






Proposed Residential Development  
at Chesterfield Road, Brimington  
for Vistry Group  
Travel Plan  
November 2020 (Revision 2)

## Quality Management

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## APPENDICES

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## 1. Introduction

1.1.1 This Travel Plan (TP) has been prepared on behalf of Vistry Yorkshire to support a detailed planning application on land adjacent to Chesterfield Road, Brimington. An outline application (CHE/18/00532) for 150 dwellings was approved via appeal.

1.1.2 The scheme proposals which are illustrated on the Architects Plans in Appendix A comprises:

- 150 Dwellings, comprising the following:
  - 105 private houses:
    - 32 three bed dwellings;
    - 63 four bed dwellings; and
    - 10 five bed dwellings.
  - 45 affordable houses:
    - 31 two bed dwellings; and
    - 14 three bed dwellings.
- Upgrading/diversion of Public Right of Way (PRoW) Brimington 17 to accommodate cyclists and pedestrians;
- Upgrading/diversion of PRoW Brimington 16 to provide an improved surface provision; and
- Vehicular access onto Chesterfield Road, including provision of an additional pedestrian refuge island.

1.1.3 A Travel Plan (TP) is a package of measures tailored to the needs of individual sites and aimed at promoting greener, cleaner travel choices and reducing the reliance on the car. It involves the development of a set of mechanisms, initiatives and targets that together can enable a development to reduce the impact of travel and transport on the environment.

1.1.4 This TP provides details of measures to be incorporated into the overall design of the development to encourage residents and guests to use sustainable transport along with a range of initiatives to encourage sustainable modes of travel.

1.1.5 This TP has been produced in accordance with the Framework Travel Plan (FTP) dated July 2018 produced by Northern Transport Planning Ltd. It complies with the need to submit a detailed TP prior to construction as outlined in the FTP.

1.1.6 Following the introduction, this TP contains the following elements:

- An assessment of existing conditions for accessing the Site by a range of modes;
- Objectives and scope of the Plan, including indicative Travel Plan targets;
- Description of roles and responsibilities;
- Measures to encourage, promote and increase the use of public transport, cycling and walking and to reduce the level of single occupancy vehicle trips; and
- Suggestions for regular monitoring and review schedules of progress against objectives.

1.1.7 This report is intended to detail the obligations on the development to fulfil the principles of the strategy. It is structured to provide a generic toolkit approach to the development listing those travel management measures that are applicable to the site.

1.1.8 This document comprises of a variety of measures i.e. initiatives aimed at encouraging and supporting the occupying residents to make more sustainable travel choices and at the Management company who will be responsible for ensuring that this plan is successfully delivered.

## 2. Baseline Conditions

2.1.1 This chapter describes the Site and considers the baseline conditions on the surrounding highway network for a range of transport modes. This section replicates the details within the Transport Statement but enables the Travel Plan to have all details within a single document.

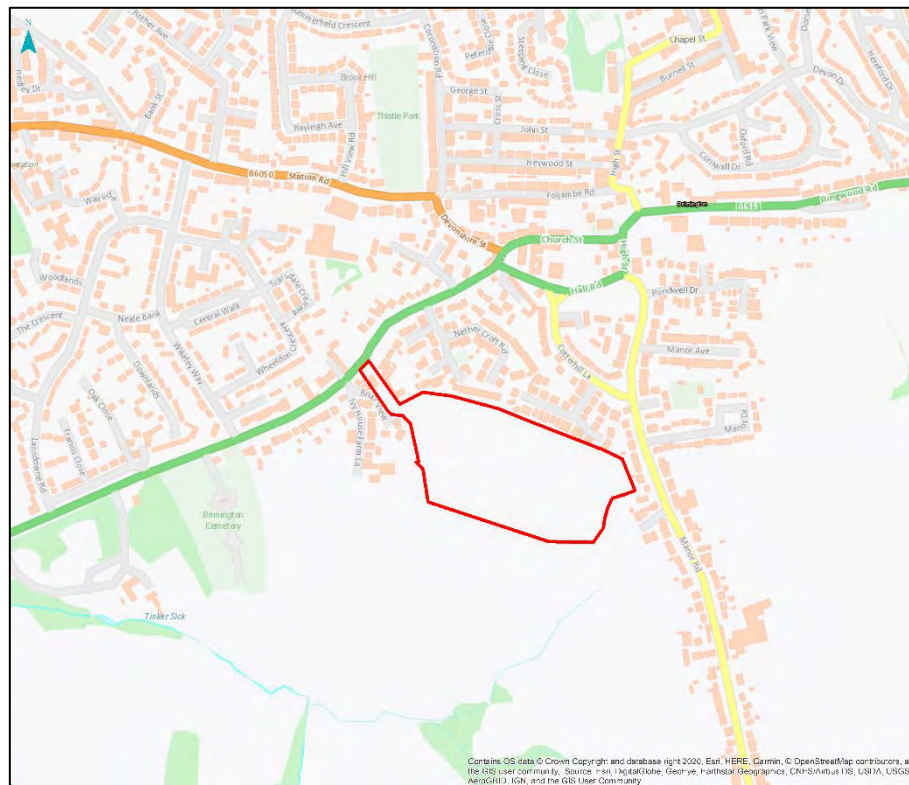
### 2.2 Existing Site

2.2.1 The Site is currently agricultural land and is located to the east of the A619 Chesterfield Road.

2.2.2 The Site is rectangular in shape and is bordered to the north, east and west by existing residential housing and to the south by agricultural land.

2.2.3 The Site in relation to the strategic and local transport networks is shown on Figure 1, an extract of which is shown in Image 2.1.

Image 2.1 Site Location



### 2.3 Existing Local Highway Network

2.3.1 Chesterfield Road is a single carriageway road with a lane running in each direction and provides for trips routing east and west of the proposed Site.

2.3.2 The section of highway within the vicinity of the Site is circa 9.25m in width and is divided by a central hatched area of circa 2.25m in width. This section of Chesterfield Road is characterised by a number of priority junctions with ghost island turning lanes of generally 2.5m in width.

2.3.3 Chesterfield Road is street lit and is subject to a 30mph speed limit along the site frontage, although this increases to 40mph approximately 150m to the west of the Site.

2.3.4 Footways are provided on both sides of the highway, the southern footway has a circa 3.75m width footway along the site frontage, and the northern footway circa 1.5m in width. Central refuge islands are available at regular intervals along Chesterfield Road to provide uncontrolled pedestrian crossing facilities. The nearest facility is some 20m east of the proposed access and is shown in Image 2.2.

