

**GLEESONS HOMES**

**LAND OFF BARNBURGH LANE ADJACENT TO ENGINE LANE, GOLDTHORPE**

**REMOVAL OF CONDITION 32 OF PLANNING PERMISSION REF: 2011/1562**

## **SUPPORTING PLANNING STATEMENT**

**AUGUST 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 (Gleeson), to remove Condition 32 of Planning Permission ref: 2011/1562.

### Background to the Application

1.02 On 4 April 2012 full planning consent was granted subject to a number of conditions for the erection of 145 dwellings, provision of public open space and associated works and infrastructure at land off Barnburgh Lane adjacent to Engine Lane, Goldthorpe, South Yorkshire, S63 9NX.

1.03 Condition 32 of the Decision Notice (see **Appendix 1**) 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 32 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 13 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.

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 have also found that the condition is unreasonable given it affects the viability and deliverability of the scheme.

1.08 The removal of a similar condition on a Gleeson site has recently been approved by Barnsley Metropolitan Borough Council (BMBC) at Lowfield Road, Bolton upon Dearne (App Ref: 2012/0492).

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### Pre-application Consultation

- 1.09 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.
- 1.10 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. This is demonstrated by BMBC's recent approval of a Section 73 planning application (ref: 2012/0492) to remove a similar condition at Bolton upon Dearne.
- 1.11 In order to ensure a consistent approach and that the correct planning procedures are adhered to, the Planning Officer has requested, in an email dated 9 August 2012, that Gleeson's submit a S73 application to remove the condition.
- 1.12 Accordingly, we are instructed by Gleeson, to seek the removal of Condition 32 of planning permission ref: 2011/1562.

### Planning Issues

- 1.13 In our view, the principle issues arising from the imposition of Condition 32 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.

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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;

- (d) The precedent set by BMBC in the approval of planning application 2012/0492 to remove a Travel Pass requirement; and
- (e) 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.

1.14 It should also be noted that the draft Section 106, which is currently being negotiated with BMBC, will also include the main points from the Travel Plan. This demonstrates that Gleeson are committed to delivering the aims and objectives set out in the Travel Plan and also provides further assurance to BMBC that the agreed targets will be met. This also reflects the approach agreed at Bolton Upon Dearne.

#### Structure of the Report

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

- **Section 2:** Includes a description of the application site and any relevant planning application history;
- **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 off Barnburgh Lane adjacent to Engine Lane, Goldthorpe, South Yorkshire, S63 9NX (See **Appendix 2** for Location Plan).
- 2.02 The site area is 5.6ha and is broadly rectangular in shape. It currently comprises disused farm land on the south eastern edge of Goldthorpe.
- 2.03 There is a gentle slope across the site, slopping downwards from west to east. The site also slopes downwards from north to south including a more noticeable change in levels along the western boundary approximately halfway down the site.
- 2.04 Barnburgh Lane provides existing vehicular and pedestrian access to the site.

**Urban Context**

- 2.05 Goldthorpe is approximately 14km east of Barnsley Town Centre and 13km north east of Rotherham Town Centre.
- 2.06 Goldthorpe town centre is 800m from the site and has a range of facilities including local shops, post office, church and library. There is also also a primary school and high school within 1.5km of the site.
- 2.07 The site is bound to the north by Barnburgh Lane, beyond this is an area of allotments and a public footpath that provides a route into the centre of Goldthorpe.
- 2.08 To the east is Engine Lane, which is a narrow farm vehicle track that forms a Public Right of Way. Beyond this lies open countryside, interrupted by the A1 (M) (Junction 37).
- 2.09 The landscape to the south is rural in character. Bolton upon Dearne is approximately 3km to the south.
- 2.10 The residential areas of Barnburgh Lane and Lindale Gardens are located adjacent to the sites western boundary.

