

Proposed Residential Development  
Spout Farm, Preston Road, Longridge

# CREATE DEVELOPMENTS (LONGRIDGE) LTD

Transport Statement  
April 2020



## REPORT

<b>Document:</b>	Transport Statement
<b>Project:</b>	Proposed Residential Development, Spout Farm, Longridge
<b>Client:</b>	Create Developments (Longridge) Ltd
<b>Job Number:</b>	2972
<b>File Origin:</b>	Z:\projects\2972 Spout Farm, Longridge\Docs\Reports\TS2972.2.docx

### Document Checking:

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<b>Review By</b>	TR	<b>Initialled:</b>

Issue	Date	Status	Checked for Issue
1	25-02-20	First Draft	
2	09-04-20	Issued	
3			
4			

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## **1 INTRODUCTION**

### **1.1 Introduction**

- 1.1.1 Croft Eddisons have been instructed by Create Developments (Longridge) Ltd to advise on the traffic and transport issues relating to a planning application for a residential development on land at Spout Farm along Preston Road, Longridge.
- 1.1.2 The report provides information on the traffic and transport planning aspects of the development proposals and assist the local planning authority in the positive determination of the forthcoming planning application.
- 1.1.3 Following this introduction, Section 2 provides a description of the existing site and the development proposals, whilst Section 3 provides an assessment of the accessibility of the site by non-car modes including public transport.
- 1.1.4 Section 4 discusses the traffic impact of the proposed development, whilst Section 5 draws together the conclusions to this report.



## 2 DEVELOPMENT SITE AND PROPOSALS

### 2.1 Existing Site

- 2.1.1 The site is located to the south of Longridge. It is bounded by land associated with Alston Reservoir to the north and to the east, Spout Farm to the south and the B6243 Preston Road to the west. The location of the site is shown on **Plan 1**.
- 2.1.2 The site comprises land associated with Spout Farm.
- 2.1.3 Access to the site is gained via a priority-controlled junction situated along the B6243 Preston Road.
- 2.1.4 Adjacent to the site, the B6243 extends in a broadly north/south direction. Around 400m to the north of the site access, it meets the B6244, where it forms a mini-roundabout. From here, it continues north-eastwards as Chapel Hill and then Lower Lane until it forms a priority junction with the B5269 Dilworth Lane. It then continues eastwards towards Clitheroe.
- 2.1.5 From its junction with the B6243, the B6244 extends northwards as Preston Road. After around 700m it forms the southern arm of a mini-roundabout, with the B5269 forming the western and eastern arms, and Derby Road forming the northern arm.
- 2.1.6 From here, Derby Road extends northwards through the centre of Longridge, whilst to the west of the junction, the B5269 travels through Whittingham and onwards towards Broughton and to the east it continues as far as the B6243, referred to above.
- 2.1.7 To the south of the site access, the B6243 extends southwards and then south-westwards, passing through Grimsargh before continuing to Preston, crossing the M6 motorway en route.

## 2.2 Background

- 2.2.1 The site has been the subject of several planning applications.
- 2.2.2 A planning application (App Ref: 3/2013/0782) was submitted in 2013 for a development on the above site comprising 32 dwellings and alterations to the existing site access. This was granted on the 16th January 2014.
- 2.2.3 A further planning application (App Ref: 3/2016/0580) was submitted in 2017. This was largely similar to the previous application but modified the site layout and proposed 34 dwellings and associated works. This was also approved.

## 2.3 Development Proposals

- 2.3.1 The proposals would provide 34 dwellings.
- 2.3.2 The proposed site layout is shown in **Plan 2**.
- 2.3.3 The site will be served via a vehicular access point along Preston Road, in a location that coincides with the existing access point and that is similar to the previously consented arrangement.
- 2.3.4 Visibility splays of 2.4m x 120m were proposed as part of the previous planning permission. MfS advises that the sightline can be taken to the centreline if a feature is provided that prevents vehicles from crossing the centreline, e.g. a refuge. A pedestrian refuge has now been installed as part of the ghost island right turn arrangement serving the new development to the south; as such, it would be appropriate to take the splay to the centreline.

- 2.3.5 Notwithstanding the above, it should also be recognised that the 120m distance previously identified relates to the requirement set out in the Design Manual for Roads and Bridges, but the speed limit along Preston Road is 40mph and Manual for Streets (MfS) should therefore be applied. The 40mph requirement based on MfS would be 59m, substantially lower.
- 2.3.6 Nevertheless, a 2.4m x 120m visibility splay, taken to the centreline, has been confirmed as acceptable by the local highway authority.
- 2.3.7 In order to improve connectivity to the site by sustainable modes of transport, it is proposed to provide a footway along the eastern side of Preston Road from the site access to the existing bus stop to the south.
- 2.3.8 The proposed site access and footway improvement are shown in **Plan 3**.

