

November 2012

HENTHORN ROAD, CLITHEROE

BUS STOP DETAILS

1.0 Overview

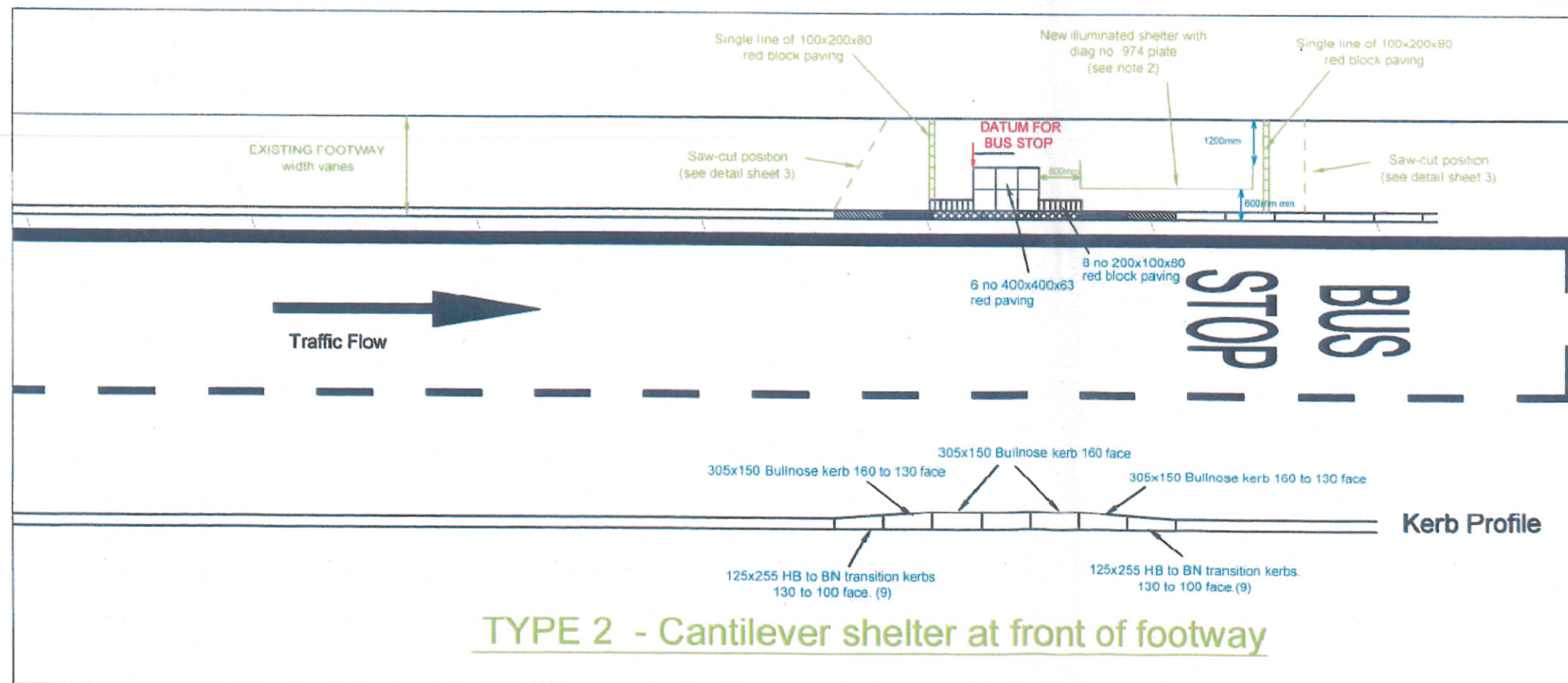
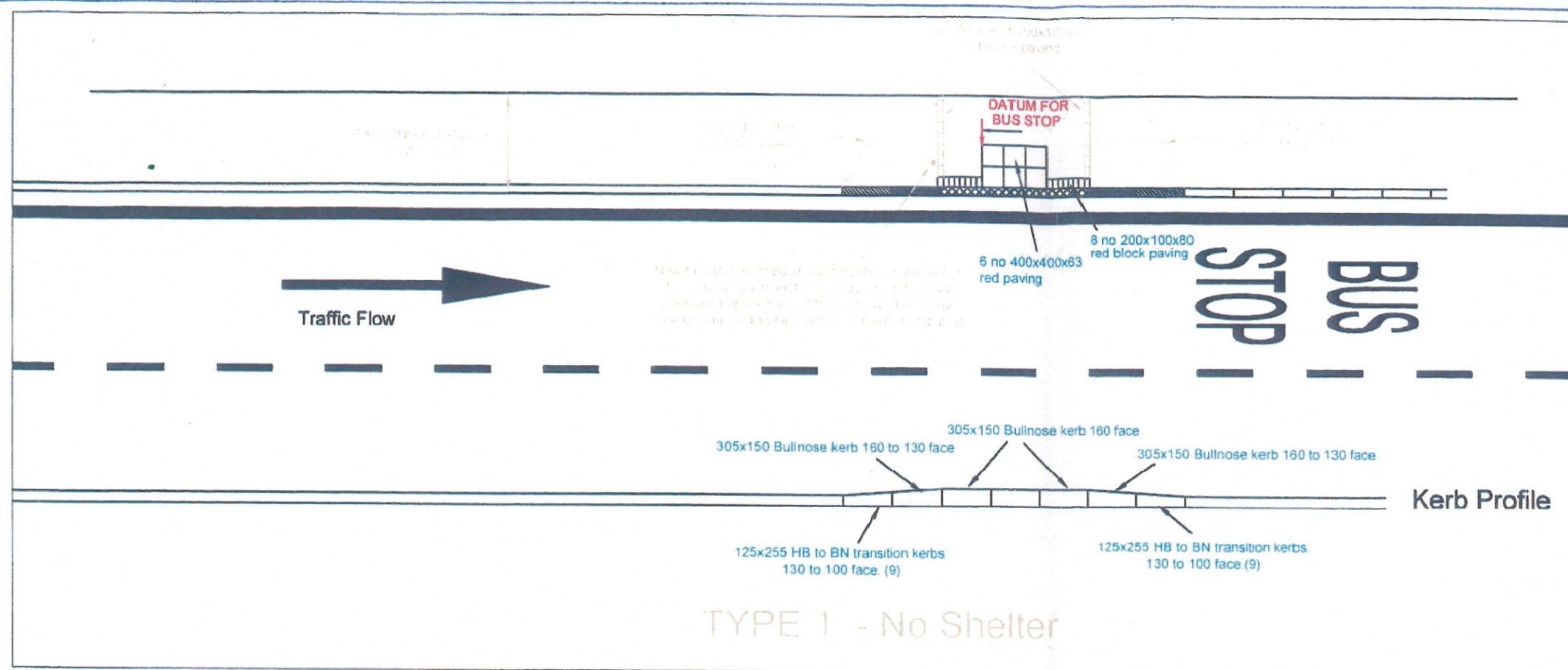
- 1.1 This statement sets out Taylor Wimpey and Barratt Homes proposal for a new bus stop as part of the Henthorn Road residential scheme.

