

GLEESONS HOMES AND REGENERATION

LAND AT LOWFIELD ROAD, BOLTON UPON DEARNE

REMOVAL OF CONDITION 11 OF PLANNING PERMISSION REF: 2011/0963

SUPPORTING PLANNING STATEMENT

APRIL 2012

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1. INTRODUCTION

- 1.01 This Statement is prepared in support of a Section 73 Planning Application submitted on behalf of our client, Gleeson Homes and Regeneration, to remove Condition 11 of Planning Permission ref: 2011/0963.

Background to the Proposal

- 1.02 On 8 December 2011 full planning consent was granted subject to a number of conditions for the erection of 60 no. dwellings (including 8 affordable homes) and associated works and infrastructure at land at Lowfield Road, Bolton Upon Dearne, S63 2TF.

- 1.03 Condition 11 of the Decision Notice (see Appendix 1) dated 8 December 2011 states:

"Unless otherwise agreed in writing no dwelling shall be occupied until a 1 year Travel Master Pass has been provided to the first occupier of each dwelling in accordance with details to be submitted and agreed in writing with the Local Planning Authority."

- 1.04 The reason given for Condition 11 is:

"In the interests of reducing the need for car travel to and from the site"

- 1.05 As expanded upon later in this Statement, Condition 10 of the Decision Notice requires the implementation of a Travel Plan. This condition is informative and the applicant intends to comply with the requirements of this condition.

- 1.06 The approved application was supported by a Transport Statement and Travel Plan produced by Bryan G Hall Transport Consultants. A Travel Pass does not form part of the recommendations in the approved Travel Plan.

- 1.07 Since planning permission was granted, the applicant has reviewed the scheme and considers that the requirement for a Travel Pass to be provided to the first occupier of each dwelling is unnecessary owing to other sustainable transport measures proposed for the site. Gleeson's have also found that the condition is unreasonable given it affects the viability and deliverability of the scheme. The condition was imposed without prior discussion and agreement with the applicant.

Pre-application Consultation

- 1.08 The applicant and their Transport Consultants, Bryan G Hall, have discussed the Travel Pass issue with Highway and Planning Officers at Barnsley Metropolitan Borough Council (BMBC) prior to the submission of this application.
- 1.09 Following pre-application discussions, it appears that the Local Planning Authority (LPA) does not disagree with the applicant's view that Travel Passes are not economically justifiable and in the majority of instances are not well used on new residential developments. However, in order to ensure the correct planning procedures are adhered to, the Planning Officer has requested, in an email dated 5 March 2012, that Gleeson's submit a S73 application to vary or remove the condition.
- 1.10 Accordingly, we are instructed by Gleeson, to seek the removal of Condition 11 of planning permission ref: 2011/0963.

Planning Issues

- 1.11 In our view, the principle issues arising from the imposition of Condition 11 are as follows:
- (a) The condition is considered to be unreasonable and unnecessary when assessed against the tests set out in Circular 11/95 on the use of planning conditions;
 - (b) The condition is unreasonable and conflicts with paragraph 173 of the recently published National Planning Policy Framework (NPPF) as it does not take into account site specific circumstances or how the additional costs associated with providing a Travel Pass to new residents impacts upon the viability and deliverability of the scheme;
 - (c) The condition is unnecessary as the proposals would still represent a sustainable development even without the requirement for a Travel Pass. The site is in a sustainable location, accessible by sustainable means and sustainable construction measures have been incorporated into the new buildings. Furthermore, a Travel Plan has been submitted for the scheme in accordance with Core Strategy Policy 25; and

- (d) In light of the above, the removal of this condition would not result in any conflict with the Statutory Development Plan or any other material considerations, including the most up to date Government guidance detailed in the NPPF.

Structure of the Report

1.12 This Report is written in sections with the remainder as follows:

- **Section 2:** Provides a description of the application site;
- **Section 3:** Summarises the salient elements of the planning policy context against which the proposal should be assessed;
- **Section 4:** Provides an analysis of the issues highlighted above; and
- **Section 5:** Sets out overall conclusions and the consistency of the proposal which relevant planning policy.

2. SITE DESCRIPTION

- 2.01 The development site is land at Lowfield Road, Bolton upon Dearne, S63 2TF (See **Appendix 2** for Location Plan).
- 2.02 It is classified as Previously Developed Land (PDL) owing to its former use as the Adspace factory. The site is now derelict following the factories closure in 2005 and demolition of the buildings in 2007.
- 2.03 The gross site area is 5.38ha, but this includes 3.74ha of the former factory site that is not proposed to be developed. Therefore, the net developable area is 1.64ha. The site is relatively flat and remains covered in the majority of areas by hard surfacing and scrub vegetation.
- 2.04 The site was previously served by an informal access off Lowfield Road, which will be replaced by a priority access as part of the approved scheme.

Urban Context

- 2.05 The application site is well connected to the urban area owing to its location on the south-eastern fringe of Bolton upon Dearne and within 800m of the local centre.
- 2.06 Bolton upon Dearne is approximately 10.5 miles south east of Barnsley Town Centre and 7.4 miles north east of Rotherham Town Centre.
- 2.07 Lowfield Road rises across the northern boundary of the site, beyond which lies the residential properties at Lowfield Farm Close and open countryside. The residential properties at Lowfield Meadows sit beyond the site's eastern boundary. The wider landscape to the east is more rural in character.
- 2.08 Yorkshire Water Waste Water Treatment Works is located to the south, beyond which is open countryside. The main Leeds-Sheffield railway runs alongside the sites western boundary.

Sustainable Location

- 2.09 The approved Transport Statement (See **Appendix 3** for extract) demonstrates that this site is well located to encourage trips by more environmentally friendly modes of transport other than the private car.

- 2.10 An accessibility study carried out by Bryan G Hall demonstrates that there is a full range of facilities and amenities within 800 metres (10 minutes) walking distance of the site.
- 2.11 The nearest bus stops are located on both sides of Angel Street approximately 380 metres from the centre of the site and bus stops located on High Street approximately 430 metres from the site. These stops are served by a number of services which operate frequently providing services to *inter alia* Barnsley, Doncaster and Mexborough.
- 2.12 The nearest railway station to the development site is Bolton upon Dearne Railway Station, located approximately 350 metres walking distance from the centre of the site.
- 2.13 Bolton upon Dearne also has a network of cycle routes and lanes which are readily accessible from the development site, as illustrated in the Transport Statement.

