

Newsome Mills

Travel Plan version 04

May 2026

PREPARED FOR

Connect Housing Association & True North Partnerships

Travel Plan version 04

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Report Reference	2588-CIV-XX-XX-R-H-40002		
Issuing Company	Civic Engineers Limited		
Issued	Version 04 on 22/05/2026		
Revisions			
Date	Rev	Reason	Name
25/04/2023	1.0	Initial Issue	Michael Cameron
27/04/2023	1.1	Updated	Michael Cameron
13/02/26	02	DRAFT. Revised scheme and change in policy/local/planning context	Emily Ingham
15/05/2026	03	Cycle parking update and team review	Emily Ingham
22/05/2026	04	Updated following client review	Emily Ingham

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Appendix A: Site Layout

1. Introduction

Civic Engineers has been commissioned by Connect and Collaborate Living to produce this Travel Plan to accompany a planning application for a residential development in Newsome, Huddersfield.

The proposals are for 68 new dwellings off Ruth Street in Newsome, Huddersfield. The development will include 44 flats, 16 houses, and 8 cottage flats (a total of 68 homes), car and cycle parking and new landscaping and pedestrian routes. Objective and purpose

A Travel Plan is a package of measures and actions aimed at reducing the need to travel by car by providing alternative choices and through encouraging walking, cycling, and public transport use.

This Travel Plan is aimed at people living at the development.

The objectives of the Travel Plan are to:

- Reduce the number of trips made by single occupancy private vehicle.
- Encourage residents to travel by sustainable modes.

1.1. Content of this Travel Plan

Section 2 sets out how the Travel Plan will be managed.

Section 3 provides details of the local transport network, with Section 4 setting out what measures will be introduced at the development to support sustainable journeys. It also suggests ongoing measures which should be implemented as people move in to ensure that sustainable travel choices are practical and favourable.

Section 5 provides a summary of the actions and measures required to effectively implement the Travel Plan.

2. Management

This section sets out how the Travel Plan will be managed across its lifetime. A summary of the required actions is provided in Table 2, found in Section 5.

2.1. Travel Plan Coordinator

A Travel Plan Coordinator will be appointed prior to first occupation, this role will be carried out by a member of site management as part of their duties. The responsibilities of the Travel Plan Coordinator will be:

- Delivering the actions in Table 2: Travel Plan Actions and measures in Table 3: Summary of Travel Plan Measures which have 'Travel Plan Coordinator' in the responsibility column
- Communicating the Travel Plan and travel options to residents
- Carrying out surveys and reporting on findings to Kirklees Council
- Communicating the Travel Plan, including promotion of the benefits of travelling by sustainable modes, and
- Acting as a point of contact for residents requiring travel information.

2.2. Lifespan

The Travel Plan will continue as a formal process for 5 years after first occupation, after which the responsibility for monitoring and reporting will cease. The Travel Plan Coordinator will remain in role until 5 years after first occupation.

2.3. Liaison with Kirklees Council

This Travel Plan will be submitted to Kirklees Council (KC) as part of the planning application process. After first occupation the Travel Plan Coordinator will liaise regularly with KC to discuss survey findings and best practice.

2.4. Travel Plan Target

The following targets have been set for the development:

- For no more than 50% of residents to travel to work by car on an average day.

The target has been based on travel to work data from the 2011 Census¹, which shows that 60% of people in work travel there by car. Although this data is old, the 2021 Census was carried out during national lockdowns when some people were furloughed or working from home and therefore may not give a mode split that would be replicated today. Once a baseline travel survey has been carried out this target should be adjusted if necessary.

2.5. Monitoring and Reporting

Annual travel surveys

Surveys will be carried out within six months of first occupation and in year 1, 3, and 5 thereafter. It is important to carry out the surveys in the same month of the year so that the impact of weather on mode choice does not affect the results too much.

For a clearer understanding of travel to work patterns, questions should be asked about how many days residents leave their house to travel to work as well as asking how they travel there. Questions could also be asked about other modes of transport used as not everyone travels to work by the same mode every day. This will give a fuller picture of travel patterns, for example, someone who works from home for three days but cycles to their workplace on two days would count as two cycle trips and someone who drives to work five days a week would count as five car trips. By just asking what mode people travel to work by each of these would be counted as one and therefore not be representative of the travel patterns as it would appear there were more cycle trips.

The survey period is an opportunity to communicate the Travel Plan to residents to ensure they know about the range of travel options available for getting to and from the development and to gather feedback, e.g. the desire for more information or cycle parking.

Survey questionnaires will be emailed to residents, a prize can be offered to encourage participation.

¹ 2011 Census data, QS701EW - Method of travel to work for MSOA Kirklees 048.

Monitoring will include collecting information quarterly on the use of cycle parking spaces.

Annual monitoring reports

After the surveys, a Monitoring Report will be produced and sent to KC for discussion. This will contain:

- Survey methodology and results
- Performance against targets
- Qualitative feedback
- An analysis on the effectiveness of the Travel Plan
- Review of car parking and cycle parking use.

Action plan for next 12 months with steps to be taken if the target was not achieved.

3. Existing Situation

3.1. Location

The site is located off Ruth Street in Newsome, to the south of Huddersfield. It is bound by Ruth Street to the southeast, Hart Street to the northeast, and by woodland to the west. The site location is shown in Figure 1.



Figure 1: Site location

3.2. Pedestrian Network

Ruth Street has footways on both sides of the carriageway, at the junction with Hart Street there is a dropped kerb to facilitate the crossing of Ruth Street but none on Hart Street for crossing here. To the south of Ruth Street, Hart Street has footways on both sides, to the north there is no footway on the western side of the street. North of the junction with Ing Lane there are no footways and Hart Street is closed to motor vehicles by the use of boulders in the highway. This section of Hart Street is a Public Right of Way (ref: HUD-185-10), providing a connection north to White Hart Drive for non-motorised users (walking, wheeling, scooting, cycling) only. The terrain is quite steep in the area and some of the footpaths from Newsome to the surrounding areas have steps on them meaning they are not accessible to all. Pedestrian facilities in the area are shown in Figure 2.



