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RESIDENTIAL DEVELOPMENT, BARNBURGH LANE, GOLDTHORPE

TRAVEL PLAN

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TRAVEL PLAN

Homes by Honey

Planning Issue

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Appendix A Site layout

1 INTRODUCTION

1.1 OVERVIEW

1.1.1 Andrew Moseley Associates (AMA) have been commissioned by Homes by Honey to produce this Travel Plan (TP) in connection with the proposed development of 95 residential dwellings on land to the north of Barnburgh Lane, Goldthorpe.

1.1.2 The site is located approximately 1km south east of the centre of Goldthorpe and approximately 13km south east of Barnsley town centre. The site is bound to the north and east by an area of woodland, to the south by Barnburgh Lane and to the west by a Public Right of Way (PRoW) footpath (number 17).

1.1.3 The Local Planning Authority (LPA) and the Local Highway Authority (LHA) are Barnsley Metropolitan Borough Council (BMBC).

1.1.4 A Transport Assessment (TA) has been prepared for the proposals under separate cover. The TA concludes that the site is located in a sustainable location, with good access to public transport provision.

1.1.5 This TP summarises the accessibility of the site and outlines a range of Travel Plan measures which will be promoted to residents to encourage sustainable travel patterns at the site. This document provides an outline of the proposed measures and monitoring strategy, which will be implemented at this site.

1.1.6 This report sets out the following;

- Section 2 – The aims and objectives of the travel plan are outlined;
- Section 3 – The accessibility of the site is assessed including details of existing facilities near to the site such as walk, cycle and public transport routes;
- Section 4 – Details of the roles and responsibilities are outlined including the role of the Travel Plan Co-ordinator;
- Section 5 – The proposed Travel Plan measures are outlined including the proposed measures to encourage travel by walking, cycling and public transport;
- Section 6 – Identifies the targets;
- Section 7 – Details of the proposed Travel Plan monitoring process are included along with details of timescales; and
- Section 8 - A summary of the Travel Plan measures and timescales for its implementation are set out.

2 TRAVEL PLAN OBJECTIVES AND BENEFITS

2.1 INTRODUCTION

2.1.1 This section sets out the vision and objectives that will guide the TP development and implementation. This TP seeks to outline a range of potential measures which encourage sustainable travel patterns at the site and achieves the objectives and subsequent benefits outlined below.

2.2 OBJECTIVES

2.2.1 This TP (and the resultant Final Travel Plan which will be developed for the proposals) is based upon the achievement of the following key objectives:

- To reduce the impact and frequency of car travel especially single occupancy vehicle use;
- To reduce the impact of the development on the local road network;
- To enable residents of the development to have informed choices about their travel options;
- To improve the health and well-being of the residents of the development;
- To ensure transport arrangements of the development have minimum environmental impact; and
- To ensure that the development is accessible to the widest possible range of services.

2.2.2 The TP will therefore broadly seek to:

- Develop an awareness of locally available non-car modes of transport among residents;
- Promote sustainable travel and to continue to engage with residents on sustainable travel choices to achieve a long-term commitment to changing travel habits amongst the new community; and
- Promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private cars and to highlight the health and environmental benefits of adopting sustainable travel patterns.

2.3 TRAVEL PLAN BENEFITS

2.3.1 There are a large number of benefits that will be derived from the successful implementation of a Travel Plan at the development for residents and visitors as well as the wider community.

2.3.2 The residents and visitors to the proposed development could expect to enjoy:

- Improved health and fitness through increased levels of walking and cycling;
- Increased flexibility offered through wider travel choices;
- The social aspects of sharing transport with others; and
- A better environment within the site and its immediate environs as vehicular movements are minimised.

2.3.3 In terms of the wider community, the successful implementation of a Travel Plan will lead to reduced traffic impact as a result of the reduction in car use.

2.3.4 The overall Travel Plan strategy will include physical measures designed to enhance the sustainable transport linkages at the site, travel awareness initiatives and other measures to assist in the achievement of the objectives of the Plan.

2.3.5 The proposed monitoring strategy that will be adopted for the site to determine how the Travel Plan is performing against these objectives is set out later in this report.

3 EXISTING SUSTAINABLE TRANSPORT PROVISION

3.1 INTRODUCTION

3.1.1 The Government's objectives set out in the NPPF are to ensure that new developments are provided in sustainable locations, where the need to travel is minimised and the use of sustainable modes can be maximised.

3.1.2 The site has a good level of accessibility by sustainable modes of transport which will encourage the use of alternative modes of travel.

3.1.3 This section outlines the existing walking, cycling and public transport facilities within the vicinity of the development site and describes the accessibility of the site in terms of its proximity to key services and destinations.

