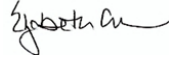
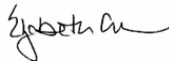


**High Street, Great Houghton  
Proposed Residential Development  
Travel Plan**

**May 2022 (Post Planning Issue)**

**Prepared on behalf of  
Harron Homes Limited**

# Quality Management

| High Street, Great Houghton - Travel Plan<br>Project No: 21069-P1 |                                                                                                      |                                |                                                                                    |                   |
|-------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|--------------------------------|------------------------------------------------------------------------------------|-------------------|
| <b>File reference</b>                                             | O:\High Street, Great Houghton\TEXT\REPORTS\220512 High Street, Great Houghton_Travel Plan_Rev2.docx |                                |                                                                                    |                   |
| <b>Issue/revision</b>                                             | <b>Initial Issue</b>                                                                                 | <b>Revision 1</b>              | <b>Revision 2</b>                                                                  | <b>Revision 3</b> |
| <b>Remarks</b>                                                    | Draft                                                                                                | Planning Issue                 | Post Planning Issue                                                                |                   |
| <b>Date</b>                                                       | 12 <sup>th</sup> July 2021                                                                           | 18 <sup>th</sup> November 2021 | 12 <sup>th</sup> May 2022                                                          |                   |
| <b>Prepared by</b>                                                | M S Poulter                                                                                          | M S Poulter                    | E A Green                                                                          |                   |
| <b>Signature</b>                                                  |                                                                                                      |                                |  |                   |
| <b>Checked by</b>                                                 | E A Green                                                                                            | E A Green                      | C J Fish                                                                           |                   |
| <b>Signature</b>                                                  |                                                                                                      |                                |  |                   |
| <b>Authorised by</b>                                              | E A Green                                                                                            | E A Green                      | E A Green                                                                          |                   |
| <b>Signature</b>                                                  |                                                                                                      |                                |  |                   |

This document has been prepared for the exclusive use of the Client and unless otherwise agreed in writing by them or by Optima Highways and Transportation Ltd, no other party may use, make use of or rely on the contents of this document. This document cannot be assigned or transferred to any third party without the express written agreement of both Optima Highways and Transportation Ltd and the Client.



## Content page

|                                     |    |
|-------------------------------------|----|
| 1. Introduction .....               | 1  |
| 2. The Proposed Development .....   | 2  |
| 3. Objectives and Targets .....     | 2  |
| 4. Roles and Responsibilities ..... | 6  |
| 5. Monitoring and Review .....      | 7  |
| 6. Walking .....                    | 9  |
| 7. Cycling .....                    | 12 |
| 8. Public Transport.....            | 15 |
| 9. Other Measures .....             | 17 |
| 10. Action Plan .....               | 19 |

### IMAGES

|                                                             |    |
|-------------------------------------------------------------|----|
| Image 3.1 Barnsley 020 MSOA .....                           | 5  |
| Image 6.1 Public Right of Way Map Extract .....             | 9  |
| Image 6.2 Pedestrian Accessibility .....                    | 10 |
| Image 7.1 Extract from the Barnsley Cycle Network Map ..... | 12 |
| Image 7.2 Cycle Accessibility Plan .....                    | 13 |

### TABLES

|                                                                                       |    |
|---------------------------------------------------------------------------------------|----|
| Table 3.1 Method of Travel to Work – Barnsley 020 MSOA .....                          | 5  |
| Table 4.1 Travel Plan Measure 1 – Appoint Travel Plan Co-ordinator .....              | 6  |
| Table 5.1 Travel Plan Measure 2 – Undertake Travel Surveys .....                      | 7  |
| Table 5.2 Travel Plan Measure 3 – Monitoring & Review .....                           | 8  |
| Table 6.1 Travel Plan Measure 4a – Travel Information Leaflet (Pedestrians) .....     | 11 |
| Table 6.2 Useful Links – Walking .....                                                | 11 |
| Table 7.1 Travel Plan Measure 4b - Travel Information Leaflet (Cycling) .....         | 14 |
| Table 7.2 Travel Plan Measure 5 – Cycle Storage .....                                 | 14 |
| Table 7.3 Useful Links – Cycling .....                                                | 14 |
| Table 8.1 Bus Services at High Street/Crabtree Drive Stop.....                        | 15 |
| Table 8.2 Rail Service Summary .....                                                  | 16 |
| Table 8.3 Travel Plan Measure 4c – Travel Information Leaflet (Public Transport)..... | 16 |
| Table 8.4 Useful Links – Public Transport .....                                       | 16 |
| Table 9.1 Travel Plan Measure 6 – Car Share.....                                      | 17 |
| Table 9.2 Travel Plan Measure 7 – Car Club.....                                       | 17 |
| Table 9.3 Travel Plan Measure 8 – Encourage Use of Electric Vehicles .....            | 17 |
| Table 10.1 Initial Action Plan .....                                                  | 19 |



## **FIGURES**

Figure 1 Site Location Plan – Local

Figure 2 Site Location Plan – Strategic

Figure 3 Pedestrian Accessibility Plan

Figure 4 Cycle Accessibility Plan

## **APPENDICES**

Appendix A Harron Homes Proposed Site Layout



# 1. Introduction

## 1.1 BACKGROUND

1.1.1 A Travel Plan (TP) is a package of measures tailored to the needs of individual developments, 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, whilst also achieving a number of other benefits for residents and visitors.

1.1.2 This Travel Plan has been prepared to accompany a planning application for a proposed residential development located to the east of B6273 High Street in Great Houghton.

1.1.3 The location of the development off High Street, Great Houghton in a local and more strategic setting is shown in Figures 1 and 2.

## 1.2 SCOPE

1.2.1 This Travel Plan has been prepared in accordance with the Ministry of Housing, Communities & Local Government document 'Travel Plans, Transport Assessments and Statements', 6<sup>th</sup> March 2014, and other appropriate local guidance including the Barnsley Local Plan Supplementary Planning Document 'Sustainable Travel', adopted November 2019.

1.2.2 This document provides details of the measures to be incorporated into the overall design of the development and outlines the obligations on the developer to encourage residents to use sustainable modes of transport along with a range of initiatives to be adopted to encourage the use of sustainable modes.

1.2.3 Following the introduction, this TP contains the following:

- Chapter 2 – summarises the development and describes the Site;
- Chapter 3 – defines the Travel Plan objectives and targets;
- Chapter 4 – describes the Travel Plan Coordinator role;
- Chapter 5 – sets out the monitoring and review process;
- Chapter 6 – describes the walking facilities, accessibility and measures;
- Chapter 7 – describes the cycling facilities, accessibility and measures;
- Chapter 8 – describes the public transport facilities, accessibility and measures;
- Chapter 9 – details all other Travel Plan measures; and
- Chapter 10 – contains an Action Plan.



## 2. The Proposed Development

### 2.1 DEVELOPMENT PROPOSALS

2.1.1 The proposed development is shown on Harron Homes Proposed Site Layout, drawing number 563-PL-01 Rev R, a copy of which contained in Appendix A. The proposals can be summarised as follows:

- 87 residential units – a mix of 22 two bed, 39 three bed and 26 four bed; 78 units will be open market and 9 will be affordable;
- Vehicular access from High Street; and
- Associated Parking, Landscaping and Infrastructure Works.

2.1.2 There will be a pedestrian link out of the development to the north to link into the existing PROW network.

### 2.2 VEHICULAR ACCESS

2.2.1 The main vehicular access into the Site will be via a simple priority junction on to High Street. A small number of dwellings will be served from private drives directly off High Street, one private drive to either side of the main access. The layout of the proposed access is indicated on the Harron Homes Proposed Site Layout.

2.2.2 The length of the visibility splays at the proposed access have been informed by the results of the radar speed survey. The 85<sup>th</sup> percentile wet weather values that have been calculated from the results of the speed survey are as follows:

- High Street (Northbound) – 32.5 mph; and
- High Street (Southbound) – 35.1 mph.

2.2.3 In accordance with Table 7.1 of Manual for Streets (MfS) which is referenced in the South Yorkshire Residential Design Guide (SYRDG), visibility splays of 2.4m x 56m are provided. Similar provision will be available at each of the private drive accesses.

### 2.3 INTERNAL LAYOUT AND SERVICING

2.3.1 Within the development there will be network of residential streets with the main spine street having a footway to both sides. Parts of the development are served from a shared surface streets and some properties will be served from shared private drives.

2.3.2 Appropriate forward visibility is available around bends in the street network with 2.4m x 25m visibility splays being provided at junctions of the lower order streets that serve the northern and southern parts of the development on to the main street.

2.3.3 Appropriate turning facilities are provided to allow the development to be serviced by the refuse collection vehicle and delivery vehicles.

### 2.4 PARKING PROVISION

2.4.1 BMBC has produced a Supplementary Planning Document (SPD) on 'Parking' which was adopted in November 2019 to support its emerging Local Plan. Table 1 of the Parking SPD sets out parking standards for broad categories of development and for C3 Dwelling Houses Borough wide (excluding Barnsley Urban) the maximum number of spaces allowed are 1 space for dwellings with 1 or 2 bedrooms and 2 spaces for dwellings with 3 or more bedrooms.



2.4.2 Table 1 of the Parking SPD also requires 1 visitor space per 4 dwellings subject to layout with flexibility for visitor parking being considered on a site by site basis.

2.4.3 The Parking SPD refers to the Sustainable Travel SPD in relation to the requirement for electric vehicle charging points (EVCPs) and the requirement for residential development is 1 charging point per dwelling with dedicated parking or 1 charging point per 10 spaces where parking is unallocated.

