

March 2013

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 A reserved matters application has been submitted by Taylor Wimpey and Barratt Homes 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.
- 1.3 The statement supports the Reserved Matters application in accordance with Condition 28 of the outline planning permission which 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.'

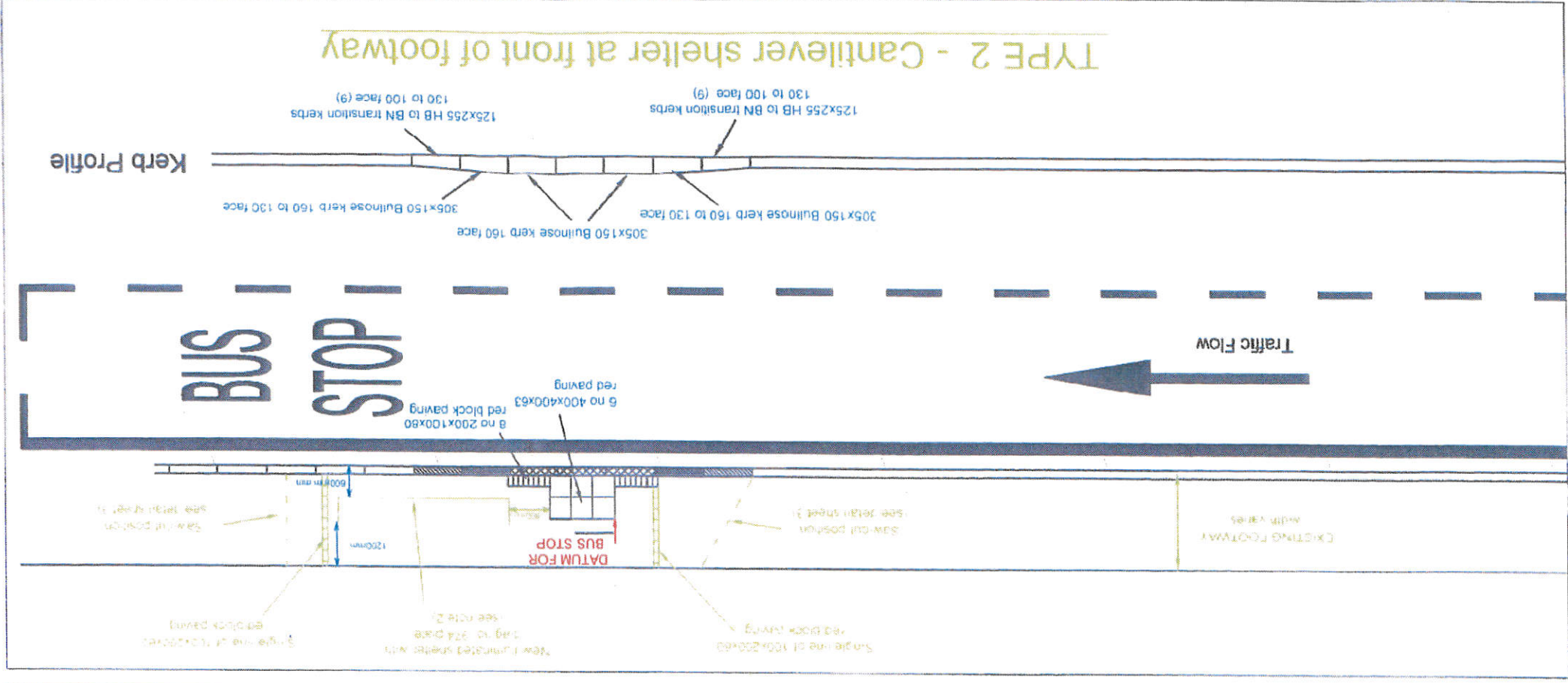
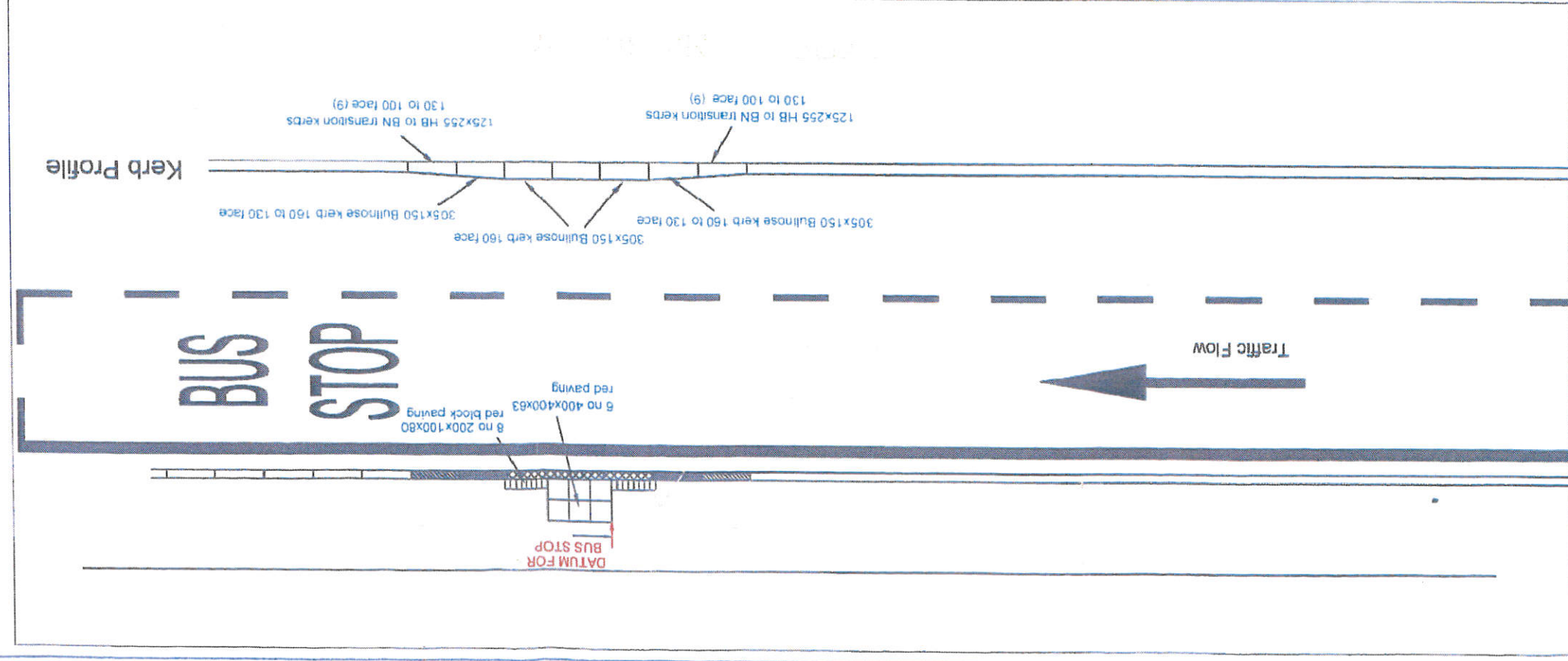
- 1.4 Taylor Wimpey have therefore been in contact with Jason Lancaster at Lancashire County Council who kindly emailed on 31st October 2012 details of the Lancashire County Council's Bus Stop Quality Standards.

