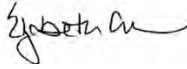
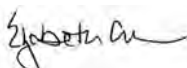


New Road, Tankersley Proposed Residential Development Transport Statement

October 2018 (Initial Issue)

**Prepared on behalf of
Rouse Homes Ltd**

Quality Management

New Road, Tankersley - Transport Statement Project No: 18119-P1				
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Date	19 th October 2018			
Prepared by	Elizabeth Green			
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Signature				
Authorised by	Elizabeth Green			
Signature				

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APPENDICES

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1. Introduction

1.1 INTRODUCTION

1.1.1 Optima Highways and Transportation Ltd has been appointed by Rouse Homes Ltd to prepare a Transport Statement (TS) that considers the highways and transportation matters associated with a proposed residential development of some 29 dwellings on a brownfield site off New Road in Tankersley near Barnsley, South Yorkshire. Tankersley lies within the administrative area of Barnsley Metropolitan Borough Council (BMBC).

1.1.2 The site location in relation to the local highway network is shown in Figure 2 (Figure 1 shows the location of the Site in a wider context) with an extract shown in Image 1.1.

Image 1.1 Site Location



1.2 BACKGROUND

1.2.1 The Site is currently owned by The Company Shop, a long established Barnsley-based business. The Company Shop previously occupied the Site at New Road in Tankersley as its former operational location and was located there for approximately 30 years. During that time the nature of the surrounding area has altered significantly, becoming increasingly residential in nature.

1.2.2 This change has brought about a significant impact on the viability of the Site for continued employment use and business growth, with regular complaints from neighbours because of the hours of operation and deliveries required for such a business. The local resistance eventually led to restricted hours of operation being imposed on the operation of the Site.

1.2.3 The Company Shop therefore made the decision to move the business, in 2012, into a new purpose built Food Distribution Centre and flagship store on the former Mercedes site situated within the neighbouring Wentworth Industrial Estate including a larger Head Office in the conversion of the former premises on the site. The Site on New Road is therefore surplus to requirements given the business relocation and need for expansion.

1.2.4 As the Site will accommodate only circa 29 dwellings, BMBC has confirmed in pre-application discussions that a Transport Assessment and Travel Plan will not be required. However, a Transport Statement has been requested that sets out the likely traffic generation from the proposed residential development and its assignment on to the local highway network based on the likely destinations of the trips.



1.3 SCHEME PROPOSAL AND SCOPE OF REPORT

1.3.1 This TS has been prepared to accompany a full planning application for the construction of up to 29 dwellings including access and landscaping.

1.3.2 The report has been prepared in accordance with the Department for Communities and Local Government (DCLG) 'National Planning Practice Guidance' published in 2014 which supersedes the Department for Transport (DfT) and DCLG's 'Guidance on Transport Assessment' (GTA) document. Cognisance has also been taken of the prevailing National Planning Policy Framework (NPPF) as well as the emerging Barnsley Local Plan. Paragraph 109 of NPPF, July 2018 states that:

“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 would be severe.”

1.3.3 This report sets out the transport impacts relating to the development proposals and compares these impacts with those of the former use. The TS considers the sustainability and accessibility of the site, reviewing the provision and quality of facilities and connections to and from the surrounding areas. The document structure is as follows:

- Section 2 – describes the Site, its former use and existing transport conditions including access by all modes of transport;
- Section 3 – defines the development proposals including the likely trip generation and distribution on to the local highway network; and
- Section 4 – summarises and concludes the Transport Statement.



2. Existing Conditions

2.1 INTRODUCTION

2.1.1 The section describes the location of the Site and considers the existing conditions on the surrounding highway network for a range of transport modes. It also considers the traffic that was generated by the previous use of the Site by The Company Shop. The section also includes a review of recent personal injury accident data and describes the existing local facilities in the vicinity of the Site.

2.2 EXISTING SITE

Location

2.2.1 The Site has an area of some 1.2 hectares and it is situated in the small village of Tankersley, which lies immediately to the west of the M1 Motorway at Junction 36 and to the north of A61. The Site is bound to the southeast by existing residential development, to the to the southwest and northwest by existing woodland and to the north east by New Road. There is an existing access in to the Site from New Road. The location of the Site in relation to its immediate surroundings is shown in Figure 2.