3.2 WALKING ACCESSIBILITY

3.2.1 Whilst superseded by the NPPF, the transport policies set out in the former PPG13 set out specific guidance related to walking:

> *"Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometers" (Para 74)*

3.2.2 This walking catchment has been used in the consideration of the accessibility of the site. A plan showing the 2km walking catchment from the centre of the site is attached in **Figure 3**.

3.2.3 Within a 2km catchment of the site, the majority of Goldthorpe can be accessed as well as northern areas of Bolton upon Dearne and Barnburgh. Footways are provided along both sides of Barnburgh Lane, although the southern footway terminates at Engine Lane. Dropped kerbs are provided over local junctions where there is a minor road. A signalised pedestrian crossing with push button facility is provided on each of the approaches at the Barnsley Road / Doncaster Road / High Street junction. This facilitates safe and convenient pedestrian movements towards Fields End Business Park and Goldthorpe Rail Station.

3.3 CYCLING ACCESSIBILITY

3.3.1 Whilst superseded by the NPPF, the transport policies set out in the former PPG13 set out specific guidance related to cycling:

> *"Cycling also has potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport" (Para 77)*

3.3.2 The plan attached at **Figure 4** shows the 5km cycling catchment from the site. The plan identifies that a number of villages can be accessed, including Thurnscoe, Bolton upon Dearne and northern extents of Wath upon Dearne.

3.3.3 National Cycle Network (NCN) Route 62 can be accessed approximately 3.2km south of the site, via the B6098. Within the vicinity of the site, the route heads east towards Doncaster and west towards Barnsley.

3.4 PUBLIC TRANSPORT

Bus

3.4.1 The closest bus stops to the site are located on Barnburgh Lane, approximately 350m – 400m, or a 4 to 5-minute walk distance, from the site as demonstrated at **Figure 5**. These stops are provided with a flag and a pole.

3.4.2 The services calling at these stops are summarised in **Table 3-1** below.

Table 3-1 Local Bus Services

No.	Route	Approximate Frequency per Hour		
		Mon-Fri	Saturday	Sunday
219 / 219a	Barnsley - Doncaster	1	1	1

Rail

3.4.3 The nearest rail station to the site is Goldthorpe, which is located approximately 1.4km to the west of the site and can be accessed on foot within 18 minutes, by bike within 6 minutes and by bus within approximately 12 minutes. The station sits on the Wakefield line and benefits from hourly services to both Sheffield and Leeds.

3.5 LOCAL AMENITIES

3.5.1 **Table 3-2** summaries the health, education, retail / leisure, and employment amenities which are located within walking (2km) or cycling (5km) distance of the site. The wide range of amenities available demonstrates that future residents, visitors, and customers are able to undertake sustainable journeys using active modes of travel.

Table 3-2 Local Amenities

Amenity	Walk Distance	Walk Time	Cycle Time
Kids World Goldthorpe Nursery	650m	8 mins	2 mins
The corner Tap	650m	8 mins	2 mins
Asda Goldthorpe Supermarket	800m	11 mins	4 mins
Goldthorpe Primary Academy	900m	12 mins	5 mins
Astrea Academy Dearne	1.1km	14 mins	4 mins
Goldthorpe Post Office	1.1km	14 mins	5 mins
Dearneside Leisure Centre	1.3km	16 mins	4 mins
The Dearne Playhouse	1.4km	16 mins	4 mins
The Goldthorpe Medical Centre	1.4km	17 mins	5 mins
Fields End Business Park	1.9km	24 mins	8 mins
ALDI	2.2km	-	8 mins

3.6 SUMMARY

3.6.1 It has been demonstrated that the site is accessible by sustainable transport modes. There are a range of local amenities within a short walk or cycle from the site, meaning residents will not be reliant on the private car for everyday journeys. Public transport is available for those travelling longer distances.

4 ROLES AND RESPONSIBILITIES

4.1 INTRODUCTION

4.1.1 This section of the report sets out the roles of those people who will be responsible for implementing the Travel Plan and its measures.

4.1.2 An important aspect of a successful Travel Plan 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 Three months prior to occupation of the development, Homes by Honey will appoint a Travel Plan Co-ordinator (TPC) who will be responsible for the implementation of the Travel Plan. The TPC will share their contact details with Barnsley Metropolitan Borough Council upon appointment.

4.2.2 At this stage, the interim TPC is Sophie Dunhill, Transport Planner at AMA. Full contact details will be provided to the LHA on granting of planning consent.