## 2.4 Servicing

- 2.4.1 In order to fully advise the local highway authority, a swept path analysis has been undertaken of a refuse vehicle.
- 2.4.2 The analysis, included at **Appendix 1**, demonstrates that a refuse vehicle can safely manoeuvre within the proposed site layout.
- 2.4.3 As set out in MfS, a maximum reversing distance of 12m is recommended, though longer distances can be considered where any reversing routes are straight. It is confirmed that residents should not be required to carry waste more than 30m, whilst waste collection vehicles should be able to get to within 25m of the storage point.
- 2.4.4 The cul-de-sac that serves plots 23 to 27 is just over 55m and benefits from a bin storage point along its length. As such, based on the maximum distances set out (including the reversing distance), the layout conforms with the guidance.



## 3 ACCESSIBILITY BY NON-CAR MODES

### 3.1 Introduction

3.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

3.1.2 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives. To achieve these objectives, paragraph 30 states that when making decisions, local authorities should:

*'Support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.'*

3.1.3 One of the core principles of the NPPF is to *'actively manage patterns of growth to make the fullest use of public transport, walking and cycling and focus significant development in locations which are or can be made sustainable.'*

3.1.4 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

3.1.5 The accessibility of the proposed site has been considered by the following modes of transport:

- accessibility on foot;
- accessibility by cycle;

- accessibility by bus; and
- accessibility by rail.

## 3.2 Access on Foot

- 3.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and helps to create more active streets and a more vibrant neighbourhood.
- 3.2.2 Adjacent to the site, an existing footway is provided along the western side of Preston Road. This footway extends southwards to the bus stops provided a short distance to the south of the site; a pedestrian refuge is provided to facilitate crossing to the southbound bus stop. To the north, the footway links to the wider pedestrian network of Longridge, including services and amenities available within the town centre.
- 3.2.3 As part of the development proposals, a footway will be provided along the eastern side of Preston Road from the proposed site access to the existing bus stop to the south.
- 3.2.4 The DFT National Travel Survey of 2017 confirms that 81% of all trips less than a mile (1.6km) are carried out on foot.
- 3.2.5 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in Table 3.1.

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

**Table 3.1 IHT 'Providing for Journeys on Foot' Walk Distances**

- 3.2.6 The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, which advised that *'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.'*
- 3.2.7 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000 metre distance in paragraph 4.4.1. This states that *'walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km'.*
- 3.2.8 Table 3.2 below summarises this guidance in tabular form.

'Comfortable' Walk	'Preferred Maximum' Walk
800m	2,000m

**Table 3.2 Manual for Streets Walk Distances**

- 3.2.9 More specific guidance on the distances that children will walk to school is found in the July 2014 document published by the Department for Education (DfE) entitled 'Home to School Travel and Transport' statutory guidance document. This suggests that the maximum walking distance to schools is 2 miles (3.2 kilometres) for children under 8 and 3 miles (4.8 kilometres) for children over the age of 8. This is summarised below in Table 3.3.

Children under 8 Walk Distances	Children over 8 Walk Distances
3,200m	4,800m

**Table 3.3 DfE Walk Distances to Schools**

- 3.2.10 Further evidence that people will walk further than the suggested 'preferred maximum' distances in the IHT 'Providing for Journeys on Foot' is contained in a WYG Report entitled 'Accessibility – How Far Do People Walk and Cycle'. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms the following 85th percentile walk distances:

- All journey purposes – 1,930 metres;
- Commuting – 2,400 metres;
- Shopping – 1,600 metres;
- Education – 3,200 or 4,800 metres;
- Personal business – 1,600 metres.

- 3.2.11 Overall, in Table 5.1, the document states that 1,950 square metres is the 85th percentile distance for walking as the main mode of travel. Table 3.4 below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85 <sup>th</sup> Percentile Walk Distances					Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Education	Personal	
1,950m	2,100m	1,600m	3,200m/4,800m	1,600m	1,950m

**Table 3.4 WYG Report/NTS Data Walk Distances**

- 3.2.12 In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses although clearly the DfE guidance for walking to school is up to 3.2 kilometres.
- 3.2.13 Section 3.1 of the CIHT guidance 'Planning for Walking' mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:
- 'A brisk 20 minute walk each day could be enough to reduce an individual's risk of an early death.'*
- 3.2.14 A 20-minute walk equates to a walking distance of around 1,600 metres.
- 3.2.15 In light of the above review, a pedestrian catchment of 2 kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 4** and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site.