Image 2.2 Central Refuge Island on Chesterfield Road



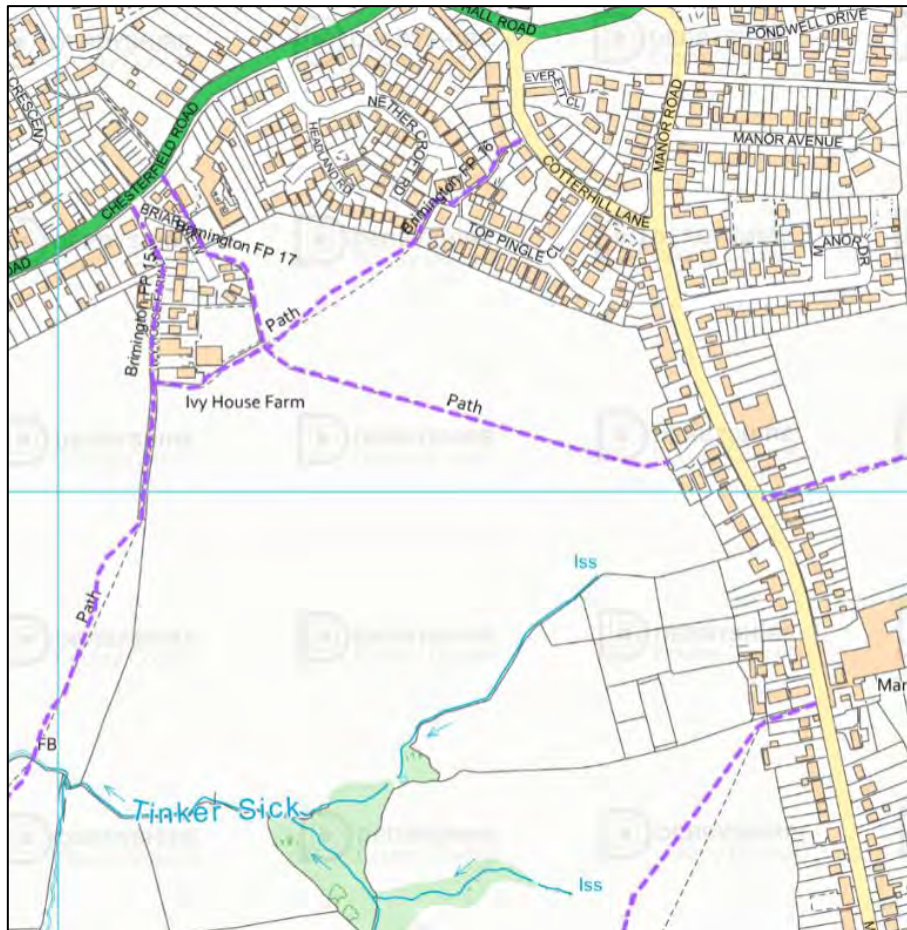
2.3.5 Double yellow no waiting restrictions are located to the east of the Site access on the approach to the pedestrian refuge island. No parking restrictions are on Chesterfield Road to the west of the Site.

## 2.4 Public Rights of Way

2.4.1 The Public Rights of Way in the vicinity of the Site are shown in Image 2.3.

2.4.2 As can be seen there are two Public Right of Way Footpaths that route through the Site. Brimington FP16 routes south west to north and FP17 route east to west. The paths are currently unmade and do not have a defined width. The impact of the development on these routes is discussed in the transport statement.

Image 2.3 Public Right of Way



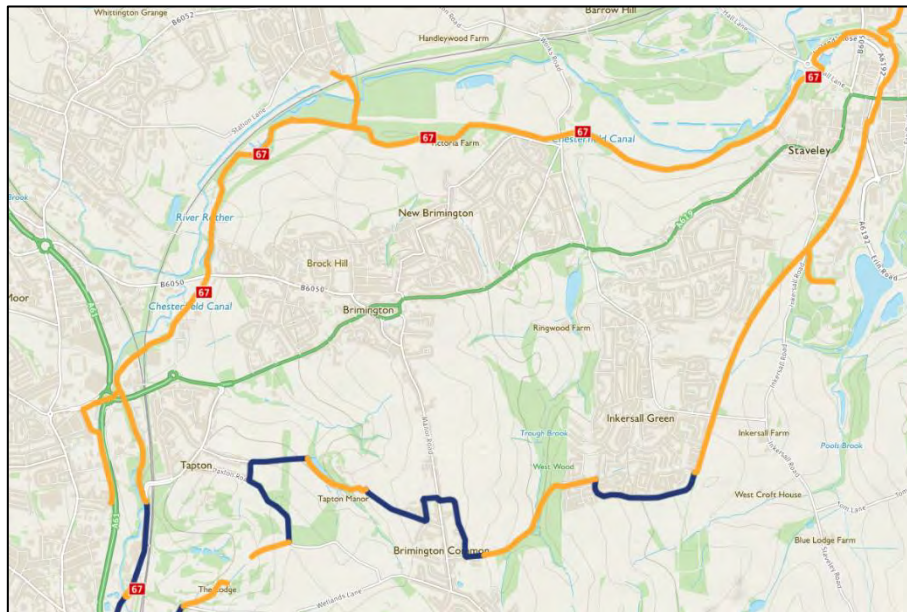


## 2.5 Cycle Infrastructure

2.5.1 The National Cycle Network (NCN) Route 67 is approximately 1.3km south of the proposed Site, it routes around Brimington and runs from Long Whatton near Loughborough north to join Route 71.

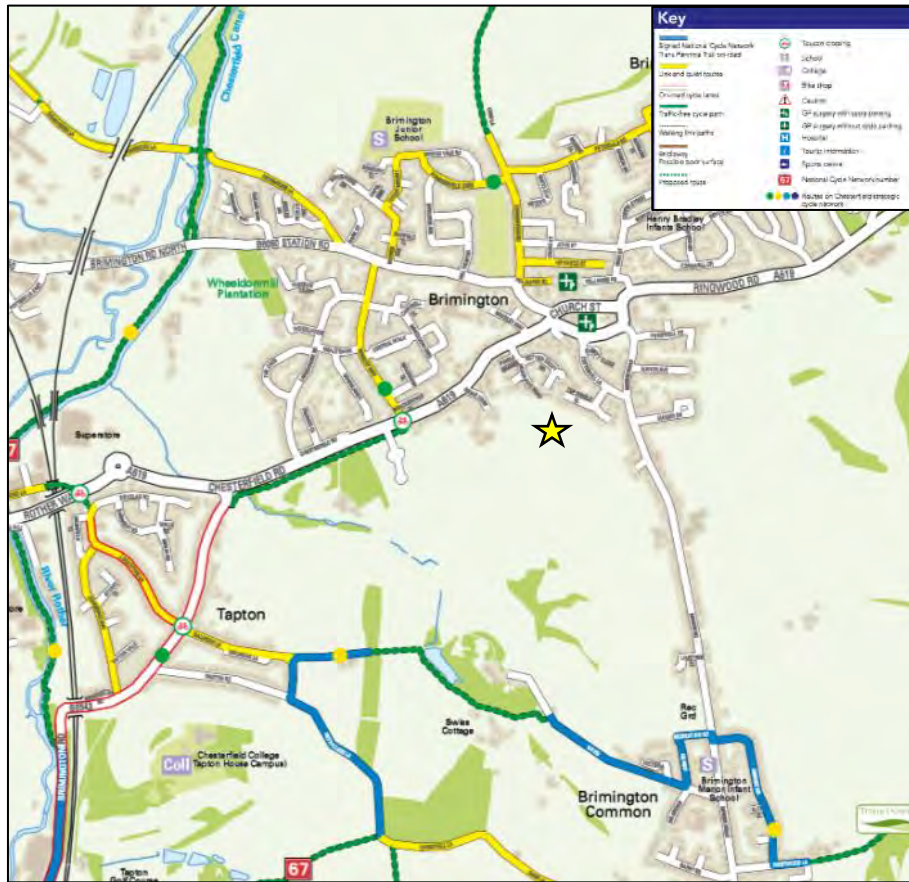
2.5.2 Image 2.4 shows the Site (yellow star) in relation to the existing national cycle network.