Planning History

- 2.14 A planning history search identifies the following planning applications directly relating to the subject site:
- **App Ref: 2008/1599** - residential development for 50 dwellings, associated car parking and formation of public open spaces including details of access (outline) was granted planning permission on 12 February 2009. This consent was not implemented and has now lapsed; and
 - **App Ref: 2006/1119** - residential development for 141 dwellings was refused on 7 February 2007.
- 2.15 From the information available at the time of writing, it does not appear as if consent 2008/1599 included a condition requiring a Travel Pass to be provided to residents, although Condition 15 does require the submission of a Travel Plan.

3. PLANNING POLICY CONTEXT

- 3.01 The purpose of this Section is to establish the planning policy framework against which the criteria of the application should be assessed.
- 3.02 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that an application for planning permission shall be determined in accordance with the Development Plan, unless material considerations indicate otherwise. Conversely, applications, which are not in accordance with relevant policies in the Plan, should not be allowed unless material considerations justify a grant of planning permission.
- 3.03 In this instance, the Statutory Development Plan comprises the Yorkshire and Humber Regional Spatial Strategy, the saved policies of Barnsley Unitary Development Plan and the recently adopted Barnsley Core Strategy. Other material considerations include the Government's newly published National Planning Policy Framework (NPPF) and the guidance contained in Circular 11/95 on the use of planning conditions. Each of these documents is reviewed as followed.

Statutory Development Plan

Yorkshire and Humber Regional Spatial Strategy

- 3.04 This document is more strategic in nature and there are no policies of relevance to the determination of this application.

Barnsley Unitary Development Plan (UDP)

- 3.05 The UDP Proposals Map identifies that the site is largely designated as an Employment Policy Area. The remainder of the site is allocated for Expansion of an Existing Farm. However, these policies are considered to be of limited relevance by the LPA given the extant residential consent at the site.

Barnsley Adopted Core Strategy

- 3.06 CSP8 'The Location of Growth' identifies the settlement hierarchy and states that priority for growth will be given firstly to Urban Barnsley and then to the Principal Towns including the Dearne Towns.

- 3.07 **CSP17 'Housing Regeneration Areas'** advises that the Council will support a range of housing market regeneration programmes aimed at the revitalisation of the neighbourhoods and community of *inter alia* Bolton Upon Dearne. This includes encouraging housing growth by granting planning permission for housing redevelopment and providing new infrastructure to support the sustainability of communities.
- 3.08 **CSP25 'New Development and Sustainable Travel'** requires new development to be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists. It requires the applicant to provide a travel plan to be secured by planning obligation or a planning condition.
- 3.09 The supporting text of paragraph 9.168 provides further advice regarding the content of a travel plan. It states a travel plan is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed. It involves developing a set of procedures, schemes and targets that encourage people to use sustainable forms of transport, and should:
- Be site specific;
 - Contain both measures addressing site design, infrastructure and new services, as well as marketing, promotion and awareness raising;
 - Provide a package of measure integrated into the design and use of the development;
 - Encourage walking cycling and transport use and facilitate disabled access;
 - Restrict on-site car-parking spaces; and
 - Include arrangements for managing the process.
- 3.10 **CSP26 'New Development and Highway Improvement'** seeks to ensure that new development will be designed and built to provide safe, secure and convenient access for all road users.

Other Material Policy Considerations

National Planning Policy Framework (NPPF)

- 3.11 At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and

decision taking. For decision taking this means approving development proposals that accord with the development plan without delay.

- 3.12 A key objective of the NPPF is to actively manage patterns of growth to make the fullest possible use of public transport, walking, cycling and focus significant development in locations which are or can be made sustainable.
- 3.13 Section 4 seeks to promote sustainable transport. It advises that the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from rural to urban areas. Paragraph 36 states that a key tool to facilitate sustainable transport will be a travel plan. All developments which generate significant amounts of movement should be required to provide a travel plan.
- 3.14 Paragraph 173 acknowledges that pursuing sustainable development requires careful attention to viability and costs in plan-making and decision-taking. To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.
- 3.15 Paragraph 187 advises that Local Planning Authorities should look for solutions rather than problems, and decision takers at every level should seek to approve applications for sustainable development where possible. Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area.
- 3.16 Paragraph 206 notes that planning conditions should only be imposed where they are *necessary*, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects.

Circular 11/95: Use of Conditions in Planning Permission

- 3.17 The Circular notes at paragraph 14 that there are 6 key tests, which must be adhered to when imposing a planning condition on a grant of planning permission. In order to be considered valid, conditions must be *necessary*, relevant to planning; relevant to the development to be permitted; enforceable; precise; and *reasonable* in all other aspects.

4. PLANNING ANALYSIS

4.01 The main issues of importance to this application comprise:

- Planning Policy Position;
- Viability and Deliverability;
- Sustainability; and
- Compliance with Policy CSP25.

4.02 The purpose of this Section is to individually assess each of the key issues against the planning policy framework (as outlined in **Section 3**).

Planning Policy Position

4.03 National planning policy guidance clearly advocates a flexible approach that should be applied to developments on a site by site basis and should take into consideration unnecessary demands placed on the developer in a challenging economic climate.

4.04 In particular, the NPPF warns that pursuing sustainable development requires careful attention to viability and costs in decision taking. It also advises that planning conditions should only be imposed where they are necessary and reasonable in all other respects. This reflects previous guidance contained in Circular 11/95.

4.05 The NPPF states that a Travel Plan is a key tool to facilitate sustainable transport, but does not discuss the required content. Similarly, Barnsley Core Strategy Policy CSP 25 'New Development and Sustainable Travel' requires a Travel Plan to be submitted for a development of this nature but does not specify a need for a Travel Pass. A Travel Plan has been produced by Bryan G Hall for this development and the applicant is committed to delivering its recommendations.

4.06 A key objective of the NPPF is to actively manage patterns of growth to make the fullest possible use of public transport, walking, cycling and focus significant development in locations which are or can be made sustainable. Core Strategy Policy CSP25 requires new development to be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists.

4.07 Clearly there is a balance to be reached between achieving the sustainability objectives outlined in national and local planning policy guidance and ensuring

developers are able to deliver a financially viable scheme, which in itself is a material consideration.

