



Yorkshire Water

Langsett Flouch Car Park Charging Scheme

Planning, Design and Access Statement





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WSP

First Floor

3 Wellington Place

Leeds

LS1 4AP

Phone: +44 113 395 6200

Fax: +44 113 395 6201

WSP.com

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1 INTRODUCTION

1.1 Background

This Planning, Design and Access Statement has been prepared by WSP on behalf of Yorkshire Water Services Ltd (“Yorkshire Water”) to accompany a planning application seeking full planning permission for the following Proposed Development:

Installation of payment machine, ANPR camera, battery box and associated infrastructure at the existing Langsett Flouch Car Park, Langsett, S36 4AA

The purpose of this statement is to:

- Identify the location of the site
- Explain the operational need for the Proposed Development
- Provide details of the Proposed Development to which the application relates including any relevant background history; and
- Identify relevant local and national planning policy and assess the Proposed Development’s conformance with such policy.

This application relates to a previous similar application (2022/0660) for car park charging equipment and infrastructure at Langsett Flouch. This application was refused, with the reason cited in the decision notice (dated 27/09/2022):

“The development is considered to comprise a ‘building’ within the Green Belt which, due to the size, scale and positioning of the infrastructure, in particularly the 4m high pole for the camera, on an open car park area, would not preserve the openness of the Green Belt and as such would represent inappropriate development. No very special circumstances have been provided and as such the proposal is considered contrary to Local Plan Policy GB1 and paragraphs 147, 148, and 149 of the NPPF.”

The reason for refusal identified that the development is contrary to the National Planning Policy Framework (NPPF) and Local Plan Policy GB1. It follows therefore that the Council accepts that there was no conflict with any other relevant policy of the development plan, given that they must specify all policies relevant to the decision in the reason for refusal (article 35 (1)(b) of the Town and Country Planning Development Management Procedure (England) Order 2015). It should be noted that Yorkshire Water have appealed the refusal of the previous proposal (Appeal Ref APP/R4408/W/23/3314842).

This statement accompanies a revised submission which will address the concerns raised by reducing the height of the ANPR pole. It will outline clear reasons why planning permission should be granted for the proposed development, and an assessment of the scheme against the relevant Development Plan policies and any other material considerations.