- 3.2.16 By reference to Plan 3, it can be seen that the 2,000-metre pedestrian catchment encompasses a majority of Longridge and the amenities that are located there, including St Cecilia's RC Primary School, SPAR, The White Bull, Longridge Sports Centre, Longridge High School, Stonebridge Surgery and Alston Lane Catholic Primary School.
- 3.2.17 Table 3.5 below, shows the walking distance from the centre of the site to several of the local key amenities in the immediate vicinity of the site. The table also confirms whether or not the particular amenity is within the 'preferred maximum' walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
St Cecilia's RC Primary School	680m	3,200m	YES
SPAR	710m	1,600m	YES
The White Bull	810m	1,600m	YES
Longridge Sports Centre	890m	1,600m	YES
Longridge High School	910m	3,200m	YES
Stonebridge Surgery	1,060m	1,600m	YES
Alston Lane Catholic Primary School	1,340m	3,200m	YES

**Table 3.5 Distance from Site to Local Facilities**

- 3.2.18 Based on the review, it is considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and numerous local services and amenities.

### 3.3 Access by Cycle

- 3.3.1 An alternative mode of travel to the site could be achieved by bicycle.
- 3.3.2 A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass parts of Longridge, Grimsargh and Whittingham.
- 3.3.3 Route 90 can be accessed at the junction of King Street and Berry Lane, located around 1.4km to the north of the site. This is a 130 mile (209 km) loop, taking in the Forest of Bowland, Arnside and Silverdale AONB and the Ribble Valley.
- 3.3.4 National Route 6 is located around 3km west of the site. This passes through Watford, Luton, Milton Keynes, Northampton, Market Harborough, Leicester, to Sheffield, Manchester and Lancashire to Windermere’
- 3.3.5 The site can, therefore, be considered as being accessible by cycle.

### 3.4 Access by Bus

- 3.4.1 The nearest bus stops to the site are located along Preston Road, around 100m to the south of the proposed site access. These have been newly installed as part of another recent residential development and include bus shelters and raised kerbs. The nearest bus stops to the site are shown on Plan 4.
- 3.4.2 As stated above, as part of the development proposals, a footway will be provided along the eastern side of Preston Road from the proposed site access to the existing bus stop to the south.

- 3.4.3 A summary of the services available from the nearest bus stops from the development site is provided in Table 3.6 below.

Service No	Route	Frequency per Hour					
		Monday - Friday				Sat	Sun
		AM peak	Midday	PM peak	Eve		
1	Longridge - Preston City Centre	6	6	7	2	5	2

**Table 3.6 Existing Bus Services Operating in the Vicinity of the Site**

- 3.4.4 As can be seen from Table 3.6, the nearest bus stops to the site provides a high frequency throughout the day to destinations such as Grimsargh, Ribbleson and Preston.
- 3.4.5 The above services operate from around 5:10am to around midnight, making travel by public transport a real alternative to travelling by car for commuting trips.
- 3.4.6 In order to demonstrate the level of accessibility some example journey times by bus are presented below Table 3.7 below.

Destination	Duration
Longridge	3 mins
Preston	25 mins

**Table 3.7 Example Bus Journey Times from the Site**

- 3.4.7 As can be seen from the above table, Longridge is a 3-minute bus journey whilst Preston is a 25-minute bus journey from the site. These are likely to represent two of the main commuter and leisure destinations for residents of the development site.
- 3.4.8 It is therefore concluded that the proposed development site is accessible by bus.

### **3.5 Accessibility by Rail**

- 3.5.1 Preston train station is the most accessible station to the site. It can be accessed via a 25-minute bus journey on the 1 service followed by a short walk.
- 3.5.2 This train station is managed by Avanti West Coast and has 9 platforms, offering 22 services per hour to destinations such as London Euston, Manchester Victoria and Liverpool Lime Street.
- 3.5.3 This provides opportunities for commuting/leisure opportunities from the site via rail.

### **3.6 Accessibility Summary**

- 3.6.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed development.
- 3.6.2 The following conclusions can be drawn from this section of the report:
- the location of the site provides potential for pedestrian trips between the development and the surrounding area, including Longridge town centre;
  - it has been demonstrated that the site is accessible by cycle, with a number of national cycle routes being located within close proximity of the site;



- the high frequency service from the bus stops on Preston Road, which connect the site with retail, employment and leisure facilities in Grimsargh and Preston, ensure that the proposed development can be accessed by bus; and
- Preston rail station, located within a 25-minute bus journey, provides the opportunity for commuting/leisure trips via rail.

3.6.3 In light of the above, it is considered that the site is accessible by sustainable modes of transport and caters for needs of the development's residents and visitors. As such, this will assist in promoting a choice of travel modes other than the private car, as set out in NPPF.



## 4 TRAFFIC IMPACT ANALYSIS

### 4.1 Introduction

- 4.1.1 Having established that the proposed development site is accessible by modes of travel other than the private car and would be in general accordance with transport policies, the following section considers the traffic impact of the development proposals on the local highway network.