2.2.2 In the wider context the Site is situated on the urban fringes of the Sub Regional Town of Barnsley, approximately 6 km south of the Town Centre, and close to the Principal Town of Hoyland (which includes Birdwell, Blacker Hill, Elsecar, Hemingfield and Jump). The location of the Site in relation to the wider surroundings is shown in Figure 1.

Extant Use

2.2.3 The Site which houses existing accommodation extending to circa 27,422 sq ft (2,548 sq m) GIA, was formally occupied by The Company Shop and was used as warehousing / retail along with housing the HQ operation of the company. Information has been received from the previous occupiers regarding the levels of use of the Site at that time.

2.2.4 The Company Shop employed some 187 people at the Site with the warehouse staff working three shifts over a 24hr period. The shop was open 7 days a week (9am – 8pm Monday to Friday, 9am to 6pm on Saturday and 10am to 4pm on Sunday) and on average there were 850 transactions per day.

2.2.5 On the assumption that the morning shift, HQ staff and shop staff comprised around a third of the workforce (this is probably an underestimate as the HQ operation was likely to have employed more staff than the warehouse operation) and arrived at the Site in the morning peak period between 7am and 9am, this would have resulted in up to around 60 arrivals at the Site over the two hour period.

2.2.6 HGV movements were based on an average of 10-12 deliveries per day and, has already been stated, the level of operation and number of deliveries led to considerable complaints from nearby residents.

2.3 EXISTING LOCAL HIGHWAY NETWORK AND CONSENTED IMPROVEMENTS

2.3.1 New Road runs from a simple priority junction with Tankersley Lane in a northerly direction, under A61 Westwood New Road, circling around the eastern side of Tankersley Village, past the entrance to the Site and continues in a westerly direction. To the west of the Site, Lidgett Lane runs from New Road in a north westerly direction to the neighbouring village of Pilley.



2.3.2 To the east of the Site, a spur of Westwood New Road runs from a priority junction with New Road through the village to a priority junction with A61 Westwood New Road. This spur of Westwood New Road is therefore the most direct route from the Site to the major highway network.

2.3.3 A61 Westwood New Road runs in a northeast to south westerly direction between Junction 36 of the M1 Motorway to the five arm roundabout on the western end of A616 Stocksbridge Bypass. After this junction, A61 continues into Sheffield City Centre.

2.3.4 The M1 Motorway is the strategic north-south route between Leeds and London. To the north east of Junction 36, A61 Sheffield Road continues in a northerly direction from a recently improved traffic signal controlled gyratory type junction with A6195 and A6135, through Birdwell and Worsbrough Bridge to Barnsley Town Centre.

2.3.5 A6195 is the Dearne Towns Link Road which skirts the northern edge of Wombwell and provides access to Wath upon Dearne, Bolton upon Dearne and Goldthorpe / Thurnscoe before joining A635 which is the main route between Barnsley to the west and Doncaster to the east.

2.3.6 A6135 Sheffield Road runs in a generally southerly direction from its junction with A61 and A6195 skirting the western side of Hoyland, eventually passing under the M1 and running into Chapeltown as White Lane and then Station Road. A6135 continues to the south through the northern suburbs of Sheffield to the City Centre.

2.3.7 A616 runs in a generally west to east direction from Flouch Roundabout to the west of Stocksbridge, through a grade-separated junction with A629 and the five arm roundabout with A61 to join M1 Motorway at Junction 35A.

2.3.8 The Site is therefore very well located for easy access on to the major local road network and also the Strategic Road Network (SRN).

2.4 EXISTING PEDESTRIAN/CYCLE FACILITIES

2.4.1 There is a footway on both sides of New Road in the vicinity of the access into the Site. To the west of the Site, footways on both sides of New Road extend as far as its junction with Lidgett Lane and from here there is a footway on the southern side of New Road only.