2.4.4 The SPD also refers to the South Yorkshire Residential Design Guide (SYRDG) for advice on the design of residential car parking and garages and states that developments will be expected to meet the standards for parking design set out in the SYRDG considering cycle, motorcycle and car parking as an integral part of the design of residential development.

2.4.5 Parking at the proposed development is in line with BMBC's standards and is provided as a mix of off-road parking spaces, driveways and garages. Visitor parking is provided on-street and this can be accommodated whilst allowing satisfactory servicing of the development by the standard refuse vehicle.



## 3. Objectives and Targets

### 3.1 TRAVEL PLAN OBJECTIVES

3.1.1 This Travel Plan shall, by containing appropriate measures, help to improve the environment by seeking to reduce the number of trips made to and from the development by the private car. All residents shall be made aware of the measures included within the Travel Plan in order that positive benefits can be delivered, and the number of trips undertaken by public transport, walking or cycling are increased.

3.1.2 The overall objectives of the Travel Plan for the development are:

- Promoting walking, cycling and public transport as the primary modes of travel;
- To deliver mode shift from car journeys to alternative modes including multi-occupancy vehicle trips;
- To reduce vehicle emissions through the take up of alternative transport modes; and
- To deliver education and promotion of walking and cycling as options for a healthier lifestyle.

### 3.2 TRAVEL PLAN BENEFITS

3.2.1 The wider benefits of implementing a Travel Plan and promoting active travel are as follows:

- A general improvement in the health of the community brought about through reduced air pollution and harmful emissions from a reduction in car travel and through the promotion of healthier activities such as walking and cycling;
- An improvement in accessibility and reduction in social exclusion as a result of facilitating the use of public transport, cycling and walking for those households that have no regular access to a private vehicle;
- Ensuring the viability of public transport for those who need it; and
- Assisting in reducing the adverse impact of transport on climate change as well as providing a local air quality improvement.

### 3.3 TRAVEL PLAN TARGETS

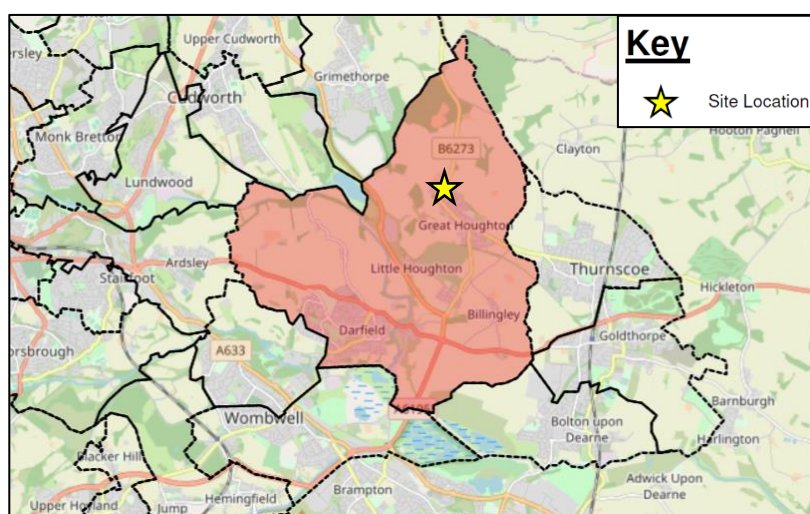
3.3.1 Overarching targets are to be set once baseline travel surveys have been carried out (as described within Chapter 5). Targets set for the Travel Plan will need to be 'SMART' i.e. they must be:

- **S**ite-specific;
- **M**easurable;
- **A**chievable;
- **R**ealistic; and
- **T**ime related.

3.3.2 National Statistics census data (Dataset WU03EW – Location of usual residence and place of work by method of travel to work (MSOA level)) provides an indication of existing journey to work mode split data for Barnsley 020 Mid Layer Super Output Area (MSOA) within which the Site is situated. Barnsley 020 MSA is shown in Image 3.1.



Image 3.1 Barnsley 020 MSOA

Source: [www.nomisweb.co.uk/](http://www.nomisweb.co.uk/)

3.3.3 Journey to work mode split data has been obtained for the Barnsley 020 MSOA and is summarised in Table 3.1.

Table 3.1 Method of Travel to Work – Barnsley 020 MSOA

| Method of Travel to Work     | Total Residents in MSOA | Percentage    |
|------------------------------|-------------------------|---------------|
| Train (Tram / Underground)   | 48                      | 1.4%          |
| Bus, Minibus or Coach        | 228                     | 6.4%          |
| Taxi                         | 12                      | 0.3%          |
| Motorcycle, Scooter or Moped | 26                      | 0.7%          |
| Driving a Car or Van         | 2656                    | 74.7%         |
| Passenger in a Car or Van    | 296                     | 8.3%          |
| Bicycle                      | 18                      | 0.5%          |
| On Foot                      | 263                     | 7.4%          |
| Other                        | 7                       | 0.2%          |
| <b>Total</b>                 | <b>3554</b>             | <b>100.0%</b> |

3.3.4 The 2011 Census mode split indicates that 74.7% residents in the Barnsley 020 MSOA drive in a car or van for their journey to work with 8.3% being a passenger in a car or van. Assuming on average 1.2 passengers per vehicle this equates to 67.8% single occupancy cars and vans.

3.3.5 The initial targets are set out below and these are to be met within 5 years from first occupation:

- 5% reduction in 67.8% driving a car without any passengers = **68.2%**;
- 50% increase in cycling trips = **0.75%**
- For any school trips, the target is for a maximum of **20%** of school children to be taken to school by car where that is the sole purpose of the journey.

3.3.6 These targets will be reviewed, expanded and confirmed within 3 months following the initial travel survey. These or other targets set shall not be omitted or changed by the Travel Plan Co-ordinator without prior consultation with Barnsley Metropolitan Borough Council (BMBC).



## 4. Roles and Responsibilities

### 4.1 INTRODUCTION

4.1.1 An important aspect of a successful TP is the allocation of sufficient time and 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.

### 4.2 TRAVEL PLAN CO-ORDINATOR

4.2.1 Harron Homes Limited will appoint a Travel Plan Co-ordinator (TPC) prior to first occupation of the development. Once appointed the TPC will inform BMBC of the date that this work commenced and provide a contact name and details.

4.2.2 The duties of the Travel Plan Co-ordinator will include:

- Implementation of the Travel Plan;
- Acting as a single point of contact across the development for all transport, access and travel related issues;
- Obtaining and providing residents/visitors with up to date details of information relating to access to the development via sustainable modes; and
- Liaison with BMBC and other key stakeholders such as South Yorkshire Passenger Transport Executive and public transport operators.

**Table 4.1 Travel Plan Measure 1 – Appoint Travel Plan Co-ordinator**

| Travel Plan Measure – TPM1 |                                                                        |
|----------------------------|------------------------------------------------------------------------|
| <b>Summary</b>             | Appoint a Travel Plan Coordinator.                                     |
| <b>Guideline Timescale</b> | 6 months prior to 1 <sup>st</sup> occupation and retained for 5 years. |
| <b>Notes</b>               | To implement, oversee and manage the Travel Plan.                      |
| <b>Responsibility</b>      | Harron Homes Limited                                                   |



## 5. Monitoring and Review

### 5.1 INTRODUCTION

5.1.1 A successful Travel Plan must have an appropriate monitoring and review programme that measures success (and failure) and reinvigorates the process where necessary.

### 5.2 TRAVEL SURVEY

5.2.1 A critical element of the information gathering exercise for the Travel Plan is to carry out a questionnaire survey of residents. This will provide details of individual circumstances, travel patterns and preferences etc. The survey also increases awareness of travel issues.

5.2.2 A travel survey of residents will take place when 50% of the development is occupied. The results of the survey will be provided to BMBC within 3 months of the survey taking place and will be compared against the interim targets set out within Chapter 3.

5.2.3 A minimum response rate of 35% will be targeted. If this target is not met, a prize draw will be introduced to increase the response rate.

5.2.4 The survey will be undertaken using an online questionnaire software such as 'SurveyMonkey' with a QR code provided to residents by means of a targeted flyer delivered to every occupied property.

**Table 5.1 Travel Plan Measure 2 – Undertake Travel Surveys**

| Travel Plan Measure – TPM2 |                                                                             |
|----------------------------|-----------------------------------------------------------------------------|
| <b>Summary</b>             | Undertake a travel survey to provide a baseline and inform initial targets. |
| <b>Guideline Timescale</b> | 50% occupation.                                                             |
| <b>Notes</b>               | To record travel patterns and inform targets.                               |
| <b>Responsibility</b>      | Travel Plan Coordinator.                                                    |

### 5.3 MONITORING AND ANNUAL REVIEW

5.3.1 The Travel Plan will be monitored on an annual basis during the appointment of the TPC, which will include a full survey of all residents. Within 3 months of the annual review the TPC shall agree the following Travel Plan items with BMBC:

- Any revised site specific measures to reduce the numbers of car-borne trips; and
- Any revisions to the modal split targets for the residents as a result of carrying out the surveys.

5.3.2 The annual monitoring report will 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 relevant external organisations including BMBC, South Yorkshire Passenger Transport Executive (SYPTe) and public transport operators where appropriate.

5.3.3 Following the completion of the annual monitoring report, the Travel Plan will be reviewed as appropriate and any further actions/measures will be identified and implemented to progress and, if necessary, improve the Travel Plan to meet objectives and targets. This review will be undertaken in consultation with BMBC and any other relevant stakeholders.