Figure 2: Pedestrian facilities

For commuting or trips to school a walking distance of 500m is considered desirable, 1km is acceptable, and 2km a preferred maximum². These distances are shown in Figure 3.

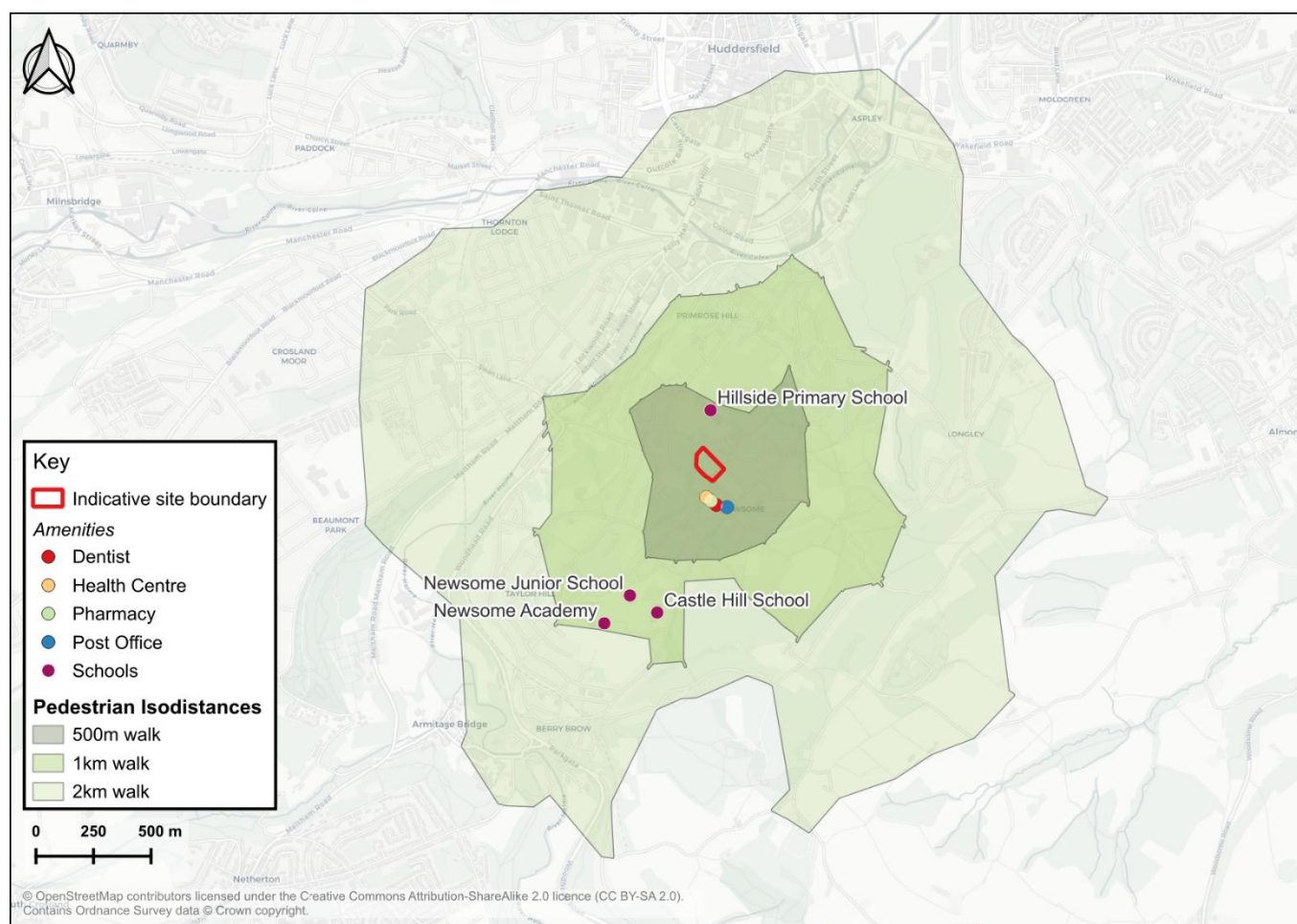


Figure 3: Walking isodistances

Around a 150m to the south of the site is Newsome village where there are local shops, a health centre, and bus stops. Within 500m of the site is Hillside Primary School, and around 1km from the site are Newsome Junior School, Newsome Academy, Castle Hill School, and Huddersfield town centre.

² Guidelines for Providing for Journeys on Foot, IHT 2000.

3.3. Cycle Network

The nearest cycleways to the site are the riverside way path along the banks of the River Holme and the parallel signed route on the other side of the river along Albert Street, both of which lead to Huddersfield town centre. Lockwood Scar, High Lane, and Newsome Road are all advisory cycle routes that connect the neighbourhood to the wider area. It should be noted that although there are cycle routes nearby, the routes to these are over steep terrain.