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### Sustainable Location

- 2.11 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.
- 2.12 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.
- 2.13 The nearest bus stops are located on both sides of Barnburgh Road approximately 350 metres from the centre of the site for west bound services and 390 metres for east bound services, within the recommended 400 metres walking distance. These bus stops are served by bus number 224 which has a service frequency of two per hour Monday to Saturday all day and one per hour on Sundays and runs from Doncaster to Mexborough via Bolton on Dearne.
- 2.14 The nearest railway station to the development site is Goldthorpe Railway Station, located approximately 1.75km walking distance from the centre of the site.
- 2.15 Goldthorpe 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

- 2.16 The Committee Report for application ref: 2011/1562 confirms that there are no records of previous planning applications at the site.

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### 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 allocated for housing development by policy DE1/13. The relevant 'saved policies' of the UDP are summarised below:
- 3.06 **UDP Policy DE1/13** states that access to the site should be from Barnburgh Lane and the road layout should allow possible future access to the land to the area of Safeguarded Land. In addition, landscaping should be carried out on the eastern boundary with the Green Belt.
- 3.07 **UDP Policy H4** states that sites shown on the proposals map will be developed primarily for housing purposes.

- 3.08 **UDP Policy H8A** advises that the scale, layout, height and design of all new dwellings proposed within existing areas must ensure that the living conditions and overall standards of residential amenity are provided or maintained to an acceptable level both for new residents and those existing, particularly in respect of the levels of mutual privacy, landscaping and access arrangements.

Barnsley Adopted Core Strategy

- 3.09 **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.
- 3.10 **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. This includes encouraging housing growth by granting planning permission for housing redevelopment and providing new infrastructure to support the sustainability of communities.
- 3.11 **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.
- 3.12 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.

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- 3.13 **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)

- 3.14 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.
- 3.15 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.
- 3.16 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.
- 3.17 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.
- 3.18 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.

- 3.19 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

- 3.20 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 Gleeson formally applies 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 £72,500 placed on the developer. Clearly, this is a significant additional cost for the developer, particularly when considered against other financial obligations. A S106 agreement is currently being negotiated relating to the provision of affordable housing and public open space contributions.
- 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 The S106 will also include the main points from the Travel Plan in order to provide further assurance to BMBC that Gleeson are committed to delivering the aims and objectives set out in the Travel Plan. This reflects the approach agreed at Bolton Upon Dearne.

- 4.13 In summary, when assessed against the tests in Circular 11/95 and the NPPF, Condition 32 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

- 4.14 The NPPF advocates a presumption in favour of sustainable development for decision makers.
- 4.15 The nearest bus stops are located on both sides of Barnburgh Road approximately 350 metres from the centre of the site for west bound services and 390 metres for east bound services, within the recommended 400 metres walking distance. These bus stops are served by bus number 224 which has a service frequency of two per hour Monday to Saturday all day and one per hour on Sundays and runs from Doncaster to Mexborough via Bolton on Dearne.
- 4.16 There are also bus stops located on the B6068 approximately 680 metres from the centre of the site for north bound services and 730 metres for south sound services, slightly outside the recommended 400 metres walking distance. The north bound bus stop is served by 218, 224 and 226 and the south bound bus stop is served by the 218 and 226 only. The 218 and 226 have a combined service frequency of four per hour Monday to Saturday all day and two per hour on Sundays. Bus number 218 runs from Barnsley to Rotherham via Mexborough and bus number 226 runs from Barnsley to Thurnscoe via Wombwell.
- 4.17 The nearest railway station to the development site is Goldthorpe Railway Station, located approximately 1.75 kilometres walking distance from the centre of the site, which although outside the recommended 800 metres it is still within reasonable walking and cycling distance. The station is also accessible via bus services 218, 224 and 226 which all stop at the station. The station has step free access coverage and a train is available every 60 minutes between Leeds and Sheffield.
- 4.18 Furthermore, 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

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garden (shed) or garage without going through the house, cycle storage will be provided at the entrance to the building.