### 4.2 Consented Development

- 4.2.1 As previously stated, the site received planning consent for 32 new dwellings in 2014. That application was accompanied by a Transport Statement that concluded '*...the proposed development should not have a material impact in terms of highway operation and safety.*'
- 4.2.2 A further application was submitted in 2016 for 34 new dwellings, which was also accompanied by a Transport Statement. This concluded that '*...the proposed development should not result in a significant increase in generated trips when compared to the consented scheme of 32 dwellings and therefore any additional highways/transport related impacts would be insignificant and not perceptible.*'

### 4.3 Proposed Development

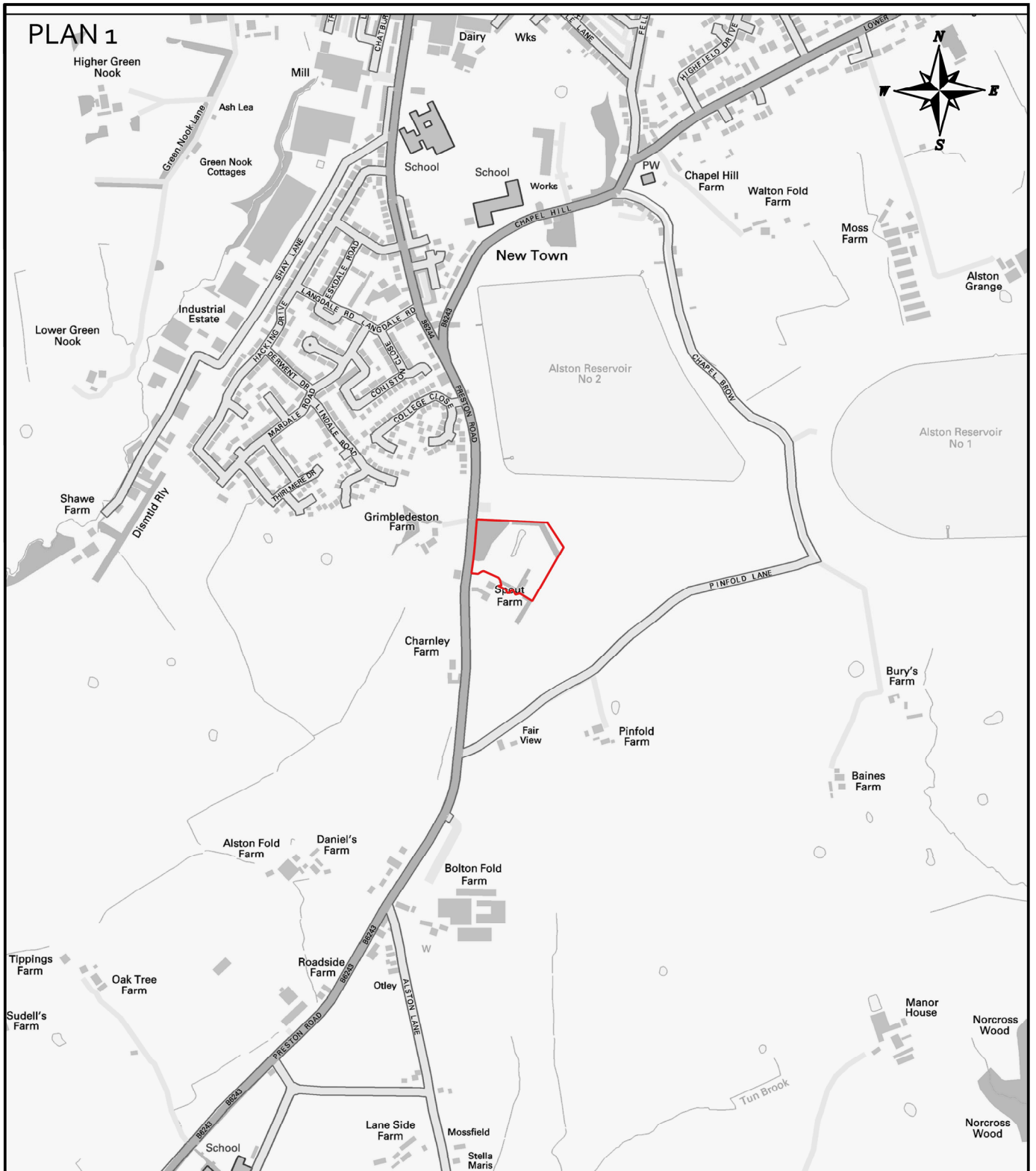
- 4.3.1 The proposed development would provide 34 dwellings.
- 4.3.2 Given this is as per the most recently consented scheme, there would be no change in highways or transport related impacts.