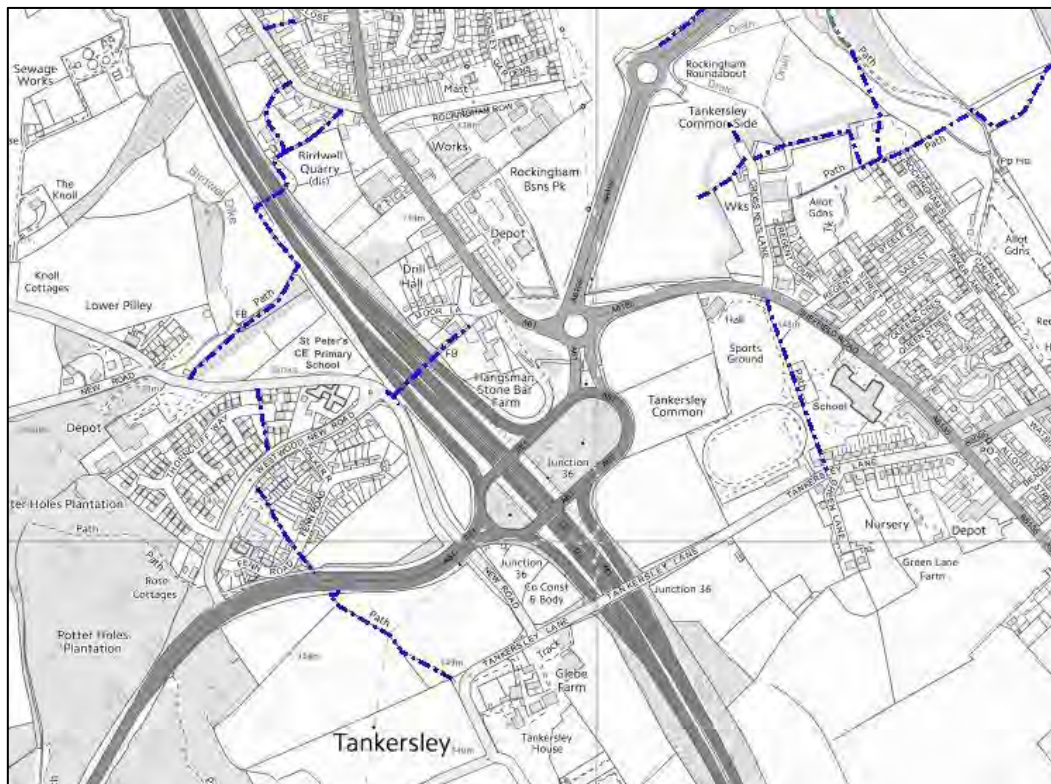
2.4.2 There is a footway on both sides of Lidgett Lane in the vicinity of the junction with New Road and beyond the residential properties clustered around the junction a footway continues on the west side of Lidgett Lane only. A continuous footway does not extend as far as Pilley.

2.4.3 To the east of the Site footways continue on both sides of New Road with the footway on the northern side connecting to a pedestrian footbridge that crosses the M1 Motorway giving access to Birdwell and Hoyland on the other side of the motorway.

2.4.4 New Road is on the Central Section of the Trans Pennine Trail (TPT) which provides long distance routes for walkers and cyclists. The Central Section of the TPT provides a north-south route connecting Leeds and Chesterfield with the route also serving destinations such as Wakefield, Barnsley, Chapeltown, Rotherham and Sheffield. There is also a network of Public Rights of Way (PRoW) in the vicinity of the Site as shown in Image 2.1 below. The blue dashed lines denote Public Footpaths.



Image 2.1 PROW in Vicinity of the Site



2.5 EXISTING BUS SERVICES/FACILITIES

2.5.1 There is a pair of bus stops provided on New Road close to the access into the Site. The bus stop on the northern side of New Road is just to the west of the access and the one on the southern side is to the east of the access. These stops are provided with a pole and timetable information and are used by the 67a Service.

2.5.2 There are additional stops on Westwood New Road which are also used by the 67a Service as well as the 72/72a Service. There are two sets of stops on Westwood New Road; a set close to its junction with Thorncliff Way and a set close to Tankersley St Peter's C of E (Aided) Primary School & Nursery. The stops close to the junction with Thorncliff Way are equipped with a shelter, seating and timetable information and those close to the school have a pole and timetable information.

2.5.3 There are also stops on A61 Sheffield Road which can be accessed via the footbridge over the M1. These stops are used by Services 2, 66, 67/67b/67c, 482 and X17. The bus stop on the Barnsley bound side is situated within a layby and has a shelter, seating and timetable information. The stop on the Sheffield bound side has a pole and timetable information.