- 4.19 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. As such, the imposition of Condition 32 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

- 4.20 The reason for Condition 32 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.
- 4.21 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 32 and subsequently this S73 application. This policy requires a Travel Plan to be secured through a planning condition. Condition 13 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.
- 4.22 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 (SYPT) general role (paragraph 6.2.3), rather than a specific requirement for this development. It is understood that the LPA imposed Condition 32 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.
- 4.23 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.

4.24 Accordingly, there is no conflict with Policy CSP 25 or the Development Plan and this application **seeks** to remove Condition 32 of planning permission 2011/0963.

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## 5. CONCLUSIONS

- 5.01 This Statement is prepared in support of a Section 73 Application submitted on behalf of Gleeson to remove Condition 32 of Planning Permission ref: 2011/1562.
- 5.02 On 4 April 2012 full planning consent was granted subject to a number of conditions for the erection of 145 dwellings, provision of public open space and associated works and infrastructure at land off Barnburgh Lane, Goldthorpe, S63 9NX.
- 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 demonstrates that the site is in a sustainable location and accessible by sustainable means;
  - (d) The precedent set by BMBC in the approval of planning application 2012/0492 to remove a Travel Pass requirement; and
  - (e) 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.
- 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. Accordingly, it is recommended that permission be granted to remove Condition 32 of planning consent 2011/1562.

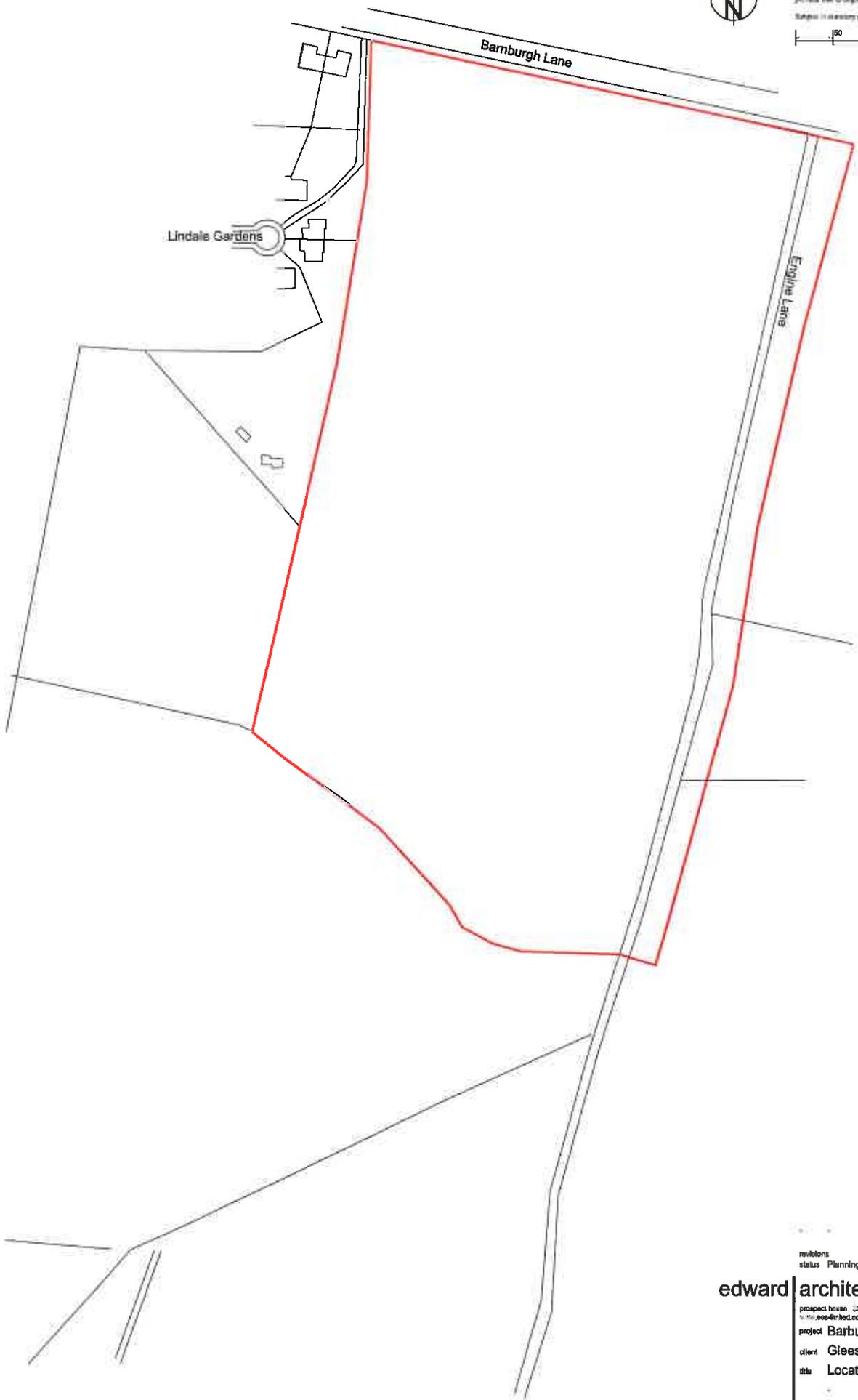
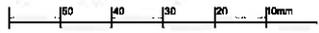
# **APPENDICES**