Image 2.4 NCN Cycle Routes



2.5.3 In addition to the NCN, Chesterfield have a network of cycle infrastructure. The cycle infrastructure in the vicinity of the Site is shown on Image 2.5, it shows the roads graded by difficulty for cyclists and a number of facilities including, crossings, cycle parking, bike shops and segregated cycle paths.

Image 2.5 Cycle Routes



2.5.4 There are a number of cycle crossing facilities within the vicinity of the Site including a toucan crossing to the west of the Site.

## 2.6 Existing Bus Services/Facilities

2.6.1 There are a number of bus services operating within the vicinity of the Site, with the nearest stops provided on Chesterfield Road, approximately 70m west of the Site access. The services available at the nearest stops are summarised in Table 2.1.

Table 2.1 Local Bus Services

Location	Stop ID	Distance	Facilities	Regular Destinations	Service Numbers	Approx. Frequency
Chesterfield Road EB	dbsagmgi	120m	Timetable & Raised kerb	Worksop, Mastin Moor, Duckmanton	74, 74A, 77, 77A, 512	4 per hour
Chesterfield Road WB	dbsagmgj	170m	Shelter, Seating, Timetable & Raised Kerb	Chesterfield	74, 74A, 77, 77A, 512	4 per hour
Hall Road	dbsgwmdp	350m	Shelter, Seating, Timetable & Raised Kerb	Chesterfield	74, 74A, 77, 77A, 78, 80, 80A, 510, 512	6 per hour
Manor Road NB	dbsgjwjtj	300m	Pole & Raised kerb	Sheffield & Brimington	80, 80A, 512	2 per hour
Manor Road SB	dbsgjwmtm	260m	Pole & Raised kerb	Chesterfield	80, 80A, 512	2 per hour

2.6.2 The existing bus services provide regular connections to Chesterfield, Brimington Local Centre and Sheffield.

## 2.7 Existing Rail Services/Facilities

2.7.1 Chesterfield Rail Station is approximately 2.5km south west of the proposed Site.

2.7.2 The typical service frequency and facilities are shown in Table 2.2.

Table 2.2 Local Rail Services

Station	Facilities	Regular Destinations	Approx. Combined Frequency
Chesterfield	Step Free Access, Ticket machine and office, shelter, seating 80 cycle spaces and 283 car parking spaces	London, Liverpool, Nottingham, Sheffield, Norwich, Leeds	8 per hour

## 2.8 Pedestrian Accessibility

2.8.1 The residential design guide "Manual for Streets" (MfS) advises that "walkable neighbourhoods are typically characterised by having a range of facilities within ten minutes (up to about 800m) walking distance of residential areas..." (ref para 4.4.1). However, this is not regarded as an upper limit in MfS and reference is also made to walking offering "the greatest potential to replace short car trips, particularly those under 2km". The acceptability of walking trips up to 2km (an approximate 25 minute walk time) is also supported in the IHT document 'Providing for Journeys on Foot'.

2.8.2 Using GIS Network Analyst software typical walk times (up to 30 mins) to specific local facilities situated in close proximity to the proposed Site are shown on Figure 2. This figure demonstrates that:

- The Site is within a 10 minute walking distance of Brimington Local Centre where numerous facilities, services, shopping facilities are located;
- Two GP Surgeries are within a 10 minute walking distance;
- One supermarket (co-op in Brimington) is within a 10 minute walking distance; and
- Two primary Schools are within a 20 minute walking distance.

2.8.3 It is therefore concluded that the proposed Site will provide excellent accessibility by foot to a range of local services and facilities provided in and around the local area. This will help reduce the need to travel and own a private car.

## 2.9 Cycle Accessibility

2.9.1 An acceptable and comfortable distance for general cycling trips is considered to be up to 5 kilometres as referred to in Local Transport Note 2/08 (published by the DfT). However, the same guidance also refers to commuting cycle trips of up to 8km. Using GIS Network Analyst software typical cycle times from the Site are shown on Figure 3. This figure shows that:

- Brimington Local Centre can be accessed within a 5 minute cycle ride;
- The Site is located within a 15 minute cycle ride to Chesterfield Rail Station; and
- The Site is located within a 10 minute cycle distance of the National Cycle Network, providing access across Brimington and Chesterfield.

2.9.2 It is also considered that the more active residents will choose to cycle further than this guideline distance.

2.9.3 It is therefore concluded that the proposed Site, will provide excellent cycle accessibility to a range of local transport services that are within a 25 minute cycle ride. With many of the routes used, part of the national cycle network.

## 2.10 Accessibility by Bus

2.10.1 As detailed in Chapter 2 there are several bus services offering frequent services within close proximity to the Site. Figure 4 shows the bus stop locations in proximity to the Site and the walk distance to bus stops.

2.10.2 The nearest bus stop is provided on Chesterfield Road, approximately 120m west of the Site access providing frequent services throughout Chesterfield. Further stops are provided within 350m of the Site serving Sheffield, Worksop, Matin Moor amongst others.

2.10.3 It is therefore concluded that the proposed Site, will provide excellent bus accessibility to a range of local services, employment and retail opportunities within a 20-minute bus ride.

## 2.11 Accessibility by Rail

2.11.1 Chesterfield Rail Station is approximately 2.5km to the southwest of the proposed Site and within a 15 minute cycle ride. This station provides access to London, Liverpool, Nottingham, Sheffield, Norwich and Leeds as well as other local stations providing future residents with direct access to key destinations.

2.11.2 It is therefore concluded that the proposed Site will have access to Chesterfield Rail Station and will provide an attractive opportunity for future residents to travel by rail and assist in reducing the need to travel by car.

## 3. Objectives and Scope of Travel Plan

### 3.1 Objectives and Scope of the Plan

3.1.1 This TP shall, by containing appropriate measures, assist in reducing the number of trips made to and from the development by private single occupancy car.

3.1.2 All residents, and where possible visitors, shall be made aware of the measures included in the TP in order that positive benefits can be delivered, and the number of trips undertaken by public transport, walking or cycling are increased.

3.1.3 To ensure that the measures contained within the TP can deliver a sustainable travel demand pattern for the development it is important to identify some key objectives.

3.1.4 The overall travel management objectives are:

- Promoting walking, cycling and public transport as the primary modes of travel for residents;
- To deliver agreed targeted mode shift from car journeys to alternative modes including multi-occupancy vehicle trips for residents; and
- To deliver better informed journey planning through personalised travel planning.

### 3.2 Travel Plan Targets

3.2.1 This Travel Plan aims to promote travel choice for the residents and guests to increase the use of sustainable transport means. Overarching objectives and targets for the site are to be set once the baseline travel surveys have been carried out.

3.2.2 Targets will be 'SMART' i.e. they must be:

- Site-specific
- Measurable
- Achievable
- Realistic and
- Time related

3.2.3 In order to provide a set of Site specific modal split targets, detailed travel surveys will be undertaken on occupation and collated when the Site has 50% occupation.

3.2.4 The baseline mode splits set out below have been taken from the journey to work 2011 census information for the Chesterfield 005 middle layer output area.

3.2.5 The travel to work data for all the residents within the output area has been procured from the Office for National Statistics and is shown in Table 3.1.