2 SITE LOCATION AND SITE DESCRIPTION

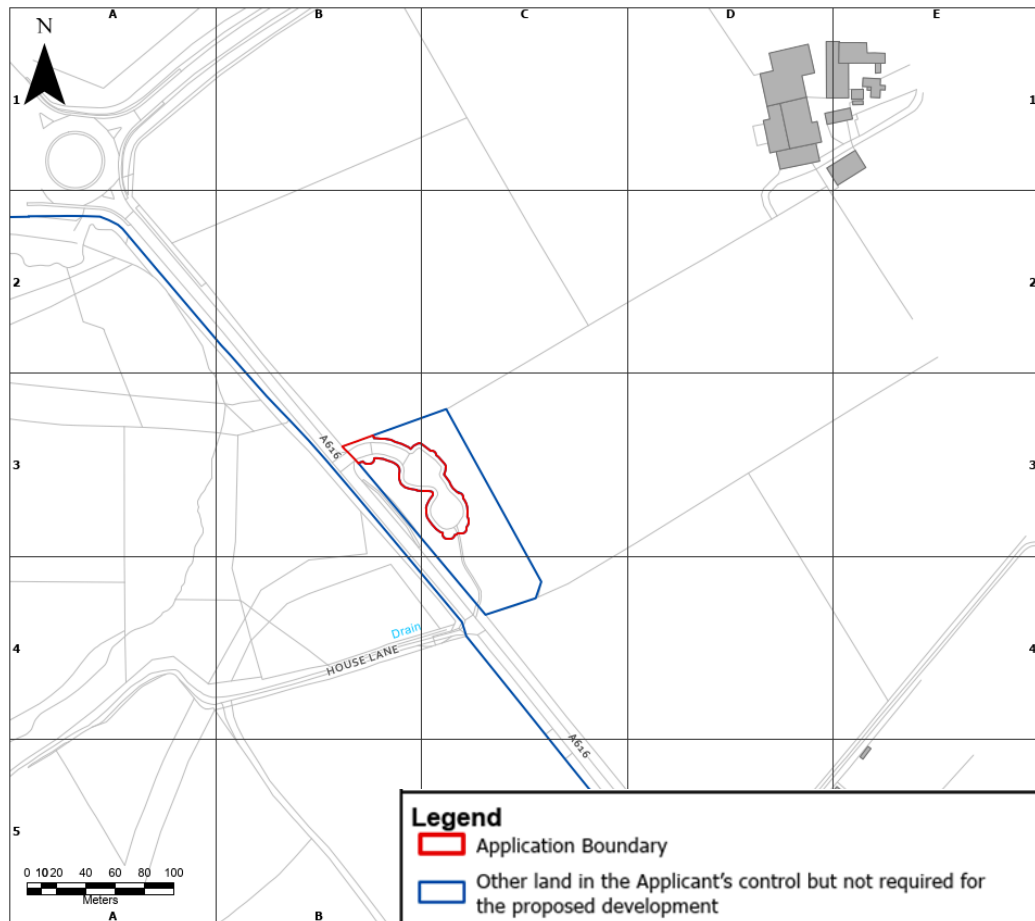
2.1 Location

- Nearest postcode: SE36 4AA
- Grid reference: 420073, 401189

The application site comprises the existing Langsett Flouch car park operated by Yorkshire Water, which is situated to the north west of Langsett Reservoir (see **Figure 2-1**).

The A616 Manchester Road bounds the site immediately to the south-east and there are fields in agricultural use to the north, east and south of the site. There are woodland areas directly opposite the site. There are no residential areas in the car park's vicinity. There are 24 car parking spaces in the car park.

Figure 2-1 - Langsett Flouch Car Park Location



The Site is not located in any designated International, National or Local nature conservation sites. The Site is located in the Metropolitan Borough of Barnsley. The Site is located in the Green Belt as designated in the Barnsley Local Plan. The Peak District National Park lies to the south-west of the Site, on the western side of the A616.

3 NEED FOR DEVELOPMENT

This Application seeks planning permission from Barnsley Metropolitan Borough Council for the introduction of a pay machine, an Automatic Number Plate Recognition (ANPR) camera, and associated supporting infrastructure including signage, at the existing Langsett Flouch car park. The infrastructure would enable a change in management and operation of the site.

It is the intention for Yorkshire Water to commence a trial to charge for parking at 6 car parks across 4 reservoirs: Swinsty, Fewston, Thruscross and Langsett. The Proposed Development forms part of a package of 5 other planning applications submitted by Yorkshire Water for similar facilities in AONB, National Park and Langsett Conservation Area. These are all sensitive locations, and all other applications were approved by the constituent local planning authorities. It should be noted that Langsett Flouch and the nearby Langsett Barn car park work in tandem, and as permission has been granted at Langsett Barn for similar facilities it is critical to have the same facilities at Flouch to prevent issues around overuse at Flouch or on-street/on-verge parking causing safety issues on the public highway.

The revenue generated from these car parks would contribute to a new an in-house Ranger team who will support nature conservation measures including habitat enhancements, projects focused on increasing and preserving biodiversity in the area, and help to keep sites clean, safe and enjoyable for all, encouraging the public to engage safely with their surrounding environment, especially when it comes the water.

Payment would be facilitated through card payment on site, the RingGo app and by telephone (this system is also used by Barnsley Council). Yorkshire Water would provide updates online and with signs on site before they start charging for parking so customers would know when they have to start paying. Emergency services and blue badge holders will be exempt from parking charges. Yorkshire Water will continue to work with local authorities and parish councils regarding on-street parking issues.

Whilst the proposed signage and infrastructure are displayed within the site and required to be clearly visible to perform their function, these have been carefully designed and located, taking into account the site's rural location within Barnsley's Green Belt, and in close proximity to the Peak District National Park.

The car parking itself provides an important functional element to ensure the management of parking to Langsett Reservoir and the wider area. The site is a long-established car park and it is anticipated that the introduction of pay and display facilities is unlikely to generate a greater use of or cause any greater impact than that arising from the current usage of the site by visitors.

The use of pay and display facilities would support the enhanced management of the site. The funding will support a new Ranger team allowing Yorkshire Water to provide a better visitor experience and contribute towards the ongoing costs of nature conservation initiatives and countryside management.