4.2.3 The TPC will be provided with any appropriate training and time to fulfil the role. The TPC must be empowered to act on behalf of the community and should have management support from the end purchaser of the site or a suitably appointed consultant managing the TP. The TPC role does not need to be full time, and with appropriate support, the role could also be fulfilled by a resident.

4.2.4 The duties of the TPC will include:

- Oversee the implementation of the measures listed within this Travel Plan, including fulfilment of any Travel Plan obligations;
- Prepare, distribute, and update the Travel Plan materials, as appropriate;
- Engagement with residents, including actively encouraging and promoting sustainable modes of travel to and from the site, where possible;
- Liaison with the highway authority with respect to the development of the plan, and the evaluation, monitoring and review of targets;
- Engagement with the sales team where necessary; and
- Preparation of an annual monitoring report.

4.2.5 A range of suggested Travel Plan measures have been included in this TP for implementation by the TPC. This is not an exhaustive list and should be subject to on-going review as part of the monitoring process set out later in the report.

5 TRAVEL PLAN MEASURES

5.1 INTRODUCTION

5.1.1 This section outlines the Travel Plan measures which will be implemented at the site to achieve the objectives outlined in **Section 2**.

5.1.2 Physical measures to encourage sustainable travel such as improved walking and cycling links are also described below, along with details of 'soft' measures to encourage the use of these modes and reduce the need to travel.

5.2 PHYSICAL MEASURES

5.2.1 The design of the internal road network is such that vehicle speeds will be low, and this combined with the low traffic flows on the internal roads will mean that the internal networks are also suitable for use by cyclists.

5.2.2 Cycle storage / parking will be available within the garages of individual dwellings. Any dwelling without an allocated garage will have secure cycle storage provided within the curtilage of the property.

5.3 MEASURES TO ENCORAGE SUSTAINABLE TRAVEL

SUSTAINABLE TRAVEL INFORMATION PACK

5.3.1 A Travel Information Pack will be provided to all residents at the site upon occupation. The pack will include details of local walking and cycling routes, public transport timetables and ticket information, car sharing, car clubs and the benefits of electric / hybrid vehicles, and links to further sources of sustainable travel information. It will include a walking and cycling map showing key routes and local amenities.

5.3.2 The pack will be distributed to new residents via their welcome packs, and to all occupied homes via the sales office.

ANNUAL SUSTAINABLE TRAVEL NEWSLETTER

5.3.3 Providing residents with an annual newsletter allows the TPC to engage with residents year on year, reminding them of their sustainable travel options and the benefits of travelling sustainably. This also allows the TPC to update residents with any local travel changes that have occurred, for example, changes to bus timetables or the introduction of new services / routes.

5.3.4 The newsletter also provides an opportunity to engage with second occupants of any homes at the development that are sold on, or tenants of any homes at the development that are rented.

5.3.5 The newsletter will promote regional, national and international sustainable travel related events, such as National Walking Month, Cycle to Work Day, Bike Week, Cycle September and Clean Air Day, amongst others.

5.4 MEASURES TO REDUCE THE NEED TO TRAVEL

5.4.1 The TPC will encourage residents to examine their travel patterns in order to reduce the need to travel where appropriate. These measures could include the promotion of internet food shopping and flexible working practices to work from home or fit working hours around public transport services.

5.5 PEDESTRIAN MEASURES

5.5.1 The following measures are proposed to encourage walking to and from the site. These measures will be communicated to future residents via the aforementioned methods of communication.

- Provide plans and information to residents indicating pedestrian / cycle routes in the surrounding area to local amenities; and
- Publicise links to walking resources on the BC website such as https://www.barnsley.gov.uk/services/sport-and-leisure/walking-in-barnsley/ and http://barnsley.activetravelhub.co.uk/walking/.

5.6 CYCLE MEASURES

5.6.1 The following measures are proposed to promote cycling:

- Publicise local cycle information available free of charge from the BC website http://barnsley.activetravelhub.co.uk/;
- Publicise www.sustrans.org.uk for access to local, regional and national cycle route maps for use by residents;
- The TPC shall promote and encourage walking and cycling to work, through events such as 'Cycle to Work Day' and 'Bike Week' (bikeweek.org.uk), to heighten awareness; and
- Consider providing a cycle repair kit in the sales office / show home for use by new residents.

5.7 PUBLIC TRANSPORT MEASURES

5.7.1 The location of the site in relation to public transport should encourage a number of trips to the site to be made by public transport which would primarily be via bus. The following measures will be implemented to encourage the use of public transport, to access the site.