Table 3.1 Baseline Mode Split for Chesterfield 005

Mode	Work from Home	Train	Bus	Taxi	<b>M'cycle</b>	Car Driver	Car Passenger	Cycle	Foot	Other
Baseline mode share	2.87%	1.52%	7.50%	0.69%	0.80%	71.72%	6.38%	1.26%	7.01%	0.23%

3.2.6 In advance of the detailed travel surveys being undertaken it is proposed that an interim target should be set for trips made by residents. The interim mode shift target should be a reduction of single occupancy car trips by 5% from baseline i.e. 68.13% (71.72 x 0.95).

3.2.7 Once the targets have been achieved the level of single occupancy resident car journeys must be maintained or reduced further. The Travel Plan Co-ordinator must not omit or change the targets without prior consultation with Derbyshire County Council and Chesterfield Council.

3.2.8 It is anticipated that this target would be reached within 3 years from occupation. This provides an appropriate timescale against which to measure progress. Further details of monitoring are provided in Section 7 of the report.

## 4. Roles and Responsibilities

### 4.1 Introduction

4.1.1 An important aspect of a successful TP is the allocation of sufficient resources to enable it to happen. This can in part be achieved by the recognition from the outset of the roles and responsibilities of those who will be involved. From this will lead the appropriate allocation of time and resources to those charged with managing the process.

### 4.2 Developer

4.2.1 Prior to the commencement of the initial marketing of the residential units the Management Group will appoint a Travel Plan Co-Ordinator. Prior to first occupation the developer will implement the agreed footway provision for that phase of the development.

### 4.3 Travel Plan Co-ordinator

4.3.1 Six months prior to occupation of the Site, the developer will be required to provide details of their TPC to Derbyshire County Council and Chesterfield Council and set up a steering group for the Site.

4.3.2 The Steering Group will be made up of the TPC, local authority representative, local highway authority representative, developer representative and public transport/cycling operators as and when required.

4.3.3 The TPC will be responsible for reducing single car occupancy. The TPC is to be appointed by the development company 6 months prior to first occupation and will remain in place for three years from first occupation. After three years a decision will be made by the steering group as to whether the TPC role remains or is handed over to a residential committee if one exists.

4.3.4 Following implementation of the plan, the completion of the initial surveys and agreement of the baseline mode splits, the Steering Group will meet on an annual basis as a minimum. The TPC must make dates available every 3 months for a steering group meeting and encourage all stakeholders to attend. The purpose of the Steering Group is to identify successes of the FTP and identify any areas of improvement, the content of on-going surveys, to agree the effectiveness of particular measures and alternatively the failures of other measures, identify any secondary measures as required – the group will meet to discuss these issues within a calendar month of collation of the surveys.

4.3.5 These surveys will capture details of individual circumstances, travel patterns **and preferences etc.** For **new residents'** completion of the survey would be part of the moving in process – this will have the dual benefit of raising awareness of the Travel Plan whilst also collecting the baseline information. The surveys can be carried out either online (enabling efficient collation of data) or can be paper based. Surveys must be complete within 6 months of first occupancy.

4.3.6 Prior to initial occupation the TPC shall update and/or acquire all of the supporting information such as public transport timetables and cycle maps and review the overall contents of the document to ensure its currency and relevance. The TPC will collate this information and provide to residents in a handy sustainable travel leaflet.



4.3.7 As the TPC is yet to be appointed the contact at this stage will be Mosodi on behalf of Vistry Yorkshire. The TPC must be in place 6 months prior to first occupation. Derbyshire County Council must be advised of any changes in TPC.

4.3.8 The duties of the TPC will include:

- Oversee the gathering of information, e.g. the travel questionnaire. The TPC will agree a template with the relevant authorities prior to issue to residents;
- The TPC will be required to coordinate the survey process ensuring that appropriate monitoring and data gathering procedures are in place;
- Liaison with the residents to explain the objectives and benefits of the FTP to ensure awareness of the Plan and to encourage participation;
- Acting as a focal point for all transport, access and travel related issues;
- Provide promotional material of the health benefits of walking and cycling;
- Actively encouraging and promoting residents to walk, cycle or use public transport to travel to and from the Site. Hence residents will be encouraged to be fully aware of different travel options which are available from the Site;
- Obtaining up to date details of the information required in the Travel Plan;
- Implementing, monitoring and reviewing the Travel Plan, this will be done in close consultation with the Steering Group;
- Liaison with stakeholders with respect to coordinating meetings, TP initiatives, the development of the plan, evaluation of monitoring and the setting of targets for modal shift etc;
- Promote local provider Car Club and Car Hire to residents; and
- Produce a sustainable travel leaflet for all new residents to highlight the sustainable travel options available from the Site and the current travel planning measures being promoted.

4.3.9 The suggested travel management measures included in this TP are not an exhaustive list and should be subject to on-going review.

## 5. Travel Plan Measures

5.1.1 The primary objective of the transport strategy and development proposals is to influence travel behaviour such that:

- Single occupancy car trips are reduced and minimised as much as possible; and
- Access to the Site by all other modes, particularly walking, cycling and public transport is promoted, encouraged and enhanced.

5.1.2 As part of the overall development scheme it is therefore proposed to undertake a range of infrastructure improvements and implement a package of transport related measures to ensure that the objectives are achieved. This section looks at the measures that will be implemented.

5.1.3 In order to persuade people to change their mode of travel it is necessary to introduce a varied mix of incentives e.g. good quality cycling facilities. For the development Site the proposed range of infrastructure improvements and transport related measures are described in this section.

5.1.4 The TP commits to offering each first occupying household with a Travel Voucher worth £100 voucher, which the residents can choose to spend (or as a contribution towards) on a number of sustainable transport options, including:

- Purchase of cycling clothing or equipment;
- Purchase of walking clothing or equipment; and
- A four week bus 'taster' ticket providing free travel on local buses.

### 5.2 Walking and Cycling

5.2.1 The proposed masterplan is contained in Appendix A of the TP and the key details are summarised as follows:

- Upgrade of PRow Brimington 17 to provide a walking/cycling route through the development between Chesterfield Road and North Moor View;
- Upgrade of PRow Brimington 16 to provide an upgraded surface for the connection to Brimington Local Centre; and
- Suitable storage areas for cycles within each plot.

5.2.2 Opportunities to start a walking bus scheme for children attending Henry Bradley Infants School of Brimington Junior School will be considered to promote a healthier travel option and reduction in car travel. This will be organised by the Travel Plan Co-ordinator who would consult residents and parents and liaise with the appropriate school authorities regarding implementation.

5.2.3 In addition, to further encourage children to walk to and from school each resident within the development who attend the schools would be offered a free high visibility vest (until the full completion of the development).

### 5.3 Awareness of Benefits of the Existing Pedestrian/Cycle Infrastructure

- Provide plans and up to date information to residents indicating pedestrian/ cycle routes in the surrounding area;
- Raise awareness of cycle routes within Brimington at: <https://chesterfieldcc.org.uk/> and <https://www.derbyshire.gov.uk/leisure/countryside/access/cycling/bicycles.aspx>;
- Provision of network analyst drawings detailing travel times by walking and cycling;
- Promote useful cycle related websites: <https://www.sustrans.org.uk/>, <https://www.lovetoride.net/global?locale=en-GB>, <https://www.cyclinguk.org/bikeweek>;
- Promote the health benefits of walking and cycling;
- Provide a sustainable travel leaflet to new residents and update as and when required;
- Promote <https://www.derbyshire.gov.uk/leisure/countryside/access/walking.aspx> for walking information throughout Derbyshire; and
- Promote <https://walkit.com/> as a walk journey planner in the local area.