5.3.4 Potential secondary measures/actions will include the following for which the TPC will be responsible:

- Arrange for a local cycle store to provide a troubleshooting/maintenance day. Promotion of this through marketing would be coordinated by the TPC;
- Seek to arrange a discount for residents at a local cycle store. Promotion of this through marketing would be coordinated by the TPC; or
- Seek to arrange a discount for residents at a local running/sportswear store to try and increase the number of people walking/running.

**Table 5.2 Travel Plan Measure 3 – Monitoring & Review**

| Travel Plan Measure – TPM3 |                                     |
|----------------------------|-------------------------------------|
| <b>Summary</b>             | Monitoring and Review.              |
| <b>Guideline Timescale</b> | Annually during TPC role.           |
| <b>Notes</b>               | To monitor Travel Plan performance. |
| <b>Responsibility</b>      | Travel Plan Coordinator.            |

## 5.4 MAINTAINING INTEREST

5.4.1 For the TPC to maintain interest in the Travel Plan there are a few key points that will help assist in ensuring that people are not discouraged. These are as follows:

- Ensure that the measures implemented work, this will maintain confidence in the Travel Plan;
- Ensure that there is regular communication to keep the Travel Plan issues in people's minds;
- Ensure that easily contactable assistance is available to try and resolve any problems people may have in changing mode;
- Make sure information provided to residents is always up to date; and
- Develop a successful feedback mechanism.



## 6. Walking

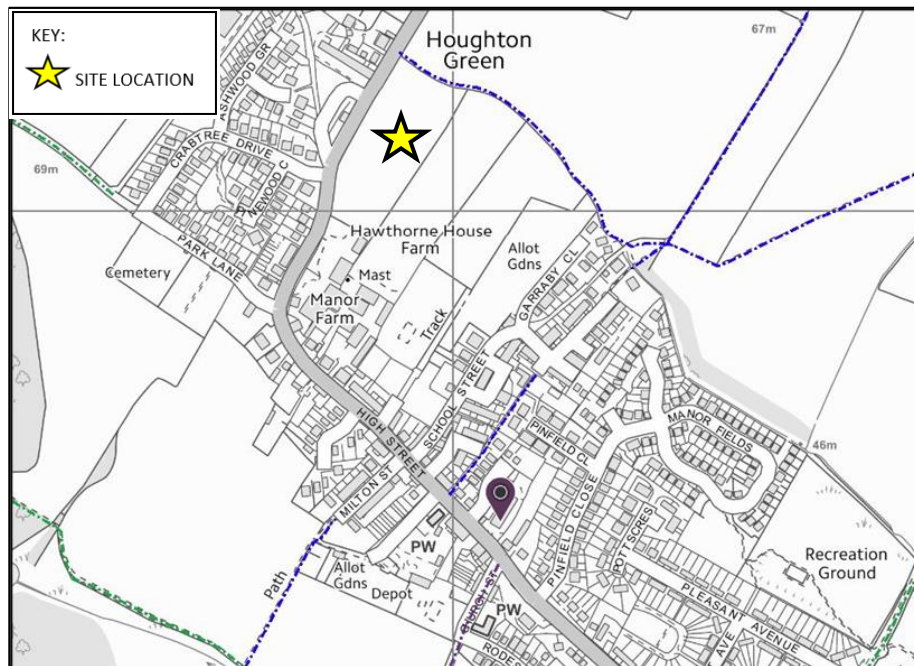
### 6.1 EXISTING PEDESTRIAN FACILITIES

6.1.1 There is a footway on High Street on the opposite side to the Site frontage and at the southern end of the frontage there is a footway to both sides. The footway on the eastern side is separated from the edge of carriageway by a grassed verge. There is continuous footway provision into the village to the south. The footways are in a reasonable state of repair and there are dropped crossings at side road junctions.

6.1.2 There are no Public Rights of Way within the development and Footpath Number 4 follows the northern boundary running into Footpath Numbers 2 and 3 to the west of the Site. Footpath Number 5 which is a Bridleway leads in a north westerly direction off the end of Park Lane on the opposite side of High Street.

6.1.3 An extract from Barnsley's Public Rights of Way map is shown in Image 6.1 with Footpaths shown in blue, Bridleways in green and Restricted Byways in purple.

**Image 6.1 Public Right of Way Map Extract**



Source: [www.barnsley.gov.uk/barnsley-maps/public-rights-of-way/](http://www.barnsley.gov.uk/barnsley-maps/public-rights-of-way/)

### 6.2 ACCESSIBILITY ON FOOT

6.2.1 The measures proposed which will positively influence trips on foot by residents and visitors include:

- Boundary connections with the existing highway network on the western frontage on to High Street;
- Internal links and pedestrian routes to create the shortest possible distances to the boundary connections; and
- Travel Plan initiatives for residents.

6.2.2 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 minutes' walk time) is also supported in the Chartered Institution of Highways and Transportation (CIHT) document 'Providing for Journeys on Foot', 2000.

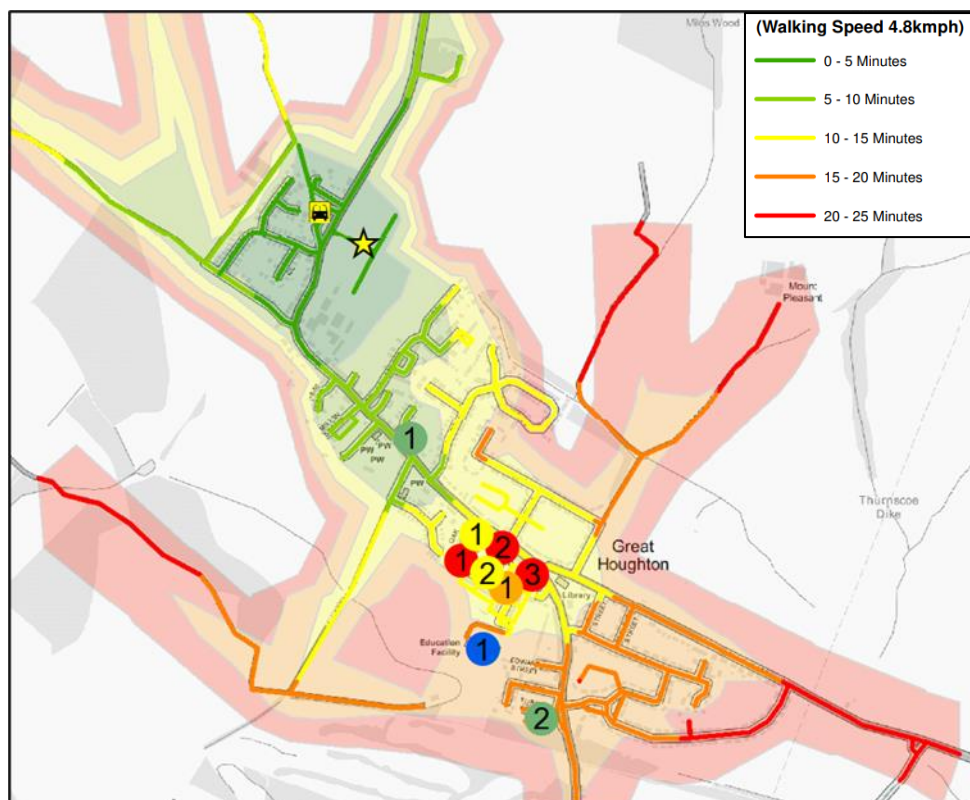
6.2.3 The Department for Education (DfE) statutory guidance document, 'Home to School Travel and Transport', July 2014, defines an even greater maximum walking distance to schools of 2 miles (3.2km) and 3 miles (4.8km) for children under and over 8 years, respectively.

6.2.4 Using GIS Network Analysis software, typical walk times (up to 25 minutes which equates to a distance of 2km) from the centre of the Site are shown on Figure 3 with an extract provided in Image 6.1 below. This figure and the extract in Image 6.1 demonstrate that the development is within an easy walking distance of the following:

- Sandhill Primary School off Dearne Street (within a 15-20 minute walk);
- The Co-op and Post Office on High Street (within a 10-15 minute walk);
- Great Houghton Medical Centre on Oak Haven Avenue and Pharmacy on High Street (within a 10-15 minute walk); and
- The Houghton Arms on High Street (within a 5-10 minute walk).

6.2.5 There are other facilities within Great Houghton including a café, two takeaway outlets and another public house. The nearest bus stop is within a five minute walk.

**Image 6.2 Pedestrian Accessibility**



6.2.6 The proposed residential development will be provided with acceptable accessibility on foot to a wide range of services and facilities in accordance with national MfS, CIHT and DfE guidance.