- 1.5 Subsequently a meeting was held between Gareth Bancroft of Taylor Wimpey and David Jones of Barratt Homes with Ashley Weir, Principal Transportation Officer at Lancashire County Council to discuss the provision of funds for the extended bus service as per the Section 106 Agreement and the practical operation of the bus service into the scheme.
- 1.6 Following this correspondence Taylor Wimpey and Barratt Homes propose that a 'Type One' bus stop, which is a stop without a shelter, will be provided to Lancashire County Council Bus Stop Quality Standard in the location marked on the site layout submitted as part of this reserved matters planning application.
- 1.7 In order for this stop to be operational prior to occupation of the 51st dwelling the bus would need to turn around using the entrance to the electricity substation. In Appendix Three we have shown how a nine metre bus, as we are informed would operate this route, can turn around safely in this location. After circa two to three years of construction the main spine loop road through the site will have been constructed and from this point forward the bus will not have to turn around within the site as it will follow the loop road around the site and back out again.

Appendices

- 1) Details of bus stop to 'Type 1' LCC Bus Stop Quality Standards.
- 2) Swept path analysis of temporary bus turn around location.

NO.	DATE	AMENDMENT DETAILS	REVISIONS
 Lancashire County Council Environment Directorate Graham Harding B.Eng., C.Eng., F.I.C.E., F.I.T., M.Mgt. DIRECTOR			
HIGHWAY CONSULTANCY			
PRODUCT TITLE QUALITY BUS SCHEMES			
DRAWING TITLE Typical Layouts and Details Type 1 and 2 Bus Stops			
REGION OR PROJECT NO.		DATE	
CHECKED BY		DATE	
DESIGNED BY		DATE	



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| 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 bulboused, the transition kerbs indicated are to be substituted with 125x255 bulbouse 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. |