### 5.4 Public Transport

- Promote the Traveline bus journey planner at: <https://www.traveline.info>;
- Raise awareness of timetables and route maps for bus services throughout Derbyshire at <http://www.derbysbus.info/>;
- Promote the national rail website as a source of information for rail travel at <http://www.nationalrail.co.uk/>; and
- Provision of up-to-date public transport information including hard copies of timetables in sales office. The TPC will be responsible for ensuring that residents are fully aware of the sources of information that are available.

### 5.5 Car Sharing

- The concept and benefits of car sharing will be promoted and incentivised across the site by the TPC. TPC will be responsible for ensuring that car share information is visible in communal areas; and
- Promote the use of car clubs and where possible and if sufficient demand discuss with operators about locating a car nearby.

### 5.6 Low Emission Vehicles

5.6.1 The TP is committed to encouraging the use of low emission vehicles by facilitating the use of electric vehicles. As such, electric vehicle charging points will be provided at all properties. This accords with Condition 13 of the outline planning approval.

## 5.7 Reducing the Need to Travel/ Other Measures

5.7.1 Consider provision of the following measures that reduce the need to travel:

- The TPC will promote the use of home delivery services including providing details of local grocery stores and providing information on stores which provide home delivery services;
- The TPC will promote home working and the benefits that can bring to employees and employers;
- Infrastructure to enable high speed broadband connection at each residence; and
- Advise about eco driving techniques to residents.

## 6. Monitoring and Review

6.1.1 A successful Travel Plan must have an appropriate monitoring programme that measures success (and failure) and reinvigorates the process where necessary. The development of an appropriate monitoring and review strategy will be the responsibility of the TPC.

6.1.2 Resident surveys will be carried out on an annual basis (year on year from the anniversary of the baseline surveys being carried out).

6.1.3 Initial surveys will be completed by each resident within three months of occupation.

6.1.4 An annual monitoring/review report will be prepared and submitted to Derbyshire County Council within 6 weeks of the surveys being completed (following 50% occupation). Surveys will be undertaken on an annual basis as a minimum.

6.1.5 The survey will include the following elements:

- How residents and visitors currently travel to the site;
- How residents and visitors prefer to travel to the site;
- How residents and visitors would travel to the site if there were no barriers to their chosen mode;
- Measures that would encourage residents and visitors to use sustainable modes;
- Work/study location of residents and visitors (for example by postcode area) and;
- Travel needs/restrictions.

6.1.6 It is imperative that an appropriate number of residents and visitors are surveyed to ensure that the data collected is representative of overall travel patterns. Therefore, a target of 30% of total residents is targeted as a minimum response rate.

6.1.7 The monitoring reports must also review the progress that has been achieved in implementing measures against the modal shift targets over the preceding twelve-month period. Any progress made will be reported by the TPC to the steering group and other stakeholders.

6.1.8 The annual monitoring report will include a commitment from all parties in the steering group to achieve the targets set out within both the monitoring report and this Travel Plan.

6.1.9 The monitoring needs to include reviews of how well the plan is working against its objectives, it should also include targets for discussion and agreement with the steering group. The monitoring report will provide details on timescales for change and where the responsibilities lay for actioning this change.

6.1.10 The TP needs to be active and to be developed in conjunction with the survey results/experiences of the TPC. For example, if there is little/no car sharing occurring amongst the residents, it would be appropriate for the TPC to review and focus on the promotion of car sharing.

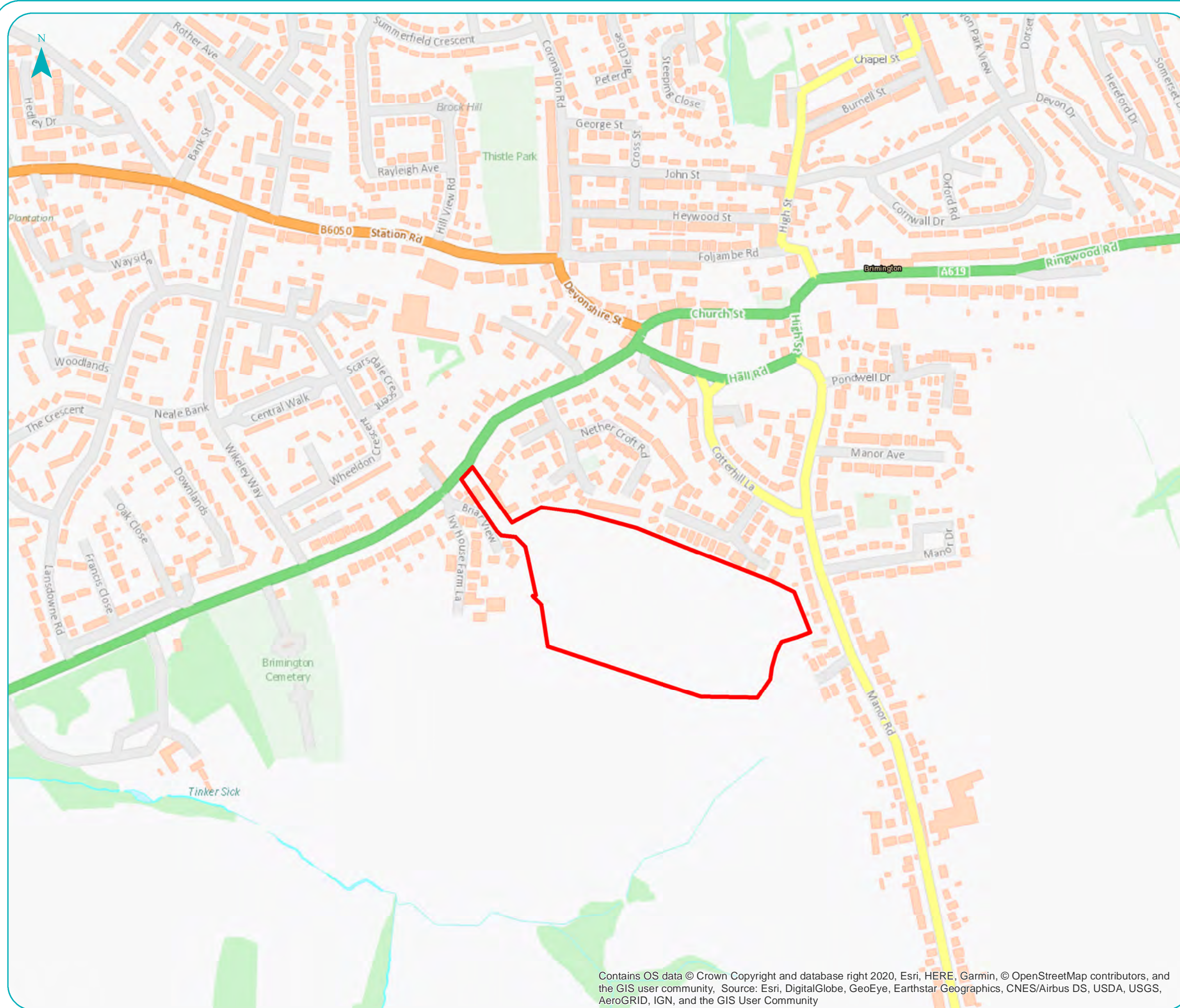
6.1.11 The monitoring report should highlight any second wave measures to strengthen the plan should it fail to meet the targets set out in the TP.