4 PROPOSED DEVELOPMENT

4.1 Proposed development requiring planning permission

The proposed development seeks permission for the installation of one pay and display machine, one ANPR camera, and associated supporting infrastructure at Langsett Flouch Car Park. The infrastructure would enable an enhancement of the operation of the site. Further details of the proposed development and plans and documents accompanying the Application are provided below.

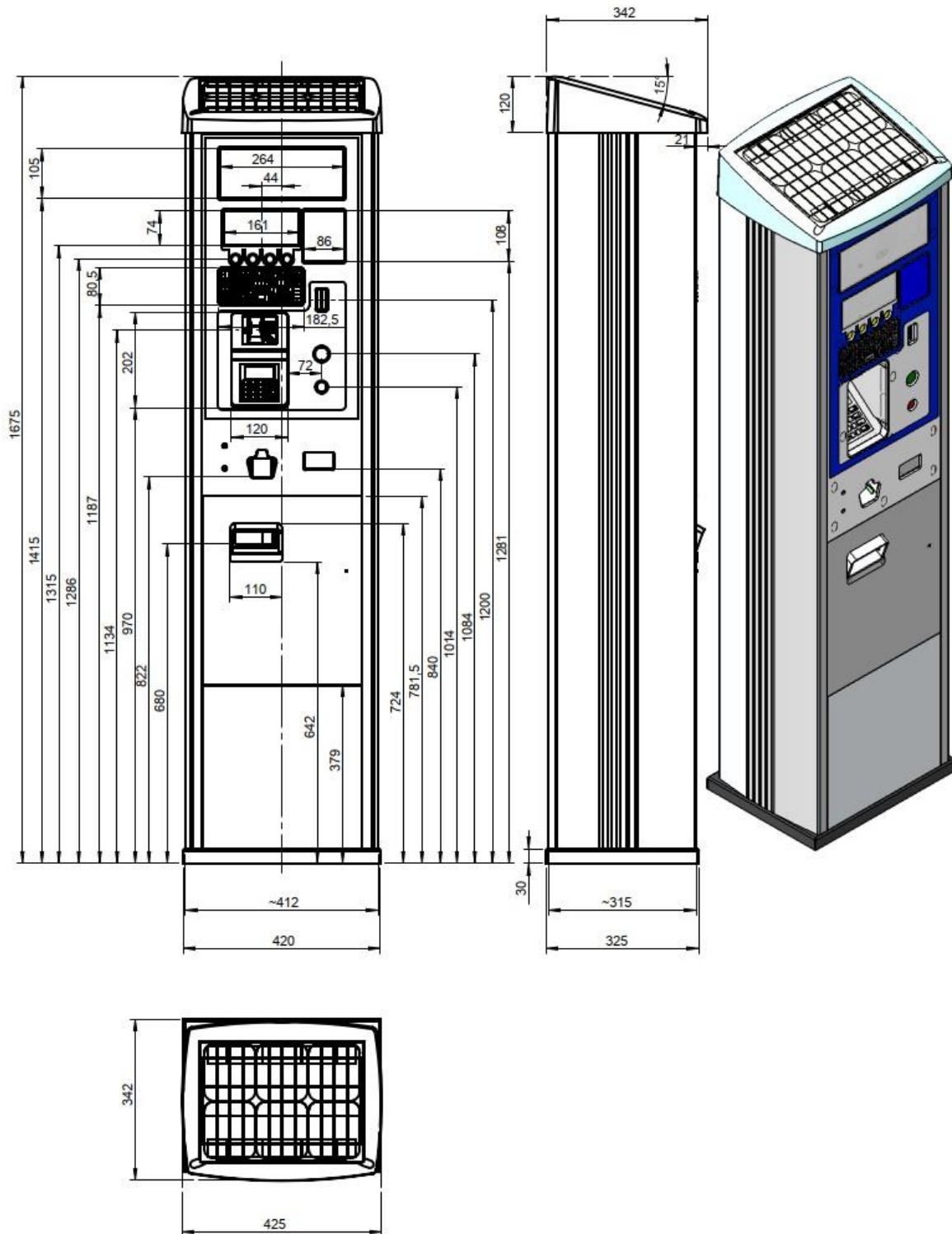
Table 4-1 – Schedule of Planning Drawings/Documents

Drawing/Document title	Drawing reference (if applicable)	Revision Number
Site Location Plan	70088027-YORKSHIREWATER-003 Rev P01	P01
Proposed Site Layout Plan	70088027-YORKSHIREWATER-004 Rev P01	P01
Pay Terminal Specifications	Citea Data Sheet	
ANPR Camera Specifications	IQ250-ITS-White	

4.1.1 Pay and Display Machines

The proposed pay and display machine would be mounted on a concrete plinth which would have a minimum thickness of 500 mm and covering a floorspace of 600 mm x 600 mm.