### 6.3 WALKING MEASURES

6.3.1 Apart from the hard measures outlined in para. 6.2.1 the following measure will be implemented.

**Table 6.1 Travel Plan Measure 4a – Travel Information Leaflet (Pedestrians)**

| Travel Plan Measure - TPM4a |                                                                                                               |
|-----------------------------|---------------------------------------------------------------------------------------------------------------|
| <b>Summary</b>              | Production and distribution of a Travel Information Leaflet including key pedestrian routes and destinations. |
| <b>Guideline Timescale</b>  | Prior to occupation.                                                                                          |
| <b>Notes</b>                | To encourage trips on foot.                                                                                   |
| <b>Responsibility</b>       | TPC to produce, distribute and update the leaflet at each annual review.                                      |

### 6.4 USEFUL LINKS

**Table 6.2 Useful Links – Walking**

| Walking Weblinks                                               |                                                                                                                                                                                                                                                       |
|----------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Useful information on walking including links to other sources | <a href="https://www.barnsley.gov.uk/services/parks-and-open-spaces/public-footpaths-and-rights-of-way/public-rights-of-way/">https://www.barnsley.gov.uk/services/parks-and-open-spaces/public-footpaths-and-rights-of-way/public-rights-of-way/</a> |
| Walking journey planners                                       | <a href="https://my.viewranger.com/places/gb/adm2-barnsley-walks">https://my.viewranger.com/places/gb/adm2-barnsley-walks</a><br><a href="http://www.google.com/maps">www.google.com/maps</a>                                                         |
| Walk 4 Life                                                    | <a href="https://walk4life.info">https://walk4life.info</a>                                                                                                                                                                                           |
| Ramblers                                                       | <a href="http://www.ramblers.org.uk">www.ramblers.org.uk</a>                                                                                                                                                                                          |



## 7. Cycling

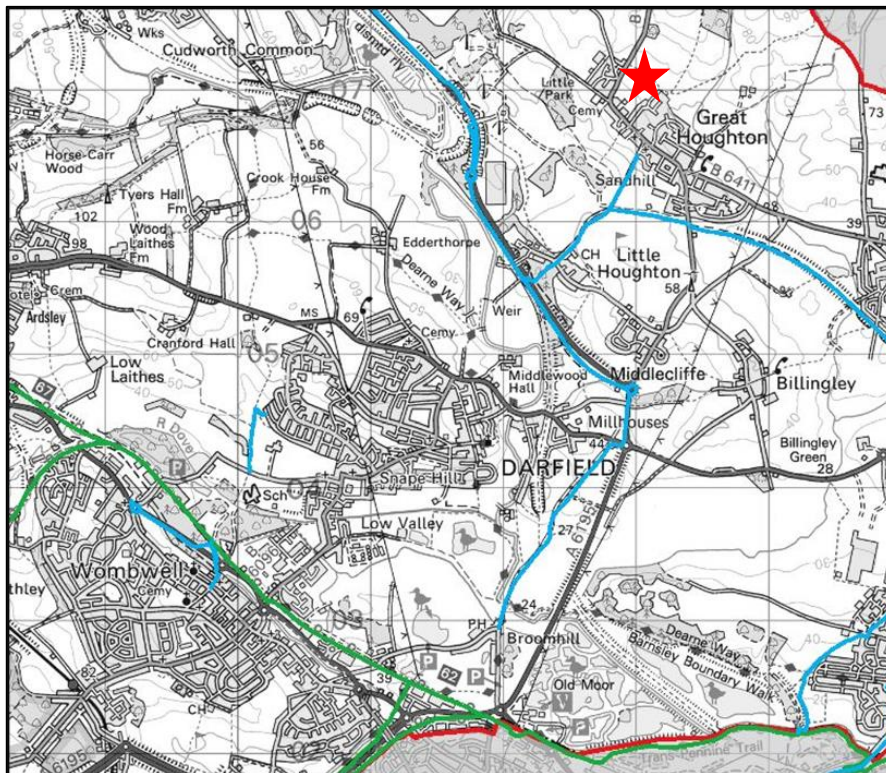
### 7.1 CYCLE FACILITIES

7.1.1 The Restricted Byway that leads to the south from Church Street to the south of the village is designated as Cycle Route Number 3i – Great Houghton to Park Springs Road (A6195). This leads to a network of cycle routes in the Barnsley District including National Cycle Route 67 which is the Transpennine Trail.

7.1.2 The coast-to-coast section of the trail runs between Southport and Hornsea and locally can be utilised to access Barnsley and Doncaster, and within a wider, regional context can be utilised to access Sheffield, Leeds, Chesterfield and Hull.

7.1.3 An extract from Barnsley's Cycle Network map is shown in Image 7.1 with existing routes shown in blue and traffic-free national routes shown in green.

**Image 7.1 Extract from the Barnsley Cycle Network Map**



Source: [www.barnsley.gov.uk/barnsley-maps/national-cycle-network](http://www.barnsley.gov.uk/barnsley-maps/national-cycle-network)



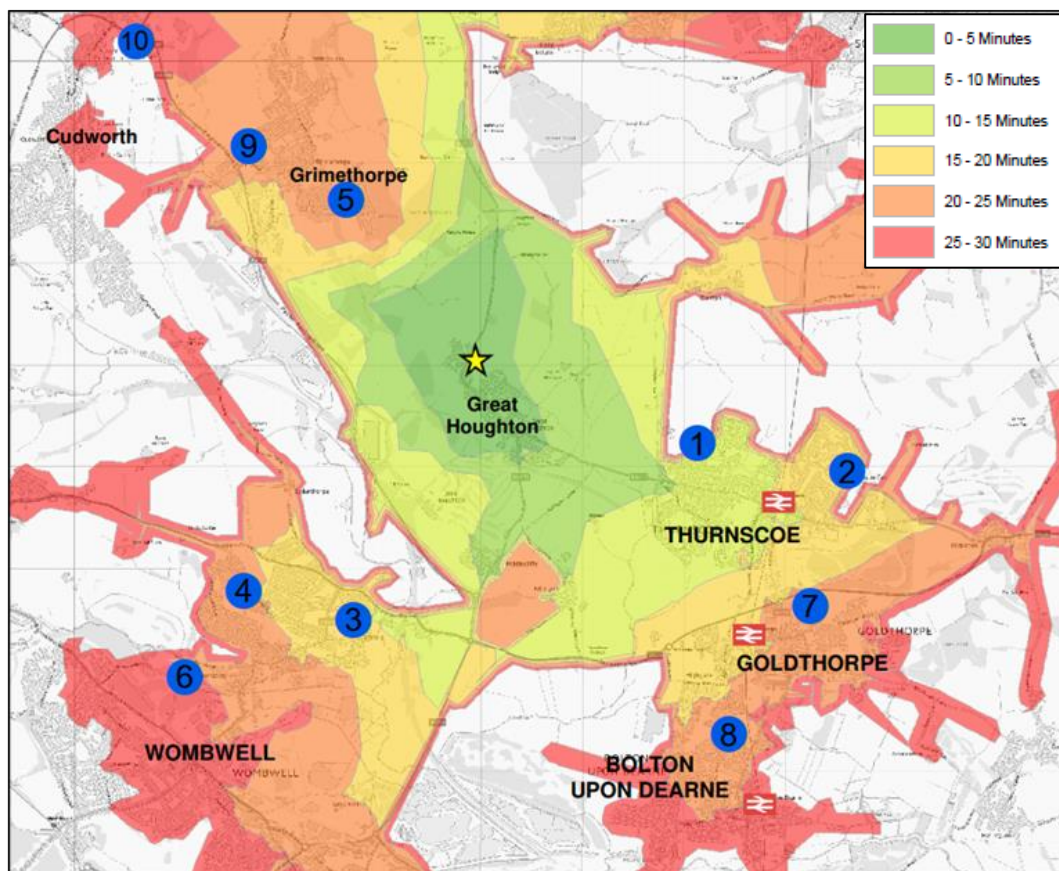
## 7.2 CYCLE ACCESSIBILITY

7.2.1 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.

7.2.2 Whilst LTN 1/20, Cycle Infrastructure Design, July 2020, has replaced LTN 2/08 and has resulted in it being withdrawn, LTN 1/20 does not contain definitive recommended maximum cycling distances and therefore there is no reason to suggest that these distances are not still applicable.

7.2.3 Using GIS Network Analyst software typical cycle times (up to 30 minutes which broadly equates to a distance of 8km) from the Site are shown in Figure 4 and an extract is provided in Image 7.2.

Image 7.2 Cycle Accessibility Plan



7.2.4 Figure 4 (Image 4.2) demonstrates that from the development, an 8km catchment area encompasses Grimethorpe, Thurnscoe, Goldthorpe and parts of Wombwell and Wath Upon Dearne which opens up a wider variety of employment opportunities for residents. Lanthwaite Business Park in South Kirkby and Goldthorpe Industrial Estate are accessible by cycle.

7.2.5 Thurnscoe Railway Station is a 10-15 minute cycle ride from the Site.

7.2.6 The proposed development will be provided with good accessibility by cycle to a wide range of local services, facilities and employment opportunities, many of which are within a short cycling distance.