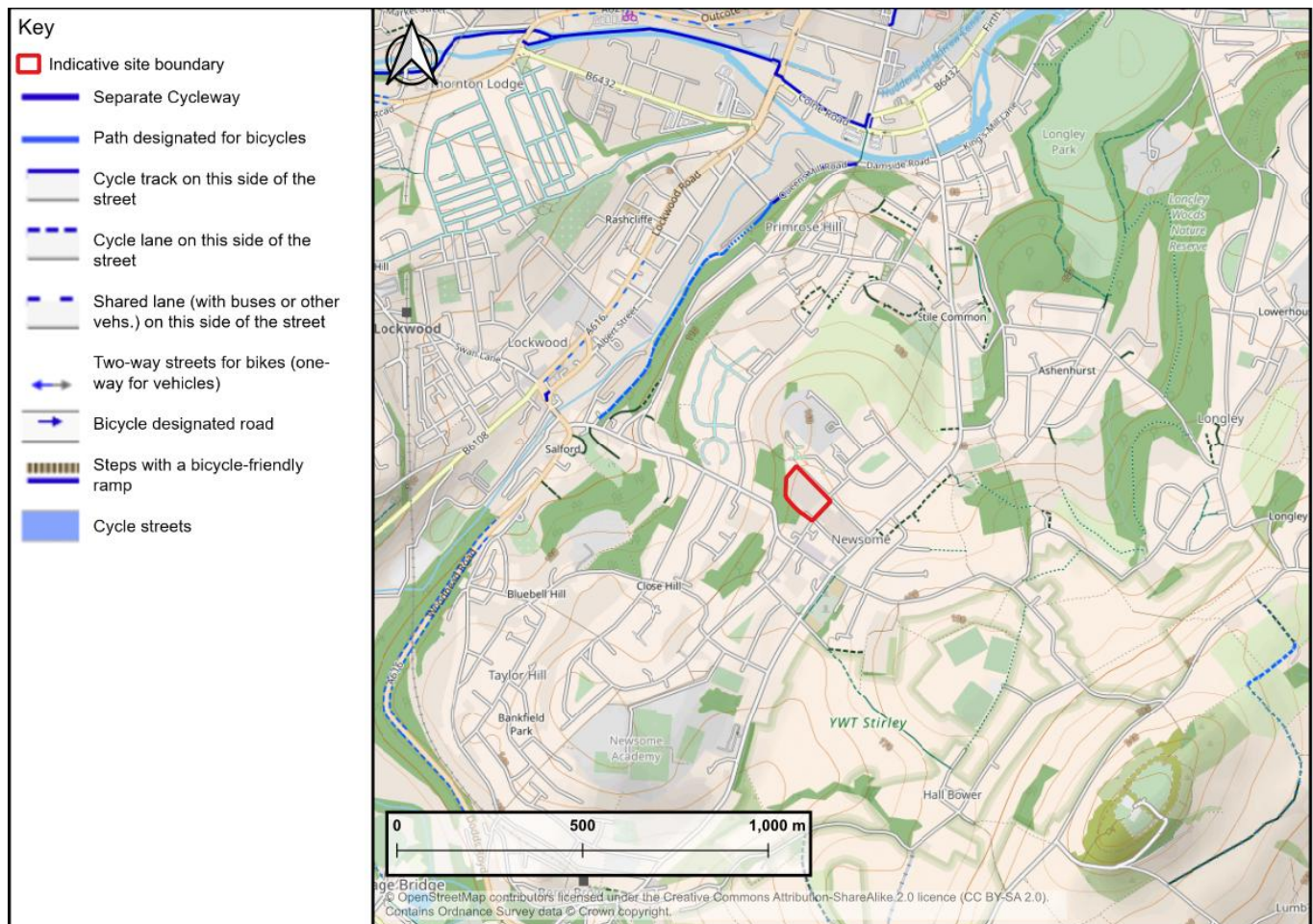


Figure 4: Extract from West Yorkshire interactive cycle map

8km is considered a distance that people would be willing to cycle for a commute, this distance is shown in Figure 5 and covers all of Huddersfield and the surrounding area.

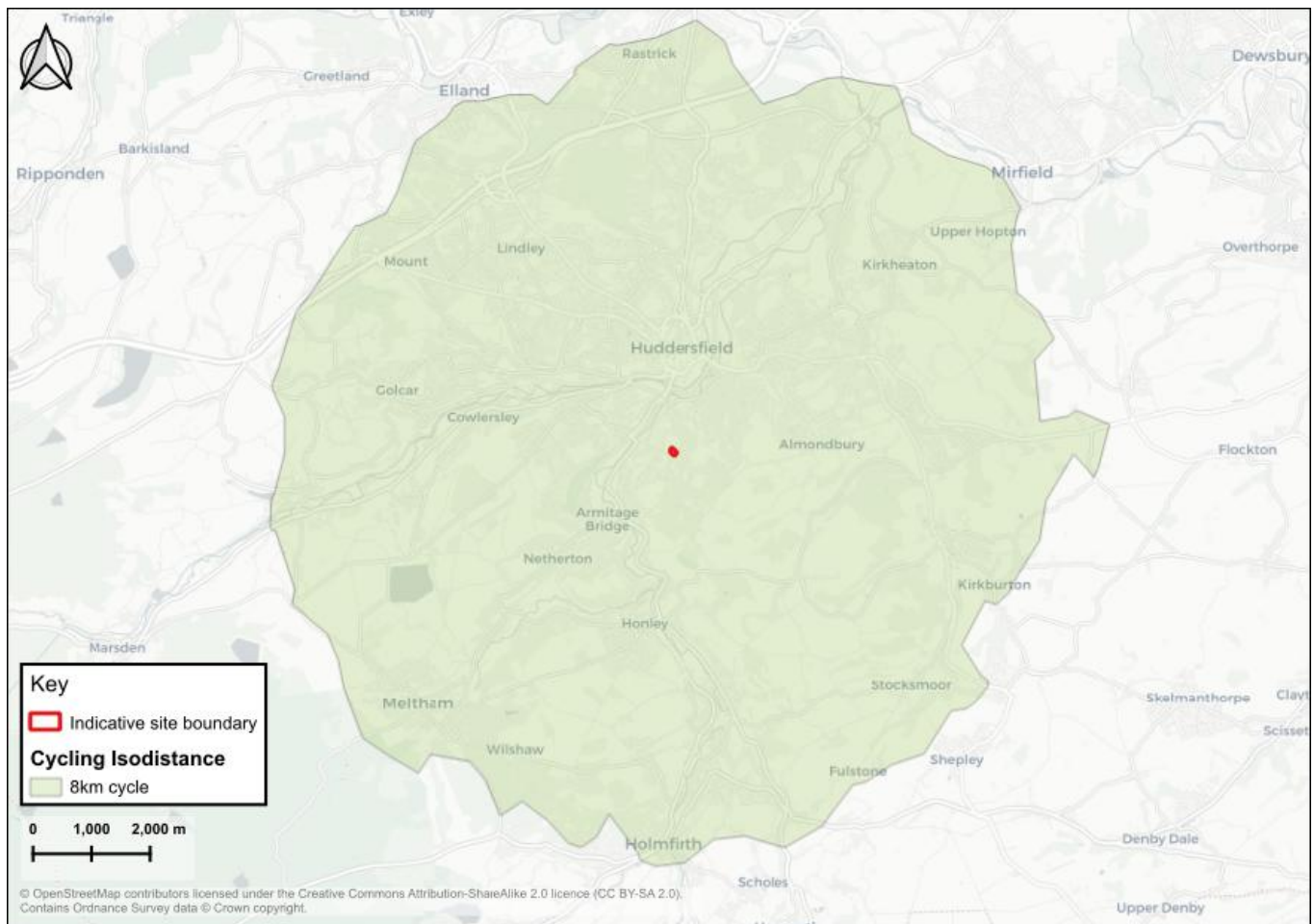


Figure 5: Cycle isodistance

3.4. Public Transport Network

The site is accessible by public transport, with bus stops nearby and train stations within 1.5km of the site. The locations of the nearest stops and stations are shown in Figure 6.