2.5.4 A summary of the existing bus services is provided in Table 2.1. The table shows the maximum frequencies (i.e. daytime) along with the overall times of operation (first and last bus from the nearest stop to the Site). For Service 67/67a/67b/67c, the information in Table 2.1 relates to 67a as this is the service which uses the bus stops closest to the Site.



Table 2.1 Existing Bus Services

Service	Route	Days of Operation	Max. Frequency in each direction	Time of operation
2	Sheffield - Ecclesfield - Chapelton - Hoyland Common - Birdwell - Barnsley	Mon - Fri	2 per hour	06:04 - 21:35
		Sat	2 per hour	06:52 - 22:34
		Sun	1 per hour	08:23 - 20:34
66	Barnsley - Birdwell - Hoyland Common - Hoyland - Jump - Elsecar	Mon - Fri	5 per hour	06:11 - 21:24
		Sat	5 per hour	06:31 - 19:17
		Sun	2 per hour	08:42 - 15:48
67/67a/ 67b/67c	Barnsley - Birdwell - Hoyland - Jump - Cortonwood - Wombwell	Mon - Fri	1 per hour	07:43 - 23:36
		Sat	1 per hour	07:43 - 23:36
		Sun	1 every 2 hours	09:37 - 21:47
72/72a	Chapelton - High Green - Tankersley - Hoyland - Elsecar - Wath upon Dearne - Manvers	Mon - Fri	1 per hour	06:10 - 18:37
		Sat	1 per hour	06:24 - 17:25
		Sun	No service	-
482	Birdwell – Barnsley Academy (School Service)	Mon - Fri	1 each way	07:30 / 15:20
		Sat	No service	-
		Sun	No service	-
X17	Barnsley - Meadowhall - Sheffield - Chesterfield - Matlock	Mon - Fri	1 per hour	06:27 - 18:51
		Sat	1 per hour	06:42 - 18:46
		Sun	1 per hour	09:11 - 17:53

2.5.5 The existing bus services provide connections to Barnsley, Sheffield, Wombwell and other local centres. Further connections within the region and beyond are available from these interchange destinations.

2.6 ACCESSIBILITY ON FOOT AND BY CYCLE

2.6.1 The DCLG and DfT residential design guide 'Manual for Streets' (MfS), March 2007, advises at para. 4.4.1 that *"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot."* 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 2 km."* The acceptability of walking trip up to 2km for commuting / education trips (an approximate 25 minute walk time) is also supported within the Chartered Institution of Highways and Transportation (CIHT) document 'Providing for Journeys on Foot', which gives a range of acceptable walking distances depending on purpose.

2.6.2 Tankersley St Peter's C of E (Aided) Primary School & Nursery is approximately 300m walking distance from the centre of the Site and Hoyland Common Primary School is some 1200m walking distance via the footbridge over the M1. There is a children's play area opposite the school, some 400m walking distance from the centre of the Site.

2.6.3 There is an Aldi on A61 Sheffield Road approximately 850m walking distance from the Site again via the footbridge over the M1. Tankersley Post Office and Tankersley News is on Worsbrough View in Pilley, some 1100m walking distance from the Site and there are also two churches in Pilley; St Paul's Church and Pilley Methodist Church.

2.6.4 Tankersley Manor Hotel, Bar and Restaurant is some 1200m walking distance via the public footpath that leads through the adjacent estate on to Westwood New Road and along the existing footway to the north side of A61 Westwood New Road.



2.6.5 An acceptable and comfortable cycling distance for general cycling trips is considered to be up to 5km as advised in Local Transport Note 2/08 published by DfT and the same guidance also refers to commuting cycle trips of up to 8km.

2.6.6 Barnsley, Chapeltown and Stocksbridge Town Centres lie within 8km of the Site with Bridwell and Hoyland being well within 5km of the Site. Therefore, there are significant employment opportunities within an acceptable cycle journey from the Site. Kirk Balk Academy in Hoyland, the nearest secondary school to the Site, is also well within 5km.

2.6.7 It is therefore concluded that the Site is provided with good accessibility for journeys on foot and by cycle to a range of services and facilities as well as employment and education.

2.7 ACCESSIBILITY BY PUBLIC TRANSPORT

2.7.1 The CIHT document, 'Planning for Public Transport in Developments', March 2009, suggests that the maximum walking distance to a bus stop should not exceed 400m. CIHT's later document, 'Buses in Urban Environments', January 2018, recognises that people will walk further to access more frequent bus services.