### 7.3 CYCLE MEASURES

**Table 7.1 Travel Plan Measure 4b - Travel Information Leaflet (Cycling)**

| Travel Plan Measure – TPM4b |                                                                                                          |
|-----------------------------|----------------------------------------------------------------------------------------------------------|
| <b>Summary</b>              | Production and distribution of a Travel Information Leaflet including key cycle routes and destinations. |
| <b>Guideline Timescale</b>  | Upon occupation.                                                                                         |
| <b>Notes</b>                | To encourage cycling.                                                                                    |
| <b>Responsibility</b>       | TPC to produce, distribute and update the leaflet at each annual review.                                 |

**Table 7.2 Travel Plan Measure 5 – Cycle Storage**

| Travel Plan Measure – TPM5 |                                                                                                                 |
|----------------------------|-----------------------------------------------------------------------------------------------------------------|
| <b>Summary</b>             | Secure cycle storage areas will be provided for every dwelling either within an integral garage or garden shed. |
| <b>Guideline Timescale</b> | Upon occupation.                                                                                                |
| <b>Notes</b>               | To encourage cycling.                                                                                           |
| <b>Responsibility</b>      | Harron Homes Limited                                                                                            |

### 7.4 USEFUL LINKS

**Table 7.3 Useful Links – Cycling**

| Cycle Weblinks                                                                    |                                                                                                                                                                                                                                                                                                                                              |
|-----------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Useful information on cycling including links to other sources                    | <a href="https://www.barnsley.gov.uk/services/sport-and-leisure/cycling/cycle-lanes-and-routes/">https://www.barnsley.gov.uk/services/sport-and-leisure/cycling/cycle-lanes-and-routes/</a><br><a href="https://bikelibraries.yorkshire.com/locations/?type=bikelibrary">https://bikelibraries.yorkshire.com/locations/?type=bikelibrary</a> |
| Sustrans On-line Mapping National Cycle Network map which is based on OS mapping. | <a href="https://www.sustrans.org.uk/national-cycle-network/">https://www.sustrans.org.uk/national-cycle-network/</a>                                                                                                                                                                                                                        |
| Tax Free Bike Scheme                                                              | <a href="http://www.gov.uk">www.gov.uk</a> search 'cycle to work'                                                                                                                                                                                                                                                                            |
| Bike and Go                                                                       | <a href="http://www.bikeandgo.co.uk">www.bikeandgo.co.uk</a>                                                                                                                                                                                                                                                                                 |
| Cycle Streets                                                                     | <a href="http://www.cyclestreets.net">www.cyclestreets.net</a>                                                                                                                                                                                                                                                                               |
| National cycle events                                                             | <a href="http://www.bikeweek.org.uk">www.bikeweek.org.uk</a>                                                                                                                                                                                                                                                                                 |



## 8. Public Transport

### 8.1 BUS SERVICES

8.1.1 The nearest bus stop is opposite the Site frontage within a bus turnaround area. This stop (High Street/Crabtree Drive) which has a pole and timetable information is used by several services as summarised in Table 3.1.

8.1.2 There is also a pair of bus stops on High Street to the south some 500m from the centre of the Site, both of which have shelters and are used by the same services as the nearer stop.

**Table 8.1 Bus Services at High Street/Crabtree Drive Stop**

| Service | Route                                         | Days of Operation | Approx. Frequency | Operating Hours |
|---------|-----------------------------------------------|-------------------|-------------------|-----------------|
| 219     | Doncaster Town Centre to Barnsley Interchange | Monday - Friday   | 1 per hour        | 07:34-23:00     |
|         |                                               | Saturday          | Up to 1 per hour  | 08:17-23:01     |
|         |                                               | Sunday            | 1 per hour        | 09:06-23:01     |
| 219     | Barnsley Town Centre to Doncaster Interchange | Monday - Friday   | Up to 1 per hour  | 07:18-23:24     |
|         |                                               | Saturday          | Up to 1 per hour  | 06:29-23:24     |
|         |                                               | Sunday            | 1 per hour        | 09:17-23:24     |
| 219a    | Goldthorpe to Barnsley Interchange            | Monday - Friday   | Up to 1 per hour  | 06:40-17:52     |
|         |                                               | Saturday          | 1 per hour        | 07:06-17:47     |
|         |                                               | Sunday            | No service        | -               |
| 219a    | Barnsley Town Centre to Goldthorpe            | Monday - Friday   | 1 per hour        | 06:44-18:03     |
|         |                                               | Saturday          | 1 per hour        | 08:56-17:56     |
|         |                                               | Sunday            | No service        | -               |

### 8.2 RAIL SERVICES

8.2.1 The nearest railway station to the Site is at Thurnscoe and situated some 3.75km away to the east. Thurnscoe Station is operated by Northern and is on the Leeds to Sheffield and Doncaster route (Wakefield Line). There is an hourly service in both directions Monday to Saturday and also on Sunday over a shorter time period.

8.2.2 Thurnscoe Railway Station provides connection to several key destinations within the local region including Leeds (45 minute journey time) and Sheffield (40 minute journey time). From Leeds it is possible to interchange on to trains to Manchester, Birmingham, Newcastle and London. From Sheffield similar interchange opportunities are available.

8.2.3 The railway station can be accessed by:

- Cycle – within a 10-15 minute journey time; and
- By car – typical 5 minute journey time (plus any walking time between car park and platforms)

8.2.4 Thurnscoe Station has a car park with 60 spaces and is free of charge. There is also storage for 8 bicycles which has a shelter and is covered by CCTV.



**Table 8.2 Rail Service Summary**

| Destination           | Day of Operation | Service Frequency (one way) | Operating times |
|-----------------------|------------------|-----------------------------|-----------------|
| Thurnscoe – Leeds     | Monday – Friday  | 1 per hour                  | 05:49 – 23:46   |
|                       | Saturday         | 1 per hour                  | 05:49 – 23:46   |
|                       | Sunday           | 1 per hour                  | 08:57 – 23:03   |
| Thurnscoe – Sheffield | Monday – Friday  | 1 per hour                  | 07:25 – 23:50   |
|                       | Saturday         | 1 per hour                  | 07:25 – 23:50   |
|                       | Sunday           | 1 per hour                  | 09:23 – 23:14   |

### 8.3 PUBLIC TRANSPORT SUMMARY

8.3.1 Each of these destinations (as well as others) provides accessibility to significant employment, leisure and retail opportunities beyond the immediate local area.

8.3.2 It is therefore concluded that the Site will be provided with reasonable accessibility by public transport to principal local and regional destinations which offer a vast range of services, facilities and employment opportunities.

### 8.4 PUBLIC TRANSPORT MEASURES

**Table 8.3 Travel Plan Measure 4c – Travel Information Leaflet (Public Transport)**

| Travel Plan Measure – TPM4c |                                                                                                     |
|-----------------------------|-----------------------------------------------------------------------------------------------------|
| <b>Summary</b>              | Production and distribution of a Travel Information Leaflet including public transport information. |
| <b>Guideline Timescale</b>  | Upon occupation.                                                                                    |
| <b>Notes</b>                | To encourage public transport use.                                                                  |
| <b>Responsibility</b>       | TPC to produce, distribute and update the leaflet at each annual review.                            |

### 8.5 USEFUL LINKS

**Table 8.4 Useful Links – Public Transport**

| Public Transport Weblinks                                     |                                                                                                                              |
|---------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|
| Public transport timetables, ticket and real time information | <a href="https://www.stagecoachbus.com/">https://www.stagecoachbus.com/</a>                                                  |
| Rail times and journey planner                                | <a href="http://www.nationalrail.co.uk">www.nationalrail.co.uk</a>                                                           |
| Coach information                                             | <a href="http://www.nationalexpress.com">www.nationalexpress.com</a><br><a href="http://www.megabus.com">www.megabus.com</a> |
| Personalised journey planning                                 | <a href="https://www.stagecoachbus.com/timetables">https://www.stagecoachbus.com/timetables</a>                              |



## 9. Other Measures

### 9.1 CAR SHARING

**Table 9.1 Travel Plan Measure 6 – Car Share**

| Travel Plan Measure – TPM6 |                                                                                                                                                                                                                                                                                                                        |
|----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Summary</b>             | The TPC will encourage car sharing amongst residents and will facilitate matches. Alternative transport will be provided in case of emergencies. The Lift Share Car Share scheme will be promoted by the TPC <a href="https://liftshare.com/uk/search/from/barnsley">https://liftshare.com/uk/search/from/barnsley</a> |
| <b>Guideline Timescale</b> | Upon occupation                                                                                                                                                                                                                                                                                                        |
| <b>Notes</b>               | To encourage car sharing particularly for commuter journeys                                                                                                                                                                                                                                                            |
| <b>Responsibility</b>      | TPC to include in Travel Leaflet at each annual review                                                                                                                                                                                                                                                                 |

### 9.2 CAR CLUB

**Table 9.2 Travel Plan Measure 7 – Car Club**

| Travel Plan Measure – TPM7 |                                                                                                                                                                                                                                                                                                                |
|----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Summary</b>             | The Enterprise Car Club will be promoted by the TPC <a href="http://www.enterprisecarclub.co.uk">www.enterprisecarclub.co.uk</a><br>Whilst there are no local car clubs, the TPC will encourage business trips within Town and City Centres to be by car club vehicle to allow commuting trips by other modes. |
| <b>Guideline Timescale</b> | Upon occupation                                                                                                                                                                                                                                                                                                |
| <b>Notes</b>               | To encourage car club use as an alternative to owning / using a car for commuter trips.                                                                                                                                                                                                                        |
| <b>Responsibility</b>      | TPC to include in Travel Leaflet at each annual review                                                                                                                                                                                                                                                         |

### 9.3 USE OF ELECTRIC VEHICLES

**Table 9.3 Travel Plan Measure 8 – Encourage Use of Electric Vehicles**

| Travel Plan Measure – TPM8 |                                                                                                   |
|----------------------------|---------------------------------------------------------------------------------------------------|
| <b>Summary</b>             | The TPC will encourage the use of electric vehicles and EVCPs will be provided for each dwelling. |
| <b>Guideline Timescale</b> | Upon occupation.                                                                                  |
| <b>Notes</b>               | To encourage more sustainable driving practices.                                                  |
| <b>Responsibility</b>      | Travel Plan Co-ordinator / Harron Homes Limited                                                   |

### 9.4 COMMUNICATION

9.4.1 When raising awareness of the Travel Plan, consideration will be given to different groups that are to be targeted i.e. as an initiative, fliers may be provided on buses for bus users or on car windscreens for car drivers to raise awareness.

9.4.2 Examples of the types of publicity material that will be considered will include the following:

- Details of the Development's accessibility by sustainable modes on the development website;



- Providing details of the Development's accessibility by sustainable modes within any newsletters;
- Ensuring that a copy of the Travel Plan is available to all residents on request;
- Sustainable travel information to be provided to residents via a leaflet and displayed on the development website; and
- A travel plan email/newsletter – for example a leaflet detailing the launch of a new measure, the advantages of this and who to contact to find out more.