# **APPENDIX 1**

DECISION NOTICE

**Note**  
Please refer to drawing no. PL-60 - Land Ownership Plan for adjacent land ownership

**Notes:**  
1. Exact boundaries may be based on site information of latest origin and be subject to verification and survey.  
2. Dimensions must verify all dimensions on site before commencing any work or site preparation. This drawing is not to be used for legal proceedings.  
3. Building lines are shown for adjustment over the course of the design process due to changing site conditions/building developments.  
4. Subject to planning approvals and survey.



revisions  
status Planning

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project **Barburgh Lane, Goldthorpe**  
client **Gleeson Homes and Regeneration**  
title **Location Plan**

drawn or checked ge date 07.12.11 scale 1:1250;A3  
job no 0291 drawing no PL-01 rev .

# **APPENDIX 2**

LOCATION PLAN



# BARNLSLEY

Metropolitan Borough Council

## GRANT OF PLANNING PERMISSION

TOWN AND COUNTRY PLANNING ACT 1990

APPLICATION NO. 2011/1562

To Edward Architectural Services Ltd  
32 Prospect House  
Sovereign Street  
Leeds  
West Yorkshire  
LS1 4BJ

**DESCRIPTION** Erection of 145 no dwellings, provision of public open space and associated works and infrastructure.

**LOCATION** Land off Barnburgh Lane adjacent to Engine Lane, Goldthorpe, South Yorkshire.

Permission is granted for the proposals which were the subject of the Application and Plans registered by the Council on 06 January 2012 and described above.

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 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.
  - plan no PL-03 rev P 'Proposed Site Layout'
  - plan no PL-20 'House Type 201 Urban Core'
  - plan no PL-21 'House Type 201 Country Lane'
  - plan no PL-22 'House Type 202 Urban Core'
  - plan no PL-23 'House Type 202 Country Lane'
  - plan no PL-24 'House Type 301 Urban Core'
  - plan no PL-25 'House Type 301 Country Lane'
  - plan no PL-26 'House Type 302 Urban Core'
  - plan no PL-27 'House Type 302 Country Core'
  - plan no PL-28 'House Type 303 Urban Core'
  - plan no PL-29 'House Type 303 Country Lane'
  - plan no PL-30 'House Type 304 Urban Core'
  - plan no PL-31 'House Type 304 Country Lane'

