

Land at St. Mary's Street
Penistone, S36 6DT

Framework Travel Plan



Control Sheet

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Acknowledgements

Google Maps and OpenRouteService have been used to generate figures included in this report for illustrative purposes only.

Extract(s) of 'Providing for journeys on foot', Barnsley Council Cycle Map have been included in this report.

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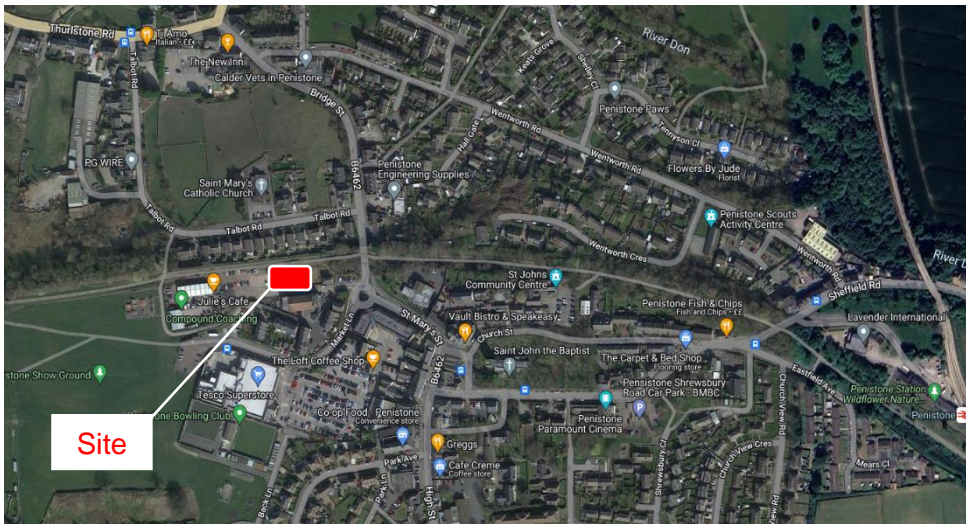
Appendix A

Proposed Site Layout Plans

1. Introduction

1.1 Sanderson Associates Consulting Engineers has been appointed to produce a Framework Travel Plan in relation to the proposals for the development of Coal Drops and adjacent land, Penistone, Sheffield. The location of the site in relation to the surrounding area is shown in **Figure 1**.

Figure 1 – Map of proposed site and surrounding area. [Google MyMaps]



1.2 In accordance with Local and National Government Policies to protect and enhance the environment and to reduce reliance on the private car, this Framework Travel Plan proposes initiatives and measures to encourage accessibility via a variety of transport modes.

1.3 This Framework Travel Plan includes:

- Clear and unambiguous objectives to influence less dependence upon the private car
- A package of measures to encourage and facilitate less car dependence by visitors and staff
- A time bound programme of implementation.

1.4 An effective Travel Plan can:

- Reduce traffic congestion increase accessibility by all transport modes to services, jobs and education
- Reduce energy consumption
- Reduce carbon emissions and air pollution
- Encourage active, healthy lifestyles
- Better manage car parking pressures
- Improve road safety
- Reduce the need for new development to increase existing road capacity or provide new roads
- Switch investment from parking and roads infrastructure to economic growth and the environment

- 1.5 Sanderson Associates has also prepared a Transport Assessment to support the proposed development of the site, which is submitted under separate cover. This Framework Travel Plan has been developed in conjunction with the findings of the Transport Assessment.

2. Planning Policy

2.1 National Planning Policy Framework

2.1.1 At national level, planning policy in England is set out by the National Planning Policy Framework (NPPF), which must be considered when making planning decisions.

2.1.2 Considering the planning policy context of the development, Paragraph 115 of the NPPF (last revised in December 2024) states that:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”

2.1.3 Paragraph 116 then states:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”

2.1.4 In relation to paragraph 116, NPPF paragraph 117 goes on to say:

“Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

2.1.5 Finally, paragraph 118 states that:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.”

2.2 Local Planning Policy

2.2.1 Local Planning Policy is governed by **Barnsley Council Local Plan** (the plan) which was adopted in January 2019. The local plan *‘sets out the council’s strategic vision and priorities for housing, employment and commercial development, including transport infrastructure and protection of our local environment.’*

2.2.2 The Plan follows NPPF in terms of sustainable development, with section 1.7 stating:

“The Local Plan objectives seek to improve the economic prosperity and quality of life for all its residents and those who work here. The Local Plan will have 3 key roles in accordance with the Government’s Framework (NPPF) namely economic, social and environmental, and will deliver sustainable development.”

2.2.3 Section 3.33 of the plan also states:

“Promoting sustainable development and reducing the borough’s impact on climate change are overarching principles of this Local Plan, in accordance with NPPF.”

2.2.4 Guidance related to traffic and transportation is laid out in section 4.18 Transport Strategy, which states:

“A transport strategy has been developed for Barnsley, which identifies and prioritises interventions associated with sustainable development transport corridors within and beyond the borough. The interventions identified within the Barnsley Transport Strategy will be programmed to promote sustainable travel and parking options for residents, visitors and business to employment locations, attractions, interchanges and also reduce the adverse impact of travel on people and the environment.”

2.2.5 Guidance relating to new developments is covered in the plan in Section 12 – Transport, which states:

12.48 *The need for transport assessments and travel plans, for all forms of development will be determined in accordance with government guidance.*

12.49 *A transport assessment 'is a comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures (such as travel plans) will be taken to address the anticipated transport impacts of the scheme and to improve accessibility, and to encourage sustainable modes of travel.*

12.50 *When considering whether a transport assessment will be needed, we must take account of local circumstances. For example, if there are significant local transport difficulties, we may need to carry out an assessment for developments below the thresholds in the guidance. However, where a proposed development is expected to generate relatively low numbers of trips or traffic flows, with minor transport impacts, a less detailed transport statement may be sufficient."*

2.2.6 Paragraph 12.51 lays out the requirements for Transport Assessment, stating:

"The contents of a transport assessment will depend on the size, nature and location of a development, but in all cases the transport mitigation plans or package of measures should focus on maximising sustainable accessibility to the development and should show:

- *Consideration of reducing the need to travel.*
- *How accessible the development is by all forms of transport.*
- *Whether the site access can deal with the predicted level of traffic.*
- *Measures to reduce the negative impacts of transport.*
- *What measures can be taken to encourage travel by walking, cycling and public transport.*
- *Mitigation measures avoiding unnecessary physical highway improvements and promoting innovative and sustainable transport solutions.*

Where appropriate, developers will be expected to use our multi modal transportation models to estimate the effects of new developments on the transport network and to confirm that submitted transport assessments are accurate."

2.2.7 Section 12 also sets out the requirement of an accompanying Travel Plan, with paragraph 12.53 stating:

"A travel plan will normally be required alongside planning applications that are likely to have significant transport implications, alongside a full transport assessment. A travel plan statement may be required on smaller scale developments which are expected to have minor travel impacts, particularly where specific concerns are raised in a transport statement or assessment."