9.4.3 When developing the marketing strategy, it is often useful to identify which of the above media would be most effective at different stages of implementation and identify the timescale and who will be responsible for developing each.



## 10. Action Plan

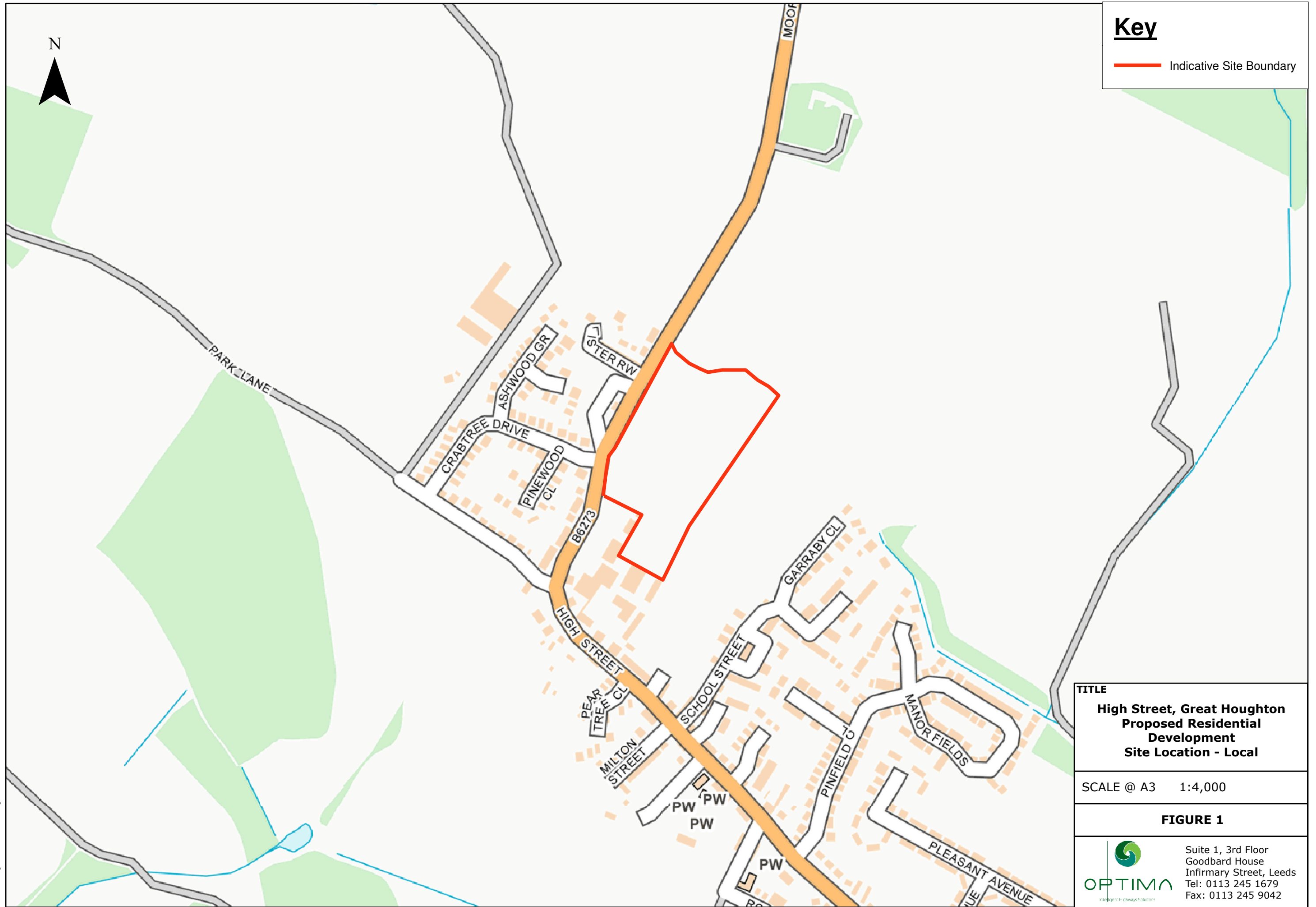
**Table 10.1 Initial Action Plan**

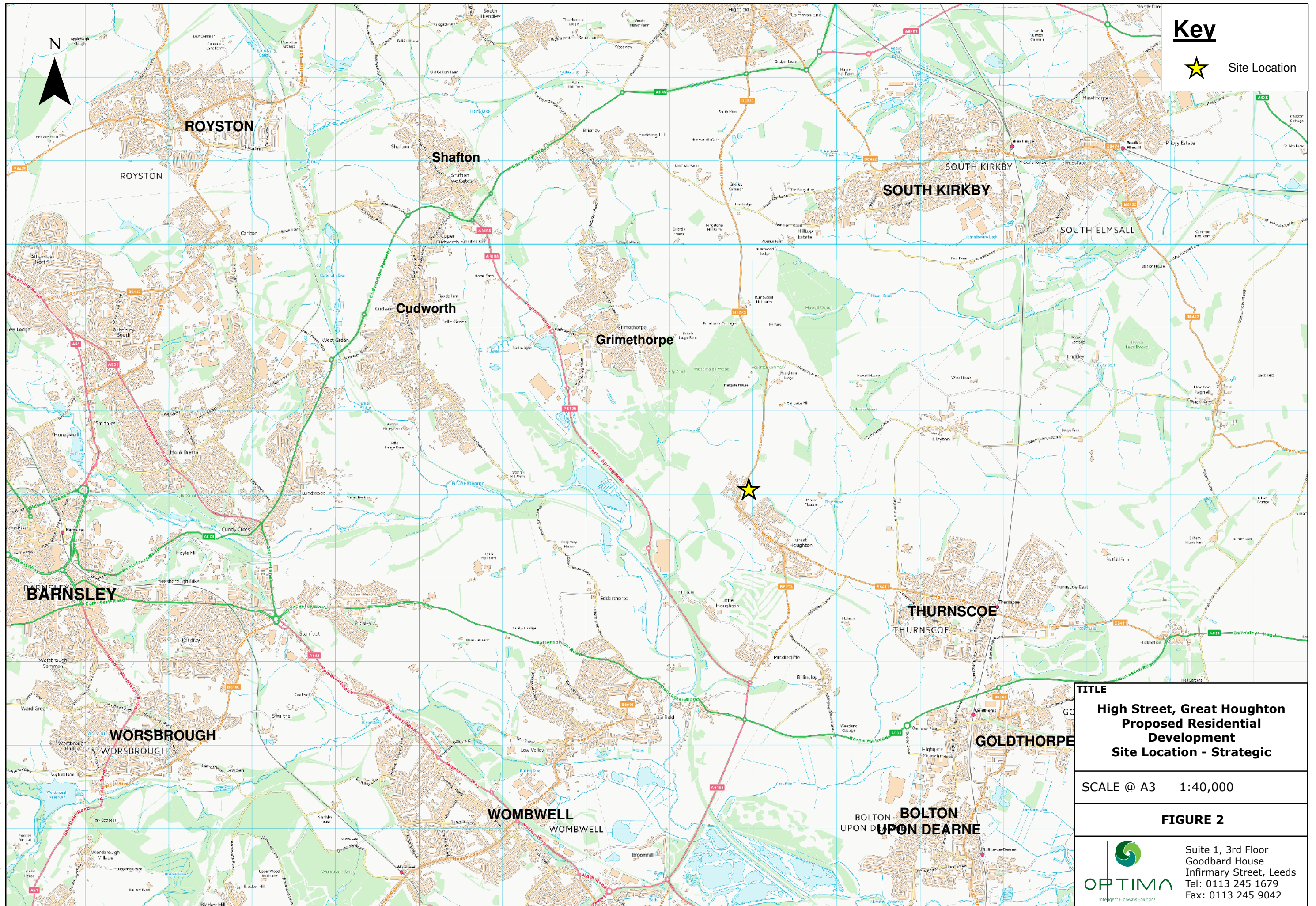
| Reference  | Measures                                                       | Objective                                                  | Guideline Timescale                  | Responsibility                                 |
|------------|----------------------------------------------------------------|------------------------------------------------------------|--------------------------------------|------------------------------------------------|
| TPM1       | Appoint a Travel Plan Coordinator                              | To implement, monitor and review the Travel Plan           | 3 months prior to first occupation   | Harron Homes Limited                           |
| TPM2       | Undertake resident and employee travel surveys                 | To gather baseline travel information and inform measures  | Within 12 months of first occupation | Travel Plan Coordinator                        |
| TPM3       | Monitor and Review                                             | To monitor Travel Plan performance.                        | Annually                             | Travel Plan Coordinator                        |
| TPM4/4a/4b | Provide travel information leaflets for residents and visitors | To encourage sustainable travel                            | Upon occupation                      | Travel Plan Coordinator                        |
| TPM5       | Provide cycle storage                                          | To encourage cycling                                       | Upon occupation                      | Harron Homes Limited                           |
| TPM6       | Promote car sharing                                            | To encourage car sharing and reduce single occupancy trips | Upon occupation                      | Travel Plan Coordinator                        |
| TPM7       | Promote car club                                               | To encourage sustainable travel                            | Upon occupation                      | Travel Plan Coordinator                        |
| TPM8       | Electric Vehicle Charge Points                                 | To encourage more sustainable driving practices            | Upon occupation                      | Travel Plan Coordinator / Harron Homes Limited |



# Figures







## Key



Site Location

## Pedestrian Accessibility

(Walking Speed 4.8kmph)