Viability and Deliverability

- 4.08 The applicant and their Transport Consultants, Bryan G Hall, have discussed the Travel Pass issue with Highway and Planning Officers at BMBC prior to the submission of this application. It appears that the LPA does not disagree with the applicant's view that Travel Passes are not economically justifiable and, in the majority of instances, are not particularly well used on new residential developments.
- 4.09 However, in order to ensure the correct planning procedures are adhered to, the Planning Officer has requested that Gleesons formally apply to vary or remove the condition. The application is submitted on this basis.
- 4.10 The applicant estimates that each Travel Pass will cost approximately £500. By way of an indicative example, if one occupant from each new dwelling were to acquire a Travel Pass, this would result in an additional cost of approximately £30,000 placed on the developer. Clearly, this is a significant additional cost for the developer, particularly when considered against other financial obligations. A S106 agreement has been signed relating to the provision of EIGHT affordable homes and public open space contributions. There are also other site abnormalities such as noise attenuation measures and construction works, which should be taken into consideration.
- 4.11 The NPPF is clear on this matter. To ensure viability, the costs of any requirements likely to be applied to development (such as requirements for affordable housing) should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable. The approach adopted by BMBC is not consistent with this policy and as such is unreasonable.
- 4.12 In summary, when assessed against the tests in Circular 11/95 and the NPPF, Condition 11 is considered to be unreasonable as it fails to take into account site specific circumstances or how the additional costs associated with providing a Travel Pass to the first occupant of each dwelling impacts upon the schemes viability and deliverability.

Sustainability

- 4.13 The NPPF advocates a presumption in favour of sustainable development for decision makers.
- 4.14 The site is located within 400 metres of bus stops served by bus number 226 which runs between Barnsley and Thurnscoe via Manvers and has a service frequency of two per hour. There are also bus stops slightly outside the recommended 400 metres (430 metres) that are served by bus numbers 224 and 226. The 226 provides a service every 30 minutes between Doncaster and Mexborough via Goldthorpe.
- 4.15 The site is also within the recommended 800 metres walking distance of a railway station with Bolton upon Dearne Railway Station being only 350 metres walking distance. The railway station is served by the Leeds to Sheffield service which runs every 60 minutes and stops at stations including Leeds, Wakefield, Swinton, Rotherham, Meadowhall and Sheffield.
- 4.16 All of these train services run at times which coincide with work start and finish times and consequently the three main towns surrounding the site which residents are likely to commute to, Barnsley, Doncaster and Rotherham, are all accessible via public transport facilities located within (or slightly outside) recommended walking distances.
- 4.17 Accordingly, in assessing the proposed development, Bryan G Hall Transport Consultants consider that there is a wealth of facilities available to residents which are sufficient to encourage travel by public transport. The Planning Officers report to committee for application ref: **2008/1599** also concludes:

'...The site also benefits from good access to public transport being located close to Bolton Train Station and local bus services... SYPTE have commented that the site is sustainable given its proximity to Bolton Train Station and local bus services.'

- 4.18 As such, the imposition of Condition 11 is considered to be unnecessary as the proposals will still represent a sustainable development even without the requirement for a Travel Pass. Indeed, a Travel Pass does not form part of the recommendations in the approved Travel Plan.

Compliance with Policy CSP25

- 4.19 The reason for Condition 11 as stated on the decision notice is '*in the interests of reducing the need for car travel to and from the site*'. No policy justification is identified for this condition on the Decision Notice.
- 4.20 In the absence of any policy justification, it is considered that Policy CSP25 'New Development and Sustainable Travel' is most relevant Development Plan Policy to Condition 11 and subsequently this S73 application. This policy requires a Travel Plan to be secured through a planning condition. Condition 10 of the Decision Notice requires the Travel Plan to be implemented in accordance with the measures and timescales set out in Bryan G Hall's Travel Plan (see **Appendix 4** for extract) approved as part of the consent. The applicant has complied with this condition.
- 4.21 It is noted that the submitted Travel Plan only references a Travel Pass on one occasion in the context of South Yorkshire Passenger Transport Executive (SYLTE) general role (paragraph 6.2.3), rather than a specific requirement for this development. It is understood that the LPA imposed Condition 11 without detailed discussion or seeking an agreement from the applicant. As already detailed earlier in this section, Bryan G Hall Transport Consultant assert that appropriate facilities are readily available to residents who wish to travel via public transport and therefore travel passes are not necessary to encourage their use.
- 4.22 Therefore, a Travel Pass is not necessary in order to achieve the sustainable transport objectives of a Travel Plan as outlined in paragraph 9.168 of the Core Strategy.
- 4.23 Accordingly, there is no conflict with Policy CSP 25 or the Development Plan and this application seeks to remove Condition 11 of planning permission 2011/0963.

5. CONCLUSIONS

- 5.01 This Statement is prepared in support of a Section 73 Planning Application submitted on behalf of Gleeson Homes and Regeneration to remove Condition 11 of Planning Permission ref: 2011/0963.
- 5.02 On 8 December 2011, full planning consent was granted subject to a number of conditions for the erection of 60 no. dwellings (including 8 affordable homes) and associated works and infrastructure at land at Lowfield Road, Bolton Upon Dearne, S63 2TF.
- 5.03 Since planning permission was granted, the applicant has reviewed the scheme and considers that the requirement for a Travel Pass to be provided to the first occupier of each dwelling does not comply with national and local planning policy guidance. The analysis set out at **Section 4** above demonstrates that:
- (a) The condition is considered to be unreasonable and unnecessary when **assessed** against the tests set out in Circular 11/95;
 - (b) The condition is unreasonable and conflicts with the NPPF, as it fails to take account of site specific circumstances or how the additional costs associated with providing a Travel Pass to new residents impacts upon the viability and deliverability of the scheme;
 - (c) The condition is also unnecessary as the proposals would still represent a sustainable development even without the requirement for a Travel Pass. The submitted Transport Statement (Bryan G Hall) demonstrates that the site is in a sustainable location and accessible by sustainable means.
 - (d) Furthermore, a Travel Plan (Bryan G Hall) has been approved for the scheme in accordance with Core Strategy Policy 25, but does not include a recommendation for a Travel Pass to be issued to new residents; and
- 5.04 In light of the above, the removal of this condition would not result in any conflict with the Statutory Development Plan or any other material considerations, including the most up to date Government guidance detailed in the NPPF.
- 5.05 Accordingly, it is recommended that permission be granted to remove Condition 11 of planning consent 2011/0963.

APPENDICES

APPENDIX 1

DECISION NOTICE



BARNSLEY
Metropolitan Borough Council

GRANT OF PLANNING PERMISSION

TOWN AND COUNTRY PLANNING ACT 1990

APPLICATION NO. 2011/0963

To Richard Ward Design
2 Burtram Close
Weston Favell
Northampton
NN3 3PH

DESCRIPTION Residential development - erection of 60 no dwellinghouses and associated works and infrastructure.

LOCATION Land at Lowfield Road, Bolton Upon Dearne, S63 2TF

Permission is granted for the proposals which were the subject of the Application and Plans registered by the Council on 08 August 2011 and described above.