2.7.2 The bus stops on New Road that are used by Service 67a are 140m and 200m walking distance from the centre of the Site to the eastbound and westbound stop respectively. The bus stops on Westwood New Road that benefit from being used by the additional service 72/72a as well as by Service 67a are some 400m walking distance from the centre of the Site via the Public Footpath that cuts through the adjacent residential estate. The bus stops on A61 Sheffield Road are some 600m walking distance from the centre of the Site via the footbridge over the M1 and these are used by several services giving a combined frequency of some 9 buses an hour in each direction.

2.7.3 From the high frequency stops on A61 Sheffield Road indicative peak hour journey times (estimated from existing timetable information) to the following destinations are as follows:

- Barnsley – 15-18 minutes;
- Sheffield – 38-63 minutes; and
- Chapeltown – 18 minutes

2.7.4 Once in Barnsley and Sheffield there are opportunities for transfer to rail and Barnsley Railway Station is also an acceptable cycling distance from the Site.

2.7.5 It is therefore concluded that the Site is provided with good accessibility by public transport.

2.8 ACCIDENT DATA

2.8.1 Personal injury accident data has been obtained for the highway network in the vicinity of the Site for the most recently available 5 year period, 2013-2017, on the Crashmap website. The study area selected includes New Road between and including its junctions with Lidgett Lane and Tankersley Lane and Westwood New Road between and including its junctions with New Road and A61 Westwood New Road. This study area is considered appropriate when taking into account the very low levels of traffic that are likely to be generated by the proposed development (Section 3 contains the details).

2.8.2 Over the 5 year period there have been 8 recorded collisions within the study area, 6 of which occurred at or near the junction of A61 Westwood New Road with Westwood New Road. 7 of the accidents have been classified as slight in severity and 1 as serious. The serious accident occurred at the junction and involved a pedal cycle. The remaining 2 slight accidents occurred on Westwood



New Road itself and at or near the junction of New Road and Westwood New Road. None of the accidents involved either children or pedestrians.

2.8.3 There is nothing to suggest that road geometry was the cause of these accidents and, given the very low traffic generation from the Site, it is unlikely that there will be any adverse impact on road safety as a result of the proposals.



3. Development Proposals

3.1 SITE LAYOUT

3.1.1 The proposed site layout is shown on the Knapton & Knapton Ltd drawing no SK-01 contained at Appendix A. The proposals are for some 29 no dwellings, comprising a mix of detached, semi-detached and townhouses. In detail, the proposals are for:

- 3 x 2 bedroom house;
- 10 x 3 bedroom house; and
- 16 x 4 bedroom house.

3.2 ACCESS ARRANGEMENTS

3.2.1 The proposed development will be accessed from the existing vehicular access into the Site. This currently takes the form of a driveway into the existing car park with no formal pedestrian provision. The driveway will be formalised to provide a 6.0m wide carriageway with the existing footway on New Road to the west of the access being continued into the proposed development. The existing footway to the east side will be continued around the kerb radius to provide a crossing point within the access road.

3.2.2 Visibility splays of 2.4m x 40m in each direction out of the access road are achievable and therefore this will be in accordance with the requirements of MfS for a 30mph speed limit on the major road. South Yorkshire Residential Design Guide, 2011, defers to MfS for its requirements on visibility splays and therefore is also accorded with in this regard.

3.2.3 Once within the development 24 dwellings will be served from a shared surface street with a 'carriageway' width of 5.5m and a service strip of 0.7m to each side. At the end of the shared surface street, a private drive will serve the remaining 5 dwellings.

3.3 SERVICING

3.3.1 The internal layout has been designed to ensure that the servicing requirements of the development can be comfortably accommodated. Fire tenders are also able to get within 45m of the ground floor of all dwellings as specified within the Building Regulations, Access to and use of buildings: Approved Document M (and as referred to in Manual for Streets).

3.3.2 A turning head is provided at the end of the shared surface street which will provide sufficient space for a refuse and other service vehicle to turn, allowing the vehicle to enter and leave the Site in forward gear.