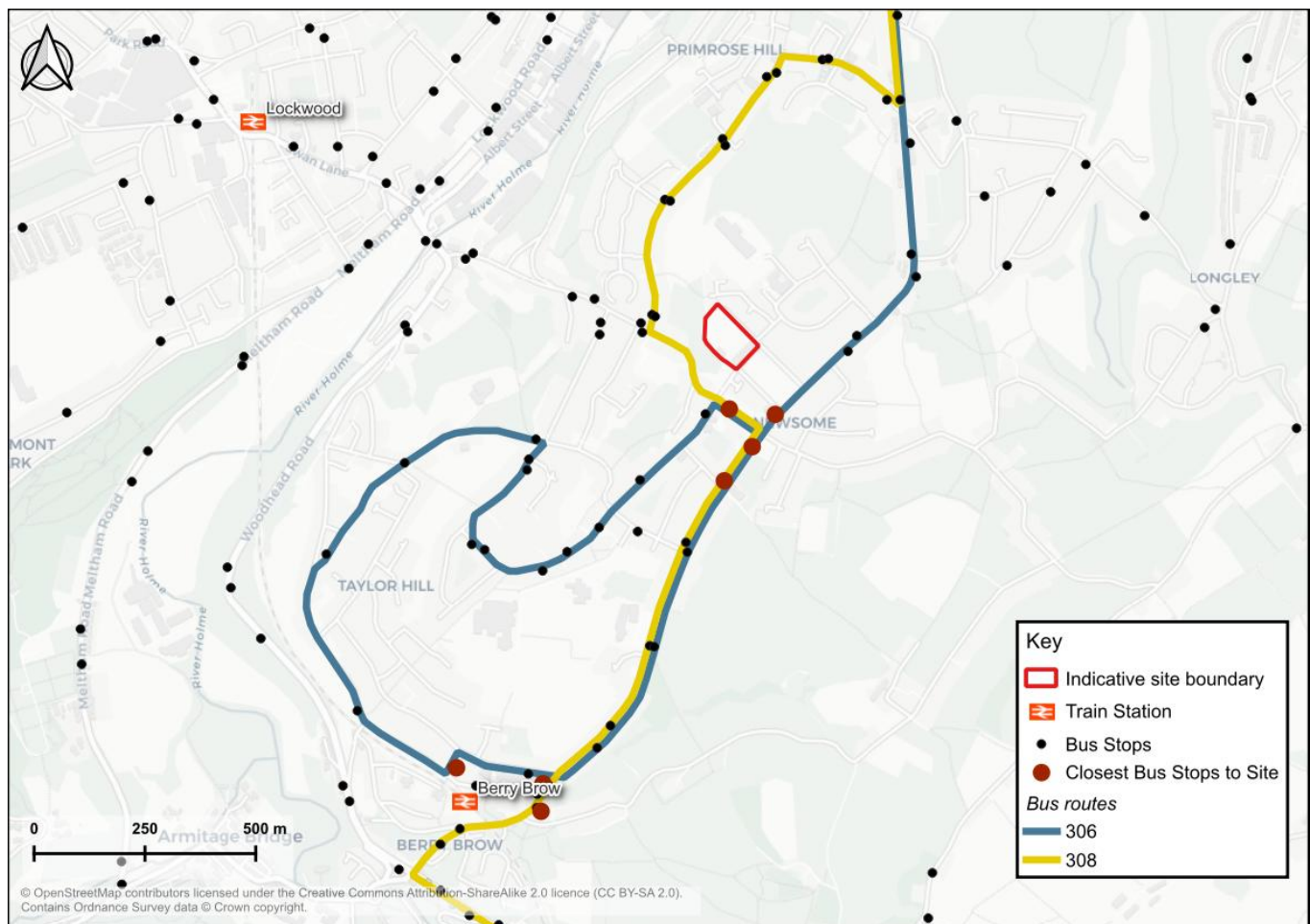


Figure 6: Public transport

Bus

Near to the site there are bus stops on Church Lane and Newsome Road. These are all within 250m of the site entrance. Buses that serve these stops are the numbers 306 and 307/8 (running on the same route) which provide services to Huddersfield town centre. The 307/8 also provides access to Holmfirth.

Table 1: Bus services and frequencies (as of 28th January 2026³)

Service	Route	Peak frequency (buses per hour)		
		Mon-Fri	Sat	Sun
306	Huddersfield – Taylor Hill Circular	3	3	1
307/8	Huddersfield - Holmfirth	2	2	1
Number of services to Huddersfield per hour		5	5	2

³ <https://bustimes.org/services/306-huddersfield-taylor-hill-circular>
<https://bustimes.org/services/308-huddersfield-holmfirth?calendar=8746425&service=75272%3A307&service=46199%3A308>
 [Accessed 28/01/26]

Both services use the stops on Church Street and the 306 also stops on Newsome Road for buses to Huddersfield. Combined there are five services an hour to Huddersfield town centre Monday to Saturday and two an hour on Sunday.

