

From: [Nick Soucek](#)
To: [REDACTED]
Cc: [Ryan Shepherd](#); [Nathan Broadhead](#)
Subject: RE: 2021/1090 and 2021/1089 Updated Outline Bus Service Strategy
Date: 18 March 2024 11:23:41
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Hi [REDACTED]

Just to follow up on my previous email where it states (see highlights in email below) “*with equal amounts paid for x no. years on the anniversary date of the first payment.*”, this should read “*with equal amounts paid for 5 no. years on the anniversary date of the first payment.*” (emphasis added), to reflect the specificities of the developer contribution request we made dated 27th Nov. 2023.

Many thanks,

Nick Soucek MA MSc MPhil BA (hons)
Planning Officer



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From: Nick Soucek [REDACTED]
Sent: 18 March 2024 10:51
To: [REDACTED]
Cc: [Ryan Shepherd](#) [REDACTED] [Nathan Broadhead](#)
[REDACTED]
Subject: RE: 2021/1090 and 2021/1089 Updated Outline Bus Service Strategy

Hi [REDACTED]

Thank you for your invitation to comment on the Outline Bus Service Strategy submitted in support of planning applications 2021/1090 and 2021/1089. Please see our comments below.

BUS STRATEGY

The document sets out that Phase 1a (Plot R1) would be served by existing bus stops and services, until the build out of subsequent phases when Phase 1a will be served by diverted and/or new services that will utilise the proposed link road through the development. This arrangement is acceptable on the basis that the provision of new/re-routed services will be most efficiently deployed once subsequent phases of the development are occupied and a critical mass is achieved. For the avoidance of doubt Phase 1a still generates a need for contributions, but for practical reasons the developer contributions associated with Phase 1a will be captured as part of the agreed regime of payments that follow on from Phase 1a.

The documents states that plots R2 and R3 are likely to be constructed next (subject to reserved matters planning applications), and that this will be prior to the rest of the link road. However the document also states that the new stops and the re-directed service should be “*delivered prior to the construction/occupation of the southern portion of Plot R2, Plot R3, Plot R4, and the eastern portion of Plot R6*”. In order to achieve this the ring road would need to be completed or largely completed. We would appreciate clarification on the expected timeline(s) here.

The running of the new/diverted service through the development may be possible prior to the completion of the link road, however this is not the preferred option. We are aware that the link road is part of a separate application and cannot be conditioned.

We welcome BMBC’s position regarding the use of bus gates and/or other vehicular regulatory mechanisms on the link road.

S106 TRIGGER POINTS AS RELATE TO BUS STRATEGY

Below we have set comments regarding phasing and S106 trigger points as relate to the bus strategy.

First, we would welcome engagement with the applicant around linking the S106 trigger points to phases of development (rather than number of dwellings), as this provides clarity and ease of administration for all parties.

Second, we have set out how the trigger points may be assigned to phases of development:

Residential scheme – infrastructure: contributions towards the delivery of up to 6 no. bus stops (incl. shelters and real-time information) to be prior to the occupation of Plots R2, R3, R4, R5, or R6.

Residential scheme – services: contributions towards services to be prior to the occupation of Plots R2, R3, R4, R5, or R6. The first payment is to be a proportion of the total levy, with equal amounts paid for **x no. years** on the anniversary date of the first payment.

Employment scheme – infrastructure: contributions towards the delivery of up to 2 no. bus stops (incl. shelters and real-time information) to be prior to the occupation of the employment site.

Employment scheme – services: contributions towards services to be prior to the occupation of the employment scheme, to contribute to increase frequency and span of operation to cater for shift times, as appropriate. The first payment is to be a proportion of the total levy, with equal amounts paid for **x no. years** on the anniversary date of the first payment.

Finally, due to the complexity of the delivery of the broader site, which includes the link road which is not part of the proposals but on which the public transport infrastructure and service provision is dependent, we would seek a period of 7 years from payment of the contributions for SYMCA to allocate the funds. This will help to ensure that the public transport funds are most efficiently and effectively utilised.

With thanks,

Nick Soucek MA MSc MPhil BA (hons)
Planning Officer