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 04 April 2012

- plan no PL-32 'House Type 309 Urban Core'
- plan no PL-33 'House Type 309 Country Lane'
- plan no PL-34 'House Type 310 Urban Core'
- plan no PL-35 'House Type 310 Country Lane'
- plan no PL-36 'House Type 400 Urban Core'
- plan no PL-37 'House Type 400 Country Lane'
- plan no PL-38 'House Type 401 Urban Core'
- plan no PL-39 'House Type 401 Country Lane'
- plan no PL-40 'House Type 403 Urban Core'
- plan no PL-41 'House Type 403 Country Lane'
- plan no PL-42 'House Type 405 Urban Core'
- plan no PL-43 'House Type 405 Country Lane'
- plan no PL-44 'House Type 406 Urban Core'
- plan no PL-45 'House Type 406 Country Lane'
- plan no PL-15 'Single Garage'
- plan no PL-16 'Double Garage'
- plan no PL-17 'Garage between dwellings'

**Reason: In order to define the permission for the avoidance of doubt.**

- 3 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'.**

- 4 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'.**

- 5 The development shall not begin until a scheme for the provision of affordable housing as part of the development has been submitted to and approved in writing by the Local Planning Authority. The affordable housing shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing in Annex B of PPS3 or any future guidance that replaces it. The scheme shall include:

- i. The numbers, type, tenure and location on the site of the affordable housing provision to be made which shall consist of not less than 15% of housing units/bed spaces;
- ii. The timing of the construction of the affordable housing and its phasing in relation to the occupancy of the market housing;
- iii. The arrangements for the transfer of the affordable housing to an affordable housing provider[or the management of the affordable housing] (if no RSL involved) ;
- iv. The arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and
- v. The occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.

**Reason: To meet identified housing need and in order to comply with Core Strategy policy CSP15 'Affordable Housing'.**

- 6 The development hereby permitted shall not begin until a scheme has been submitted to and approved in writing by the Local Planning Authority for the provision of the public open space shown on plan no PL-03 rev P 'Proposed Site Layout' and for the enhancement of public open space off site in accordance with the Councils greenspace needs assessment carried out on the application and the LDF Supplementary Planning Document 'Open Space Provision on New Housing Developments'. The development shall proceed in accordance with the approved scheme and timescales.  
**Reason: In the interests of residential amenity to ensure adequate provision of public open space to meet local needs in accordance with LDF Supplementary Planning Document 'Open Space Provision on New Housing Developments'.**
- 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) measures to prevent parking on Barnburgh Lane;
  - b) provision of 2m wide footway on the site frontage;
  - c) provision of/alteration to street lighting;
  - d) provision of / alterations to drainage;
  - e) any necessary signing/lining
- 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 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
  - Wheel washing facilities
  - Measures to control the emission of dust and dirt during construction
  - Measures to control noise levels during construction
- Reason: In the interests of highway safety, residential amenity and visual amenity.**
- 9 Development shall not commence until details of the phasing of the development has been submitted and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved details.  
**Reason: To ensure a safe and adequate highway network, in the interest of road safety.**
- 10 Vehicular and pedestrian gradients within the site shall not exceed 1:12.  
**Reason: In the interest of highway safety.**
- 11 The access/parking/garaging/manoeuvring facilities indicated on the approved plan shall be provided prior to the development being brought into use, and shall be retained for that sole purpose at all times,  
**Reasons: In the interests of highway safety and in accordance with Core Strategy Policy CSP26 'New Development and Highway Improvement.**

12 Prior to any 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. On 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 developer's expense in accordance with a scheme to be agreed in writing by the Local Planning Authority.

**Reason: In the interests of highway safety and in accordance with Core Strategy Policy CSP26 'New Development and Highway Improvement'.**

13 The Bryan G Hall Residential Travel Plan ref 11-354-002.01 shall be implemented in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

**Reason: In the interest of promoting use of public transport, in accordance with CSP25 'New Development and Sustainable Travel'.**

14 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'.**

15 No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the position of boundary treatment to be erected. The boundary treatment shall be completed before the first dwelling is occupied. Development shall be carried out in accordance with the approved details and shall thereafter be retained.