- Supply up-to-date public transport information available on https://www.stagecoachbus.com/ and information on facilities within the surrounding area for residents including local service and ticket information at https://www.stagecoachbus.com/tickets; and
- Publicise details of the journey planner provided at https://www.stagecoachbus.com/plan-a-journey and https://www.northernrailway.co.uk/.

5.8 SUSTAINABLE CAR USE MEASURES

- The website www.liftshare.com/uk will be promoted as a database for potential car sharers. This website contains details of people who live and work throughout South Yorkshire (as well as nationally) and therefore maximises the opportunity for potential matches to be made.
- The TPC will promote hybrid / electric vehicles and the benefits of sustainable car travel. They will be available to provide advice on making the switch to an electric or hybrid vehicle, with links to further advice and key sources of information provided in via aforementioned communication channels.

5.9 SUMMARY

5.9.1 The package of measures described above has been designed to meet the travel plan objectives described in **Section 2**.

5.9.2 The objectives relating to reducing the impact of car travel (particularly single occupancy car trips) on the wider network have been addressed through the provision of measures designed to promote travel by sustainable modes.

5.9.3 The provision of Travel Packs and annual newsletters enables residents to have informed choices about their travel options and, subsequently, will help to achieve the health and well-being benefits outlined in the objectives through increased levels of cycling and walking.

5.9.4 The information provided in the Travel Packs and the annual newsletters will ensure that residents are aware of their travel options for accessing key facilities and services such as those outlined in **Section 3**.

5.9.5 The environmental impacts of transport arrangements at the site are addressed through the promotion of measures to reduce the need to travel, with the encouragement of working from home and shopping deliveries meaning that the need for work/retail-based trips is minimised.

6 TRAVEL PLAN TARGETS

6.1 INTRODUCTION

6.1.1 This travel plan aims to promote travel choice for residents of the development, and hence to increase the use of sustainable transport modes.

6.1.2 Targets should be 'SMART' i.e. they must be: -

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

6.2 MODE SHARE TARGET

6.2.1 A mode share target has been set for the maximum percentage of residents travelling alone by car to the development, based on 2011 Census Data for Barnsley 020 MSOA, in which the site is located. Targets can be viewed below, in **Table 6-1**.

Table 6-1 National Statistics Mode Share Data for Barnsley 020 MSOA

MODE	% JOURNEYS TO WORK	MODE SHARE TARGET
Work mainly at or from home	3%	% Split between remaining modes
Pedestrian	12%	
Bicycle	1%	
Car Driver	65%	62%
Car Passenger	9%	% Split between remaining modes
Public Transport	10%	
Other	1%	
Total	**100%**	

6.2.2 It is proposed, as a minimum, that a 5% reduction in single occupancy car trips is targeted over the five-year travel plan monitoring period.

6.2.3 It should be noted that the mode share presented above, in **Table 6-1**, will be validated by way of an initial residential travel survey. Should it differ significantly, the targets will be reviewed with Barnsley Metropolitan Borough Council accordingly. The reviewed targets will be based on the mode share data collected during the initial residential travel survey, and again, as a minimum, it is proposed that a 5% reduction in single occupancy car trips is targeted.

6.2.4 However, if when undertaking the initial residential travel survey a response rate of 30% is not achieved, the vehicle trip rate and trip generation targets outlined in **Table 6-2**, below, will be implemented and monitored via manual peak period traffic surveys.

6.3 TRIP RATE TARGET

6.3.1 Trip Rates for the residential development have been obtained from the accompanying Transport Assessment, prepared by AMA, for which the following peak hours were selected; 08:00 to 09:00 and 17:00 to 18:00.

6.3.2 The vehicle trip rates are summarised in **Table 6-2** and factored against the 96 dwellings.

Table 6-2 Proposed Development Vehicle Trip Rates

	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trip Rate	0.136	0.336	0.301	0.152

6.3.3 The target for a reduction in the number of vehicular trips has been set at 5%. In order for the TPC to monitor the progress made towards the 5% target throughout the monitoring period, a target 'trip rate per dwelling' has been derived. **Table 6-3** sets out the target trip rates per dwelling.

Table 6-3 Target Vehicle Trip Rates

	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trip Rate	0.129	0.319	0.286	0.144

6.3.4 In order to monitor progress against the 5% target, the TPC will need to multiply the target trip rate per dwelling by the number of occupied homes. It is expected that the TPC will communicate with the sales team how many homes are occupied year on year until completion of the development. Targets will be achieved if the number of two-way trips per dwelling is less than or equal to the target, averaged across the AM and PM peak hours.