0 - 5 Minutes

5 - 10 Minutes

10 - 15 Minutes

15 - 20 Minutes

20 - 25 Minutes

### Public Transport



Nearest Bus Stop

### Education

1

Sandhill Primary School

### Recreation & Leisure

1

Houghton Arms

2

Sandhill Tavern

### Services

1

Great Houghton Post Office

### Health

1

Hollygreen Practice

2

Rotherham Road Pharmacy

3

The Vetinary Surgery

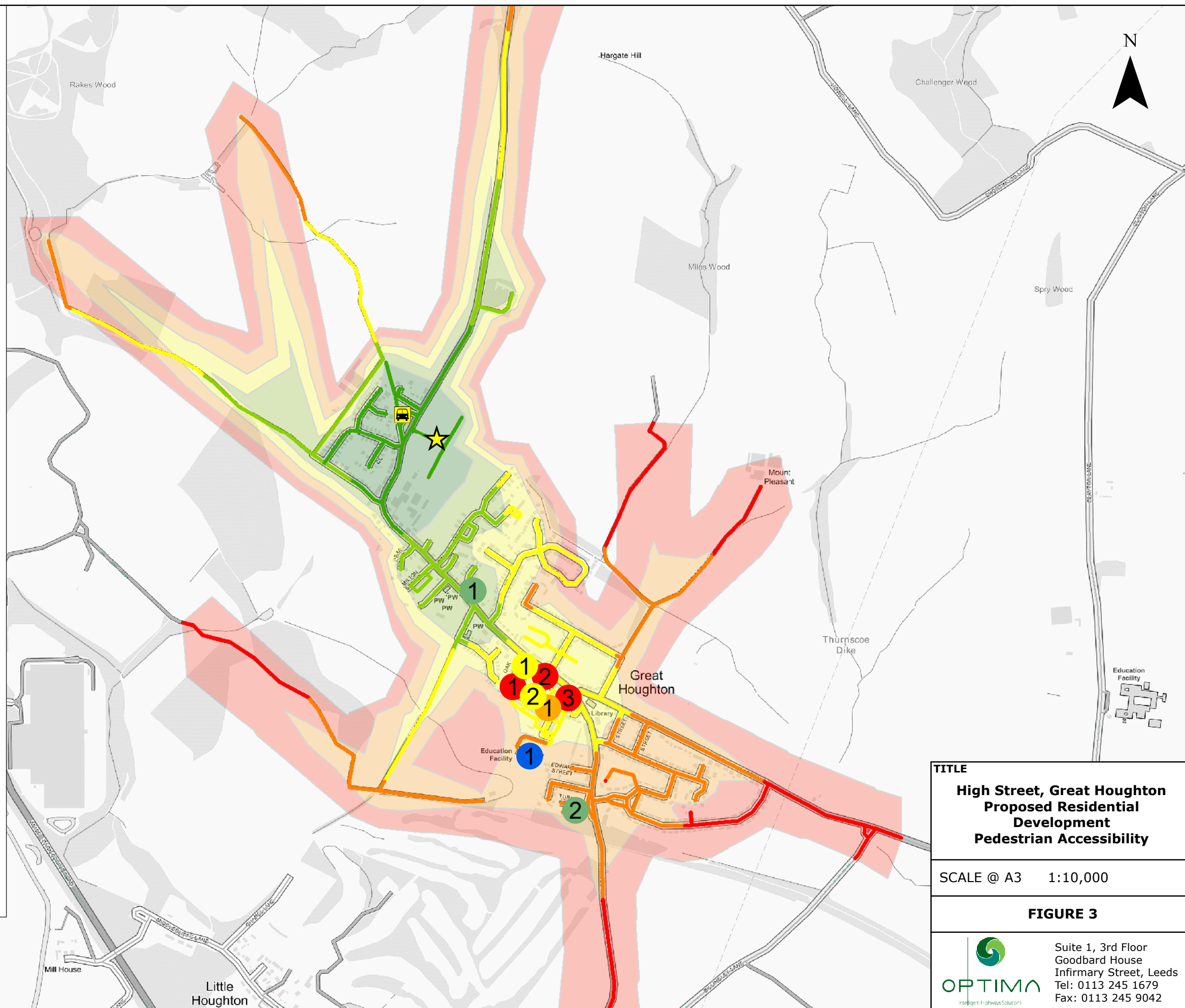
### Retail

1

Texaco PFS

2

The Co-operative Food



### TITLE

**High Street, Great Houghton  
Proposed Residential  
Development  
Pedestrian Accessibility**

SCALE @ A3 1:10,000

### FIGURE 3



Suite 1, 3rd Floor  
Goodbard House  
Infirmary Street, Leeds  
Tel: 0113 245 1679  
Fax: 0113 245 9042

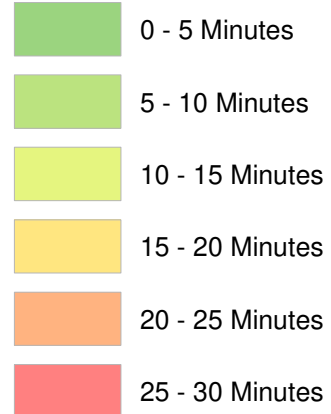
## Key



Site Location

## Cycle Accessibility

(Cycle Speed 16kmph)



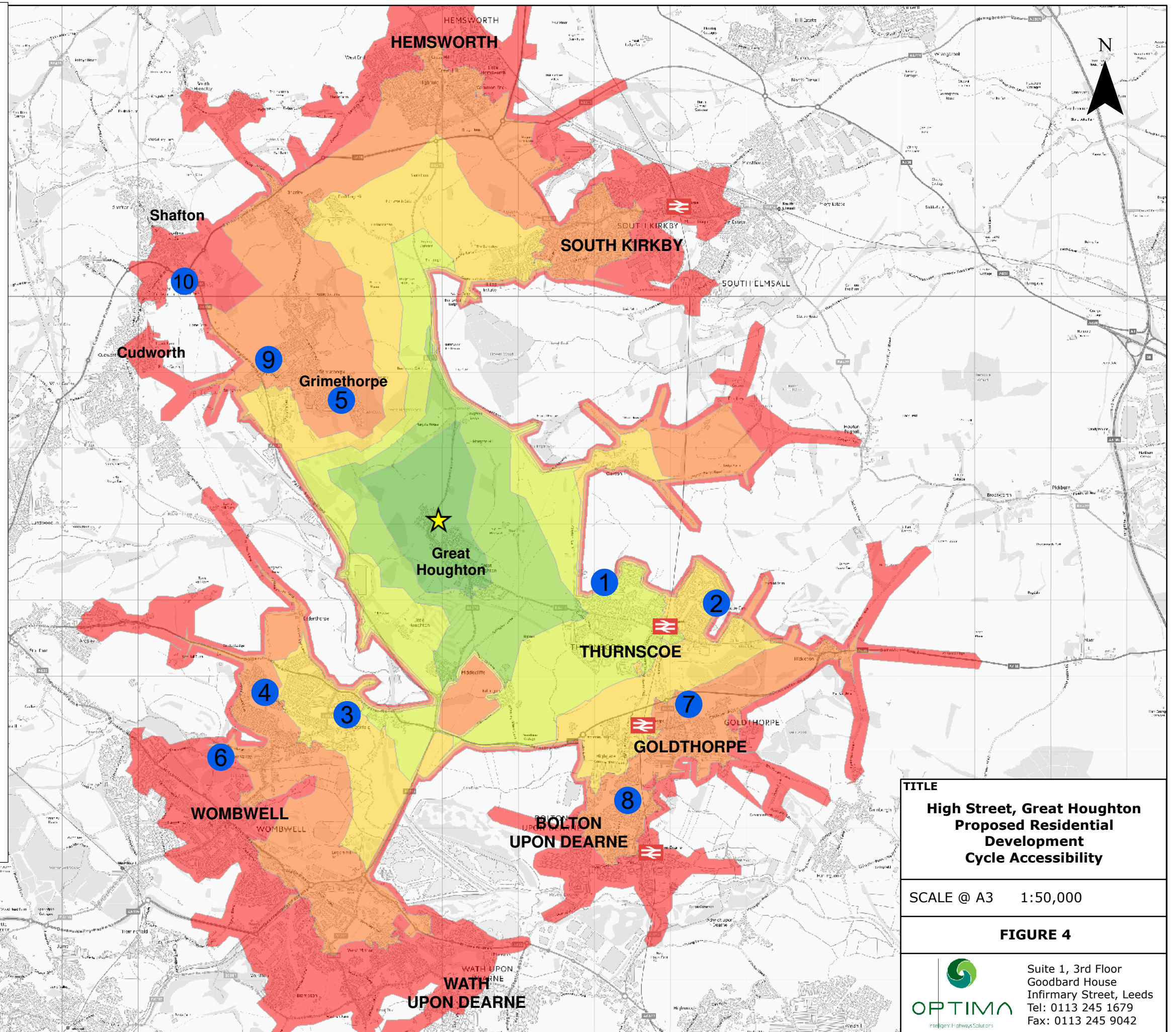
## Public Transport



Railway Station

## Education

- 1 Gooseacre Primary Academy
- 2 The Hill Primary Academy
- 3 All Saints Academy
- 4 Darfield Upperwood Primary School
- 5 Grimethorpe Ladywood Primary School
- 6 Netherwood Academy
- 7 Sacred Heart Catholic Primary School
- 8 Carfield Primary Academy
- 9 Milefield Primary School
- 10 Outwood Academy Shafton