## 5 CONCLUSIONS

- 5.1.1 Croft Eddisons have been instructed by Create Developments (Longridge) Ltd to advise on the traffic and transport issues relating to a planning application for a residential development on land at Spout Farm along Preston Road, Longridge.
- 5.1.2 The proposals would provide 34 dwellings with access being taken from Preston Road.
- 5.1.3 A number of conclusions can be drawn from the report, namely:
- The proposed development will be accessed by safe and efficient vehicular access arrangements;
  - The report has demonstrated that the proposed development would be accessible by non-car travel modes of such as walking, cycling and public transport; and
  - The transport impact of the proposals would be no different to that of the extant consent.
- 5.1.4 It can therefore be concluded that the proposals are acceptable in highway terms.

## PLANS



 **SITE LOCATION**

**CREATE DEVELOPMENTS (LONGRIDGE) LTD**

**PROPOSED RESIDENTIAL DEVELOPMENT  
SPOUT FARM, LONGRIDGE  
SITE LOCATION PLAN**

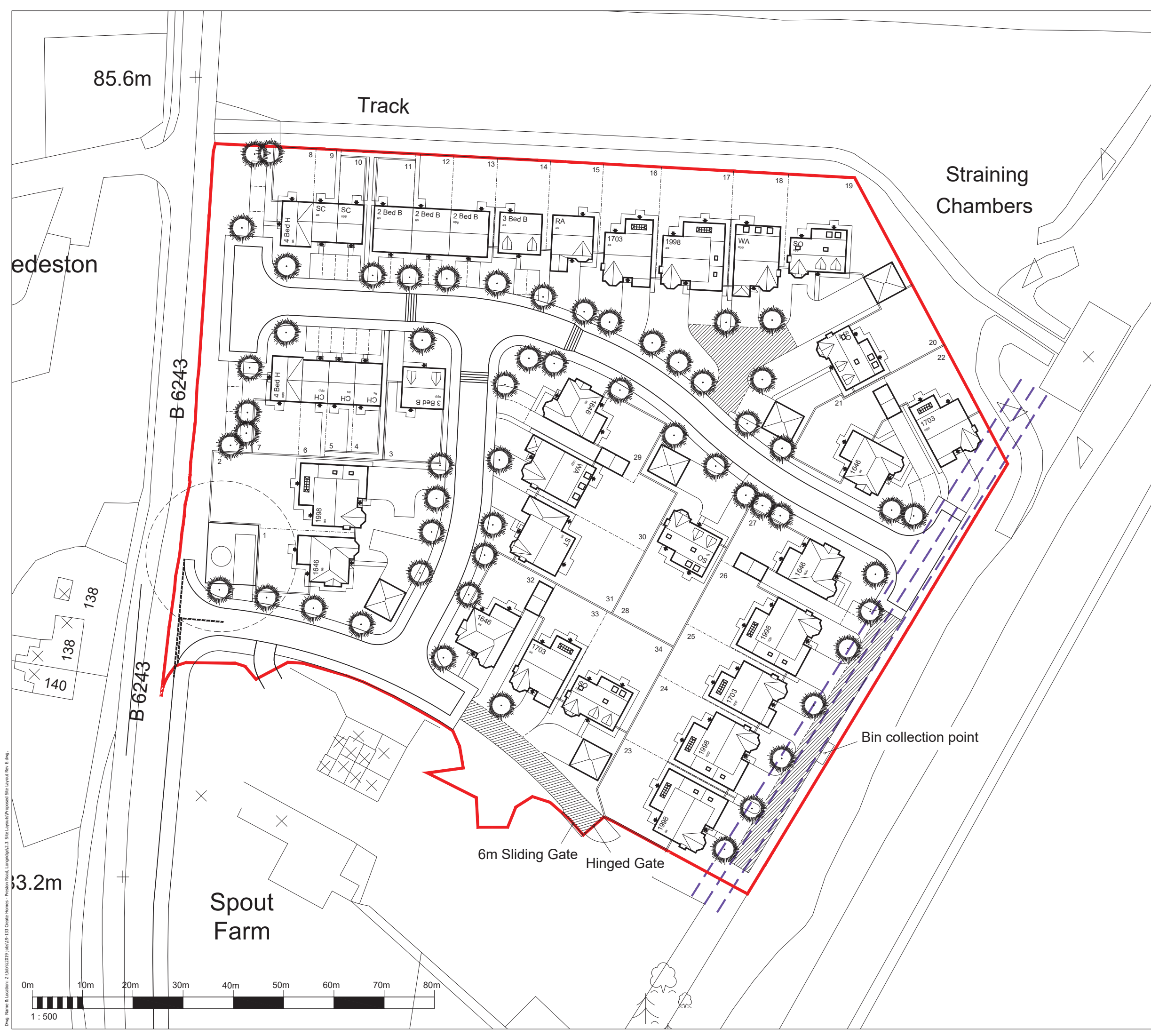
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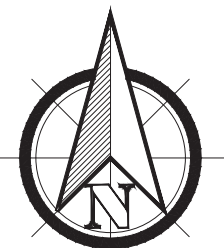