2.2.8 In relation to the development of Penistone, Paragraph 5.53 states:

“Penistone is in an area of attractive countryside, close to the Peak Park and surrounded by Green Belt. Its close proximity to Sheffield, Huddersfield and Barnsley has made it attractive to people who wish to combine the benefits of living in a pleasant environment without having excessively long journeys to work. The unemployment rate in the town is lower than other parts of the borough due to the large number of commuters, but many residents still depend upon the limited number of employment opportunities in the town. The relative remoteness of the town from the remainder of the borough, particularly for people who rely on public transport make these employment opportunities even more important.”

2.2.9 Also, paragraph 5.55 states:

“We want Penistone to be the main local focus for development in the borough’s rural west, facilitating its renaissance as a market town and maximising its tourism role.”

2.2.10 This guidance is considered to be in line with that of the NPPF, and therefore the scope of this Transport Assessment as set out in paragraph 2.1.6 is also considered to meet the requirements of the Plan.

2.3 Summary

2.3.1 There is a strong emphasis on sustainable development, including promoting sustainable transport modes within national and local planning policy.

3. Proposed Development

3.1 Overview

- 3.1.1 The proposals comprise the redevelopment of the Grade 2 listed Victorian Coal Drops and signal house (Regency House), along with development of the adjacent brownfield area of land to the west. The development incorporates a mix of uses: restaurant unit, retail units, office space, hybrid office/light industrial units; and a 1Bed Airbnb unit. A proposed site layout plan and lower ground floor plan of the proposed restaurant and retail units are attached at **Appendix A**.
- 3.1.2 The proposed development will preserve and revive Penistone's railway heritage; with the restoration of the Grade 2 listed coal drops and signal house, revival of the undeveloped railway sidings, and incorporation of the Trans Pennine Trail into the site the development seeks to improve the employment and tourism of the local area, while keeping the authenticity of the Coal Drops and railway.
- 3.1.3 The proposed development is summarised below with an extract provided in **Figure 2**, overleaf:

COAL DROP ARCHES - Conversion into retail and office spaces

- Arch 2 – Retail – 28.9m² GIA
- Arch 4 – Retail – 28.5m² GIA
- Arch 5 + 6 – Retail / Office – 58.5m² GIA

COAL DROP PAVILION RESTAURANT and BASEMENT BAR

- Basement Level Bar - 178 m² GIA (including entranceway within Arch 3)
- Pavilion Restaurant – 211.5 m² GIA
- TOTAL - 389.7 m² GIA

SIGNAL HOUSE

- Conversion into 1 Bed Airbnb unit with 48.6m² GIA

INDUSTRIAL BLOCK

- 4no hybrid business units – Office/ Light Industrial
- GF - 85m²
- 1F – 42m²
- TOTAL – 127m² GIA

OFFICE BLOCK

- GF - 415m²
- 1F – 415m²
- TOTAL – 830m² GIA

Figure 2 – Proposed Site Plan



3.1.4 **Table 1** below sets out the proposed planning Use Class for the various areas of the site:-

Table 1 – Proposed Land Usage for the Site

Aspect of the development	Land use and Site totals
Shops/ retail units	Land Use Class: A1 / E ‘Shop’ Number of units: 3 Total sqm: 115.9sqm
Bar / Restaurant	Land Use Class: A3 / E ‘Café/ Restaurant’ Total Gross Floor Area: 389.7sqm Total Gross Floor Area for customers: unknown – assuming 30% max
Industrial	Land Use Class: B1c / E Industrial/ Office Number of units: 4 Total Gross Floor Area: 508sqm
Offices	Land Use Class: B1a / E ‘Office’ Total Gross Floor Area: 830sqm
Airbnb	Land Use Class: C1 ‘Hotels, boarding and guest houses’ Total number of beds: 2

3.2 Parking

3.2.1 The development proposes new car parking provision across the site, as shown in Figure 2, which aim to provide a range of spaces to serve the various uses proposed.

3.2.2 The plan proposes 31 car parking spaces, including 4 disabled spaces and 4 van loading spaces (1 each for the light industrial units). A dedicated parking space is proposed for the 1 Airbnb unit.

3.2.3 The maximum recommended number of spaces for parking detailed in the Parking SPD are shown in **Table 2**, overleaf:-

Table 2 – Recommended number of spaces

Use of site sqm	Maximum number of spaces recommended
A1 Shops – approx. 252sqm – less than 1000sqm threshold	N/A
A3 Restaurants and cafes and A4 Drinking Establishments (Licenced Restaurants and Public Houses) - approx. 110sqm	27
B1 Business (including offices) – approx. 1270sqm	42
C1 Hotels, boarding and guesthouses – 2 units	2
C3 Dwellinghouses (Housing and Flats) - 3 units < 3 bedrooms	3
Total	67

3.2.4 Based on the requirements set out in the Parking SPD, the site does not exceed the recommended parking spaces, **Policy T3 New Development and Sustainable Travel** in the Barnsley Local Plan states:

“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;”

3.2.5 In addition, paragraph 12.54 of the Local Plan states:

“A travel plan is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed. It involves developing a set of procedures, schemes and targets that encourage people to use sustainable forms of transport, and should:

- *Be site specific.*
- *Contain both measures addressing site design, infrastructure and new services, as well as marketing, promotion and awareness raising.*
- *Provide a package of measures integrated into the design and use of the development.*
- *Encourage walking, cycling and public transport use and facilitate disabled access.*
- ***Restrict on-site car-parking spaces.”***

3.2.6 Cycle parking in the form of 14 cycle hoops spread throughout the site which could accommodate up to 28 cycles.

3.2.7 Section 4 of this document sets out the excellent provision of sustainable transport methods that can be accessed from the site.

3.2.8 It is therefore considered that car parking provision for this site is appropriate for the proposed uses of the site, and would not have a negative impact on the sustainable travel goals of the Barnsley Local Plan or the Penistone Neighbourhood Development Plan.

3.3 *Pedestrian and cycle access*

- 3.3.1 The site is served by adequate pedestrian footpaths and is well lit by street lighting, the Trans Pennie Way passes through the site and is incorporated into the site design.

4. Objectives and Targets

4.1 Travel Plan Objectives

- 4.1.1 Travel plans exist to influence behaviour towards sustainable travel, using a combination of increased transport opportunity, education, persuasion, incentive and coercion.
- 4.1.2 The National Planning Practice Guidance (NPPG) defines travel plans as ‘long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling).’
- 4.1.3 The objectives of a travel plan are:
- To minimise single occupancy vehicle trips
 - To encourage travel by sustainable modes
 - To reduce the amount of car parking required by the development by reducing travel by car
 - To set and agree appropriate targets that are regularly reviewed and amended if required to reflect changing circumstances
 - To monitor travel patterns and performance against defined targets
 - To provide a long-term commitment to sustainable transport provision

4.2 Travel Plan Targets

- 4.2.1 The Travel Plan will aim to reduce the proportion of visitor and staff vehicle trips generated by the site as set out in **Table 3**. It is aimed to meet all targets within 5 years of initial occupation of the site. Once the targets have been achieved the level of car journeys to/from the development must be maintained at this level or reduced further. As a result of reducing the number of trips made to and from the development by private car, the objectives of easing congestion on the local network together with its associated environmental benefits will be achieved.