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

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.**

17 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)
- Arboricultural method statement (AMS)

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.**

- 18 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 for the site and the 10m wide landscaping belt adjacent Engine Lane shown on plan no PL-03 rev P 'Proposed Site Layout', including road surface materials, 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 shall be implemented prior to the occupation of the dwellings.  
**Reason: In the interests of the visual amenities of the locality.**
- 19 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.**
- 20 No existing hedges or trees on the site (except those shown to be removed on the approved Tree Survey), or their branches or roots, shall be lopped, topped, felled, or severed. If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such a size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.  
**Reason: To safeguard existing trees/hedges, in the interests of the visual amenities of the locality.**
- 21 A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas for a minimum of 5 years, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development or any part thereof, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out in accordance with the approved plan.  
**Reason: In the interests of the visual amenities of the locality.**
- 22 No development shall take place unless and until full foul and surface water drainage details have been submitted to and approved in writing by the Local Planning Authority. 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 the proper drainage of the area.**
- 23 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order with or without modification), no building or structure shall be placed or erected within 3 metres, measured horizontally, of any watercourse.  
**Reason: To prevent damage to the existing culverted watercourse.**
- 24 Unless otherwise agreed in writing by the Local Planning Authority, no building or other obstruction shall be located over or within 4.0 (four) metres either side of the centre line of the sewer, which crosses the site.  
**Reason: In order to allow sufficient access for maintenance and repair work at all times.**

- 25 Unless otherwise approved in writing by the local planning authority, there shall be no piped discharge of surface water from the development prior to the completion of the approved surface water drainage works and 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.**
- 26 No development shall commence until a scheme of measures for the treatment of shallow mine workings and for the location and treatment of recorded mine entry has been submitted to and approved in writing with the Local Planning Authority. The development shall only be implemented in accordance with the approved details including any mitigation measures which are identified as being necessary.  
**Reason: In order to address potential land instability issues in accordance with CSP39 'Contaminated and Unstable Land'.**
- 27 The biodiversity precautionary mitigation protection measures identified in SLR Report ref 424.02437.00004 'Great Crested Newt Survey' shall be implemented 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 prevent any potential impacts on protected species in accordance with Core Strategy Policy CSP36 'Biodiversity and Geodiversity'.**
- 28 Prior to commencement of development details of a scheme for biodiversity enhancement to include 5no house sparrow and 5 no starling boxes has been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to occupation of the dwellings and retained as such thereafter in perpetuity, unless otherwise agreed in writing by the Local Planning Authority.  
**Reason: To enable proper consideration of the impact of the development on the contribution of nature conservation in accordance with CSP36 'Biodiversity and Geodiversity'.**
- 29 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'.**
- 30 No development works shall begin until a report, endorsed by a competent engineer experienced in ground contamination and remediation, has been submitted and agreed with the Local Planning Authority. The report shall, amongst other matters, include the following:-
1. A survey of the extent, scale and nature of contamination.
  2. An assessment of the potential risks to human health, property, adjoining land, groundwaters and surface waters, ecological systems and archaeological sites and ancient monuments.
  3. An appraisal of remedial options, and proposal of the preferred option(s).
  4. A remediation statement summarising the works to be undertaken (if required).
- The above must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

The development shall only be implemented in accordance with the approved details including any mitigation measures which are identified as being necessary.

**Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors and in accordance with Core Strategy Policy CSP40 'Pollution Control and Protection'.**

- 31 No development, including any demolition and groundworks, shall take place until the applicant, or their agent or successor in title, has submitted a Written Scheme of Investigation (WSI) that sets out a strategy for archaeological investigation and this has been approved in writing by the Local Planning Authority. The WSI shall include:

- The programme and method of site investigation and recording.
- The requirement to seek preservation in situ of identified features of importance.
- The programme for post-investigation assessment.
- The provision to be made for analysis and reporting.
- The provision to be made for publication and dissemination of the results.
- The provision to be made for deposition of the archive created.
- Nomination of a competent person/persons or organisation to undertake the works.
- The timetable for completion of all site investigation and post-investigation works.

Thereafter the development shall only take place in accordance with the approved WSI and the development shall not be brought into use until the Local Planning Authority has confirmed in writing that the requirements of the WSI have been fulfilled or alternative timescales agreed.