6.1.12 Second wave measures may include, for example,

- Vouchers for cycle equipment;
- Discounted public transport ticket deals to residents;
- Car club promotion and incentives;
- Organised TPC events to promote sustainable travel; and
- On site cycle maintenance courses.

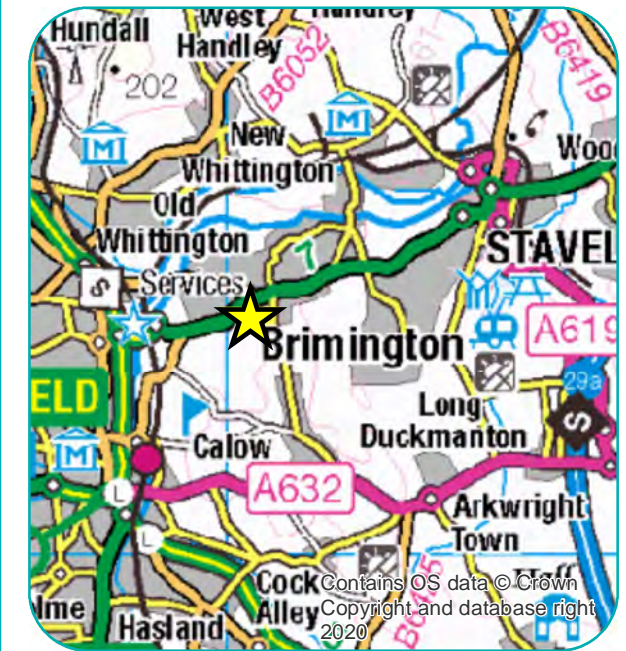
6.1.13 At this stage it is not appropriate to confirm the exact nature of the secondary measures as the appropriateness of each will be informed by the travel plan surveys and monitoring report – furthermore they may not be required. This will enable any failing areas to be specifically focused on. Additionally, specific second wave measures, if appropriate, will be devised through the steering group to ensure that the measures are focused and offer synergy with other developments where appropriate.

# Figures



Key

- Indicative Site Boundary
- ★ Site Location



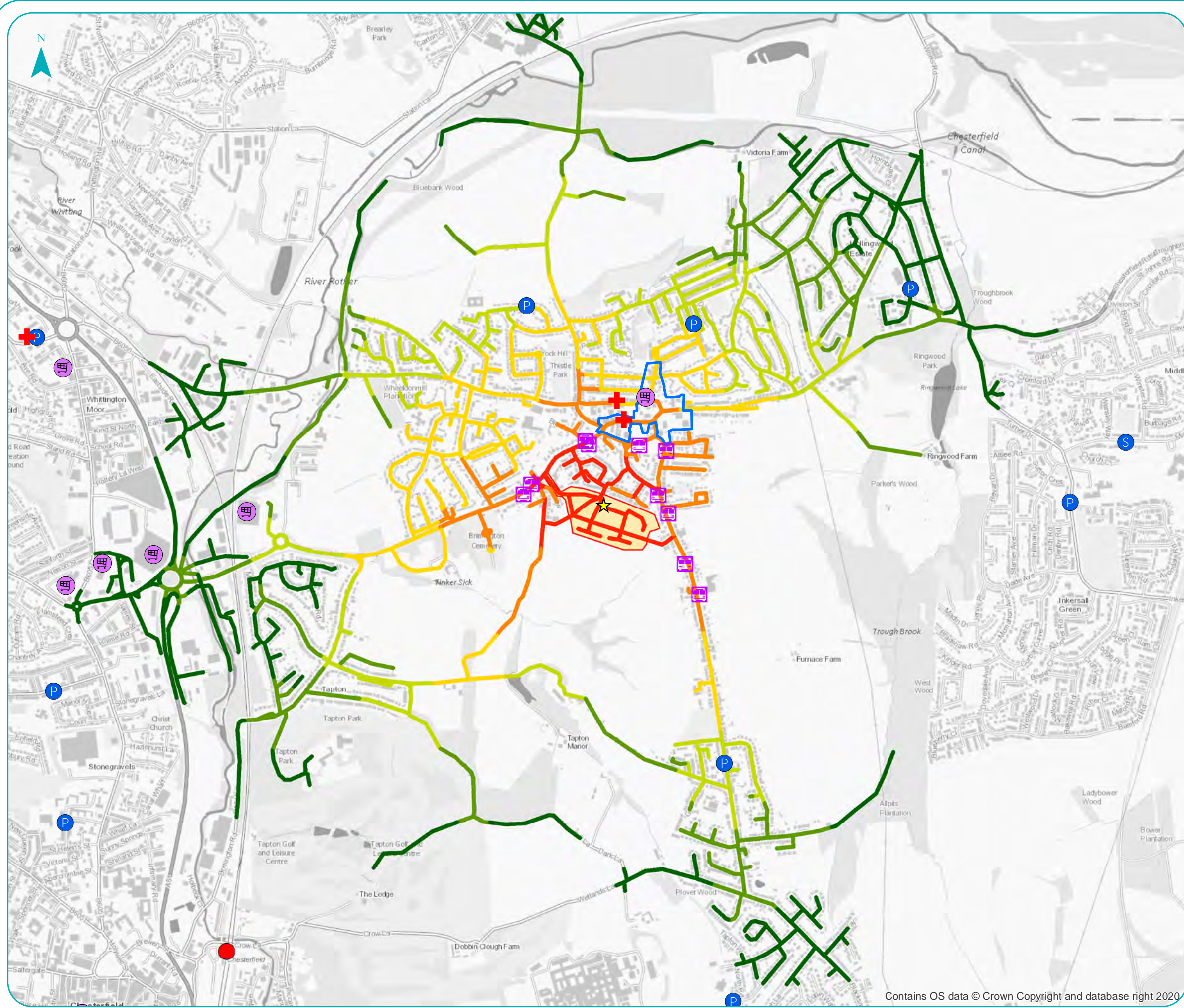
Chesterfield Road, Brimington  
Residential Development  
Site Location Plan

Figure 1

Scale @ A3 1:5,000







- Key**
- Indicative Site Boundary
  - ★ Site Location
  - Railway Stations
  - Ⓜ Local Bus Stops
  - Brimington Local Centre
  - + GP
  - Ⓜ Supermarkets
- Schools**
- All Through
  - N Nursery
  - P Primary
  - S Secondary
  - C College
- Pedestrian Accessibility (4.8kph)**
- 0-5 Minutes
  - 5-10 Minutes
  - 10-15 Minutes
  - 15-20 Minutes
  - 20-25 Minutes
  - 25-30 Minutes