Train

The two stations nearest the site are Lockwood and Berry Brow, both are on the same line and are 1.4km from the site. The buses 306 and 308 both have stops near Berry Brow station. Trains provide services between Huddersfield and Sheffield at a frequency of one per hour, Monday to Sunday with shorter operating hours on Sundays. Lockwood Station has cycle stands with space for 10 cycles and CCTV coverage. Berry Brow has no cycle facilities.

For more frequent services and destinations nationwide, Huddersfield Station is 2.7km from the site. Any of the bus services listed above can be used to get to Huddersfield Bus Station which is around 400m from the train station.

3.5. Highways and Parking

The streets in the immediate vicinity of the site are Hart Street, Ruth Street, Ing Lane and Naomi Road. They are all local access streets and the only parking or waiting restrictions are on Ing Lane north of the junction with Hillside Crescent where there is a single yellow line with restrictions from 8am-5pm Mon-Fri. Hart Street to the north of Ing Lane is closed to motorised traffic with the use of bollards in the highway.

The carriageway is approximately 7.5m wide on Ruth Street and Hart Street. Ing Lane has a carriageway width of approximately 5.5m. Parking is accommodated on both streets, it can be observed on google streetview on both sides of Ruth Street and on one side of Ing Lane. All have footways on both sides of the street. Naomi Road has a carriageway of around 4.5m wide and has no footways at its northern end.

For connections to the strategic road network the A616 can be reached via Ruth Street and Lockwood Scar. To the south the A616 provides connections for routes to Holmfirth. To the north the A616 provides access to Huddersfield town centre or to the ring road from which connections can be made to the A629 eastbound for journeys to the east and south, A629 westbound to junction 24 on the M62, or the A640 westbound to junction 23 on the M62.

3.6. Car Ownership in the Area

Car and van availability from the 2011 census⁴ gives an indication of the parking demand that might be expected in the area. Using the data from LSOAs Kirklees 048A and 048B shows that in the area there is 0.3 cars per household for flats and 0.9 cars per household for houses.

⁴ LC4415EW - Accommodation type by car or van availability by number of usual residents aged 17 or over in household. 2011 Census

4. Development Proposals

4.1. Overview

The development proposals are as follows:

- 44 flats, 16 houses, and 8 cottage flats – a total of 68 homes
- 55 resident car parking spaces
- New landscaping and pedestrian routes

4.2. Communication strategy

It is important that residents understand their travel options and that there is a Travel Plan Coordinator to help with any travel queries. These options must be communicated and promoted to residents.

Suggested Travel Plan communication strategy:

- Travel information pack (physical or digital) will be issued to residents when they move in to provide information on the sustainable travel options available to them
- There will be ongoing communication about the sustainable travel options through resident newsletters

The travel information pack provided to residents should include a map showing the local area and nearby amenities, the health benefits of active travel, where to find information about cycle routes and cycling resources, public transport information and journey planning, and the contact details of the TPC.

4.3. Pedestrian Access

The primary pedestrian accesses will be from the south of the site. There is a pedestrian only entrance off Ruth Street, the historic entrance to the mill and garden opposite Naomi Street. There is also pedestrian access to the site from the main site access from Hart Street.

There will be footways on both sides of Hart Street south of the turn into the southern part of the site. To the west of this, there is a loop street around the site which will be a shared surface arrangement. This approach has been agreed with Kirklees Council on the proviso that the gradient is at maximum 1:20, which is achieved. Along the north-south section of Hart Street there is a footway on the west side, allowing for mature trees to be retained on the east side.

There is a pedestrian route through the public open space to the west.

To the north, beyond the proposed vehicular accessible part of Hart Street, there is a footway connection into the existing pedestrian footpath to White Hart Drive to the north of the site (PROW HUD-185-10).

Measures to support journeys by foot:

- Permeability through the site and pedestrian connections to the surrounding area
- Shared space streets to encourage pedestrian activity and low vehicle speeds
- Promotion of walking as a healthy mode of transport for local trips in the residents' travel information pack

4.4. Cycle Access and Parking

Cycle parking for the apartment blocks will be provided in a separate outdoor store, in the former Timekeepers Lodge. 9 cycle parking spaces are proposed, a rate of 1 per 5 flats as agreed during the pre-application process for the previous application. 1 of the spaces is wider to allow for cargo cycles/modified cycles to be accommodated. The rest of the cycle parking is on standard Sheffield-style racks.

The main cycle access to the site is at the historic Mill entrance. Cycling through the proposed development should be comfortable for all abilities due to the low volume of traffic.

Measures to support journeys by cycle:

- Ample secure internal cycle parking for residents
- Promotion of cycling within the residents' travel information pack

4.5. Public Transport Access

Bus stops are located within 250m of the site on Church Lane and Newsome Road. The pedestrian entrances on Ruth Street provide convenient access to the walking routes to these stops along Ruth Street and Naomi Road.

Measures to support journeys by public transport:

- Provision of public transport information in the residents' travel information pack, including stop locations, timetable information and journey planning

4.6. Vehicle Access & Parking

Access

A new access street will be created, which will be offered for adoption and its design parameters have been discussed and agreed in principle with KC highway officers.

The main access will be from Hart Street, which currently exists as a footpath and will be instated at its southern end as a vehicle access. A loop will be formed, providing access to all homes and parking spaces. The access street is generally 5.5m wide, with 23m forward visibility at the corners as Table 1 guidance and there is 18.5m centreline radius, at the request of KC highway officers. On the western section of the street, two build-outs with trees in are provided to create horizontal deflection and short one-way sections, which will act as traffic calming measures.

Parking

The following parking ratios are proposed:

- Cottage Flats 100%
- 2 Bed / 3Bed Houses 100%
- 4 Bed Houses 200%
- Elderly Person Flat Block 54.5%

It is understood that this provision is accepted in principle by Kirklees Council highway officers, subject to sustainable travel contributions.

In total 52 resident car parking bays are proposed, 3 of which are disabled parking spaces. 3 visitor car parking spaces are proposed, 1 of which is a disabled parking space.

Servicing & deliveries

Bin storage for the houses are dedicated bins for each plot as shown on the site plan at Appendix A, with an internal bin store within the flat block. The management team will organise for bins to be taken to back of pavement on collection day.