Table 3 – Travel Plan 5-Year Targets

Objective	Target	% Change
1. Reduce the frequency and impact of car travel	1a. Reduction in the proportion of car-based trips by visitors	-10%
	1b. Reduction in the proportion of car-based trips by staff	-10%
2. Increase site accessibility via sustainable transport modes.	2a. Increase the proportion of visitors travelling by sustainable modes of travel	+10%
	2b. Increase the proportion of staff travelling by sustainable modes of travel	+10%

- 4.2.2 These targets will be reviewed each year and amended if necessary. However, the agreed targets will not be amended without prior consultation and agreement with Barnsley Council.

4.3 Smart Targets

4.3.1 Targets are measurable goals by which the progress of the Travel Plan will be assessed. Targets are essential for monitoring progress and success of the Travel Plan. Targets should be 'SMART' – specific, measurable, achievable, realistic and time-related. Development Travel Plan SMART targets to achieve the outcome target are set out in **Table 4**:

Table 4 – Travel Plan Smart Targets

Provision of Current Travel Information to Staff and Visitors	
Specific	The TPC will provide each unit's Travel Plan Representative (TPR) with a sustainable travel pack Each Unit TPR will provide staff with a sustainable travel pack and will maintain staff notice boards and business website with current information on travel options.
Measurable	This will be verified annually by the TPC.
Achievable	TPC to action. The travel information provided TPRs will be the responsibility of the TPC. TPR to action. The travel information provided staff and visitors will be the responsibility of the TPR.
Realistic	Yes. The travel information will be located centrally and dispersed to the TPRs by the TPC as required.
Time bound	Ongoing.
Full Travel Plan Availability to all site Staff and Visitors	
Specific	This Travel Plan will be communicated to staff and visitors. An up-to-date copy of the Travel Plan will always be available to staff and visitors on request. The Travel Plan will also be accessible via the site website or each unit's individual website.
Measurable	This will be verified annually by the TPC.
Achievable	TPC to action. It will be the responsibility of the TPC to ensure that all TPRs have constant access to the Travel Plan.
Realistic	Yes.
Time bound	Ongoing.

Increase proportion of staff and visitors travelling by sustainable travel modes	
Specific	Through actively promoting the use of sustainable travel modes through this Travel Plan, increase the proportion of trips to and from the site using sustainable travel modes.
Measurable	This will be verified annually by the TPC and TPRs via travel surveys.
Achievable	TPC to action. It will be the responsibility of the TPC to ensure that all TPRs conduct annual travel surveys.
Realistic	Yes.
Time bound	5 years.
Create a car share scheme for staff travelling to the site	
Specific	Through actively promoting the use of technology such as liftshare, create a liftshare scheme accessible to all employees of the various businesses operating from the site.
Measurable	This will be verified annually by the TPC and TPRs.
Achievable	TPC to action. It will be the responsibility of the TPC to ensure that all TPRs promote the liftshare scheme to new and existing employees
Realistic	Yes.
Time bound	Set up within first year of site occupation.
Increase Proportion of staff and visitors travelling by sustainable travel modes	
Specific	Use funding appropriately to support initiatives designed to reduce the proportion of single occupied car trips at the development and increase the overall proportion of sustainable travel.
Measurable	The effectiveness of funded initiatives will be verified through the annual travel survey.
Achievable	TPC to coordinate with the Site to determine the areas that require funding throughout the duration of the TPC role.
Realistic	Yes.
Time bound	Ongoing for 5 years.

4.4 Failure to Meet Targets

- 4.4.1 If the targets identified are not met then an Action Plan will be developed by the Travel Plan Co-ordinator and Travel Plan Representatives in partnership with Barnsley Council. The Action Plan will contain a programme of proportionate measures, designed to help achieve the sustainable travel targets. It will clearly set out the tasks involved, the person(s) responsible, and dates by which the measures will be achieved.

5. Accessibility by Sustainable Transport Modes

5.1 Overview

- 5.1.1 This section of the Transport Statement includes an assessment of the accessibility of the site by sustainable modes of transport.
- 5.1.2 This section considers the accessibility of the development by the following modes of transport:
- Walking
 - Cycling
 - Public Transport (Bus and Train)

5.2 Accessibility by Walking

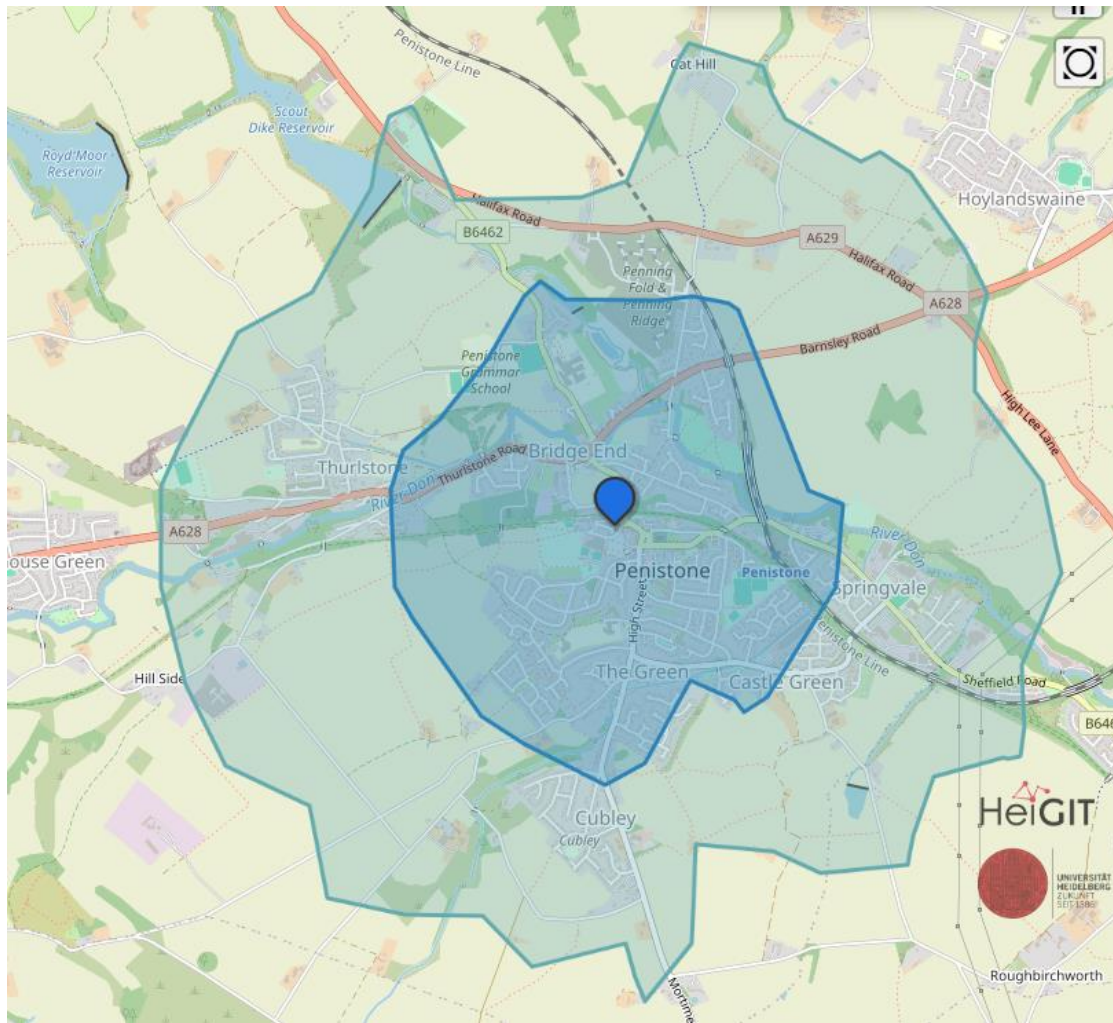
- 5.2.1 Walking is a sustainable mode of transport that can replace certain local car trips which contribute to congestion and pollution. As a mode of active travel, walking offers physical benefits and has also been linked to improvements in mental wellbeing.
- 5.2.2 The length of a journey a person considers to be ‘walkable’ often depends on the purpose of that journey. The CIHT publication “Providing for Journeys on Foot” has produced guidelines on suggested acceptable walking distances for varying journey purposes, shown in **Table 5**.