**Reason: To ensure that any archaeological remains present, whether buried or part of a standing building, are investigated and a proper understanding of their nature, date, extent and significance gained, before those remains are damaged or destroyed and that knowledge gained is then disseminated.**

- 32 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.**

- 33 No development approved by this permission shall be commenced until a scheme for the provision and implementation of a surface water run-off limitation into the West Moor Dike watercourse has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with an approved programme and details.

**Reason: To prevent the increased risk of flooding.**

## Reason(s) for Granting Permission

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

The site is allocated for housing development by saved UDP policy DE1/13 and is therefore acceptable in principle.

The proposed development is also in accordance with the spatial strategy for the Borough set out in the Local Development Framework Core Strategy in that the site is located in the Goldthorpe Principal Town which is a priority for housing growth.

The development allows for the possibility of adjacent land being developed in the future, both in terms of the remainder of the UDP housing allocation and the Safeguarded Land to the south, which is also necessary as part of saved UDP housing policy DE1/13

The proposals would protect the visual amenity of the adjacent Green Belt via the provision of a 10m wide landscaping belt alongside the eastern boundary in accordance with Core Strategy Policy CSP34 'Protection of Green Belt'.

The development has been assessed to be acceptable in design quality terms taking into account standards set out in the now adopted LDF Supplementary Planning Document the Design and Layout of New Housing and Core Strategy Policy CSP29 'Design'.

The development has been assessed to be acceptable in terms of residential amenity considerations in that the proposals have been designed in accordance with the standards set out in the adopted LDF Supplementary Planning Document the Design and Layout of New Housing.

The proposal is also acceptable with regards to other Planning Policy considerations including highway safety, an assessment of the ground conditions, ecology, trees and hedgerows and flood risk and drainage and sustainable construction subject to the imposition of appropriate conditions where necessary.

In the opinion of the Local Planning Authority there are no other material considerations which indicate a decision should be made at variance to the above policies and guidance.

# **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 Barnburgh Road. There are existing footways on the both sides of Barnburgh Road which connect the site with the existing bus stops, Goldthorpe Railway Station and the local facilities in Goldthorpe to the north and 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. There are also pedestrian crossing points located on Barnburgh Road, Doncaster Road and Barnsley Road which aid safe crossing.
- 6.2.6 There is an existing footpath that runs along the western boundary of the development site and then west to Dearne High School. Subject to land ownership issues, to be confirmed by BMBC, this would be a preferred route for school children walking / cycling from the site to school. The route is shorter and would also prevent children from having to cross any roads.
- 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.

### **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 Barnburgh Road approximately 350 metres from the centre of the site for west bound services and 390 metres for east bound services, within the recommended 400 metres walking distance. Both bus stops benefit from timetable information. These bus stops are served by bus number 224 which has a service frequency of two per hour Monday to Saturday all day and one per hour on Sundays and runs from Doncaster to Mexborough via Bolton on Dearne.
- 6.3.4 There are also bus stops located on the B6068 approximately 680 metres from the centre of the site for north bound services and 730 metres for south bound services, slightly outside the recommended 400 metres walking distance. The north bound bus stop is served by 218, 224 and 226 and the south bound bus stop is served by the 218 and 226 only. The 218 and 226 have a combined service frequency of four per hour Monday to Saturday all day and two per hour on Sundays. Bus number 218 runs from Barnsley to Rotherham via Mexborough and bus number 226 runs from Barnsley to Thurnscoe via Wombwell.
- 6.3.5 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.
- 6.3.6 The nearest railway station to the development site is Goldthorpe Railway Station, located approximately 1.75 kilometres walking distance from the centre of the site, which although outside the recommended 800 metres it is still within reasonable walking and cycling distance. The station is also accessible via bus services 218, 224 and 226 which all stop at the station. The station has step free access coverage and a train is available every 60 minutes between Leeds and Sheffield.
- 6.3.7 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 Goldthorpe 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 Bolton upon Dearne, 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 Barnsley has a network of cycle routes and lanes as shown on the plan also attached at Appendix **BGH7**. Route 62 of the National Cycle Network is located some 4 kilometres south of the site, route 62 follows Dearne Road north bound then runs east along Lowfield Lane where it links into the Trans Pennine Trail. 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 (SYPTTE) 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](http://www.stagecoachbus.com/localdefault.aspx);
- [www.travelsouthyorkshire.com](http://www.travelsouthyorkshire.com);
- [www.transportdirect.info/](http://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 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.
- 6.3.2 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.
- 6.3.3 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](http://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.
- 6.3.4 The Residential Travel Plan Co-ordinator will promote [www.walkit.com](http://www.walkit.com) as the free online walking journey planner. An example of a walk-it output is attached at Appendix TP6.
- 6.3.5 The Residential Travel Plan Co-ordinator will promote the Safer Routes to School Website <http://www.saferoutestoschools.org.uk/> which provides free information to schools, parents and pupils interested in school travel initiatives. The website produces templates and resources, including a variety of information sheets, to help with all school travel needs. The School Travel team arranges Action days, one day packages combining fun and information with free training for pupils, teachers, parents and school representatives.