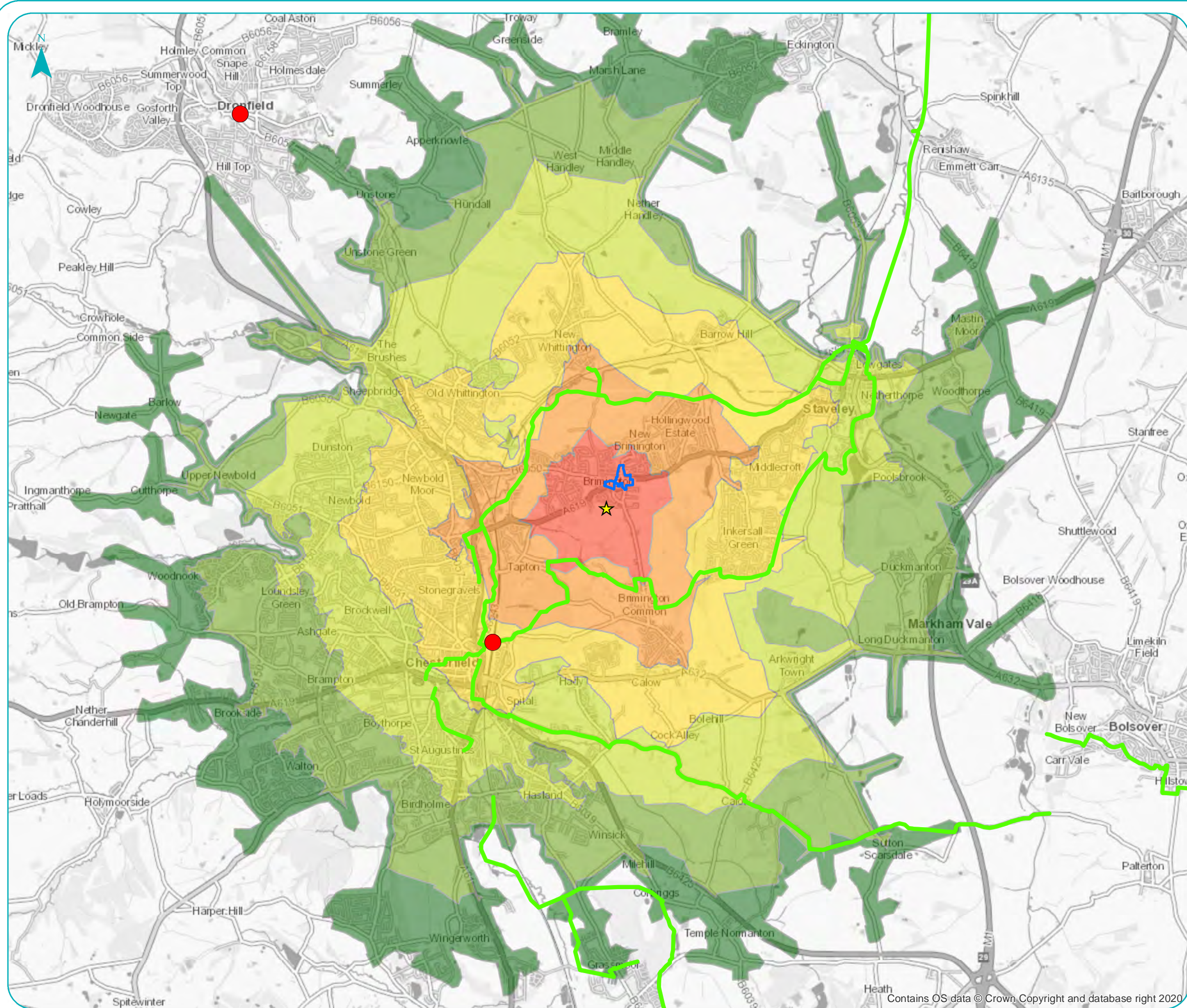
Chesterfield Road, Brimington Residential Development Pedestrian Accessibility

Figure 2

Scale @ A3 1:15,000



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**Key**

- ★ Site Location
- Railway Stations
- Brimington Local Centre
- National Cycle Routes
- Cycle Accessibility (16kph)**
- 0-5 Minutes
- 5-10 Minutes
- 10-15 Minutes
- 15-20 Minutes
- 20-25 Minutes
- 25-30 Minutes

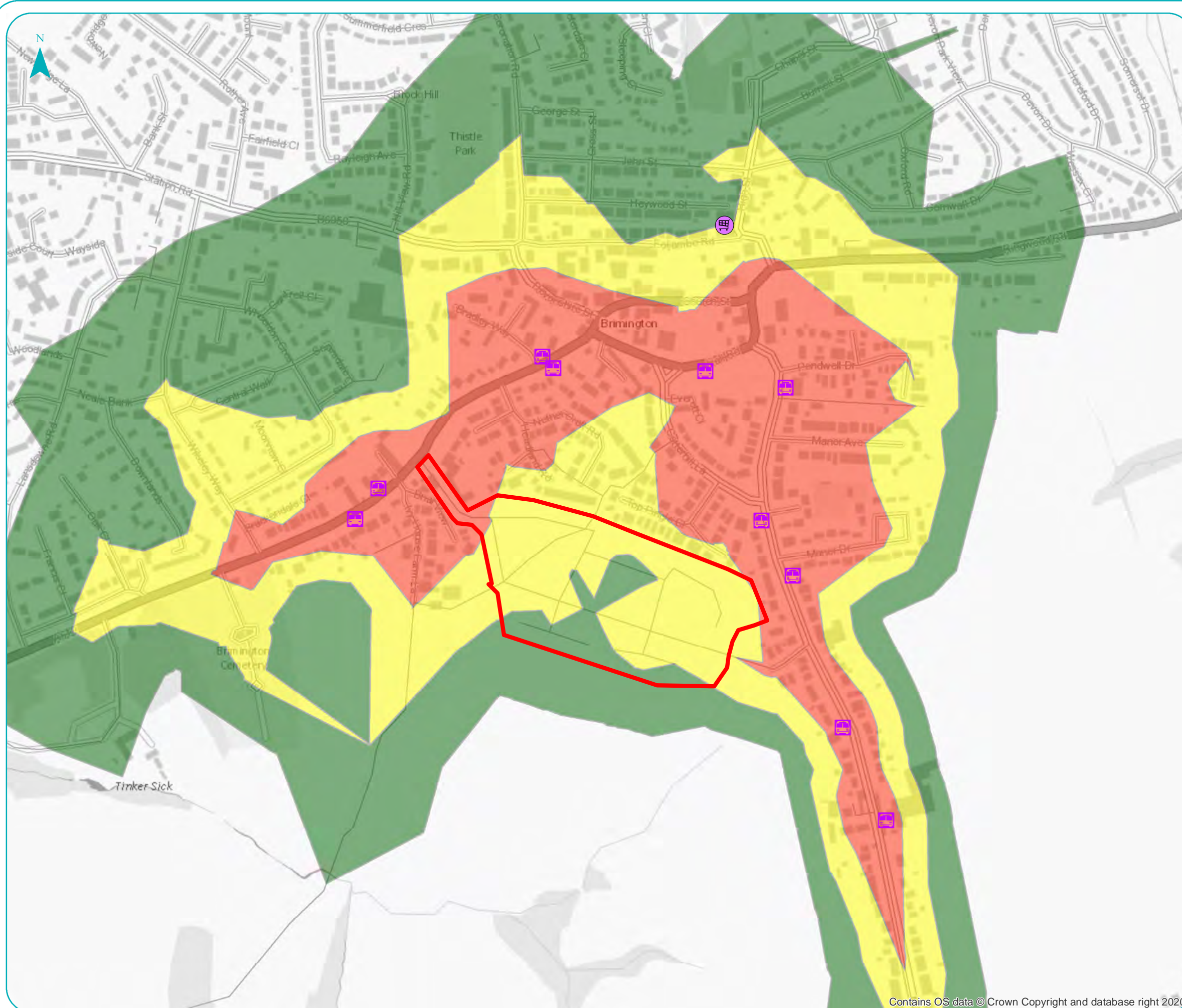
Chesterfield Road, Brimington Residential Development Cycle Accessibility