- 1.2 The reserved matters application that this statement forms part of is submitted pursuant to the Outline Planning Approval of 26th March 2012 (Appeal Ref: APP/T2350/A/11/2161186). The description of development approved by the outline planning permission allows for up to 270 residential dwellings, a doctors surgery, landscaping, open space, highways and associated works. Condition 28 of the outline planning permission states;

'The reserved matters application(s) shall include details of the provision of a bus stop to the Lancashire County Council Bus Stop Quality Standard within the site in accordance with such details as have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The bus stop shall be implemented in accordance with the approved details and be capable of being brought into use by a public bus service operator prior to occupation of the 51st dwelling on the site.'

- 1.3 Taylor Wimpey have therefore been in contact with Jason Lancaster at Lancashire County Council who kindly emailed on 31st October 2012 the attached which set out Lancashire County Council's Bus Stop Quality Standard details.

- 1.4 It is therefore proposed by Taylor Wimpey and Barratt Homes that a 'Type One' bus stop, which is a stop without a shelter, will be provided to Lancashire County Council Bus Stop Quality Standard.
- 1.5 The proposed location of the bus stop within the scheme is clearly shown on the planning layout which was also submitted as part of this planning application. This location is proposed as it is central to the site, on the bus loop road and is within the first phase of development allowing the bus stop to be brought into use prior to occupation of the 51st dwelling.



NOTES

1. This drawing to be read in conjunction with the specific layout given for each stop.
2. The type and size of the shelter to be used is shown on the drawings. Refer to individual stop drawings to determine if a new shelter is required.
3. The size of the bus box to be used at each stop is as shown on the individual stop drawing.
4. Bus stop roadmarkings are detailed on sheet 4.
5. Bus shelter to be located within the existing footway unless otherwise shown.
6. Where kerbs are to be laid in existing carriageway a chase shall be cut large enough to give full bead and backing as shown and included for in the relevant bill item for kerbing. The carriageway shall be saw-cut adjacent to the kerb face to give a neat line.
7. The joint between the new kerb and the carriageway is to be sealed with hot poured bitumen.
8. Raised kerbs to be as shown, unless stated otherwise on an individual stop drawing.
9. Where existing kerbs are bullnosed, the transition kerbs indicated are to be substituted with 125x255 bullnose kerbs.
10. Each stop with a proposed shelter (excluding Adshel) will require a feeder pillar and 50mm diameter orange uPVC ducts to be installed, the position of which shall be determined on site.
11. The Contractor shall avoid the manual handling of pre-cast kerbs etc. by using purpose-made mechanical lifting equipment for the handling, lifting and laying of kerbs, flags and channels.

No.	DATE	REVISIONS	APPROVED BY	OWNED BY
Lancashire County Council Environment Directorate Graham Harding B.Eng., C.Eng., F.I.C.E., F.I.H.T., M.I.Mgt. DIRECTOR				
HIGHWAY CONSULTANCY				
PROJECT TITLE: QUALITY BUS SCHEMES				
DRAWING TITLE: Typical Layouts and Details Type 1 and 2 Bus Stops				
DRAWN BY		PROJECT No.		
CHECKED BY		DRAWING No.		
DATE		April 2005		
SCALE		NTS		
CLIENT No.		1 of 5		