THIS DECISION IS SUBJECT TO THE TERMS OF THE AGREEMENT/UNILATERAL UNDERTAKING MADE UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED).

The approval is subject on compliance with the following conditions:

1 The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990.

2 The development hereby approved shall be carried out strictly in accordance with the following plans and specifications as approved, unless required by any other conditions in this permission or if prior written consent is given by the Local Planning Authority to any variation:-

- drawing no 344/2D 'Planning Layout'
- drawing no 344/3 'Site Sections'
- drawing no 201/1A '201 dwelling type'
- drawing no 202/1B '202 dwelling type'
- drawing no 301/1B '301 dwelling type'
- drawing no 302/1B '302 dwelling type'
- drawing no 304/1A '304 dwelling type'
- drawing no 307/1C '307 dwelling type'
- drawing no 309/1 '309 dwelling type'

The grant of this consent does not constitute or imply permission, approval or consent by the Local Authority for any other purpose.

Signed 
Assistant Director, Planning and Regulatory Services

Dated 08 December 2011

Planning and Regulatory Services
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- drawing no 401/1A '401 dwelling type'
- drawing no 403/1B '403 dwelling type'
- drawing no 404/1B '404 dwelling type'
- drawing no 405/1A '405 dwelling type'

Reason: In the interests of the visual amenities of the locality and in accordance with Core Strategy Policy CSP29 'Design'.

- 3 Prior to the commencement of development plans to show the following levels shall be submitted to and approved by the Local Planning Authority; finished floor levels of all buildings and structures; road levels; existing and finished ground levels. Thereafter the development shall proceed in accordance with the approved details.

Reason: To enable the impact arising from need for any changes in level to be assessed and in accordance with Core Strategy Policy CSP29 'Design'.

- 4 No development shall take place until full details of the proposed external materials have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interests of the visual amenities of the locality and in accordance with Core Strategy Policy CSP29 'Design'.

- 5 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- The parking of vehicles of site operatives and visitors
- Means of access for construction traffic
- Loading and unloading of plant and materials
- Storage of plant and materials used in constructing the development
- The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- Wheel washing facilities
- Measures to control the emission of dust and dirt during construction
- Measures to control noise levels during construction
- A scheme for recycling/disposing of waste resulting from demolition and construction works

Reason: In the interests of highway safety, residential amenity and visual amenity.

- 6 Sightlines, having the dimensions 2.4m x 90m, shall be safeguarded at the junction of the site with Lowfield Road, such that there is no obstruction to visibility at a height exceeding 1.05m above the nearside channel level of the adjacent highway.

Reason: In the interest of highway safety.

- 7 Prior to the commencement of development, details shall be submitted to and approved in writing by the Local Planning Authority of arrangements which secure the following highway improvement works:

- a) provision of a 2m wide footway on Lowfield Road for the entire site frontage;
- b) provision of pedestrian drop crossing facilities on Lowfield Road to connect with footway on the opposite side;
- c) provision of/any necessary alteration to signing and lining;
- d) provision of/ any necessary alteration to drainage;
- e) provision of /any necessary alteration to street lighting;
- f) any necessary resurfacing/reconstruction.

The works shall be completed in accordance with the approved details and a timetable to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and the free flow of traffic in accordance with Core Strategy policy CSP 26.

- 8 Within 28 days of works commencing on-site, a condition survey (including structural integrity) of the highways to be used by construction traffic shall be carried out in association with the Local Planning Authority. The methodology of the survey shall be approved in writing by the Local Planning Authority and shall assess the existing state of the highway. Within 28 days of completion of the development a second condition survey shall be carried out and shall be submitted for the written approval of the Local Planning Authority, which shall identify defects attributable to the traffic ensuing from the development. Any necessary remedial works shall be completed at the developers expense in accordance with a scheme to be agreed in writing by the Local Planning Authority.

Reason: In the interest of highway safety.

- 9 Vehicular and pedestrian gradients within the site shall not exceed 1:12.

Reason: In the interest of highway safety.

- 10 The travel plan shall be implemented in accordance with the measures and timescales set out in Bryan G Hall Ltd report ref 11-235-002.01. The results shall be submitted to the Local Planning Authority within 12 months of the travel plan becoming operational.

Reason: In the interests of sustainable travel.

- 11 Unless otherwise agreed in writing no dwelling shall be occupied until a 1 year Travel Master Pass has been provided to the first occupier of each dwelling in accordance with details to be submitted and agreed in writing with the Local Planning Authority.

Reason: In the interests of reducing the need for car travel to and from the site.

- 12 No development or other operations being undertaken on site shall take place until the following document has been submitted to and approved in writing by the Local Planning Authority:

Tree protective fencing
Tree protection plan (TPP)

The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced off in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

Reason: To ensure the continued well being of the trees in the interests of the amenity of the locality.

- 13 No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority, full details of both hard and soft landscaping works, including boundary treatments, details of the species, positions and planted heights of proposed trees and shrubs; together with details of the position and condition of any existing trees and hedgerows to be retained. The approved hard landscaping details and boundary treatments shall be implemented prior to the occupation of the buildings.

Reason: In the interests of the visual amenities of the locality.

- 14 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which die within a period of 5 years from the completion of the development, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with other of similar size and species, unless the Local Planning Authority give written consent to any variation.

Reason: In the interests of the visual amenities of the locality.

- 15 Prior to the commencement of development, full details of screening/landscaping of the areas of the site lying between the adjacent waste water treatment works and the nearest residential properties, including a scheme for the removal of existing hard standings and replacement soft landscaping shall be submitted to and agreed in writing by the Local Planning Authority. Development in accordance with the agreed scheme shall be carried out and, unless otherwise agreed in writing by the Local Planning Authority, any planting shall take place no later than in the first available planting season following commencement of the development

Reason: In order to protect the amenity of future occupiers of the development

- 16 The dwellings shall achieve a Code Level 3 in accordance with the requirements of the Code for Sustainable Homes: Technical Guide (or such national measure of sustainability for house design that replaces that scheme). No dwelling shall be occupied until a Final Code Certificate has been issued for it certifying that Code Level 3 has been achieved.

Reason: In the interest of sustainable development and to comply with Core Strategy Policy CSP2 'Sustainable Construction'.