7 TRAVEL PLAN MONITORING AND REVIEW

7.1 INTRODUCTION

7.1.1 The TPC, whose role has been outlined in earlier sections, is critical to the monitoring process and they will oversee the implementation of the Travel Plan and its subsequent monitoring. Further details are set out below along with details on timescales for the implementation of the Plan.

7.2 MONITORING

7.2.1 A successful Travel Plan must have an appropriate monitoring programme that measures success (and areas for improvement) and reinvigorates the process where necessary.

7.3 RESIDENTIAL TRAVEL SURVEYS

7.3.1 The initial residential travel survey will be carried out 3 months post first occupation. A short monitoring note will be submitted to BMBC, via the TPC, summarising the results of the survey, within 3 months of completion of the survey. Surveys will be carried out on an annual basis (year on year from the month of the initial residential travel survey being carried out). An annual monitoring note will be prepared and submitted to BMBC, via the TPC, within three months of completion of the surveys.

7.3.2 The survey questionnaire should include the following elements, which should be agreed with the Highway Authority prior to issue:

- How residents currently travel to / from the site;
- How residents prefer to travel to / from the site; and
- Measures that would encourage the use of sustainable modes.

7.3.3 The monitoring report should include reviews of how well the plan is working to meet the objectives, with any revised targets for discussion and agreement with BMBC as outlined in section 6.

7.4 SUMMARY

7.4.1 **Table 7-1** below summarises the proposed timescales for the implementation and monitoring of the travel plan.

Table 7-1 Travel Plan Action Plan and Timescales

Measures / Action	Target Date	Responsibility
Prepare / Agree Travel Plan	Planning application	AMA
Appoint TPC	3 months prior to occupation	Homes by Honey
Conduct Initial Residential Travel Survey	Within 3 months post first occupation	TPC
Conduct Annual Travel Surveys	Annually from baseline survey until the end of the five-year period	TPC

8 SUMMARY AND CONCLUSION

8.1 SUMMARY

8.1.1 A summary of the main TP measures is included in **Table 8-1**. The table summarises the details of the timescales associated with the implementation of the measures and monitoring of the TP and the person / organisation responsible for the funding and implementation are also presented.

Table 8-1 Summary of Measures

Measures / Action	Target Date	Responsibility
Provision of a sustainable travel information pack, including information on walking, cycling, public transport and sustainable car use	At occupation	TPC
Provision of an annual sustainable travel newsletter	Annually throughout lifetime of Travel Plan	TPC
Maximise opportunities for travel by walking and cycling	Through design	Homes by Honey
Provide cycle storage	At construction	Homes by Honey
Promotion of internet food shopping and flexible working practices	Ongoing throughout lifetime of Travel Plan	TPC
Promote and encourage active travel	Ongoing throughout lifetime of Travel Plan	TPC
Promote and encourage public transport use	Ongoing throughout lifetime of Travel Plan	TPC
Promote and encourage sustainable car use	Ongoing throughout lifetime of Travel Plan	TPC

8.2 CONCLUSION

8.2.1 Andrew Moseley Associates (AMA) has been commissioned by Homes by Honey to prepare a Travel Plan (TP) in connection with the proposed development of 95 residential dwellings on land to the north of Barnburgh Lane, Goldthorpe.

8.2.2 The Travel Plan appraises the current accessibility of the development site, describing the opportunities for sustainable travel for future residents. Consideration is then given to how these options can be best promoted to residents in order to encourage and facilitate sustainable travel behaviour, thereby reducing any potential detrimental impact from the development on the local transport network in terms of congestion, air pollution or road safety.

8.2.3 Clear targets and a monitoring regime are proposed that enable those responsible to measure, report upon and maximise the effectiveness of the Travel Plan in achieving its aims and objectives. A