Figure 4-1 - Citea Pay and Display Ticket Machine and Dimensions



The machine's dimensions at the base are 1675mm (height) x 420mm (width) x 325mm (depth). At the top of the machine the dimensions widen to accommodate an in-built solar panel 425mm (Solar Panel Width) x 342mm (Solar Panel Depth). Dimensions extracted from the specifications has been included in **Figure 4-1** above. The full specification document is submitted as part of this application (see **Table 4.1**, above).

The machines would be solar powered and would have a solar panel on top of it. An example of the proposed machine is shown in **Figure 4-1**.

With a very small footprint and a standard height of only 1675mm (depending on ground mounting method) the Citea would occupy a minimal amount of valuable space in the car park.

It is the intention of Yorkshire Water to seek permission to install the pay machines within the confines of a 2m x 2m² 'box'. This 'box' would be used to microsite the pay machines and associated plinth in the optimum location to avoid impacts on vegetation and existing services in the locations indicated on the Proposed Site Layout Plan (Drawing Number: 70088027-YORKSHIREWATER-004)

4.1.2 ANPR Camera

The ANPR camera that is proposed to be installed is an IQ250 ITS Dual All in One HD Zoom Camera. It would be located at the entrance of the car park (see Proposed Site Layout Plan, Document Number: 70088027-YORKSHIREWATER-004 Rev P01).

The camera size excluding connectors and mount is W186mm x H164mm x D320mm. An image of the proposed camera can be seen below in **Figure 4-2**.