Table 5 – Extract from Providing Journeys on Foot, Walking Distances [CIHT]

Suggested Acceptable Walking Distance			
	Town Centres (m)	Commuting/ Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

- 5.2.3 **Figure 3**, overleaf, identifies 1000m and 2000m walking isochrones centred on the site, providing an illustration of the areas that potential staff and visitors of the development may consider to be within walking distance, in line with the ‘acceptable’ and ‘preferred maximum’ walking distances for commuting, school and sight-seeing.

Figure 3 – Indicative Walking Isochrones (1km and 2km) [OpenRouteService]



5.2.4 The generated isochrones demonstrate that the site is walkable with the residential areas of Thurlstone, Castle Green, Springvale, and Cubley within 1km walk of the site. The local settlements of Cat Hill and Hoylandswaine are within a 2km walk of the site.

5.2.5 Facilities and amenities within 1km walking distance of the site include:

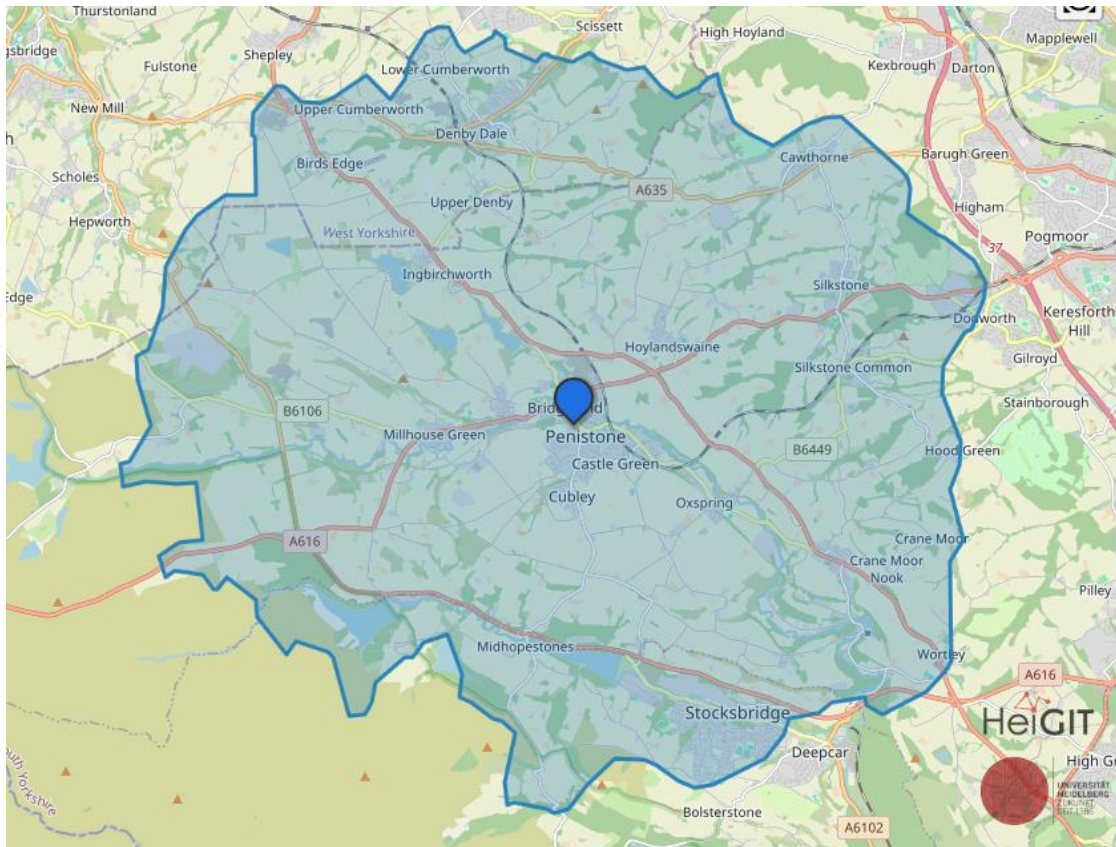
- Tesco Superstore
- Penistone Market
- Penistone Pharmacy
- Penistone Railway Station
- GPs and Dentists
- A variety of bars, restaurants, cafes and shops
- Cinema
- Various service premises including hairdressers, opticians and garages
- Fire station
- Ambulance station

- 5.2.6 All residential areas of Penistone are within a 2km walk of the site, which is the ‘acceptable’ distance for both commuting and sight-seeing.
- 5.2.7 While there is a variety of local facilities and amenities sitting within the ‘acceptable’ distance of 1km, the quality and availability of pedestrian infrastructure must also be considered when determining the site accessibility.
- 5.2.8 St Mary’s Street, Bridge Street and Market Lane all have footways present. St Mary’s Street has pedestrian guard rails present, along the north of the carriageway up to the entrance to the Royal British Legion Club.
- 5.2.9 To allow for easier pedestrian crossing, dropped kerbs with tactile paving are present on both St. Mary’s Street and Market Lane, and dropped kerbs are present at the crossings surrounding the roundabout on the Bridge Street and Stottercliffe Road.
- 5.2.10 The sites northern boundary forms part of the Pennine Way, a coast-to-coast walking route popular with hikers, cyclists and other tourists who visit the area. The <https://www.transpenninetrail.org.uk/> website promotes walking holidays along the route, which positions the site on a popular national trail route.
- 5.2.11 To the east of the site, the Trans Pennine Trail connects the site directly to Penistone Station. To the west the trail continues on towards the Peak District National Park.