17 No development shall take place until:

(a) Full foul and surface water drainage details, including a scheme for surface water run-off reduction by at least 30% and a programme of works for implementation, have been submitted to and approved in writing by the Local Planning Authority:

(b) Porosity tests are carried out in accordance with BRE 365, to demonstrate that the subsoil is suitable for soakaways;

(c) Calculations based on the results of these porosity tests to prove that adequate land area is available for the construction of the soakaways;

Thereafter no part of the development shall be occupied or brought into use until the approved scheme has been fully implemented. The scheme shall be retained throughout the life of the development, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure proper drainage of the area in accordance with Core Strategy Policy CSP4 'Flood Risk'.

18 Unless otherwise agreed in writing by the local planning authority, no building or other obstruction (to include trees) shall be located over or within 5.0 metres of either side of the centre lines of the sewer, that crosses the site. Furthermore a scheme of protection for the sewer during the construction of the development shall, prior to commencement of development, be submitted to and approved by the Local Planning Authority

Reason: In order to allow sufficient access for maintenance and repair work at all times

19 Unless otherwise approved in writing by the local planning authority, no buildings shall be occupied or brought into use prior to completion of the approved foul drainage works.

Reason: To ensure that no foul or surface water discharges take place until proper provision has been made for their disposal

20 Construction or remediation work comprising the use of plant, machinery or equipment, or deliveries of materials shall only take place between the hours of 0800 to 1800 Monday to Friday and 0900 to 1400 on Saturdays and at no time on Sundays or Bank Holidays.

Reason: In the interests of the amenities of local residents and in accordance with Core Strategy Policy CSP40 'Pollution Control and Protection'.

21 Prior to importation of any soil onto the site a validation report shall be submitted to and approved in writing by the Local Planning Authority to certify the procedures highlighted within Eastwoods Report (Ref 33662-06). This report should include the following:

-Details of who carried out the work.

-Details and justifications of any changes from the original methodology.

-Records of chemical characteristics of any imported capping soils/materials.

The soil shall be imported on to the site in accordance with the approved details.

Reason - To protect the environment and ensure the site is suitable for the proposed use.

22 Unless otherwise agreed in writing with the Local Planning Authority, all windows and doors shall be recessed by 75mm.

Reason: In the interests of the visual amenities of the locality and in accordance with Core Strategy Policy CSP29 'Design'.

- 23 The development shall be carried out strictly in accordance with the noise mitigation measures set out in report ref RK712/11196 'Noise and Vibration Assessment' by Spectrum Acoustic Consultants, unless prior written consent is given by the Local Planning Authority to any variation.

Reason: In the interests of the amenities of future residents.

Reason(s) for Granting Permission

- 1 Unique In the opinion of the Local Planning Authority the proposed development is acceptable in that:-

The proposed development is considered acceptable in that the principle of re-developing the site for residential purposes has already been accepted by the Council.

In addition the site is previously developed and located in an area where it is expected to accommodate housing growth as per Core Strategy Policies CSP8, CSP9 and CSP10. The 60 dwellings provided would contribute towards Core Strategy targets being met on the number of new homes to be built in the Borough and in the Dearne Towns.

The proposal is also acceptable in that it would contribute a mixture of housing in terms of accommodation size and tenure, including an amount of affordable housing provision in accordance with Core Strategy policies CSP14 and CSP15 subject to the completion of a S106 Agreement.

In addition, it would achieve the most up to date design standards required by the Core Strategy and established Council standards on the layout and design of new housing as per Core Strategy policies CSP29 and the draft Supplementary Planning Document 'Designing New Housing Development

The proposal also satisfactory addresses residential amenity considerations for existing and future residents on that.

The proposal is considered acceptable with regards to highway safety considerations subject to conditions to include mitigation provisions in accordance with Core Strategy policy CSP26.

The proposal is also acceptable with regards to other considerations including flood risk, drainage, ground considerations, ecology and sustainable construction matters.

In the opinion of the Local Planning Authority, there are no other material considerations to indicate a decision against the above policies and guidance.

Informative(s)

- 1 The applicant should note the informative comments provided in the following formal consultation responses received by the Local Planning Authority:-

-Yorkshire Water 12th September 2011

- 2 The granting of planning permission does not effect the status of species such as birds during the breeding season which have protection under other legislation. These may be present, and it is the applicant's responsibility to seek advice on how to avoid damaging operations. Further advice can be obtained from the Countryside Unit in the Planning & Transportation Services, on 01226-772576, or directly from www.naturalengland.org.uk.
- 3 The proposed development lies within an area which could be subject to current coal mining or hazards resulting from past coal mining. Such hazards may currently exist, be caused as a result of the proposed development, or occur at some time in the future. These hazards included:
 - Collapse of shallow coal mine workings;
 - Collapse of, or risk of entry into, mine entries (shafts and adits);
 - Gas emissions from coal mines including methane and carbon dioxide;
 - Spontaneous combustion or ignition of coal which may lead to underground heatings and production of carbon monoxide;
 - Transmission of gases into adjacent properties from underground sources through ground fractures;
 - Coal mining subsidence
 - Water emissions from coal mine workings.

Applicants must take account of these hazards which could affect stability, health & safety, or cause adverse environmental impacts during the carrying out their proposals and must seek specialist advice where required. Additional hazards or stability issues may arise from development on or adjacent to restored opencast sites or quarries and former colliery spoil tips.

Failure to obtain Coal Authority permission for such activities is trespass, with the potential for court action. In the interests of public safety the Coal Authority is concerned that risks specific to the nature of coal and coal mine workings are identified and mitigated.

The above advice applies to the site of your proposal and the surrounding vicinity. You must obtain property specific summary information on any past, current and proposed surface and underground coal mining activity and other ground stability information in order to make an assessment of the risks. This can be obtained from The Coal Authority's Property Search Service on 0845 762 6848 or at www.groundstability.com

- 4 This permission shall not be construed as granting rights to carry out works on, under or over land not within the ownership, or control, of the applicant

NOTES:-

Appeals to the Secretary of State

If you are aggrieved by the decision of the Council to grant permission for the proposed development subject to conditions then you can appeal to the Secretary of State for the Environment, Transport and Regions under Section 78 of the Town and Country Planning Act. If you want to appeal, then you must do so within six months of the date of this notice, using a form which you can get from The Planning Inspectorate, Room 3/24 Hawk Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN.

The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State need not consider an appeal if it seems to him that the Local Planning Authority could not have granted planning permission for the proposed development or could not have granted it without the conditions it imposed, having regard to the statutory requirements, to the provisions of the development order and to any directions giving under the order. In practice, the Secretary of State does not refuse to consider appeals solely because the Local Planning Authority based its decision on a direction given by him.

Purchase Notices

If either the Local Planning Authority or the Secretary of State for the Environment, Transport and Regions refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor can he render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted. In these circumstances, the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of part VI of the Town and Country Planning Act 1990.