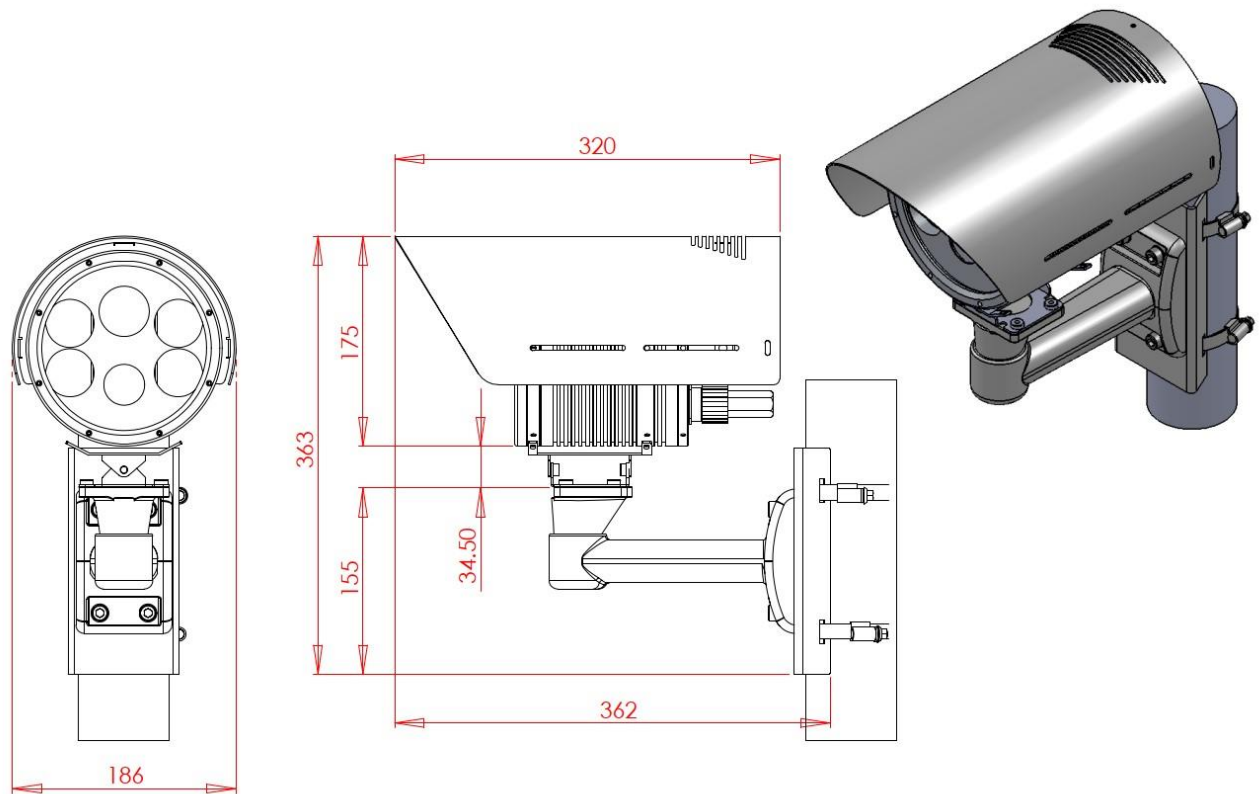


Figure 4-2 - IQ250-ITS Camera

The camera would be battery powered with a solar panel installed on top. The proposed solar panel size including the bracket dimensions are 1610mm x 1215mm (995mm high without the bracket).

The camera would be mounted on a post with a maximum height of 3000mm tall, with foundations of a maximum diameter of 1000mm including a hole of a maximum diameter of 500mm wide with postcrete securing the post in position. The post colour would be RAL Colour 9005 (Black). This is a 1 metre reduction in height from the original proposal.

The box which houses the Camera batteries at the base of the camera has maximum dimensions of W600mmx D500mm x H700mm.

The Camera specification has been submitted as part of this application (see document schedule above - **Table 4.1**).

An image of a typical pole-mounted ANPR camera including anti-tamper measures installed is shown in **Figure 4-3** below:



Figure 4-3 - Example of Pole-mounted camera operating on other sites (solar panel not included for this site proposal)

4.1.3 Signage

The associated parking signage located across the whole car parking area will be applied for under a separate Advertisement Consent application, however details are included here for information. The signs would be mounted on posts similar to that used for the ANPR camera. Locations of the proposed signage are indicated on the Proposed Site Layout Plan, (Drawing Number: 70088027-YORKSHIREWATER-004)

The following signs would be installed on site (Maximum Dimensions below)

- 420mm x 594mm 1 Entrance Sign
- 913mm x 1219mm 1 Tariff Sign
- 600mm x 600 mm 5 Enforcement Signs

The post dimensions used for the signage are as follows (Maximum Height Dimensions below):

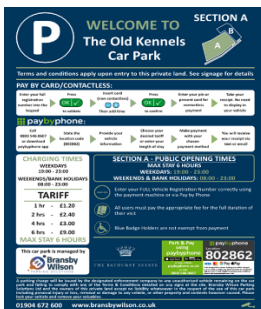
- Enforcement signs – post height is 1.2m out of ground
- Tariff Sign – Post height is 1.8m out of ground

Images of the details of the proposed Signs listed above can be found in **Figure 4.4.**

Figure 4-4- Entrance, Tariff and Enforcement Signs



Entrance Sign



Tariff Sign



Enforcement Sign

4.1.4 Installation Works

It should be noted that it is the intention of Yorkshire Water to minimise the impact that the works would have on the surrounding environment. The car park would continue to operate during the installation phase, minimising the impact on visitors. There is also no intention to remove any vegetation such as trees that are planted and established in the car park, nor would there be encroachment within the root protection areas of trees on site. All works would be undertaken in accordance with BS 5837:2012 (Trees in Relation to Design, Demolition and Construction) to ensure the proposed works are not detrimental to existing trees.

5 PLANNING POLICY REVIEW

5.1 Introduction

- 5.1.1 This section sets out the planning policy context for the Proposed Development. In accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004, planning applications must be determined in accordance with the statutory development plan unless 'material considerations' indicate otherwise. The following section introduces the relevant legislative and policy framework in relation to planning matters. This covers national, and local planning policy.

5.2 National Planning Policy

5.2.1 National Planning Policy Framework

The National Planning Policy Framework 2021 (NPPF) sets out the Government's planning policies for England and how these should be applied in decisions for new development proposals.