5.3 **Accessibility by Cycling**

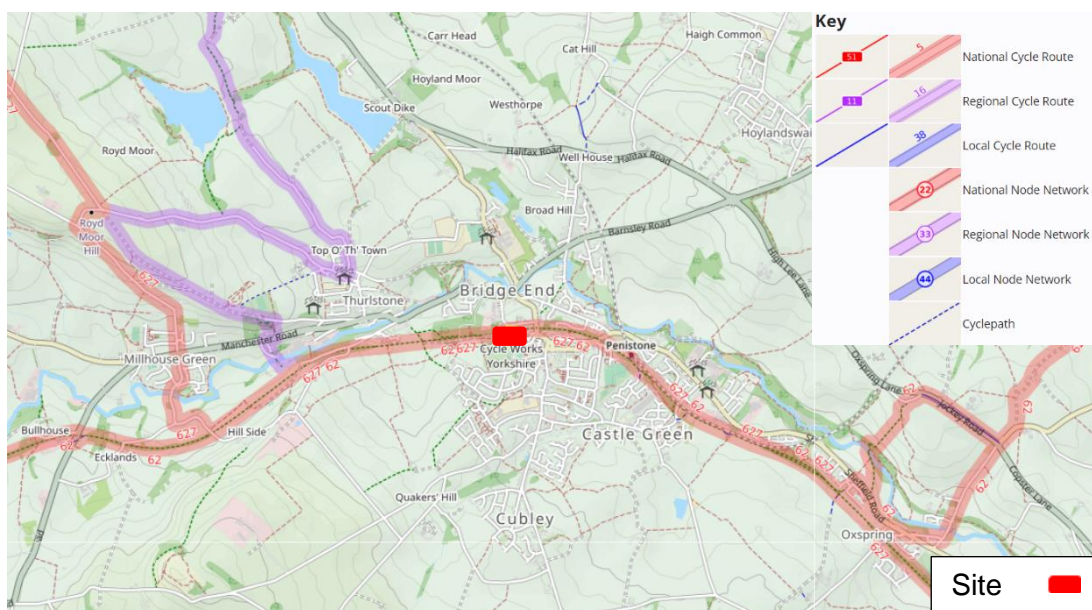
- 5.3.1 As with walking, cycling is an active and sustainable mode of transport that can be used to replace private cars on certain journeys, which reduces congestion and pollution. A bicycle is generally a lot cheaper than a car to purchase and maintain, meaning cycling can also provide social equity benefits, such as allowing people without cars access to destinations they may otherwise be unable to reach.
- 5.3.2 CIHT’s **Planning for Cycling (2014)** states that: *“The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips. Electric bicycles extend the range that can be cycled comfortably, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips.”*
- 5.3.3 A 5-mile (~8km) journey by cycle is considered to be achievable by many people. **Figure 49**, overleaf, identifies destinations that lie within 8km of the site access.

Figure 4 – Indicative Isochrone for Cycling (8km) [OpenRouteService]



- 5.3.4 **Figure 4** shows that much of the local area and neighbouring villages are accessible by cycle including the settlements of Denby Dale, Ingbirchworth, Stocksbridge, Wortley and Silkstone.
- 5.3.5 As with walking, the quality and availability of cycling infrastructure is a key factor when considering accessibility by cycle. **Figure 5**, overleaf, shows a map detailing the cycling infrastructure available near the site.

Figure 5 – Cycle Infrastructure available near site [OpenCycleMap]



5.3.6 Cycle infrastructure is available in the local area with National Cycle Route access to the north of the site, providing access towards the Peak District National Park to the west and the Barnsley and Sheffield to the east. Cycle paths are also present, such as around Penistone Station to east of the site. In terms of road cycling, the roads in the area are generally considered appropriate for cycling.

5.4 Accessibility by Bus.

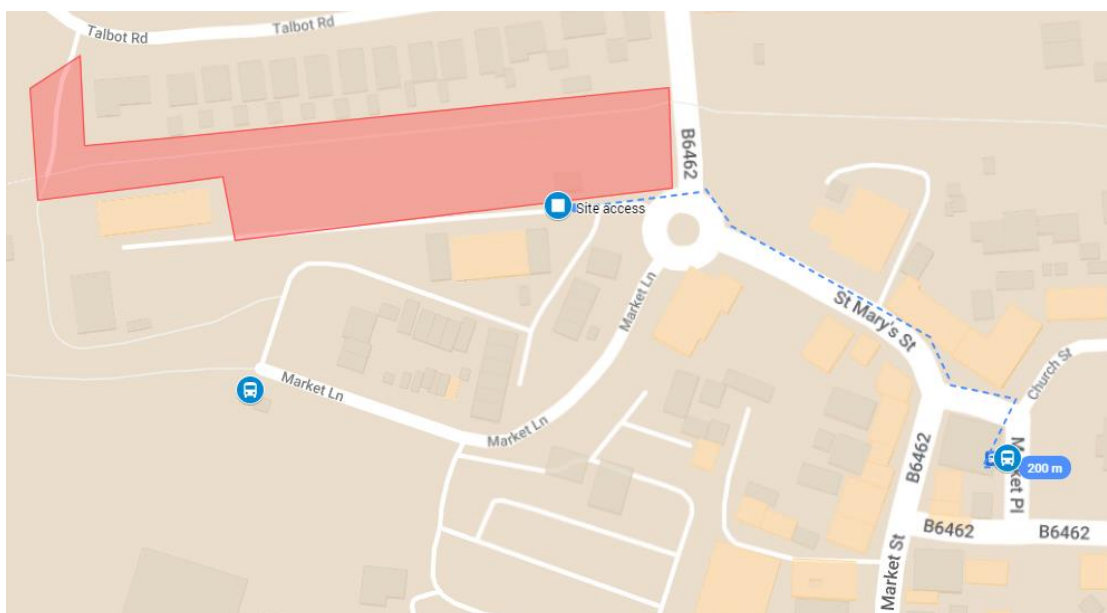
5.4.1 The Buses in Urban Developments Guidance (January 2018), published by CIHT outlines that, “the planning of development sites should consider the walking distance to bus stops and the corresponding bus catchment areas”. The guidance also outlines the recommended maximum walking distance for different situations, which is shown in **Table 6**.

Table 6 – Recommended maximum walking distances to bus stops [CIHT]

Situation	Maximum Walking Distance
Core bus corridors with two or more high-frequency services	500m
Single high frequency routes (every 12 minutes or better)	400m
Less frequent routes	300m
Town/city centres	250m

5.4.2 The nearest bus stops to the site, shown in **Figure 6** overleaf, are on Market Lane at the Tesco Superstore, and on Market Place/ St. Mary’s Street which are both within a 200m walk of the site.