3.4 PARKING

3.4.1 Barnsley MBC's Local Plan Publication Draft 2016 states that the Council is considering producing a number of Supplementary Planning Documents (SPDs) one of which may be concerning 'Parking'. Paragraph 12.58 of the Local Plan reiterates that an SPD will be produced that will set out maximum standards of parking for broad classes of development within Urban Barnsley and the Principal Towns. As yet there is no updated SPD on 'Parking'.

3.4.2 As part of the previous Local Development Framework, an SPD on 'Parking' was adopted in March 2012. Table 1 of the SPD sets out the maximum number of spaces that will be required and for C3 dwelling houses Borough wide it states:

- 1 space per dwelling for houses and flats with 1 or 2 bedrooms; and



- 2 spaces per dwelling for houses and flats with 3 or more bedrooms.

3.4.3 The parking provision as shown on the layout provides parking at the required level without reliance on garages which will provide secure cycle storage. Where there is no dedicated garage space, a shed is provided within the curtilage of the dwelling for secure cycle storage.

3.4.4 There are 3 dedicated visitor parking spaces provided and there are other opportunities for visitor parking given the width of the access road.

3.5 TRAFFIC GENERATION AND DISTRIBUTION

Traffic Generation

3.5.1 The TRICS 7.5.3 online database has been interrogated to obtain a trip rate that it is considered will be representative of the proposed development. Assuming the use category 03 – Residential A – Houses Privately Owned an initial interrogation revealed a site in Peterborough with very similar characteristics to the proposed development. The site is also high in the rank order and therefore will represent a robust analysis.

3.5.2 The trip rates in Table 3.1 below therefore relate to TRICS Site Reference CA-03-A-05 with details as follows:

- Description: Detached Houses
- Number of dwellings: 28
- Total bedrooms: 94 (av. 3.3 bedrooms per dwelling)
- Location: Suburban Area

Table 3.1 TRICS Site Ref CA-03-A-05 - AM and PM Total Vehicular Weekday Trip Rates

Period	Arrivals	Departures	Total
AM Peak Hour (0800-0900)	0.143	0.536	0.679
PM Peak Hour (1700-1800)	0.357	0.429	0.786

Table 3.2 AM and PM Total Vehicular Trip Generation (29 units)

Period	Arrivals	Departures	Total
AM Peak Hour (0800-0900)	4	16	20
PM Peak Hour (1700-1800)	10	12	22

3.5.3 By comparing the predicted peak hour traffic generation in Table 3.2 above with the information contained in paragraph 2.2.5 regarding the previous use it can be seen that the proposed residential development is likely to generate less peak hour traffic. In addition, the level of HGV use will be far less than that previously experienced at the Site.

Traffic Distribution

3.5.4 In order to estimate the likely assignment of these development trips on to the local highway network the latest census dataset (2011) WU03EW – Location of usual residence and place of work by method of travel to work (MSOA level) has been interrogated for the Barnsley 028 area, within which the Site is situated, to obtain the places of work for existing residents within that area.



3.5.5 Once the usual place of work destinations are known it is possible to derive the assignment of trips based on the most direct and fastest route. This exercise suggests the following assignment:

- M1 (N) – 26%
- M1 (S) – 24%
- A61 Sheffield Road (N) – 14%
- A6195 Dearne Valley Parkway – 10%
- A616 West – 3%
- A616 East (Thornccliffe Park Business Park) – 3%
- A61 Westwood New Road / Penistone Road – 5%
- A6135 Sheffield Road – 1%
- B6096 / B6097 – 5%
- A61 Westwood New Road (Wentworth Office Park/ Wentworth Industrial Estate) – 7%
- Local minor routes – 2%

3.5.6 The majority of traffic to and from the proposed development will use the junction of A61 Westwood New Road / Westwood New Road. In the worst case AM peak hour, up to 16 vehicles will be exiting Westwood New Road on to A61 Westwood New Road, one additional vehicle every 4 minutes. Therefore, this additional traffic is unlikely to be discernible over and above the existing traffic at the junction during peak hours and the daily fluctuations of these flows that naturally occur.



4. Summary and Conclusions

4.1 SUMMARY

4.1.1 Optima Highways and Transportation Ltd has been appointed by Rouse Homes Ltd to prepare a Transport Statement (TS) that considers the highways and transportation matters associated with a proposed residential development of some 29 dwellings on a brownfield site off New Road in Tankersley near Barnsley, South Yorkshire. Tankersley lies within the administrative area of Barnsley Metropolitan Borough Council (BMBC).