## TITLE

**High Street, Great Houghton  
Proposed Residential  
Development  
Cycle Accessibility**

SCALE @ A3 1:50,000

## FIGURE 4



Suite 1, 3rd Floor  
Goodbard House  
Infirmary Street, Leeds  
Tel: 0113 245 1679  
Fax: 0113 245 9042

# Appendices



## Appendix A Harron Homes Proposed Site Layout





**KEY:**

- 1800mm BRICK WALL
- 1800mm TIMBER FENCE
- PIER & PANEL FENCING
- 1200mm HIGH BLACK ESTATE RAILING
- TIMBER KNEE RAIL FENCE
- INDICATIVE EXTENT OF CRIBBLOCK WALL, SUBJECT TO ENGINEERING REVIEW
- MASONRY RETAINING WALL AND FENCE
- AFFORDABLE
- GATE
- BIN COLLECTION POINT CONSISTING OF 1No. 800x900mm CONCRETE PAVING SLAB PER BIN
- BLOCK PAVING
- TARMAC PRIVATE DRIVE
- HOGGIN FOOTPATH
- TRAFFIC CALMING TO BE AGREED THROUGH SECTION 38 PROCESS.
- VISITOR PARKING BAY
- INDICATIVE BANKING, GRADIENT SHOWN ON ENGINEERING LAYOUT
- EXISTING HEDGE ROW RETAINED
- MAINTENANCE ACCESS FOR ADJACENT FARM BUILDINGS
- PROPOSED TRAFFIC CALMING
- INDICATIVE LOCATION OF TREE PLANTING. SEE LANDSCAPING LAYOUT FOR FURTHER DETAILS
- VISIBILITY SPLAY

| House Type               | GFA  | #  | SQFT  | %      |
|--------------------------|------|----|-------|--------|
| The Windslow (T4)        | 758  | 5  | 3790  | 5.7%   |
| The Brackley (T7)        | 958  | 4  | 3832  | 4.6%   |
| TOTAL AFFORDABLE HOUSING |      | 9  | 7622  | 10.3%  |
| 2 BEDS                   |      |    |       |        |
| The Ludlow (T3 Bungalow) | 678  | 4  | 2712  | 4.6%   |
| The Windslow (T4)        | 758  | 13 | 9854  | 14.9%  |
| 3 BEDS                   |      |    |       |        |
| The Brackley (T7)        | 958  | 10 | 9579  | 11.5%  |
| The Mawley (T8)          | 930  | 5  | 4648  | 5.7%   |
| The Stockley (T10)       | 1108 | 12 | 13296 | 13.8%  |
| The Warkleigh (T36)      | 1075 | 8  | 8600  | 9.2%   |
| 4 BEDS                   |      |    |       |        |
| The Shelford (T16)       | 1455 | 6  | 8732  | 6.9%   |
| The Moreton (T32)        | 1355 | 6  | 8130  | 6.9%   |
| The Empingham (T17v1)    | 1500 | 8  | 12483 | 9.2%   |
| The Bambury (T19)        | 1722 | 6  | 10333 | 6.9%   |
| TOTAL OPEN MARKET        |      | 78 | 85366 | 89.7%  |
| GRAND TOTAL              |      | 87 | 95988 | 100.0% |

- Notes**
1. Do not scale from this drawing. All dimensions must be checked on site prior to the commencement of any fabrication or building works. Where applicable, dimensions and details are to be read in conjunction with specialist consultants' drawings and/or other specifications; any disparity is to be brought to the attention of the office & clarification sought before proceeding.
  2. Any dimensions shown on this drawing are in (millimetres/metres)

(REV: R) (DATE: 06.05.22) (DRAWN: JFE) (CHECKED: JFE)  
LAYOUT UPDATED IN LINE WITH COMMENTS RECEIVED FROM HIGHWAYS.  
T32 HOUSE TYPES REDUCED TO 6No. T17v1 INCREASED TO 8No.  
(REV: O) (DATE: 24.03.22) (DRAWN: JFE) (CHECKED: JFE)  
HOUSE TYPE INFORMATION UPDATED  
(REV: P) (DATE: 14.03.22) (DRAWN: JFE) (CHECKED: JFE)  
LAYOUT UPDATED TO SUITE VEHICLE TRACKING.  
(REV: O) (DATE: 04.02.22) (DRAWN: JFE) (CHECKED: JFE)  
LAYOUT AND MIX ADJUSTED TO REFLECT LATEST PLANNING COMMENTS.  
(REV: N) (DATE: 17.07.22) (DRAWN: GY) (CHECKED: JFE)  
LAYOUT AMENDED TO REFLECT CHANGE IN HOUSE TYPE MIX FOR THE WHOLE SITE.  
(REV: W) (DATE: 17.01.22) (DRAWN: GY) (CHECKED: JFE)  
PLOTS 52-56 AMENDED TO ACCOMMODATE LOSS OF LAND AT BOUNDARY OF APPROX 131M2. PLOTS 70-72 AMENDED TO OPEN MARKET.  
(REV: L) (DATE: 17.12.21) (DRAWN: JFE) (CHECKED: ##)  
MIX ADJUSTED TO REDUCE DENSITY. TOTAL NUMBER OF UNITS DECREASED TO 88. TONBRIDGE AND WARKWORTH HOUSE TYPES REMOVED FROM MIX AND REPLACED BY THE T16 & T19. PLOTS 7-11 REORIENTED TO FACE ONTO POS. POS IN THIS AREA INCREASED. GARDEN LENGTHS TO PLOTS TO SOUTH OF SITE INCREASED FURTHER TO COMMENTS FROM PLANNING. ROAD PATTERN TO SOUTH OF SITE ADJUSTED TO SUIT.  
(REV: K) (DATE: 24.11.21) (DRAWN: JFE) (CHECKED: ##)  
PLOTS 1-3, 29 & 30 RECONFIGURED. ADOPTED HIGHWAY TO FRONT OF PLOTS 23-25 EXTENDED AND TURNING HEAD ADDED. TURNING HEADS ON PRIVATE DRIVES ADJUSTED TO SUIT VEHICLE TRACKING.  
(REV: J) (DATE: 08.11.21) (DRAWN: JFE) (CHECKED: ##)  
PLOTS 50 & 51 HANDED. TO AVOID ENCRoACHMENT INTO MAINTENANCE STRIP.  
(REV: I) (DATE: 01.11.21) (DRAWN: JFE) (CHECKED: ##)  
PLOTS 56-67 RECONFIGURED FURTHER TO COMMENTS FROM PLANNING. SHARED SURFACED TO SOUTH OF SITE REDUCED. FURTHER TO COMMENTS FROM HIGHWAYS. VISITOR PARKINGS ADDED. ENTRANCE ROAD WIDENED TO 6M TO ALLOW ON STREET PARKING. TURNING FACILITIES ADDED TO PRIVATE DRIVES WHERE NECESSARY.  
(REV: H) (DATE: 24.08.21) (DRAWN: JFE) (CHECKED: ##)  
SOUTH OF SITE RECONFIGURED TO ALLOW SPACE FOR A 6M MAINTENANCE ACCESS STRIP FOR ADJACENT FARM BUILDINGS.  
(REV: G) (DATE: 28.07.21) (DRAWN: JB) (CHECKED: ##)  
BIRWTH HOUSE TYPES REMOVED AND REPLACED WITH T32 HOUSE TYPES AND ADDITIONAL BAYBRIDGE TYPES. SCHEDULE OF ACCOMMODATION UPDATED.  
(REV: F) (DATE: 23.07.21) (DRAWN: JB) (CHECKED: ##)  
FOOTPATH AMENDED TO HARD MARGIN TO FRONT OF PLOTS 18 TO 23 AND PLOTS PULLED FORWARD TO AVOID EXISTING HEDGE. PLOTS 3, 4, 5, 12, 13, 14, 15 MOVED FURTHER WEST. TURNING HEAD ADDED ADJACENT PLOT 90.  
(REV: E) (DATE: 19.07.21) (DRAWN: JB) (CHECKED: ##)  
THE ALDERTON AMENDED TO BAYBRIDGE. SETTLE V1 ADDED. SCHEDULE OF ACCOMMODATION UPDATED. BLOCK PAVING SHOWN TO OPEN MARKET BAMBURGH TYPES. BASIN AMENDED TO LATEST ENGINEERS PROPOSALS.  
(REV: D) (DATE: 05.07.21) (DRAWN: JB) (CHECKED: ##)  
HOUSE TYPE MIX AMENDED. SCHEDULE OF ACCOMMODATION UPDATED.  
(REV: C) (DATE: 02.06.21) (DRAWN: JB) (CHECKED: ##)  
NEW SUB STATION ADDED TO PRIVATE DRIVE BETWEEN PLOTS 75 & 78.  
(REV: B) (DATE: 07.05.21) (DRAWN: JB) (CHECKED: ##)  
ROAD AMENDED TO FRONT OF PLOTS 51 & 66. PLOTS 63-66 POSITIONS ADJUSTED. TURNING HEAD ADDED TO PRIVATE DRIVE SERVING PLOTS 12-15. BASINS ADDED IN LINE WITH ENGINEERS PROPOSALS.  
(REV: A) (DATE: 18.04.21) (DRAWN: JB) (CHECKED: ##)  
FW SEWER & EASEMENT ADJUSTED IN LINE WITH FULL UTILITY SURVEY RECEIVED.

**Revisions**



**HARRON HOMES**

**Harron Homes Limited**  
Unit 1 Cliffe Park  
Bruncliffe Road  
Morley  
Leeds  
LS27 0RY

Tel: 0113 204 4670  
Fax: 0113 204 4677  
Web: www.harronhomes.co.uk