Figure 6 – Location of bus stops nearest to the site [Google MyMaps]



5.4.3 Details of the facilities and services available at the stops are given in **Table 7**.

Table 7 – Nearby bus stop information

Bus Stop Location	Bus Stop Information		
Market Place/ St. Mary's Street, Penistone	Reference	→	37055128
	Direction of travel	→	North
	Distance from site	→	200m
	Facilities	→	Pole with flag, service information
	Services	→	20, 21, 21a, 23, 24, 24a, 25, 25a, 26, 29, 350
Market Lane adj Market Lane/Stottercliffe Road, Penistone	Reference	→	37027559
	Direction of travel	→	East/ West
	Distance from site	→	150m
	Facilities	→	Stop is outside Tesco Entrance
	Services	→	25, 25a, 26

5.4.4 The services through the bus stops are detailed in **Table 8**.

Table 8 - Summary of bus services

Number	Route	Approximate Peak Frequency		
		Mon – Sat Daytime	Mon- Sat Evening	Sunday
20	Millhouse Green - Barnsley Town Centre / Barnsley Town Centre – Millhouse Green	30 minutes	No service	No service

Number	Route	Approximate Peak Frequency		
		Mon – Sat Daytime	Mon- Sat Evening	Sunday
21/ 21a	21 – Market Place at Market Place / St Mary's Street - Barnsley Town Centre 21a – Crow Edge – Barnsley Town Centre / Millhouse Green - Barnsley Town Centre	60 minutes	3 services	1 service every 2 hours
23	Unsliven Road by Unsliven Road/Manchester Road - Millhouse Green	3 services (5 services Saturday)	No Service	No Service
24	Ingbirchworth - Market Place at Market Place/St Mary's Street	1 Service every 2 hours each way	1 service each way	No service
24a	Market Place at Market Place/St Mary's Street - Eldon Street at Barnsley Interchange	No service	2 services each way	1 service every 2 hours
25	Market Place at Market Place/St Mary's Street – Penistone circular	60 minutes	No service	No service
25a	Holmfirth - Market Place at Market Place/St Mary's Street	1 service each way	No service	No service
26	Penistone - Thurgoland	60 minutes	No service	No service
29	Holmfirth - Sheffield Centre	1 service every 3 hours	1 service every 3 hours	1 service every 2 hours
350	Market Place at Market Place/St Mary's Street – Holmfirth / Holmfirth - Market Place at Market Place/St Mary's Street	60 minutes	No service	No service

5.4.5 The site has regular bus services to the local area (10 regular service buses per hour peak daytime frequency), including to Barnsley centre, Sheffield centre and Holmfirth where further connections by bus and rail can be made. Services are still present into the evening and on Sundays which may be appropriate for staff commuting to the site, or people visiting for leisure purposes.

5.5 Accessibility by rail

5.5.1 The local train station is Penistone station which is on the Penistone Line, which connects Huddersfield with Sheffield via Barnsley. The station is approx. 700m from the site. The station can be accessed a number of ways: a 10-minute walk or 4-minute cycle along the Pennine Way, an 8-minute bus journey (every 60 minutes), or a 2-minute drive in a car.

5.5.2 The station is a Category B accessible station, with a degree of step free access to all platforms. Level access to the Huddersfield platform. Access to the Sheffield platform is via barrow crossing. It is unstaffed however there is a 24-hour helpline in operation. There are 16 sheltered bicycle stands available with CCTV in operation.

5.5.3 Penistone station has hourly trains to Huddersfield via Honley, and Sheffield via Barnsley. This provides further options for commuters to site. Further connections can be made Sheffield, Huddersfield, and Barnsley. Rail travel from these stations include links to Leeds, Manchester, Bradford, Nottingham, Derby, London, Liverpool and Edinburgh.

5.5.4 The site is considered to be well placed for rail transport due to the hourly service into Barnsley, Sheffield and Huddersfield.

5.6 *Accessibility Summary*

5.6.1 The site is considered to have good sustainable transport links. The whole of Penistone sits within 2km of the site, which is considered to be the preferred maximum walking distance when travelling for commuting, school, or sight-seeing. Large parts of Penistone are within 1km of the site.

5.6.2 Access to National Cycle Routes exist to the north of the site and cycle paths are also present close by. The roads in the local area are also generally considered acceptable for cycling. The Pennine Way coast-to-coast route passes through the site, and will be a pull factor to tourism and those travelling to the site for leisure purposes.

5.6.3 The site is served well by bus, with a peak service rate of 10 buses per hour. Regular services to Barnsley centre are also available, including in the evening which may be suitable for those commuting for work, or accessing the site for leisure.

5.6.4 Rail travel is also possible with regular services to Huddersfield, Barnsley and Sheffield, where connecting journeys can be made.

6. Measures to Promote Sustainable Travel

6.1 Provision of Travel Information

6.1.1 All staff and visitors to the site will be made aware of both the opportunities that will be available for sustainable travel, and of the travel plan measures, by providing staff and visitors with a travel information pack. These will be provided at the point of occupation and re-occupation to ensure that staff and visitors will be aware of the availability and benefits of sustainable transport at the point of occupation.

6.1.2 Public transport information is available on the following websites:

- <https://www.barnsley.gov.uk/services/roads-travel-and-parking/public-transport/>
- <https://www.travelsouthyorkshire.com/>
- <https://www.southpenninect.co.uk/>
- <https://www.northernrailway.co.uk/stations/penistone>

6.1.3 Details of travel information, including walking, cycling, public transport routes and services will be included on notice boards within the communal areas of the units used by staff and visitors. Travel information will be included on any website to promote the individual organisations occupying the various units on the site. The Travel Plan Co-ordinator and Travel Plan Representatives will be responsible for updating this information.

6.2 Measures to Promote Walking

6.2.1 The Travel Plan Representatives will promote the benefits of walking for general health and wellbeing to staff and visitors. Taking a brisk, 10-minute walk every day has lots of health benefits and counts towards the recommended 150 minutes of weekly exercise. Regular brisk walking can:

- Help to maintain a healthy weight;
- Prevent or manage health conditions;
- Strengthen bones and muscles;
- Improve your mood
- Improve balance and coordination

6.2.2 Further details on the benefits of walking can be found at <https://www.nhs.uk/live-well/exercise/running-and-aerobic-exercises/walking-for-health/>

6.2.3 Information on walking routes around the local area can be found at:

- <https://www.barnsley.gov.uk/services/sport-and-leisure/walking-in-barnsley/>
- <https://visitpenistone.co.uk/walks/walks.html>

6.2.4 The Travel Plan Representatives will promote the '[WalkBuddy](#)' app, which offers journey matching services for those who may feel vulnerable travelling alone or simply prefer travelling with company.

6.2.5 The Travel Plan Co-ordinator will regularly review the level of staff and visitors walking to the site and consult with Travel Plan Representatives to establish measures to encourage walking as a sustainable mode of transport.

6.3 Measures to Promote Cycling

6.3.1 The Travel Plan Representatives will promote health events such as 'National Bike Week' and 'Cycle to Work Day' to staff and visitors, as well as environmental, health and wellbeing benefits associated with cycling.

6.3.2 The Travel Plan Co-ordinator will consult with the Highways Authority regarding any defects on the network, and any areas that could be improved.

6.3.3 The Travel Plan Representatives will regularly review the level of staff and visitors cycling to the site and consult with them and the Travel Plan Coordinator to establish measures to encourage cycling as a sustainable mode of transport.

6.3.4 The Travel Plan Co-ordinator will ensure that a 'spares and tools' box for unexpected repairs for cyclists is available and maintained at the site.

6.3.5 The Travel Plan Co-ordinator will investigate the potential to set up a '[Cycling Buddy](#)' scheme which offers a journey matching service, for those who do not wish to travel alone.

6.3.6 The Travel Plan Co-ordinator will investigate forming a [Bicycle Users Group \(BUG\)](#) to encourage cycling and organise promotional events.