Measures to reduce car use and the impact of car journeys:

- Sustainable travel modes promoted in residents travel information pack
- Local amenities located nearby in Newsome reduces the need to travel

Exploring the opportunity to include a car club vehicle on-site.

5. Summary of Actions and Measures

Travel Plan actions and measures for the lifespan of the Travel Plan are summarised in Table 2 and Table 3.

Table 2: Summary of Travel Plan Actions.

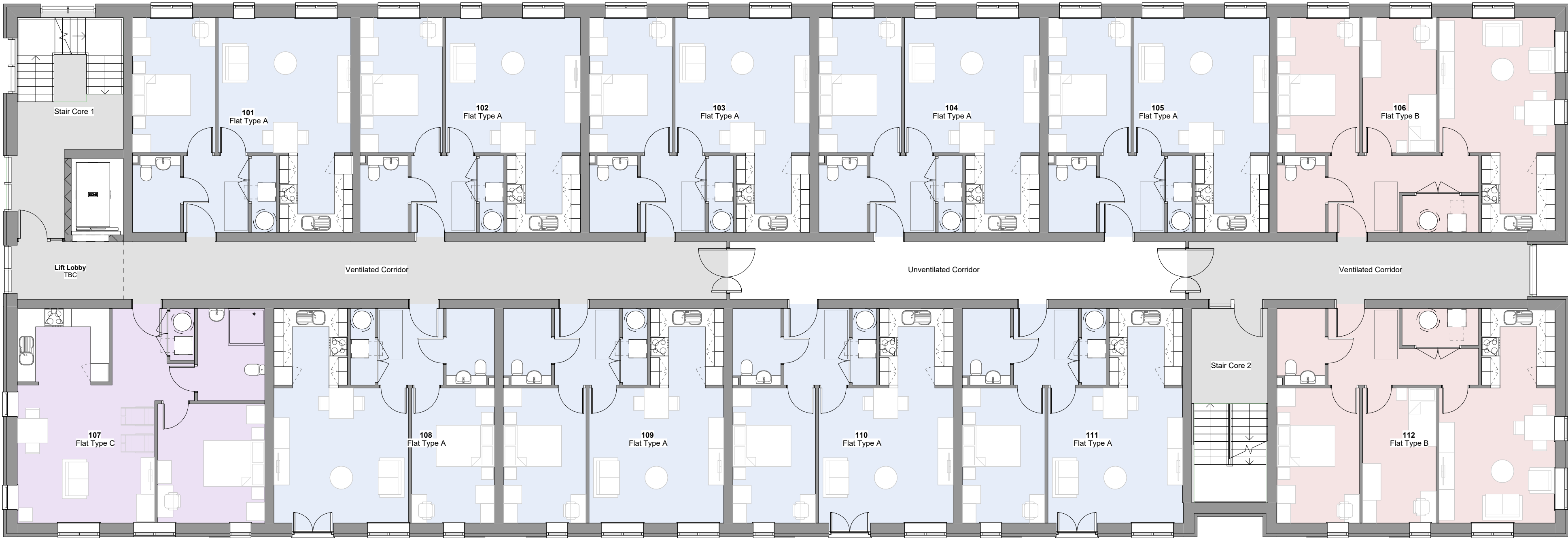
Action	Responsibility	Timeframe
Appoint a Travel Plan Coordinator	Collaborate Living	Before first occupation
Implement Travel Plan measures	As per Table 3	As per Table 3
Carry out annual resident travel survey, with the target of less than 50% of residents travelling to work by single occupancy car.	Travel Plan Coordinator	Within 6 months of first occupation or at 60% occupation (whichever happens first) and in years 1, 3, and 5 thereafter
Produce a Monitoring Report each year to review the effectiveness of the Travel Plan.	Travel Plan Coordinator	Produce Monitoring Report to be submitted to KC within 3 months of the end of the survey period.

Table 3: Summary of Travel Plan Measures

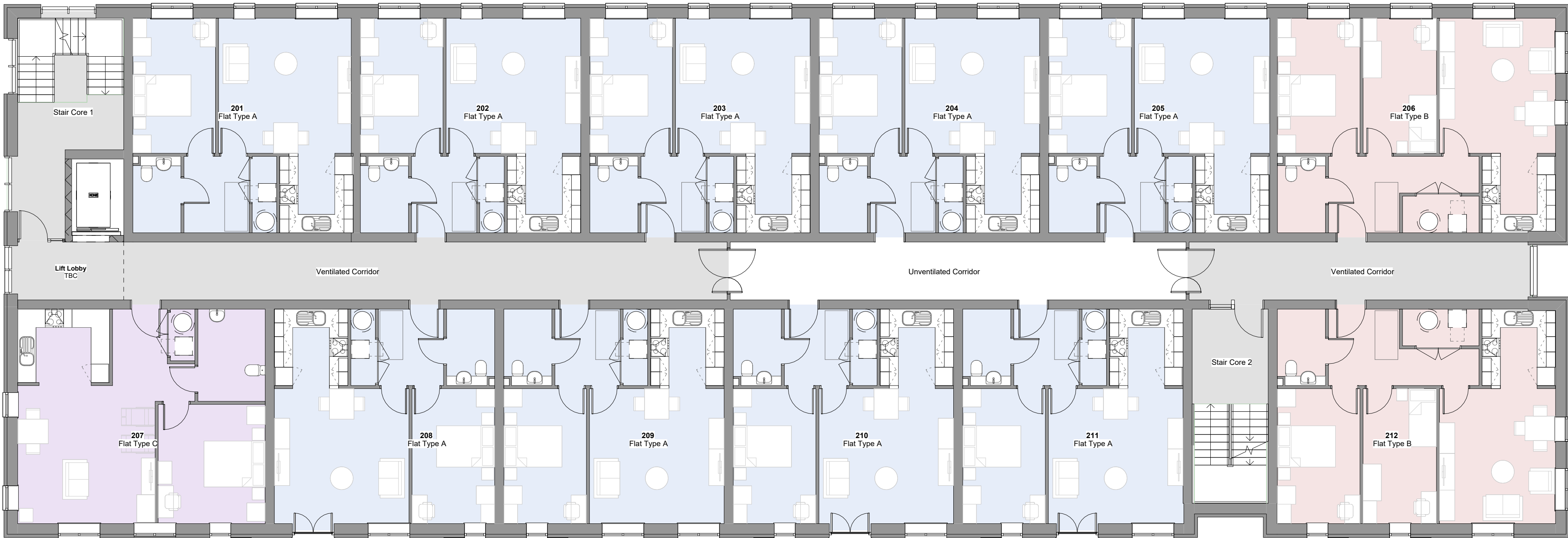
Measure	To Support	Responsibility	Timeframe
Travel information pack provided to residents when they move in via welcome information (physical or digital). Information should include, promotion of local walking routes, links to local walking and cycling groups, cycling routes, public transport timetable and route information, car club concept and locations, and links to maps, wayfinding, and travel planning tools	Sustainable travel choice	Travel Plan Coordinator	Information available in time for occupation of first unit. Information updated every 6 months
Ongoing communication about the Travel Plan, including survey results	Sustainable travel choice	Travel Plan Coordinator	Ongoing
Permeability of site and pedestrian connections to surrounding area	Walking	Developer	Construction
Shared space design to encourage pedestrian activity and low vehicle speeds	Walking	Developer	Construction
Ample secure internal cycle parking for residents	Cycling	Developer	Construction
Location of the development makes walking and cycling the first choice for access to local amenities	Sustainable travel	Developer	Site location choice
Provision of public transport information in the residents' travel information pack, including stop locations, timetable information and journey planning	Public transport use	Travel Plan Coordinator	To be included in travel information pack
Explore the opportunity to include a car club vehicle on-site and provide incentives for residents to join	Car club and reducing private car ownership and use	Developer	Before first occupation