Compensation

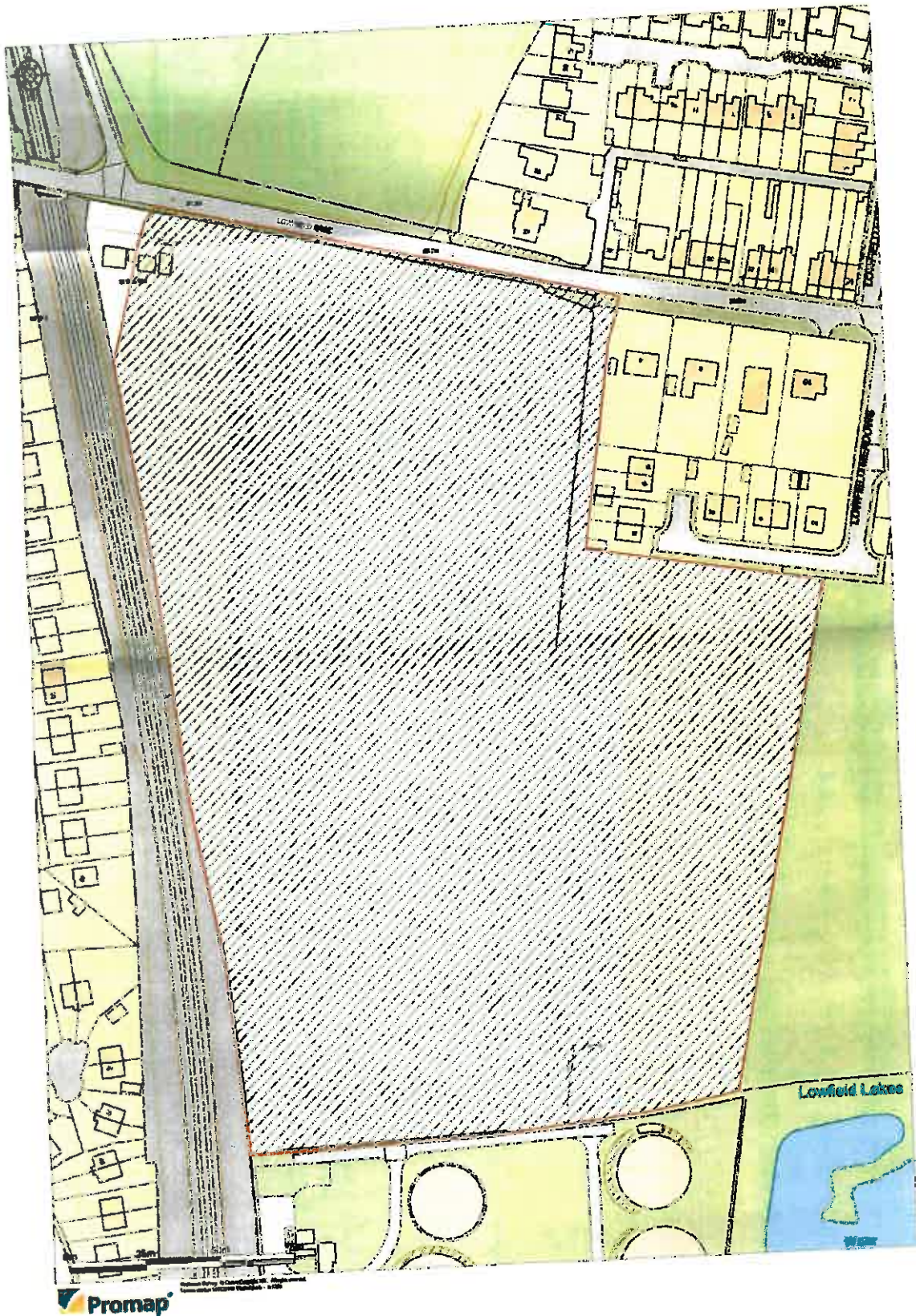
In certain circumstances compensation may be claimed from the Local Planning Authority if permission is refused or granted subject to conditions by the Secretary of State on appeal or on reference to the application to him. These circumstances are set out in Sections 114 and related provisions of the Town and Country Planning Act 1990.

APPENDIX 2

LOCATION PLAN

Bolton upon Dearne, Lowfield Road

LOCATION PLAN SCALE 1:1250



APPENDIX 3

TRANSPORT STATEMENT EXTRACT

6.0 SUSTAINABLE TRANSPORT ACCESSIBILITY

6.1 General

- 6.1.1 As set out in Section 2 of this Transport Statement, national transport policies through PPS3 and PPG13 place significant emphasis for new development proposals on the availability and use of means of transport other than the private car.

6.2 Walking

- 6.2.1 With regard to pedestrian accessibility more specific advice is set out in 'Guidelines for Providing for Journeys on Foot', which was published in 2000 by the Institution of Highways and Transportation. These guidelines note that walking accounts for over a quarter of all journeys and four-fifths of journeys less than one mile (1.6 kilometres).
- 6.2.2 The Guidelines also provide 'ideal' walk distances for various trip types and advise that the 'desirable' walking distance for commuting or walking to and from school is 500 metres, the 'acceptable' walking distance for commuting or walking to and from schools is 1.0 kilometre and the 'preferred maximum' walking distance is 2.0 kilometres.
- 6.2.3 As regards walk distances to retail outlets, the IHT Guidelines suggest a 'preferred maximum' walking distance to town centres of 800 metres. This advice is reflected in the Department for Transport, Local Government and the Regions in conjunction with CABE published 'Better places to live: By design – A companion guide to PPG3', September 2001. This suggests that:
- "Having established the site's broad setting in terms of its relationship to a city, town or village centre, a good starting point is to examine the area within 10 minutes' (about 800m) walking distance of the site. This can help to identify the range of facilities which residents may access comfortably access on foot, as well as opportunities to reach more distant facilities by public transport."*
- 6.2.4 An accessibility study of the site has been carried out and the plan attached at Appendix BGH5 shows in detail the full range of facilities within 800 metres

(10 minutes) walking distance of the site.

6.2.5 Pedestrian / cyclist access into the site will be provided from the main access off the southern kerb line of Lowfield Road. Footways are proposed on west side of the internal link road between the site and Lowfield Road and on both sides of the main road through the site.

6.2.6 There is an existing footway on the north side of Lowfield Road and as part of the development proposals a footway will be provided on the south side along the site frontage linking the site with Bolton on Dearne Railway Station, bus stops and the local facilities in Bolton upon Dearne to the west of the site. There are existing footways and dropped crossings along both sides of all other local roads between the site and these facilities.