6.3.7 The governmental Cycle to Work Scheme is a salary sacrifice scheme where an employee gives up part of their pre-tax salary to hire a cycle at reduced cost. Interest-free loans for cycle equipment purchase are also available as part of this scheme. Travel Plan Representatives will be required to explore the feasibility of such a scheme for their organisation. Staff will be encouraged to research whether their employer is a part of this scheme. Further details of the cycle to work scheme can be found at: <https://www.gov.uk/government/publications/cycle-to-work-scheme-implementation-guidance>

6.3.8 Cycling journey planners will be promoted to staff such as CycleStreets (<https://www.cyclestreets.net>).

6.3.9 Information on cycle routes is also provided by Barnsley Council and Visit Penistone at:

→ <https://www.barnsley.gov.uk/whats-your-move/find-your-move/cycling/>

→ https://visitpenistone.co.uk/see_and_do_sport/cycling.html

6.4 Measures to Promote Travel by Bus

- 6.4.1 Information on the facilities available in the vicinity of the site will be included in the travel information pack, on the unit's information board and units' and site's websites. Links to applicable websites will also be included. Information will include locations of nearest stops and stations, routes and sources of further information, including operators' websites and apps.
- 6.4.2 The Travel Plan Representatives will provide staff and visitors with information about bus travel including destinations, service frequencies and the locations of the nearest bus stops to the site.
- 6.4.3 The Travel Plan Representatives will advise staff and visitors that information is available via the internet and up to date bus timetables can be found at <https://www.travelsouthyorkshire.com/> and <https://www.southpenninect.co.uk/BusServices> with journey planners available at <https://www.traveline.info/>.
- 6.4.4 The Travel Plan Representatives will promote bus travel to staff and visitors. Details of different bus tickets on offer are available at: <https://www.barnsley.gov.uk/services/roads-travel-and-parking/public-transport/> or <https://www.travelsouthyorkshire.com/en-gb/ticketsandpasses>.

6.5 Measures to Promote Travel by Train

- 6.5.1 Information on the facilities available in the vicinity of the site will be included in the travel information pack, on the information boards and websites. Links to applicable websites will also be included. Information will include the location of nearest train station, and sources of further information, including operators' websites and apps.
- 6.5.2 The Travel Plan Representatives will provide staff and visitors with information about rail travel including destinations, service frequencies and how to access Penistone Station from the site.
- 6.5.3 The Travel Plan Representatives will advise staff and visitors that information is available via the internet and up to date rail timetables can be found at <https://www.northernrailway.co.uk/stations/penistone> or <https://www.nationalrail.co.uk/>.
- 6.5.4 The Travel Plan Representatives will promote the Railcard scheme to staff and visitors which, for qualifying demographics, for £30 per year gives a 1/3 discount on rail fares. Travelers aged 16-17 are also eligible for the 16- 17 Saver Railcard, which for the same £30 fee allows 50% off Anytime, Off-Peak, Advance and Season tickets. More information can be found at <https://www.railcard.co.uk/>.

6.5.5 Taxi and Private Hire services are useful for staff and visitors that do not have access to a car. Uber is available in Penistone, which can pick staff and visitors up any location. Information on Uber can be found at: <https://www.uber.com>.

6.6 Car Sharing

6.6.1 The Travel Plan Co-ordinator, with support of the Travel Plan Representatives, will ensure Car Share schemes will be promoted to encourage car sharing when car use is required by staff working across the site. Details can be found at <https://www.liftshare.com/uk>.

6.6.2 Car Share schemes:

- Provide a cheap way to get around
- Reduce traffic and congestion
- Reduce harmful pollutants such as CO2
- Improve air quality
- Reduce parking demand
- Create opportunities for businesses and the local community to work together
- Create opportunities to meet other people from the local area
- Improve relations with the local community

6.6.3 The Travel Plan Representatives will promote car sharing to staff.

6.6.4 The Travel Plan Co-ordinator will match individuals who express an interest in car sharing and travel from similar destinations.

6.6.5 The Travel Plan Representatives will ensure that alternative transport arrangements can be made if a pre-arranged ride home has to be changed or cancelled.

6.7 Reducing the Need to Travel to Site

6.7.1 The Travel Plan Co-ordinator will work with the Travel Plan Representatives to provide incentives for staff to stay on site in during the working day to reduce the number of trips to and from the site.

6.7.2 The Travel Plan Co-ordinator will discuss the possibility of remote working with the Travel Plan Representatives where suitable, to reduce the need to commute to the site.

7. Travel Plan Roles and Responsibilities

- 7.1 It is the responsibility of Sanderson Associates to provide Fairfield Business Park Ltd. and/or Fairbank Investments Ltd with a copy of the approved travel plan. It is the responsibility of Fairfield Business Park Ltd. and/or Fairbank Investments Ltd (or nominated agent) to make Travel Plan Representatives, staff and visitors fully aware of obligations relating to the travel plan and travel plan measures.
- 7.2 It is generally accepted that the success of a travel plan relies heavily on the appointment of a Travel Plan Co-ordinator whose duties would normally include liaison with Travel Plan Representatives and stakeholders including the Local Authority and Local Transport Operators.
- 7.3 It is also accepted that the success of a travel plan, on a site such as this, is also dependent on the appointment of Travel Plan Representatives for each separate business unit, who will be responsible for liaising with their staff and visitors, including customers if applicable.
- 7.4 Fairfield Business Park Ltd. and/or Fairbank Investments Ltd is responsible for appointing the Travel Plan Co-ordinator. The TPC will be funded by Fairfield Business Park Ltd. and/or Fairbank Investments Ltd (or nominated agent) and retained for a minimum of 5 years following site occupation. As soon as the appointment is made, details of the TPC will be forwarded to Barnsley Council.
- 7.5 The Travel Plan Co-ordinator will be in post prior to the development becoming first occupied, to ensure that sustainable travel information and travel plan requirements are communicated to Travel Plan Representatives at the outset. The Travel Plan Co-ordinator will be funded by the developer and retained for a minimum of 5 years following occupation.
- 7.6 The Travel Plan Co-ordinator will subsequently appoint a Travel Plan Representative for each unit, which will typically be a senior member of staff for that organisation. The TPR will ensure that sustainable travel information and travel plan requirements are communicated to staff and visitors to their unit at the outset.
- 7.7 The role of the Travel Plan Co-ordinator and Travel Plan Representatives include, but is not limited to:
- Leading on the delivery of the travel plan;
 - Representing the 'human face' of the travel plan – explaining its purpose and the opportunities on offer. The co-ordinator will also play a central role in liaison with staff and visitors, and Barnsley Council. Promoting the individual measures in the travel plan;
 - Liaising with public transport operators – it is helpful if coordinators initiate contact early on to enable bus and train operators to brief them about services and fares. At a later point, the co-ordinator can also feedback staff's and visitors' opinions to the operators;
 - Ensuring the approved travel plan and its component parts are being actioned;
 - Monitoring the travel plan implementation;
 - Taking a key role in review of the travel plan.

7.8 **Table 9** provides an overview of a Travel Plan Co-ordinator's and a Travel Plan Representative's responsibilities.