Figure 3

Scale @ A3 1:50,000



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- Key**
- Indicative Site Boundary
  - 🚌 Local Bus Stops
  - Bus Stop Distance (m)**
  - 0-200m
  - 200-400m
  - 400-600m

Chesterfield Road, Brimington  
Residential Development  
Bus Stop Accessibility

Figure 4

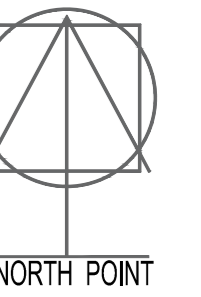
Scale @ A3 1:5,000



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# Appendices

# Appendix A Masterplan



KEY:

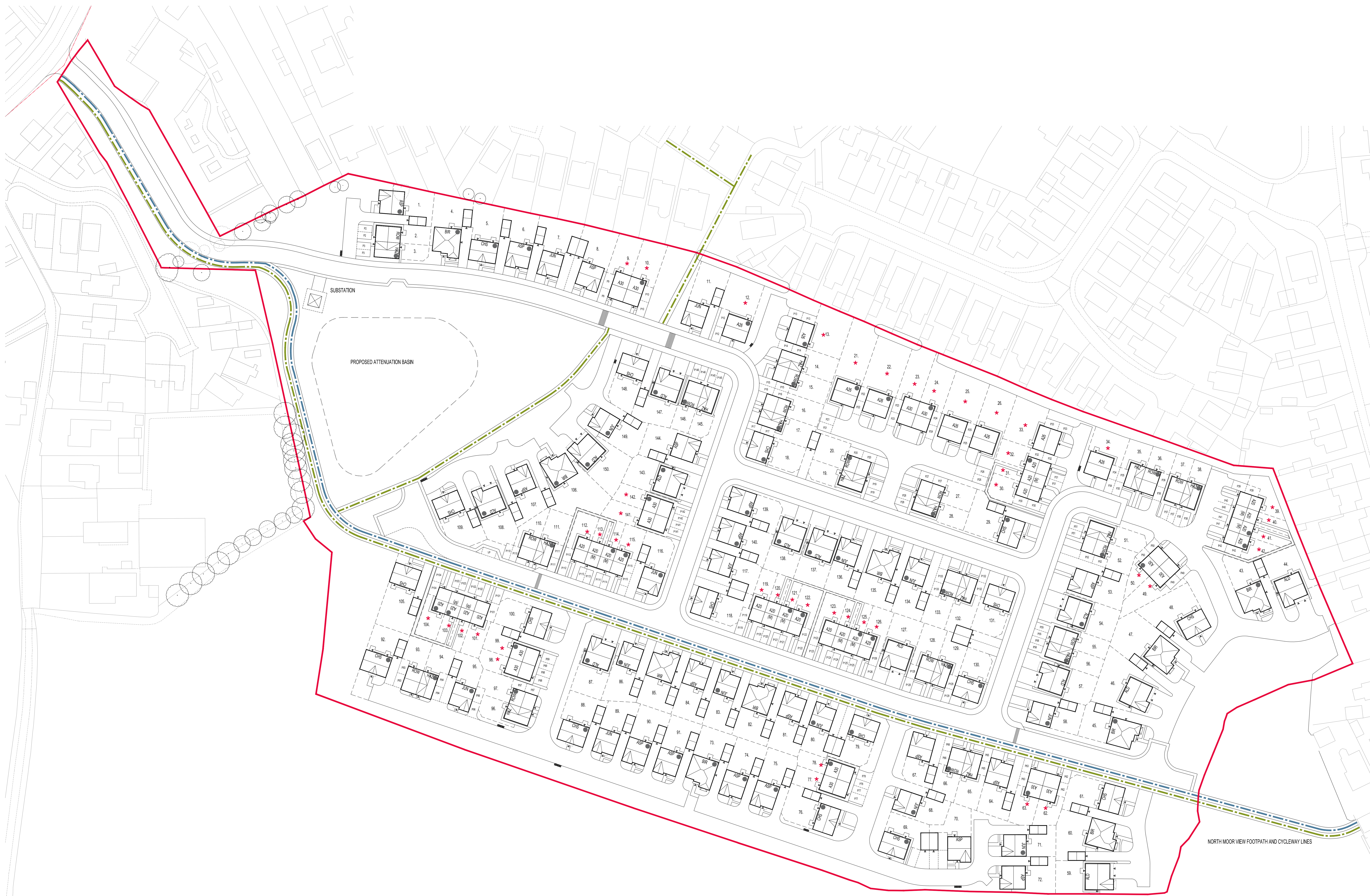
- SITE BOUNDARY
- OPPOSITE HANDING
- DASHED LINE INDICATES PLOT BOUNDARY
- TRAFFIC CALMING FEATURE
- BIN COLLECTION POINT
- PUBLIC CYCLEWAY
- EXISTING TREE TO BE REMOVED
- AFFORDABLE HOUSING
- DWELLING ENTRANCE POINT
- PUBLIC FOOTPATH
- PARKING DEMAND ZONE
- SUBSTATION
- PUBLIC FOOTPATH
- EXISTING TREE TO BE RETAINED

- 1. FOR FURTHER DETAILS ON SITE ACCESS REFER TO HOOD DRAWING 2000/04/01
- 2. FOR FURTHER DETAILS ON LANDSCAPING REFER TO PFD DRAWING 001
- 3. FOR FURTHER DETAILS IN DRAINAGE REFER TO FORDEN DRAWING 100/01

SCHEDULE OF ACCOMMODATION

ABB	NAME	BEDS/PERSON	SQ.FT.	No.	TOTAL No.	
ROH	ROSHAN	3 BED, 3 PERSON	831	16	14896	
HAE	HAZEL	3 BED, 3 PERSON	831	16	14896	
JUN	JUNIPER	4 BED, 5 PERSON	1221	15	18315	
CHS	CHESTNUT	4 BED, 5 PERSON	1360	17	23120	
ASP	ASPEN	4 BED, 5 PERSON	1370	18	24660	
ALD	ALDER	4 BED, 5 PERSON	1504	13	19552	
BR	BIRCH	5 BED, 6 PERSON	1805	10	18050	
PRIVATE TOTAL					105	13348
A26	A26	2 BED, 4 PERSON	803	08	6424	
A20	A20	2 BED, 4 PERSON	759	23	17467	
A30	A30	3 BED, 5 PERSON	1021	14	14294	
AFFORDABLE TOTAL (30%)					45	38175
SITE TOTAL					150	171664

4% OF THE SITE TOTAL PROVIDE MAZI COMPLIANCE



REV	DATE	BY	DESCRIPTION
-	19.10.20	CC	FIRST ISSUE



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CLIENT: VISTRY HOMES

PROJECT: CHESTERFIELD ROAD, BRIMINGTON

TITLE: PROPOSED SITE LAYOUT

SCALE @ A2: 1:500 DWG No: 1010-003-02-01 REV: -

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