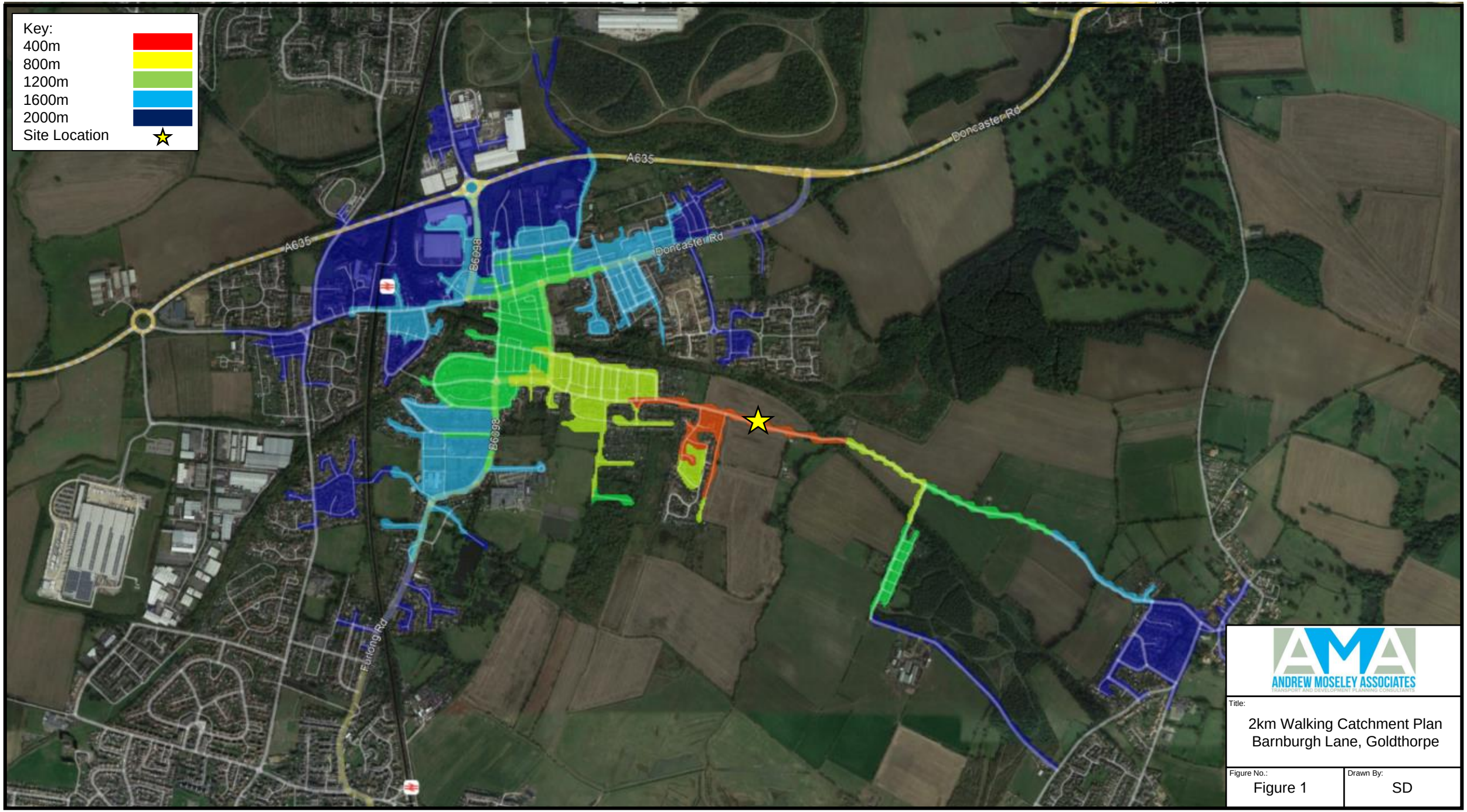
programme of impactful, yet realistic measures and deliverables are set out, that link back to the Travel Plans objectives and targets.