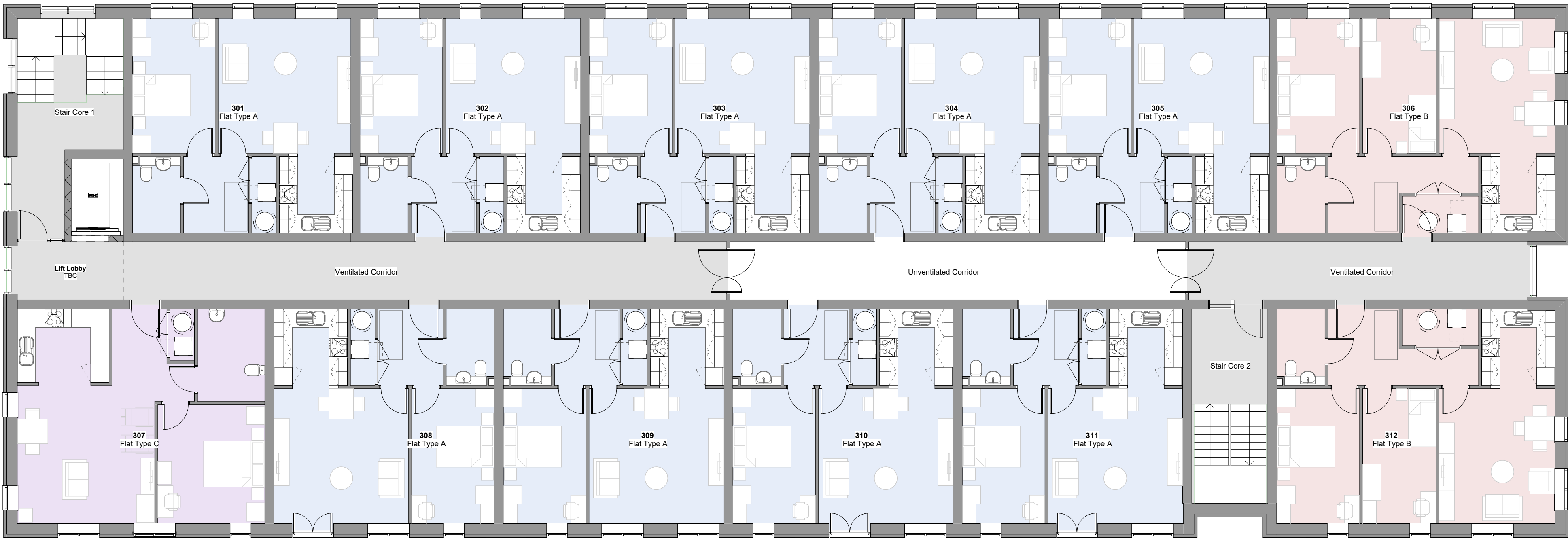
Ground Floor



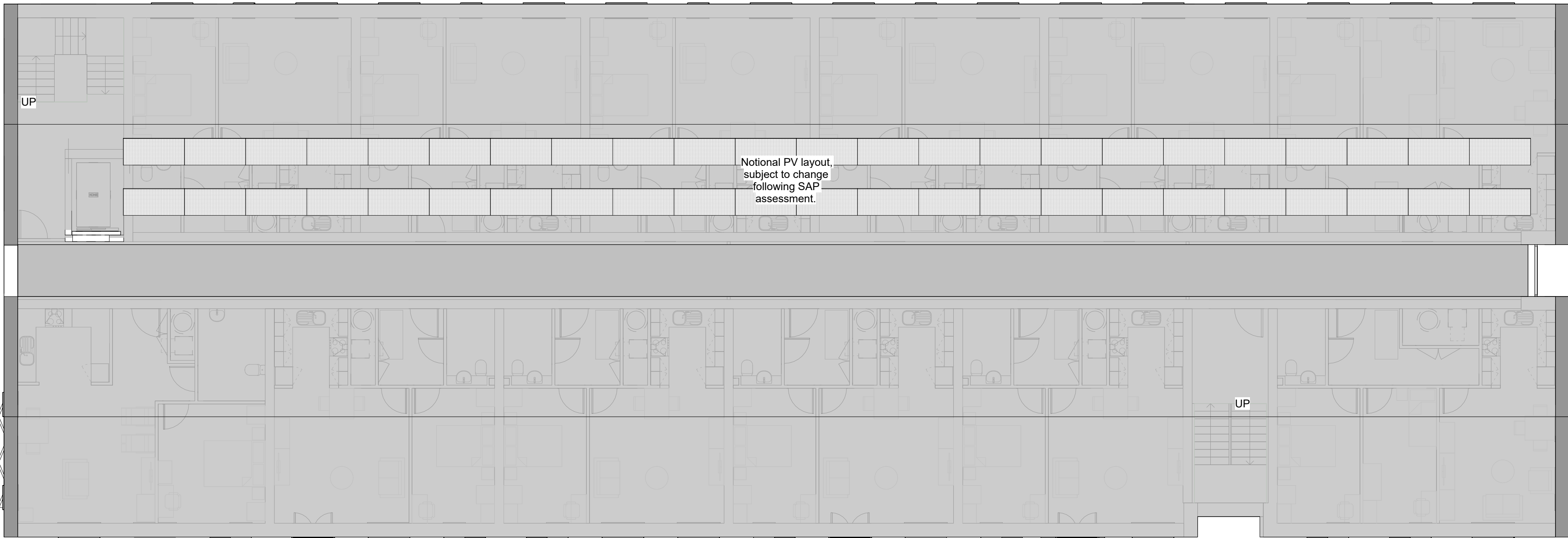
Floor 1



Floor 2



Floor 3



Roof Level

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Apartment Schedule

Name	Comments	Count	Area
Flat Type A	152p [Cat 2]	33	50 m²
Flat Type B	263p [Cat 2]	8	63 m²
Flat Type C	152p [Cat 3]	3	57 m²
Grand total		44	

P1 13.12.24 BM Preliminary Issue for comment

Rev

Date

By

Remarks

Client

Collaborate Group / Connect Housing

Project Name

21-003 / Newsome Mills

Drawing Name

Proposed Flat Block Plans

Drawing Purpose

Preliminary

Project Number

21-003

Drawing Number

2111

Revision

P1

Project

Origin

Vol/Sel

Level

Type

Role

Number

NMS- TRI - Z1 - ZZ - DR - A -

2111

Status

Scale @ AD

Drawn

Checked

Date

As indicated

BPM

BPM

Dec 2024

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Proposed Site Plan

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DRAWING TO BE READ IN CONJUNCTION WITH THE HEALTH & SAFETY PLAN, AND ALL RELEVANT RISK ASSESSMENTS AND THE FOLLOWING DRAWINGS:

SCHEDULE OF ACCOMMODATION

NAME	QUANTITY
Housing Site	
House Type A (2b4p)	6
House Type B (3b5p)	6
House Type E (4b7p)	4
Cottage Flat - Ground Floor Wheelchair Accessible (1b2p)	4
Cottage Flat - First Floor (1b2p or 2b3p)	4
Total Dwellings	24

* Schedule of accommodation excludes Mill Block

PARKING SCHEDULE

Location	Type Mark	Count
Block 1	In-Curtlage Parking	10
Block 2	In-Curtlage Parking	10
Block 3	In-Curtlage Parking	8
Block 3	On-Street Accessible Parking	1
Block 3	On-Street Parking Bay	2
Mill Block	On-Street Accessible Parking	3
Mill Block	On-Street Parking Bay	21
Grand total		55

Parking Provision

- Cottage Flats 100%
- 2 Bed / 3Bed Houses 100%
- 4 Bed Houses 200%
- Elderly Person Flat Block 54.5%

SITE PLAN LEGEND

- Shared Surface - Herringbone Tegula Paving - Colour TBC
- Hard Margin - 600mm wide Smooth Paving - Dark Contrast Colour TBC
- Low Level Ground Cover Shrub on visibility splay (max 600mm), to be agreed with Highways
- Landscaping / Planting - refer to landscape proposals
- Shared Surface Parking - Herringbone Tegula - Dark Contrast