DRAWN:	DATE:	CHECKED:	DATE:	SCALES:
DG	17.02.20	GM	17.02.20	NTS @ A4

DRAWING NUMBER:	REVISION:
2972-01	-



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all dimensions to be checked on site prior to commencement of work and any  
discrepancy shall be immediately reported and resolved prior to work commencing.  
this drawing is to be read in conjunction with all relevant drawings and  
specifications relating to the job whether or not indicated on the drawing.  
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Schedule		
House Type	BED	Qty
AFFORDABLE		
2 Bed Bung	2	3
SC	2	2
CH	3	3
4 Bed House	4	2
FULL MARKET		
3 Bed Bung	3	2
RA	3	1
1646	4	5
1703	4	4
ST	4	1
WA	4	2
SOW	4	4
1998	4	5
TOTAL		34

PLAN 2

E	02/04/2020	ELC	Footpath removed from North-West corner of site.
D	30/03/2020	ELC	Amendments made to access road following client's comments.
C	13/03/2020	ELC	Layout amended to suit new house type planning drawings.
B	12/03/2020	ELC	1646 drives amended. Schedule corrected.
A	11/03/2020	ELC	Services Verges changed to footpaths. Minor site wide amendments following client comments.
Rev.	Date	By	Description

Client:



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Project:  
PRESTON ROAD  
LONGRIDGE

Drawing Title:  
PROPOSED SITE LAYOUT

Drawn: ELC	Checked: PGM	Scale: 1:500	Date: 20/02/2020
Job No: 19-133	Drawing No: 0001	Rev: E	

Dwg. Name & Location: 2:\Jobs\2019 Jobs\19-133 Create Homes - Preston Road, Longridge\2.3 Site Layout\Proposed Site Layout Rev. E.dwg.