6.2.7 A plan is provided at Appendix BGH5 which shows the straight-line 1.6km and 2.0km walking isochrones from the centre of the site along with a plan showing walking routes in Bolton upon Dearne.

6.3. Public Transport

6.3.1 The Department of the Environment publication [1996] 'PPG13: A Guide to Better Practice' states that for trips over 3 miles (5 km), public transport is the main alternative mode of transport to the private car. It is recognised however that for public transport to be an attractive alternative mode of transport to the private car it needs to be easily accessible on foot.

6.3.2 The Institution of Highways and Transportation publication [1999] 'Planning for Public Transport recommends that residents of major new housing developments should not have to walk more than 400m (¼ mile) to their nearest bus stop but that this criterion has been hard to satisfy comprehensively and therefore it recognises that direct, frequent and easily understood services are more important than a few metres of walking distance.

- 6.3.3 The nearest bus stops are located on both sides of Angel Street approximately 380 metres from the centre of the site, within the recommended 400 metres walking distance. Both bus stops benefit from timetable information. These bus stops are served by bus number 226 which has a service frequency of two per hour Monday to Saturday all day and one per hour on Sundays and runs from Barnsley to Thurnscoe via Manvers.
- 6.3.4 There are also bus stops located on High Street, approximately 430 metres from the centre of the site, slightly outside the recommended 400 metres walking distance. These stops are served by service numbers 224 and 226, which have a combined service frequency of four per hour Monday to Saturday all day and two per hour on Sundays. Bus number 224 runs from Doncaster to Mexborough via Goldthorpe, it also stops on Carr Head Lane adjacent to St Andrews Square where Bolton upon Dearne's main facilities are located which include a Medical Centre, Pharmacy, Cooperative Food Store and Post Office.
- 6.3.5 Bus number 218 also serves Bolton upon Dearne stopping at bus stops located on Dearne Road and Furlong Road, the closest of which are approximately 900 metres from the centre of the site. This bus has a service frequency of two per hour Monday to Saturday all day and one per hour on Sundays and runs from Barnsley to Rotherham via Manvers.
- 6.3.6 The Institution of Highways and Transportation publication 'Guidelines for Planning for Public Transport in Developments', March 1999, sets out that new developments should be located so that walking distances to the nearest railway station should be less than 800 metres.
- 6.3.7 The nearest railway station to the development site is Bolton on Dearne Railway Station, located approximately 350 metres walking distance from the centre of the site, which is well within the recommended 800 metres. The station has a car park with 26 spaces and secure cycle storage is available. The station has step free access coverage and a train is available every 60 minutes between Leeds and Sheffield.

- 6.3.8 Route maps and a summary of the bus services serving the stops in the vicinity of the site and a summary of the trains serving Bolton on Dearne Railway Station are given at Appendix BGH6.

6.4 Cycling

- 6.4.1 The Department of the Environment publication [1996] 'PPG13: A Guide to Better Practice' states that the bicycle is an ideal mode of transport for journeys under 8 kilometres. PPG13 [January 2011] states that cycling "has clear potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport."

- 6.4.2 As shown on the plan attached at Appendix BGH7 areas including Wath upon Dearne, Mexborough, Goldthorpe and Thurnscoe lie within 5km cycle catchment and Wombwell within the 8km catchment providing residents with a wealth of facilities and employment opportunities.

- 6.4.3 Bolton upon Dearne has a network of cycle routes and lanes as shown on the plans also attached at Appendix BGH7. Route 62 of the National Cycle Network follows Dearne Road north bound then runs east along Lowfield Lane (the northern boundary of the site) where it links into the Trans Pennine Trail to the east of the site. Route 62 provides a traffic free route from the site in to Wath, Mexborough, Barnsley town centre and Doncaster town centre.

6.5 Conclusion

- 6.5.1 The site is considered to be in a sustainable location. This conclusion is confirmed by the planning authority granting outline planning permission on the site in 2008.

APPENDIX 4

TRAVEL PLAN EXTRACT

6.0 MEASURES / ACTIONS

6.1 General

- 6.1.1 The following sections outline the specific measures that will be introduced within the Initial Residential Travel Plan as implementation of the listed measures, which include awareness initiatives and infrastructure provision, is at the core of the travel plan proposals.
- 6.1.2 The travel plan measures described will be regularly monitored and reviewed as necessary. These measures should not be considered to be fixed, nor are they necessarily an exhaustive list of measures that may be implemented. The success of the Residential Travel Plan will depend upon the Residential Travel Plan Co-ordinator being free to investigate all potential travel initiatives and adapt the Residential Travel Plan to the evolving circumstances.
- 6.1.3 Ultimate responsibility lies with the developer who must ensure that the site is designed and constructed in such a way as to maximise trips by sustainable modes of transport and minimise vehicular trips to the site.

6.2 Public Transport

- 6.2.1 The Residential Travel Plan Co-ordinator will positively market and promote the use of bus and rail services to all residents in an effort to encourage the use of public transport. It is assumed that most new residents of the development will have access to the internet and the Travel Plan Co-ordinator shall ensure that the residents are aware of the relevant internet links to access travel information including train and bus timetables.
- 6.2.2 South Yorkshire Passenger Transport Executive (SYPTe) is responsible for the co-ordination of public transport in South Yorkshire. It is accountable to the Passenger Transport Authority, which is made up of nominated elected members from the local authorities of Barnsley, Doncaster, Rotherham and Sheffield.

6.2.3 SYPTE is responsible for developing the network and services across the county. Its roles include:

- Providing bus stops and their facilities (e.g. timetable information);
- Running five Park & Ride sites;
- Providing bus services in rural communities;
- Information, awareness and advice to people and organisations about using public transport,
- Providing Traveline - the internet and phone service for finding out when and where to use public transport,
- Providing YourNextBus - the mobile phone texting service for finding out when your next bus is actually going to come,
- Making available South Yorkshire tickets, such as the TravelMaster.

6.2.4 Bus information, maps and journey planners are available on the Stagecoach, Travel South Yorkshire and Transport Direct websites:

- www.stagecoachbus.com/localdefault.aspx;
- www.travelsouthyorkshire.com;
- www.transportdirect.info/.

6.2.5 Travel South Yorkshire also operate a YourNextBus text service:

- Text the unique eight digit bus stop number to 64422, South Yorkshire's official YourNextBus text number;
- Within a few seconds a text will be received informing the user of live bus times for the next four buses calling at that stop.