- Heritage Footprint Outline - Tegula Small Format Strip - Dark Contrast
- Heritage Footprint - Long Format Paving - Stone Colour
- Heritage Square / Street - Tegula Small Format Cobbles
- Private Gardens
- Indicative Tree Planting (refer to arboricultural survey & landscaping proposals)
- Indicative Existing Trees (refer to arboricultural survey)
- Indicative Traffic Calming Locations (details to be agreed with Highways)

SITE PLAN NOTES

- Demolition and alteration of listed structures subject to planning and Historic England feedback, and input from specialists to confirm appropriate structural and conservation solutions.
- Visibility Splays (Kirkles Highways Design Guide Key Design Driver 17): "Within visibility splays and forward visibility envelopes, walls and ground cover shrub planting is acceptable up to a maximum potential growth height of 0.6m (above the nearside carriageway channel) as an alternative to grass. This is subject to the relative height difference between the landscape area and the adjacent carriageway."

P10	18.12.25	BM	Site layout redesign. Preliminary Issue for Co-Ordination
P09	07.02.25	BM	Tree Constraints Plan overlaid. Cottage Flats amended and heritage walk added.
P08	28.01.25	BM	Site Layout amended following client comments
P07	24.01.25	BM	Block 3 omitted and Block 4 (renamed Block 3) amended to Cottage Flats. Potential rotated blocks shown in red.
P06	22.01.25	BM	Red Line Boundary amended along western boundary to suit title plan.
P05	19.12.24	BM	Topographical Survey Overlay. Parking omitted at front of Block 1
P04	13.12.24	BM	Amended to suit Mill Block preliminary designs
Rev	Date	By	Remarks

Client:	Collaborate Group / Connect Housing						
Project No. / Project Name: 21-003 / Newsome Mills							
Drawing Name: Proposed Site Plan (Shared Surface)							
Drawing Purpose: PRELIMINARY							
Project:	Origin:	Vol/Sys:	Level:	Type:	Role:	Drg No.:	Revision
NSM	TRI	ZZ	ZZ	DR	A	2017	P10
Status	Scale @ A1	Drawn	Check:	Date			
1 : 500		JS	BPM August 2023				

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