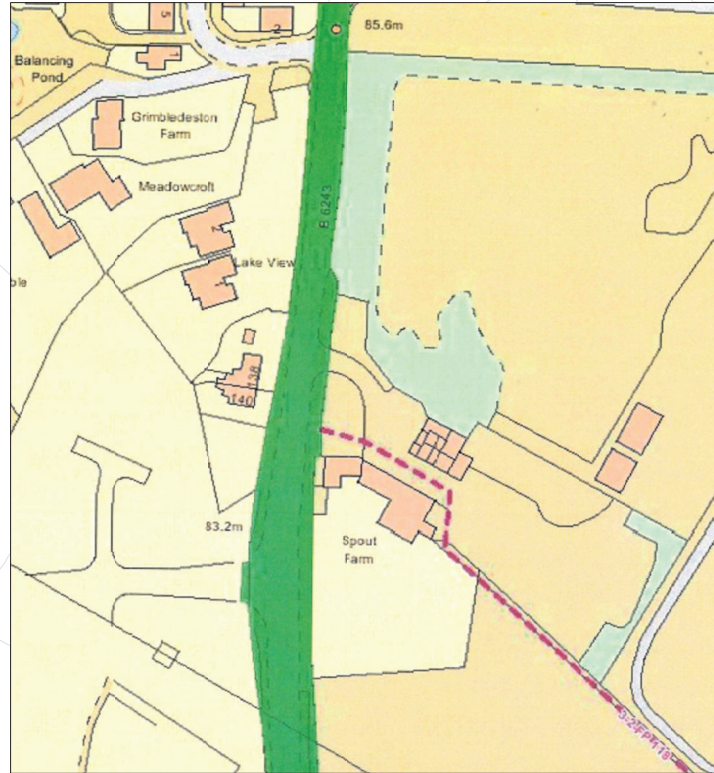
A2

PLANNING

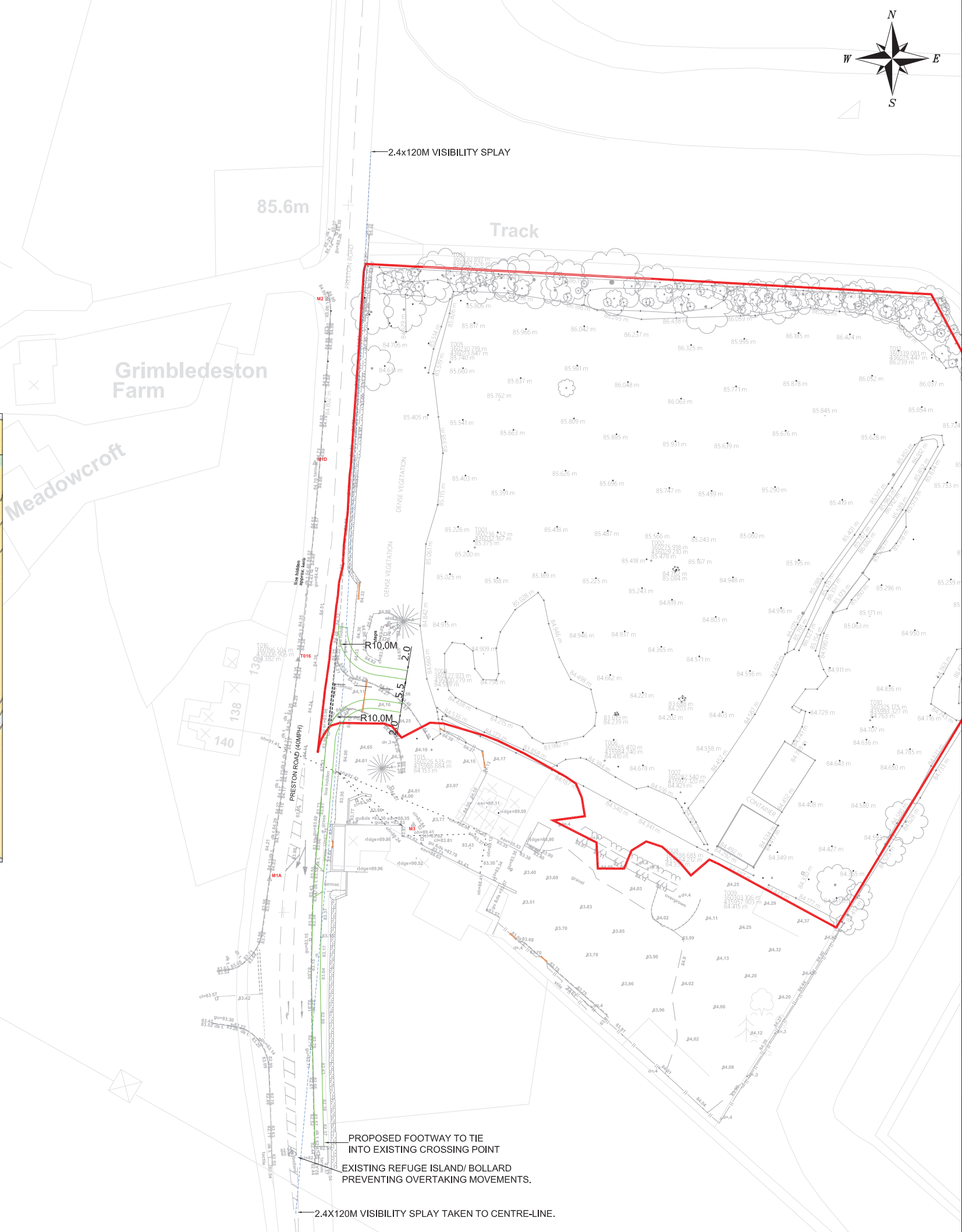




NORTH SOUTH AERIAL VIEW



ADOPTED HIGHWAY PLAN



NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.  
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
- DENOTES NEW KERBS
- EXISTING ADOPTED HIGHWAY



SITE LAYOUT NTS

PLAN 3

REV	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:  
**CREATE DEVELOPMENTS (LONGRIDGE) LTD**