4.1.2 The Site which houses existing accommodation extending to circa 27,422 sq ft (2,548 sq m) GIA, was formally occupied by The Company Shop and was used as warehousing / retail along with housing the HQ operation of the company. From information received from The Company Shop it has been ascertained that there would have been around 60 arrivals at the Site over the AM peak period along with an average of 10-12 HGV deliveries per day.

4.1.3 The proposed development will be accessed from the existing vehicular access into the Site. This currently takes the form of a driveway into the existing car park with no formal pedestrian provision. The driveway will be formalised to provide a 6.0m wide carriageway with the existing footway on New Road to the west of the access being continued into the proposed development. The existing footway to the east side will be continued around the kerb radius to provide a crossing point within the access road.

4.1.4 This report has demonstrated that the Site is accessible by other modes of transport to the private car; on foot, by cycle and public transport to a wide range of local facilities and employment opportunities.

4.1.5 A review of personal injury accident data has been undertaken for the local study area and this has shown that there are no specific road safety concerns.

4.1.6 The traffic generation that would be expected from a development of some 29 dwellings has been set out and it is noted that this level of traffic generation is likely to be less than that which occurred when the Site was operational for The Company Shop. The levels of traffic predicted would be indiscernible over and above the usual daily fluctuations in traffic flow on the highway network.

4.2 CONCLUSION

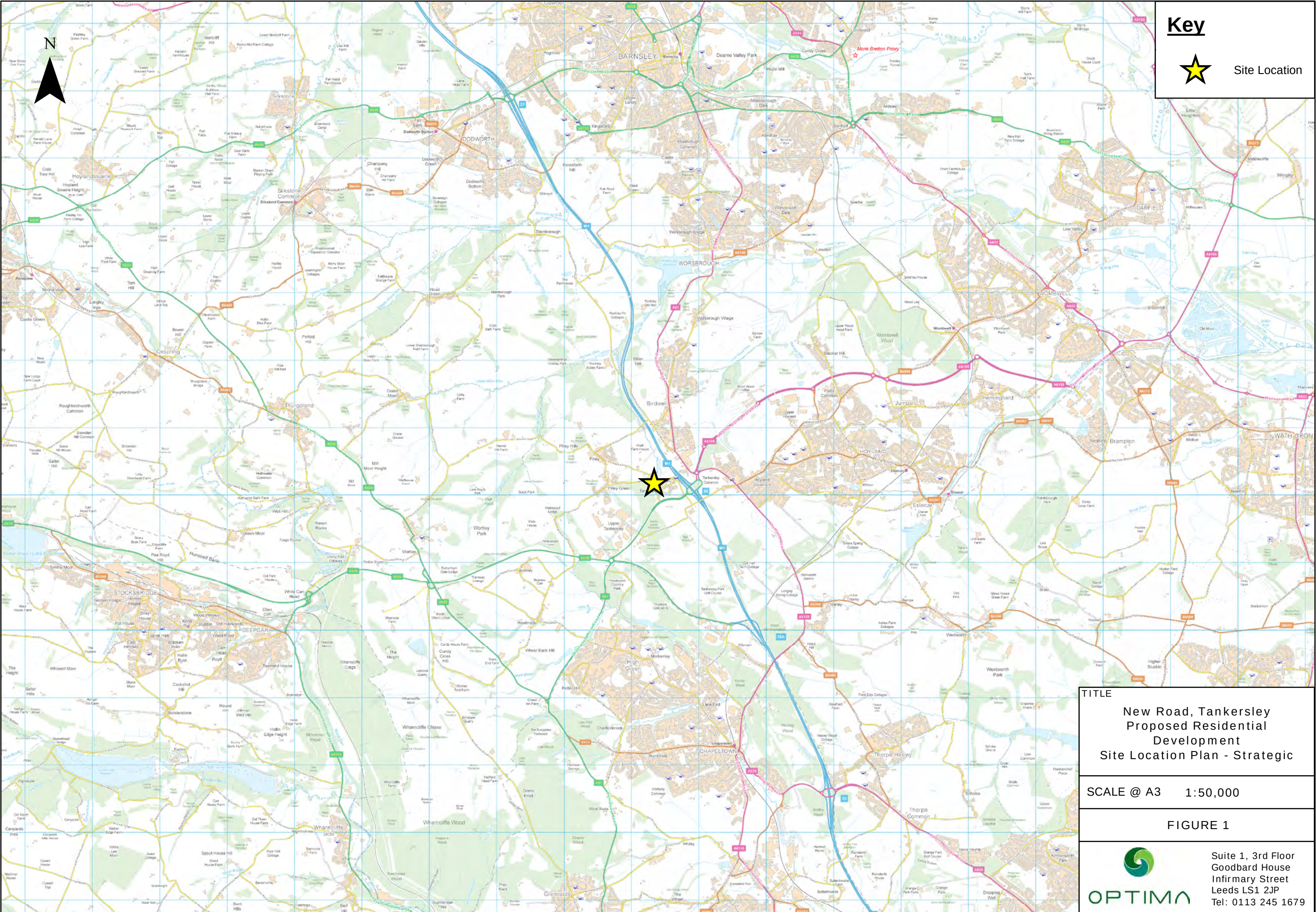
4.2.1 This Transport Statement has demonstrated that there will be no unacceptable impact on highway safety and no severe impact on the highway network. It is therefore concluded that there are no highway or transport related issues that would prevent the proposed residential development from being granted planning consent.