6.2.6 The following are also available for information about bus and train options in Barnsley and South Yorkshire:

- Call Traveline Yorkshire on 01709 515151.
- Visit one of Barnsley's Travel Information Centres.

6.2.7 The Travel Plan Co-ordinator will provide a simple checklist of all useful information relating to public transport and this will be provided to new residents as part of the Travel Information Pack. The information will also be

available in marketing and sales literature in order that prospective residents can access the site for viewings using public transport.

6.3 Walking

- 6.3.1 As part of the development proposals a footway will be provided on the south side of Lowfield Road. Footways are also proposed on west side of the internal link road between the site and Lowfield Road and on both sides of the main spine road through the site.
- 6.3.2 The Residential Travel Plan Co-ordinator will encourage the residents of the development to walk to local facilities by providing residents with information and advice concerning safe pedestrian routes to and from the development. This information will be provided in the Travel Information Pack and on the general website.
- 6.3.3 The Residential Travel Plan Co-ordinator will make residents aware of the health benefits associated with walking and consideration will be given to the provision of personal attack alarms and also umbrellas to encourage residents to walk for all or part of their journey.
- 6.3.4 Residents will also be made aware through the Residential Travel Plan of the nationwide on-line walk buddy scheme that is available at www.walkbudi.com. Registration with the scheme is free and the aim is to match individuals who live and work in similar locations in order that they can share the walk to work or educational facilities together.
- 6.3.5 The Residential Travel Plan Co-ordinator will promote www.walkit.com as the free online walking journey planner. An example of a walk-it output is attached at Appendix TP6.

6.4 Cycling

- 6.4.1 The site is accessible by cycle from the local highway network and dedicated cycle storage will be provided at every dwelling. Cycle storage will be an

integral part of the design of each dwelling and if a house has no direct access to the garden (shed) or garage without going through the house, cycle storage will be provided at the entrance to the building.

6.4.2 Residents will be provided with information and advice concerning safe cycle routes to and from the development. A way of encouraging cycling particularly for novices is to organise a series of Breakfast Clubs where new cyclists are introduced to experienced riders in order to gain confidence and useful information. The Residential Travel Plan Co-ordinator will consider the implementation of such meetings to encourage more residents to use this mode of transport on a regular basis. It is acknowledged that this may be difficult to organise within a private residential development and therefore information on established cycle groups and clubs will be provided to residents within the Travel Information Pack.

6.4.3 The Residential Travel Plan Co-ordinator will approach local cycle shops in an attempt to negotiate a discount for residents of the development for purchasing bicycles and accessories.

6.4.4 The Residential Travel Plan Co-ordinator will also make residents aware of the nationwide on-line bike buddy scheme that is available at www.cyclebuddy.com. Again registration with the scheme is free and the aim is to match individuals who live and work in similar locations in order that they can share the cycle to work together. This is a sister scheme to the walk buddy scheme.

6.4.5 The Barnsley Cycling Map is also available on-line at <http://www.barnsley.gov.uk/barnsley-cycle-routes>.

6.5 Powered Two Wheelers (PTWs)

6.5.1 The Government has recognised that PTWs have a part to play in an integrated transport policy and is encouraging Local Authorities to consider the needs of these vehicles within their Local Transport Plans. The use of these vehicles will be promoted by the Residential Travel Plan Co-ordinator and

motorcycle parking will be provided within the site in line with BMBC's policy.

6.5.2 PTWs have advantages over cars in terms of flexibility and affordability. They can make more efficient use of road space in congested town and city centres and provide an alternative for people on low incomes and those living in rural areas.

6.5.3 There are various national groups that represent the owners and riders of PTWs including MAG UK (www.mag-uk.org), the British Motorcyclists' Federation (www.bmf.co.uk), the Motor Cycle Industry Association (www.mcia.co.uk) and the Institute of Advanced Motorcyclists (www.iam.org.uk).

6.6 Car Sharing

6.6.1 Car sharing represents a relatively convenient form of travel whilst offering a significant potential to reduce overall private mileage of residents.

6.6.2 The Residential Travel Plan Co-ordinator will look into the formation of an informal car sharing scheme at the development. The regular travel needs of residents will be identified through the initial travel survey which will enable the establishment of a database enabling residents having the same destination to be identified, promoting multiple occupancy car journeys. The Residential Travel Plan Co-ordinator will devise an incentive scheme to encourage people to take part in car sharing. This could include vouchers for leisure activities given to the people who carry out the greatest number of car sharing journeys over a given period of time.

6.6.3 The Travel Plan Co-ordinator will promote Car sharing in Travel Welcome Packs and at any residents meetings.

6.6.4 In addition to any on-site based car sharing scheme, the Residential Travel Plan Co-ordinator will inform residents of the web-based national Lift Share scheme, details of which can also be found at www.liftshare.org. This scheme

also operates in the same manner as the Cycle and Walk Buddy schemes described earlier.

6.7 Reducing the Need to Travel

6.7.1 Broadband wireless internet provision is now widely available through a standard telephone line and this facility allows residents to work or study from home and also takes advantage of a wide range of home shopping opportunities.

6.7.2 In order to reduce the need to travel, the Residential Travel Plan Co-ordinator will promote to all residents the advantages that internet use and home delivery services can provide in terms of reducing the number of trips to and from the development particularly during peak periods on the local highway network.

6.8 Construction Phases

6.8.1 Whilst the permanent Residential Travel Plan Coordinator will not formally be in post until six months prior to first occupation, the Developer will, prior to work starting on site, appoint a temporary Travel Plan Co-ordinator from within its own organisation and therefore provide the opportunity to influence the travel patterns of those working on site. The temporary Travel Plan Co-ordinator will remain in post until the permanent Travel Plan Co-ordinator is appointed and will liaise with the permanent Travel Plan Co-ordinator regarding the systems already set up to keep the workforce informed.

6.8.2 The Residential Travel Plan Co-ordinator, whether the temporary or permanent post holder, will provide details of sustainable travel to the workforce possibly by carrying out a series of 'Toolbox Talks'. Secure cycle parking will be available in any site compound and sustainable travel information will be displayed on a notice board in a communal area of the site compound that is accessible by all personnel on site i.e. the canteen or mess room.

- 6.8.3 The Residential Travel Plan Co-ordinator will work in conjunction with the Site Manager in order to minimise as far as is practicable the number of deliveries/commercial goods vehicle trips to and from the site.
- 6.8.4 As construction work will continue for several years after the appointment of the permanent Residential Travel Plan Co-ordinator, the responsibility of ensuring that the workforce is kept informed about sustainable travel will become that of the permanent Residential Travel Plan Co-ordinator as identified in paragraph 5.1.5.