At the heart of the NPPF is a presumption in favour of sustainable development. The presumption highlights that, proposals which accord with an up-to-date development plan should be approved without delay unless material considerations indicate otherwise.

5.3 Development Plan

As confirmed by the NPPF, in reaching a decision on any application, the first consideration is whether the proposals accord with the development plan. It is then necessary to have regard to all other material considerations, which include all relevant policy considerations contained in the emerging development plan as well as National Planning Guidance.

5.3.1 Barnsley Local Plan

The Barnsley Local Plan covers the whole of the Barnsley Metropolitan borough area and was formally adopted in January 2019.

The adopted plan policies which are relevant to the proposed development are summarised below.

- Policy D1 High Quality Design and Place Making Design Principles
- Policy T3 New Development and Sustainable Travel
- Policy T5 Reducing the Impact of Road Travel
- Policy LC1 Landscape Character
- Policy GB1 Protection of Green Belt

5.3.2 Supplementary Planning Documents

The Parking SPD (adopted November 2019) sets out to provide further detail of parking standards contained within the Local Development Plan.

6 PLANNING APPRAISAL

This section provides a planning assessment of the key issues relating to the Proposed Development in the context of existing planning policy and other material considerations. Given the nature of development the main considerations of this proposal include:

- Principle of Development
- Impact on Amenity
- Environmental considerations

6.1 Principle of Development

The Proposed Development involves the installation of new equipment and infrastructure at the existing car parking facility at Langsett Flouch. This car park has been in place for a number of years and is situated in woodland, taking the form of a hard surfaced access road around, which the car parking facilities are sited. The Proposed Development is required in order to allow Yorkshire Water to give greater control over its car parking estate, which would be achieved by reinvesting parking fee income into a new team of in-house rangers to support countryside management, maintenance and visitor relations.

The ranger team will be on site to ensure that the public engage safely with their surrounding environment, especially when it comes to the public engaging with the water.

Planning permission was recently granted for payment meters and an ANPR camera at nearby Langsett Barn. Given these car parks support public access at Langsett reservoirs it critical that a consistent approach to management of the car parks is taken in the interests of highway safety.

Overall, the proposal would ensure the continued safe operation of the existing car parking facility.

The NPPF identifies the provision of infrastructure as a requisite for achieving the economic objective of sustainable development. In addition, supporting strong, vibrant and healthy communities is required to achieve the social objective whilst protecting and enhancing the environment is required to achieve the environmental objective. In particular, Paragraph 97 of the NPPF states that planning decisions should promote public safety and take into account wider security requirements by anticipating and addressing possible natural hazards including appropriate and proportionate steps that can be taken to reduce vulnerability, increase resilience and ensure public safety and security.

It is considered that the Proposed Development contributes to the safety and security of the general public by providing a safe area to park motor vehicles. It is essential for achieving the objectives of sustainable development identified in the NPPF, particularly the promotion of public safety. Accordingly, it is considered that the Proposed Development is acceptable in principle.

The Barnsley Local Plan identifies the key priorities for development in the Barnsley Metropolitan Borough Council area. The Local Plan contains several policies relevant to the proposal, including Policy T3 (New development and sustainable travel) which promotes modal shift to sustainable transport and reduction of traffic impact. In addition, Policy D1 (High Quality Design and Place Making Design Principles) outlines that development should be designed and maintained to take full account of the character of the local area.

In determining the previous application (2022/0660), the Planning Officer refused the application under delegated powers for the following reason:

“The development is considered to comprise a 'building' within the Green Belt which, due to the size, scale and positioning of the infrastructure, in particularly the 4m high pole for the camera, on an open car park area, would not preserve the openness of the Green Belt and as such would represent inappropriate development. No very special circumstances have been provided and as such the proposal is considered contrary to Local Plan Policy GB1 and paragraphs 147, 148, and 149 of the NPPF.”