Figures



Path: O:\New Road, Tankersley\DRAWINGS\GIS\ARCEDITOR\Figure 1. Site Location Strategic.mxd



Key

 Site Location

TITLE

New Road, Tankersley
Proposed Residential
Development
Site Location Plan - Strategic

SCALE @ A3

1:50,000

FIGURE 1


OPTIMA

Suite 1, 3rd Floor
Goodbard House
Infirmary Street
Leeds LS1 2JP
Tel: 0113 245 1679

Appendices



Appendix A Knapton & Knapton Ltd – Planning Layout



Key

- Plot gate access.
- Plot parking.
- Plot front door.
- Plot rear access.
- Private drive to be Tegular block paving.
- Shared surface focal square to be Brindle Hemgbone block paving.
- Private plot bin storage.
- Bin collection area.
- Red line submission boundary.
- House type reference and plot number.
- 2.0m high screen fence.
- 1.8m high screen fence.
- 2m high screen wall.
- Private drives to be tarmac.
- Plot paving and patio to be 450x450 Marshalls natural saxon paving.

1.5m high gabion garden retaining to rear boundary of plots 28 & 29 with 2m screen fence.

New Road

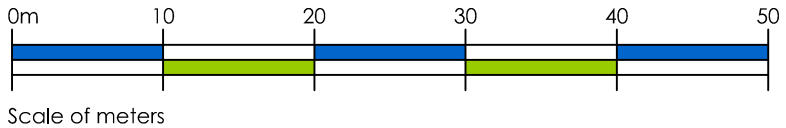
New Road

Thorncliff Way

Woodbourne Gardens

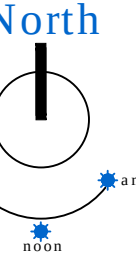
Schedule.

TYPE ABB	TYPE NAME	No	Accommodation	GROSS INTERNAL FLOOR AREA (GIA)		GIA TOTALS PER TYPE	
				SQFT	SQM	SQFT	SQM
Ma	Malham	3	2 Bed 3 Person	775	72.00	2,325	215.99
Be	Bedale	4	3 Bed 4 Person	884	82.12	3,536	328.49
Ke	Kensington	2	3 Bed 5 Person	1149	106.74	2,298	213.48
St	Studley	4	3Bed 5 Person	1167	108.41	4,668	433.66
Fu	Fulwood	5	4 Bed 8 Person	1457	135.36	7,285	676.78
Ha	Harewood	2	4 Bed 7 Person	1429	132.75	2,858	265.51
No	Nostell	3	4 Bed 8 Person	1500	139.35	4,500	418.05
Sh	Shelley	4	4 Bed 8 Person	1695	157.47	6,780	629.86
Co	Collingham	2	4 Bed 7 Person	1826	169.64	3,652	339.27
		29				37,902	3521.10



Designers of the Built Environment

Scale 1:500 @ A2
Date 25/09/18
Drg No SK-01



Client Rouse Homes Ltd.
Site Tankersley
Plan Planning Layout 1:500.