PROJECT:  
**SPROUT FARM, LONGRIDGE**

DRAWING TITLE:  
**PROPOSED SITE ACCESS ARRANGEMENT**

SCALES:  
**1:1000 @ A3**

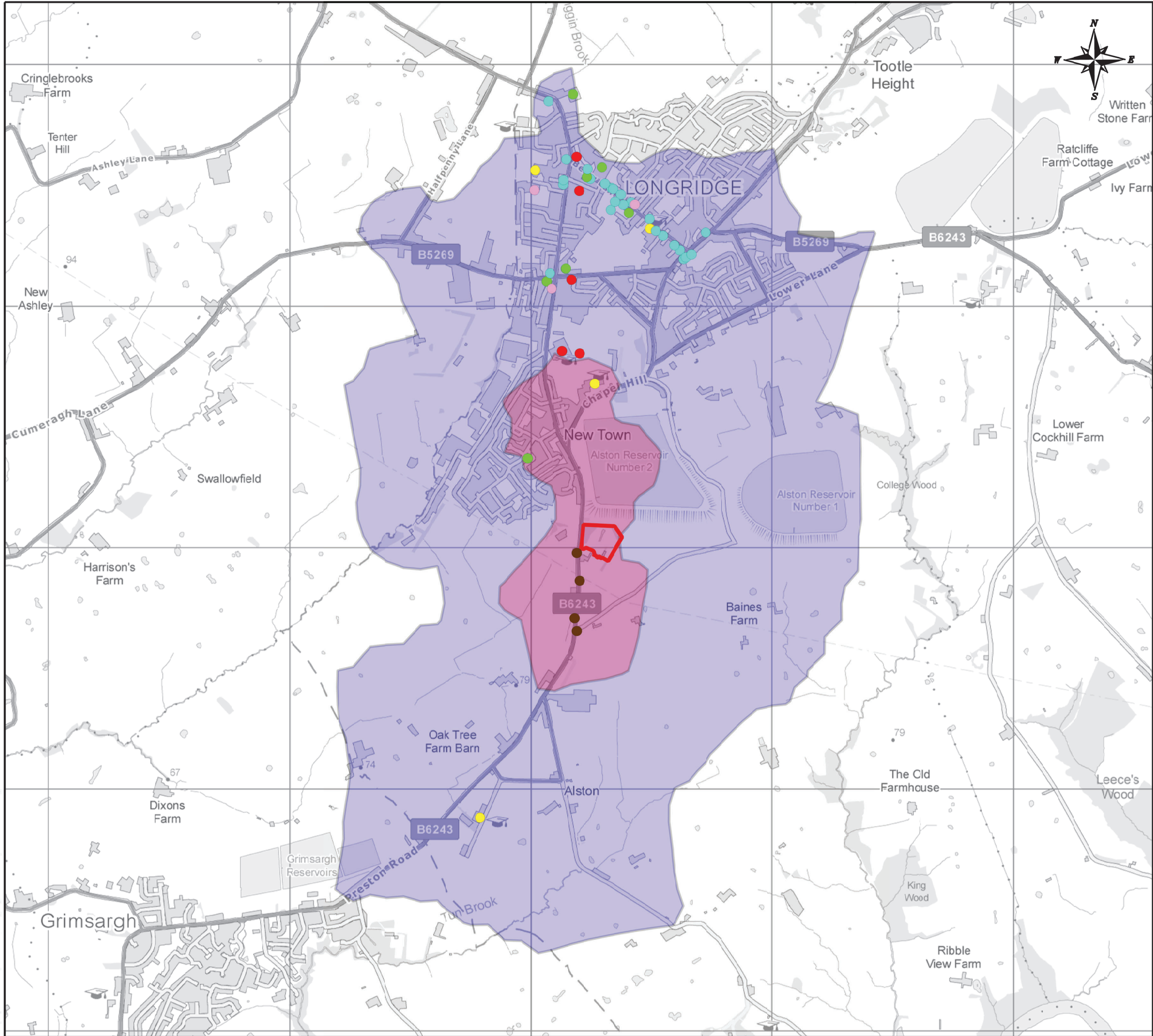
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NOTES

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Nearest Bus Stops
- Cafe/Takeaway/Public House
- Education
- Leisure/Sport
- Medical/Healthcare
- Post Office
- Retail

PLAN 4

REV	DETAILS	DRAWN	CHECKED	DATE
CLIENT: <div>CREATE DEVELOPMENTS (LONGRIDGE) LTD</div>				
PROJECT: <div>SPOUT FARM, LONGRIDGE</div>				
DRAWING TITLE: <div>800M &amp; 2KM PEDESTRIAN CATCHMENTS WITH AMENITIES</div>				
SCALES <div>NTS @ A3</div>				
DRAWN: <div>DG</div>		CHECKED: <div>GM</div>		DATE: <div>FEB 20</div>
<div>Croft Transport Planning &amp; Design 340 Deansgate Manchester M3 4LY  Email: <a href="mailto:info@crofts.co.uk">info@crofts.co.uk</a> Tel: 0161 837 7380 Web: <a href="http://www.crofts.co.uk">www.crofts.co.uk</a></div>				<div> <b>CROFT</b></div>
DRAWING NUMBER: <div>2972-03</div>		REVISION: <div>-</div>		

## APPENDICES

## **APPENDIX 1**

### **Swept Path Analysis**

Z:\projects\2972 Spout Farm, Longridge\CAD\Croft Drawings\2972-SP01A.dwg



## NOTES

Large Refuse Vehicle (3 axle)  
Overall Length 9.860m  
Overall Width 2.450m  
Overall Body Height 3.814m  
Min Body Ground Clearance 0.366m  
Track Width 2.450m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 9.500m

Large Refuse Vehicle (3 axle)

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

### CREATE DEVELOPMENTS (LONGRIDGE) LTD

PROJECT:

### SPOUT FARM, LONGRIDGE

DRAWING TITLE:

### SWEPT PATH ANALYSIS

SCALES:

### 1:1000 @ A3

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