The appellant strongly disagrees with the reason for refusal and considers that the Proposed Development is not inappropriate development in Green Belt and comprises a structure, not a building. Other similar structures to those proposed already exist within the car park, and extensive tree screening limits its visual impact both within the car park and from the public highway. Nevertheless, and without prejudice to Appeal APP/R4408/W/23/3314842, the Applicant has elected to submit a revised proposal reducing the height of the ANPR Camera Pole from 4 metres to 3 metres given that this was the main reason for refusal of planning application 2022/0660. The lower 3m pole will differ from the original proposal as it will have an anti-climb collar to deter people climbing the pole and damaging the camera. The 4m pole remains the optimum height as this height would not require an anti-climb collar.

Alternatives to an ANPR system, such as the use of a warden, were considered, however this was found to be financially unviable and would not offer the same degree of security for users. An ANPR camera is not only critical for car park management (most operators use this technology), but it also assists with managing anti-social behaviour such as fly tipping. Yorkshire Water submitted 5 other applications for similar facilities in AONB, National Park and Langsett Conservation Area – all sensitive locations and all approved by the local planning authorities.

The Peak District National Park Authority has granted permission for similar facilities at nearby Langsett Barn (1.2 km to the southeast). Both Langsett Flouch and Langsett Barn jointly serve visitors to the Langsett / Midhope / Underbank reservoirs and it is imperative to ensure that car parking is properly managed across both sites given their proximity to one another.

The Proposed Development is vital for ensuring the car park, and by association public access to the reservoir, remains viable and as such it is considered that very special circumstances exist.

Paragraph 137 of the NPPF states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. It identifies openness as an essential characteristic of the Green belt. There is no definition of “openness” in the NPPF although it is commonly taken to mean the absence of built or otherwise urbanising development. An assessment of openness requires a consideration of the scale of the development, its locational context and both its spatial and visual implications.

The degree of openness of the Green Belt is considered to relate to the presence or absence of built form. Given the existing signage and car parking located on site currently, the increase in massing and scale proposed as part of the proposals would not have an impact on openness.

It is considered that whilst the proposals will result in a limited degree of harm to the openness of the Green Belt, this harm is substantially mitigated by existing tree screening, which minimises any impact on the openness of this part of the Green Belt as required by the Framework and Local Plan Policies. One of the purposes to the Green Belt is to improve access to the countryside by the public, and the Proposed Development is an essential piece of infrastructure to support that objective.

The landscape and visual effects of the proposed development would be contained. In public views further away from the site, the perceived openness of the application site is limited by distance and intervening vegetation. The proposal would also be viewed against existing infrastructure such as the gate and vehicle barrier – openness is already compromised, and the additional interventions are limited in number and scale and therefore any impact is limited.

It is considered the Proposed Development is in line with the policy objectives in the Barnsley Local Plan and the supplementary planning document related to car parking, as the proposal will assist with controlling demand at an existing car park and encourages modal shift to alternative sustainable modes of transport.

6.2 Impact on Amenity

Impact on Amenity was not one of the issues raised in the refusal of the previous proposal. The Proposed Development would not alter the number of parking spaces currently offered and would not be detrimental to the visual amenity of the residents to the west of the Site, given the equipment being installed is a minor addition to the existing car park facility. The pay machine would also be installed within the confines of a 2 x 2 m² box which reduces its visual impact further. In addition, the proposal would not increase baseline noise levels beyond those already resulting from use of the existing car park.

It is considered that the proposed additional equipment required would not result in an adverse impact in terms of visual amenity because these would be minor additions to an existing operational car park.

In terms of construction impacts on amenity, any temporary impacts would be suitably mitigated by the Contractor. Construction activities would take place during standard working

hours to minimise adverse impacts on the amenity of neighbouring residents. The installation works would be managed so as not to obstruct any parking availability at the Site. Overall, it is considered that good management of the construction environment would mean that the Proposed Development would be acceptable in terms of policies listed in the Barnsley Local Plan.

6.3 Environmental considerations

Environmental concerns were not raised in relation to the refusal of the previous proposal, however these are assessed below.

6.3.1 Arboriculture

The proposed development would not affect any trees within the site. To ensure that the works do not adversely affect or undermine existing trees or require any works to trees, all works would be undertaken in accordance with BS 5837:2012– (Trees in Relation to Design, Demolition and Construction).

6.3.2 Ecology & Landscape

Due to the minimal scope of the work that is required, we anticipate that there would be no impact on the existing ecology and landscape of the area. The work also takes place within the confines of the existing car park which reduce the ecological impact of the work considerably with the footprint of the work being minimal. The proposal also complies with all relevant policies listed in Barnsley Local Plan as detailed in **Section 5** and **Appendix 1** of this planning statement.

