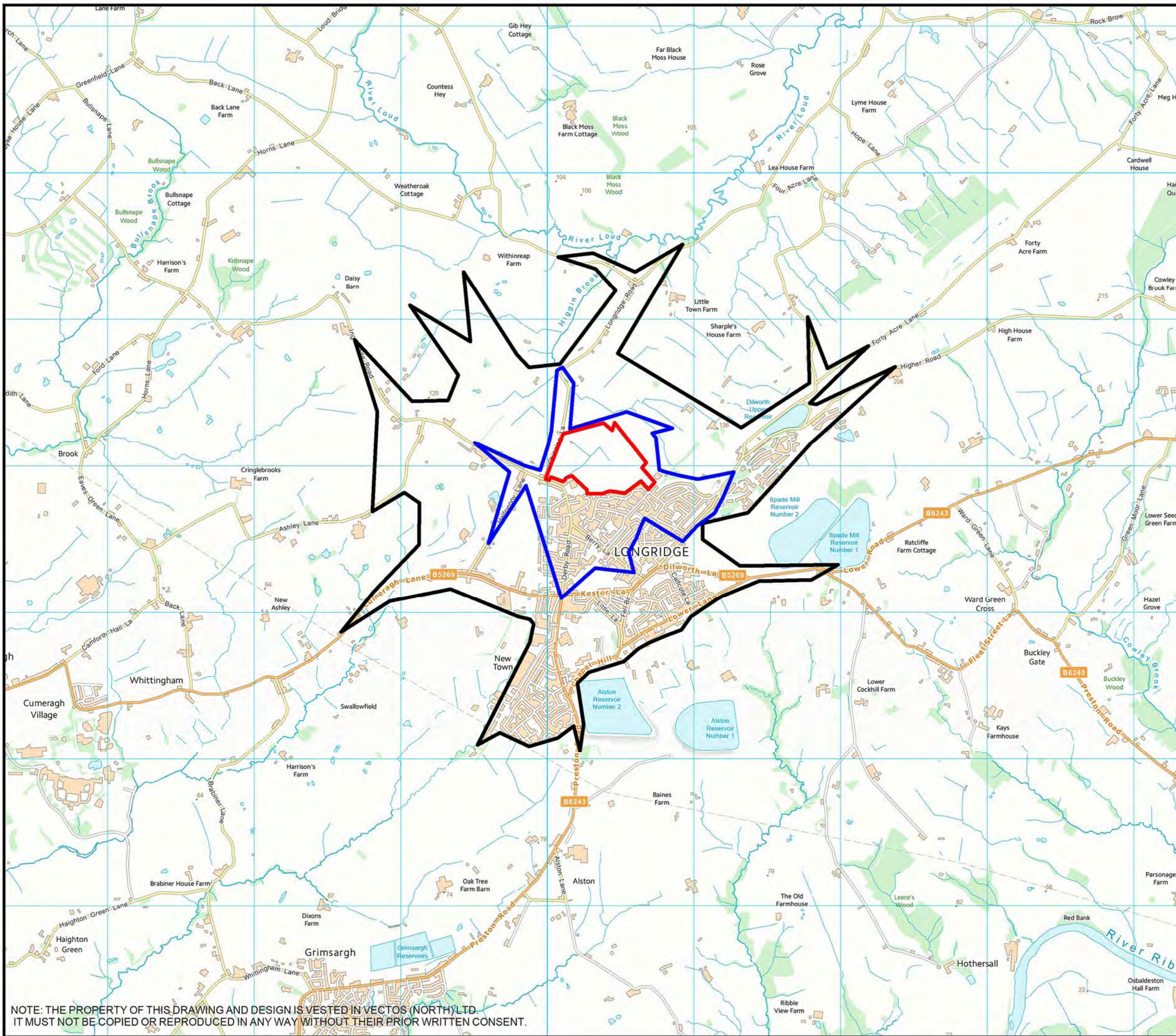
- Legend**
- Site Location
  - ◆ Retail
  - + Health
  - ▲ Primary School
  - ▼ secondary School
  - 🌳 Recreation Leisure
  - Supermarket
  - Community Facilities
  - BusStops
  - Town Centre
  - 800m Catchment
  - 2km Catchment

# PLAN TP4

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CLIENT:		
<b>Barratt Homes</b>		
PROJECT TITLE:		
Proposed Residential Development Chipping Lane, Longridge		
DRAWING TITLE:		
<b>Local Amenities</b>		
SCALE:		
<b>1:15000 at A3</b>		
DRAWN:	CHECKED:	DATE:
HF	DL	July 14
Oxford Place, 61 Oxford Street, Manchester M1 6EQ t:0161 22801008 e:manchester@vectos.co.uk		
DRAWING NO:	REVISION:	
<b>VN30277-G305</b>		

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- Legend**
- Site Location
  - 800m Catchment
  - 2km Catchment

# PLAN TP5

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CLIENT:

**Barratt Homes**

PROJECT TITLE:

**Proposed Residential Development  
Chipping Lane, Longridge**

DRAWING TITLE:

**2km Pedestrian Catchment**

SCALE:  
**1:25000 at A3**

DRAWN: HF	CHECKED: DL	DATE: July 14
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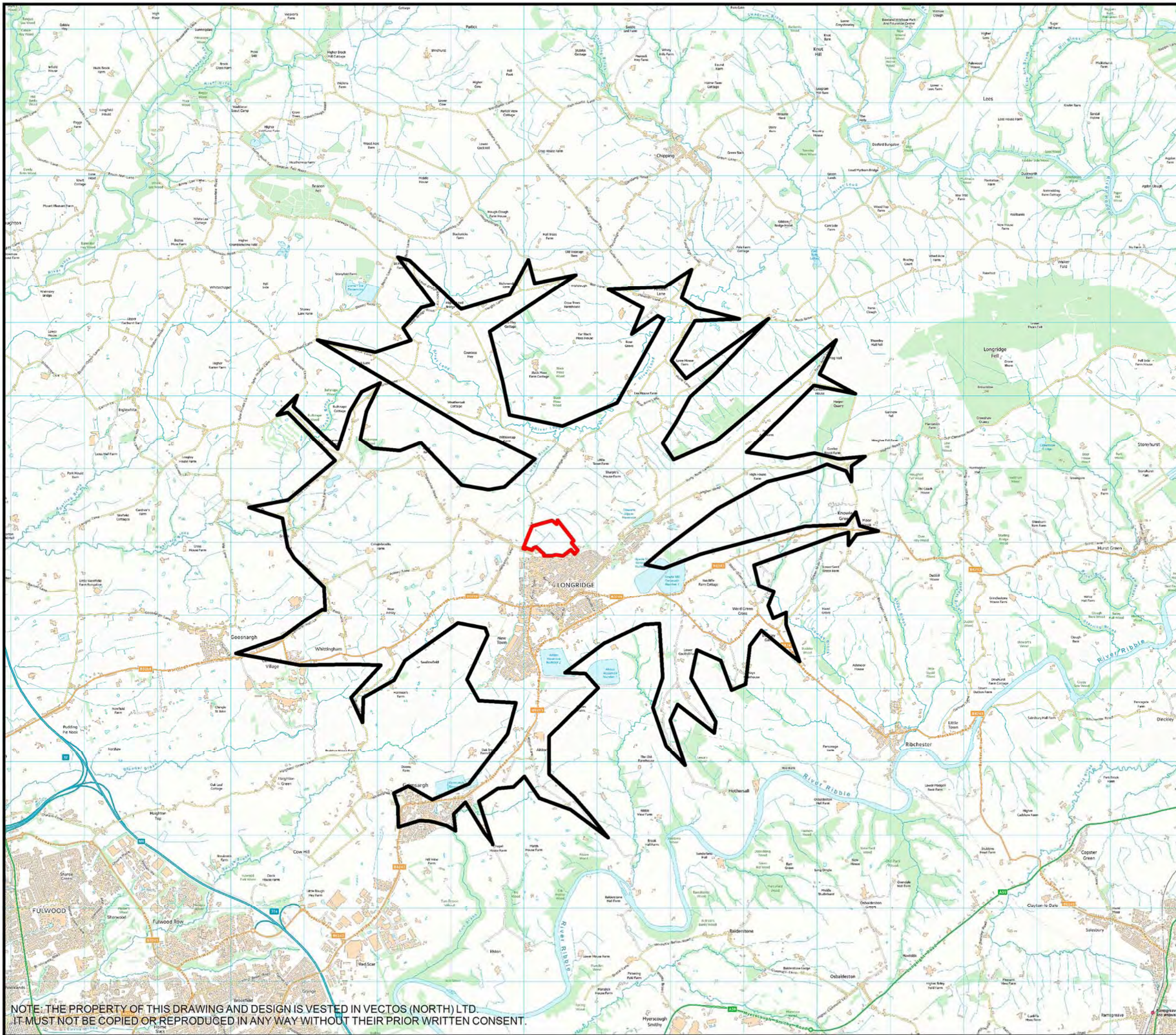


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DRAWING NO:  
**VN30277-G302**

REVISION:

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- Legend**
- ▬ Site Location
  - 5km Catchment

# PLAN TP6

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CLIENT:

**Barratt Homes**

PROJECT TITLE:

**Proposed Residential Development  
Chipping Lane, Longridge**

DRAWING TITLE:

**5km Cycle Catchment**

SCALE:  
**1:50000 at A3**

DRAWN: HF	CHECKED: DL	DATE: July 14
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DRAWING NO:  
**VN30277-G303**

REVISION:

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## APPENDICES

# **Appendix TP1**

## **LCC Residential Development Accessibility Questionnaire Results**

# your Lancashire



**Residential Development Accessibility Score** (25/11/2013 16:13:06)

## Entered Values

Score for distance to nearest bus stop: **5**  
Score for distance to nearest railway station: **1**  
Score for distance to nearest Primary School: **3**  
Score for distance to nearest food shop: **5**  
Score for distance to defined cycle routes: **3**  
Score for distance to nearest Secondary School: **0**  
Score for distance to nearest Town Centre: **3**  
Score for distance to nearest Business Park or employment concentration: **3**  
Score for bus frequency of principal service (Urban or Rural): **1**  
Score for train frequency from nearest station: **0**  
Score for Accessibility to other basic services (GP, Post Office, Library, Bank): **1**  
Score for distance to nearest play area or park: **5**

## Your Score

**Your Residential Development Accessibility Score is: 30**

☎ #346/#Dqfdvklh#Frqxqj#FrqxqEd Phone:#;78#86#333# email:#qtxlhwC@qfdvklhjrykn

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