Table 9 – Travel Plan Coordinator and Travel Plan Representative Responsibilities

Role	Responsibility	
Travel Plan Co-ordinator	1	Liaise with the Council and other relevant bodies as necessary on a regular basis.
	2	Decide on most appropriate Travel Plan measures to meet the Travel Plan targets and discuss measures with the Council and other relevant bodies as necessary.
	3	Access funding for each suggested measure through liaison with the council.
	4	Provide Travel Plan Representatives with (or access to) travel information packs containing information on public transport and sustainable transport links to the site.
	5	Provide Travel Plan Representatives with a travel survey questionnaire to be completed upon first occupation.
	6	Co-ordinate an annual travel survey following the anniversary of the initial travel survey. Review the Travel Plan. The results should be collated and provided to the Council within 3 months of the completion of the surveys.
	7	Produce an annual Action Plan detailing measures to be undertaken for each 12-month period over the life span of the Travel Plan. The measures should be designed to meet with the travel plan targets and should consider the results of the travel surveys. In the event that all targets are met no annual action plan will be required.
Travel Plan Representative	1	Liaise with the Travel Plan Co-ordinator, staff, and visitors to their unit, as necessary on a regular basis.
	2	Decide on most appropriate Travel Plan measures to meet the Travel Plan targets and discuss measures with the TPC, staff and visitors as necessary.
	3	Ensure funding available is utilised as dictated by the TPC

	4	Provide all staff and visitors with (or access to) travel information packs containing information on public transport and sustainable transport links to the site.
	5	Provide staff and visitors with the travel survey questionnaire to be completed upon first occupation.
	6	Co-ordinate an annual travel survey for their organisation, ensuring all staff and a good proportion of visitors complete it in a timely manner. Review the Travel Plan with the TPC and other TPRs.
	7	Incorporate any Action Plan detailing measures to be undertaken for each 12-month period over the life span of the Travel Plan. Take active steps to ensure any measures detailed in an Action Plan are prioritised within their organisation.

7.9 **Table 10** provides a summary of travel plan measures and timescales.

Table 10 – Measures, Timescales and Responsibilities

Measures	Timescales	Responsibility
Appoint a Travel Plan Coordinator	Prior to first occupation	Fairfield Business Park Ltd. and/or Fairbank Investments Ltd.
Produce a Travel Information Pack	Prior to occupation of units	Travel Plan Co-ordinator
Distribute Travel Information Pack to staff and visitors	At the point of occupation	Travel Plan Representatives
Provide staff and visitors with a Travel Survey	Upon first occupation	Travel Plan Representatives
Supply results of the Travel Survey to Barnsley Council	Within 3 months of undertaking the questionnaire	Travel Plan Co-ordinator
Measures and Incentives to be agreed with the Council	Annually	Travel Plan Co-ordinator
Review the Travel Plan and monitoring	Annually on the anniversary of the first occupation	Travel Plan Co-ordinator and Travel Plan Representatives
Supply travel survey results and review to Barnsley Council	Within 3 months of undertaking the review	Travel Plan Co-ordinator
Update to the Travel Information Pack and travel survey	Annually	Travel Plan Co-ordinator and Travel Plan Representatives

8. Marketing and Communication Strategy

- 8.1 All staff and visitors will be made aware of both the opportunities that will be available for alternative sustainable travel, and of the Travel Plan measures, by providing all staff and visitors with access to a travel information pack. These will be provided prior to occupation and re-occupation to ensure that all staff and visitors will be aware of the availability and benefits of sustainable transport at the point of occupation. Following occupation there will be further marketing of the travel plan and sustainable travel options throughout the year. All such information will also be available on the site and individual unit's websites.
- 8.2 All staff and visitors will be encouraged to access the site via sustainable transport. Information on sustainable travel will be included on any website relating to the site.
- 8.3 A "mail shot" will be produced by the Travel Plan Co-ordinator each year, and distributed by the Travel Plan Representatives, which will include the latest information on walking, cycling, bus and train arrangements.
- 8.4 The development will provide notice boards located within the communal areas of the units used by staff and visitors which will include up to date sustainable travel information. This information will be kept up to date by the Travel Plan Co-ordinator and the Travel Plan Representatives.
- 8.5 The Travel Plan Co-ordinators contact information including a telephone number and email address will be included within the travel information pack to allow Travel Plan Co-ordinators, staff and visitors to contact the Travel Plan Co-ordinator.

9. Enforcement and Monitoring

- 9.1 The travel plan shall be monitored and reviewed annually. A written analysis of each review by the Travel Plan Co-ordinator shall be provided to the Council, this will include a monitoring report which includes all the survey data, any proposed revisions to the travel plan and the annual action plan for the next 12 months, for a minimum of 5 years following first occupation.
- 9.2 Each review shall include a resurvey of travel patterns of staff and visitors by undertaking a travel questionnaire conducted by the Travel Plan Representatives with a minimum response target of 25%. To assist in maximising the number of responses there will be prize incentives offered for completing the survey.
- 9.3 A written analysis of each review shall be provided to the Local Authority as part of the annual review. The travel survey will include details of the monitoring process undertaken. The report will reference any outside influences which could affect travel modal choice, such as changes to bus/train services.
- 9.4 The Travel Plan Co-ordinator will work alongside Barnsley Council to consider the annual report, to consider and agree any changes necessary, and to sign it off.
- 9.5 If the targets identified are not met then an Action Plan will be developed by the Travel Plan Co-ordinator and Travel Plan Representatives in partnership with Barnsley Council. The Action Plan will contain a programme of proportionate measures, designed to help achieve the sustainable travel targets. It will clearly set out the tasks involved, the person(s) responsible, and dates by which the measures will be achieved.

10. Summary

- 10.1 This Framework Travel Plan sets out the sustainable travel credentials of the site and detailed measures designed to encourage employees and visitors of the development to maximise sustainable travel choices and to reduce the number of the single occupancy vehicle journeys.
- 10.2 This Framework Travel Plan includes reference to compliance and enforcement of the Travel Plan and to the required monitoring, review and reporting.
- 10.3 It is considered that these measures will help to reduce the reliance on the private car, particularly single-person trips. In turn, the numbers of trips by other modes of transport should increase thereby contributing to an improvement in both the operation of the local highway network and for the general environment.
- 10.4 Fairfield Business Park Ltd. and Fairbank Investments Ltd are committed to encouraging positive changes to the modal choice of transport used in connection with this development. These measures will help the viability and attractiveness of the overall site to the benefit of all occupiers.
- 10.5 This Framework Travel Plan will be continually reviewed and further developed in conjunction with the Council and other relevant bodies once the development is occupied and specific travel needs are identified.



Appendix A

Proposed Site Layout Plans



P02 PLANNING ISSUE JW	25/02/2025
P01 TREES ADDED FOLLOWING ECOLOGY REVIEW JW	28/01/2025
- DRAWING ISSUE AXIS	24/01/2025
FILE: X:\27845_CoalDrops\Drawing\CAD	Last Printed
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Coal Drops
 Land at St Mary's Street
 Penistone
 Fairbank Investments Ltd

Proposed Site Plan

A1 Scale	A3 Scale	Date	Drawn By	REVISION
1:200	1:400	JAN 2025	A X I S	

Drawing Number
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