6.3.3 Cultural Heritage

Given the limited scale and nature of the proposals and the fact that the works would be constrained to the confines of the existing car park, the proposed development would not impact upon the character or appearance of the Conservation Area, ensuring its value is preserved in accordance with Policy D1 of the Barnsley Local Plan.

7 CONCLUSION

Planning permission is sought for:

Installation of payment machine, ANPR camera, battery box and associated infrastructure at the existing Langsett Flouch Car Park, Langsett, S36 4AA

This Planning Statement has assessed material matters including the principle of development and planning policy considerations against relevant policy in both the NPPF and Development Plan.

It is considered that the proposed development has been carefully designed and located to comply with relevant adopted policies D1, T3, T5, LC1, GB1 as set out in the Barnsley Local Plan

In addition to the above policies, the Parking Supplementary Document adopted in November 2019 as part of the local plan has also been consulted and complied with when drawing up the proposals.

In addition to the above policies, the proposed development has been designed with reference to Parking Supplementary Document adopted in November 2019 as part of the local plan

As the car park is located adjacent to the Peak District National Park boundary and within the green belt, great care has been taken to minimise the impact of the proposed works on the surrounding environment, through careful siting and use of appropriate colours.

The revenue generated as a result of this proposal would go towards supporting the management of the surrounding countryside as well as enhancing visitor experience in the area.

The conclusion is that planning permission should be granted on the basis that it complies with all relevant policy and design principles as required by the council and that the overall impact of the development on the surrounding area would be negligible.

APPENDIX 1: LIST OF POLICIES

BARNSLEY LOCAL PLAN

The Barnsley Local covers the whole of the Barnsley Metropolitan borough area and was formally adopted in January 2019.

The adopted plan policies which are relevant to the proposed development are summarised below.

Policy D1 High Quality Design and Place Making Design Principles

The policy states that development is expected to be of high quality design and will be expected to:

- Respect, take advantage of and reinforce the distinctive, local character and features of Barnsley, including:
 - Landscape character,
 - topography,
 - green infrastructure assets,
 - important habitats, woodlands and other natural features;
 - Views and vistas to key buildings, landmarks, skylines and gateways; and
 - Heritage and townscape character including the scale, layout, building styles and materials of the built form in the locality

Policy T3 New Development and Sustainable Travel

The policy states that new development will be expected to be:

- Located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists;
- Provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people set out in the relevant Supplementary Planning Document;
- Provide a transport statement or assessment in line with guidance set out in the National Planning Policy Framework and guidance including where appropriate regard for cross boundary local authority impacts; and
- Provide a travel plan statement or a travel plan in accordance with guidance set out in the National Planning Policy Framework including where appropriate regard for cross boundary local authority impacts.

Travel plans will be secured through a planning obligation or a planning condition. Where levels of accessibility through public transport, cycling and walking are unacceptable, we will expect developers to take action or make financial contributions in accordance with policy I1.

If it is not possible or appropriate for the minimum amount of parking for cycles, motorbikes, scooters and mopeds to be met on site, the developer must provide, or contribute towards, off-site parking, or improve or provide other forms of travel

Policy T5 Reducing the Impact of Road Travel

Reducing the impact of road travel by

- Developing and implementing robust, evidence based air quality action plans to improve air quality;
- Working with our sub regional partners, fleet and freight operators to improve the efficiency of vehicles and goods delivery, and reduce exhaust emissions; and
- Implementing measures to ensure the current road system is used efficiently.

Policy LC1 Landscape Character

The policy states that development will be expected to retain and enhance the character and distinctiveness of the individual Landscape Character area in which it is located (as set out in the Landscape Character Assessment of Barnsley Borough 2002 and any subsequent amendments). Development which would be harmful to the special qualities of the Peak District National Park will not be allowed.

Policy GB1 Protection of Green Belt

The policy states that Green Belt will be protected from inappropriate development in accordance with national planning policy. The general extent of the Green Belt is set out on the Key Diagram and the detailed boundaries are defined on the Policies Map.



First Floor
3 Wellington Place
Leeds
LS1 4AP

wsp.com

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