FIGURES

Figure 1 – 2km Walking Isochrone

Figure 2 – 5km Cycling Isochrone

Figure 3 – Bus Stop Location Plan

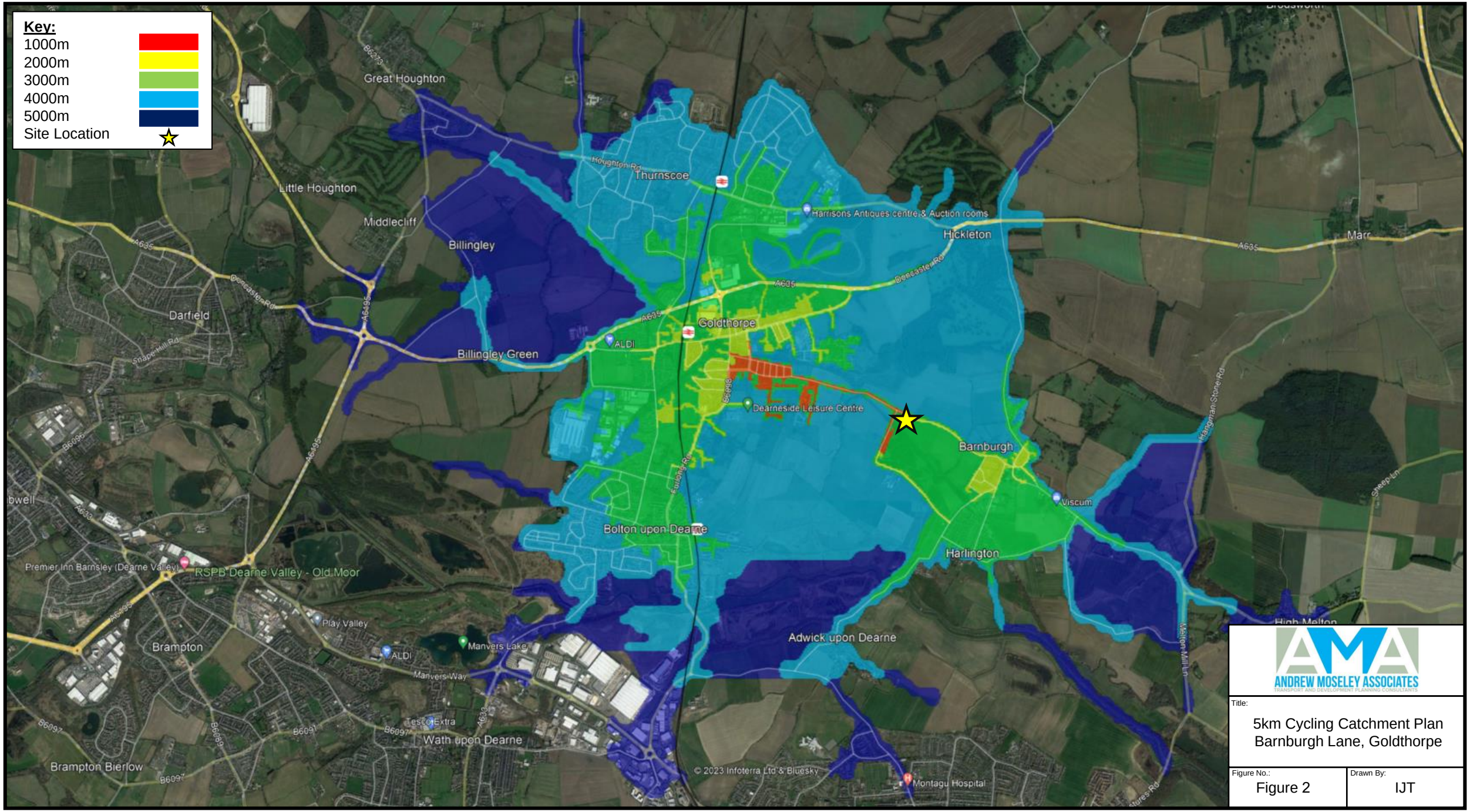


ANDREW MOSELEY ASSOCIATES
TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS

Title:

2km Walking Catchment Plan
Barnburgh Lane, Goldthorpe

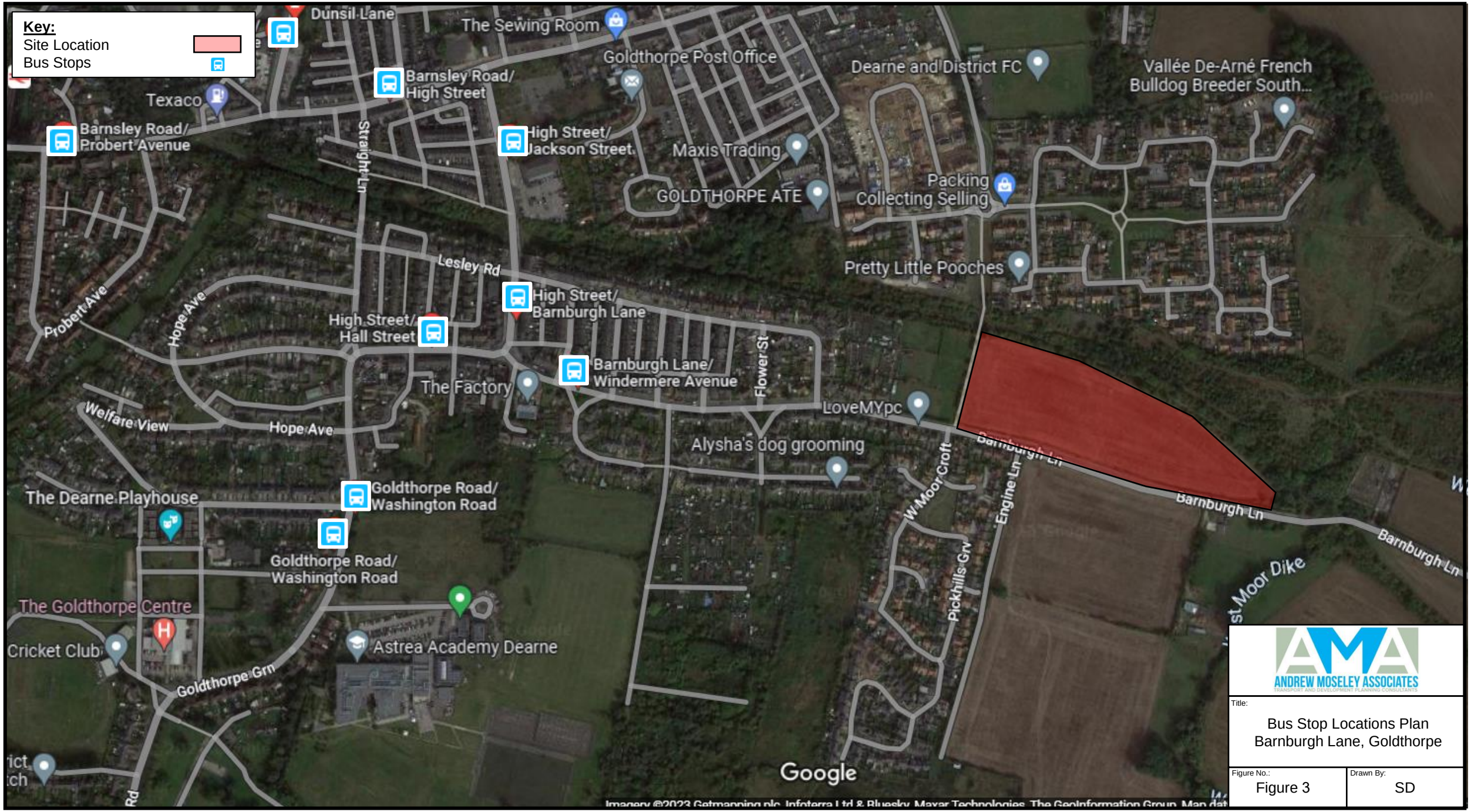
Figure No.:	Drawn By:
Figure 1	SD



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Title:
5km Cycling Catchment Plan
Barnburgh Lane, Goldthorpe

Figure No.:	Drawn By:
Figure 2	IJT



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Title:
Bus Stop Locations Plan
Barnburgh Lane, Goldthorpe

Figure No.:	Drawn By:
Figure 3	SD

APPENDICES

Appendix A - Site Layout

Appendix A

SITE LAYOUT

Key

- Application boundary
- Indicates affordable housing
- Screen brick wall
- Pier and panel wall
- Bin collection point
- Bin storage point
- Gate
- Indicates brindle block paviors

Barnburgh Lane

Damsteads

Engine Lane

Central Green

Arrival Green

Green Corridor

Shared Drive

Mown Path

Sub Station

Pumping Station

Existing PRoW

0 10 20 m

Accommodation Schedule

House Type Name	House Type		NDSS	Sq Ft	Beds	No. of Plots	Total Sq Ft	Bed Percentages	
Affordable Housing									
Avacado	AVDO	Semi/Terr	NDSS	757	2	6	4,542	8	80%
Blueberry	BLUE	Semi/Terr	NDSS	854	2	2	1,708		
Beechwood	BEEC	Semi/Terr	NDSS	835	3	2	1,670	2	20%
				Sub-Total		10	7,920	10	11%
Market Housing									
Acacia	ACIA	Semi/Terr	NDSS	676	2	5	3,380	17	20%
Avacado	AVDO	Semi/Terr	NDSS	757	2	11	8,327		
Blueberry	BLUE	Semi/Terr	NDSS	854	2	1	854		
Beechwood	BEEC	Semi	NDSS	835	3	8	6,680	39	46%
Buckwheat	BUCK	Semi/Terr		854	3	3	2,562		
Dandelion	DAND	Semi	NDSS	935	3	4	3,860		
Chestnut	CHES	Semi	NDSS	859	3	14	12,026		
Clover	CLOV	Semi/Det	NDSS	954	3	4	3,816		
Eucalyptus	EUCA	Det	NDSS	1,054	3	6	6,324		
Jarrah	JARR	Det	NDSS	1,209	4	3	3,627	29	34%
Lavender	LAVR	Det	NDSS	1,239	4	10	12,390		
Linden	LIND	Det	NDSS	1,274	4	4	5,096		
Rosemary	ROSE	Det	NDSS	1,359	4	12	16,308		
				Sub-Total		85	85,370	85	89%
					Grand Total	95	93,290		

honey

nineteen47
CHARTERED TOWN PLANNERS & URBAN DESIGNERS

Project
Barnburgh Lane, Goldthorpe

Drawing Title
Presentation Layout

Project Code	Drawing Nr	Rev	Drawing Scale
n1982	008	-	1:500 @ A1

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