- 6.3.6 The Residential Travel Plan Co-ordinator will arrange for a trained advisor to visit local primary/secondary schools to make parents, pupils and teachers aware of the websites and information available to help children stay safe when walking or cycling to and from school. This includes promoting the direct.gov website “Tales of the Road” <http://talesoftheroad.direct.gov.uk/> the road safety website for children which explains the Green Cross Code. The developer will fund this should there be costs incurred.
- 6.3.7 The Residential Travel Plan Co-ordinator will work with residents and local primary schools in order to set up Walking Bus schemes. Walking Bus scheme is a safe and healthy way for groups of children to walk to and from school. Each walking bus has an adult ‘driver’ at the front and an adult ‘conductor’ at the rear. The children walk along a set route picking up ‘passengers’ at planned ‘bus stops’ along the way. The bus runs in all weather conditions and everyone wears a reflective jacket which the. The developer will provide sponsored high visibility jackets for all children using the local walking bus schemes.
- 6.3.8 The Residential Travel Plan Co-ordinator will promote the Walk to School campaign, Walk to School Week (usually held in May) and International Walk to School Month (usually October). The Walk to School campaign encourages pupils to walk to school more often. The campaign includes the popular Walk on Wednesday (WOW) scheme, which helps to promote regular walking among pupils. These are great opportunities to get involved in events that promote the many benefits of walking.
- 6.3.9 Subject to any land ownership issues Gleeson would be happy to commit to signing and promoting the existing public footpath which currently runs along the western boundary of the development site and then west to Dearne High School as a preferred route for school children walking / cycling from the site to school. BMBC to confirm land ownership.

## **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.cyclebudi.com](http://www.cyclebudi.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>.
- 6.4.6 The Residential Travel Plan Co-ordinator will work with residents and local primary/secondary schools in order to encourage children to cycle to school,

this includes ensuring there is a safe place at the school for pupils to store their bikes and associated equipment. The developer will provide sponsored high visibility jackets and a voucher towards cycle safety equipment, such as lights and helmets, for all children living on the site who cycle to school.

6.4.7 The Residential Travel Plan Co-ordinator will work with local primary/secondary schools to arrange the local council to provide Bikeability training at the schools, free of charge, for children who already do or would like to cycle to and from school. Children can start Bikeability lessons once they have learned to ride a bike, usually when they are around 7 to 9 years old (level one). They will usually receive level two training in Year 6 (10 to 11 year olds). Older teenagers in secondary schools can do level three.

6.4.8 The Residential Travel Plan Co-ordinator will promote the Bike to School Week.

### **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](http://www.mag-uk.org)), the British Motorcyclists' Federation ([www.bmf.co.uk](http://www.bmf.co.uk)), the Motor Cycle Industry Association ([www.mcia.co.uk](http://www.mcia.co.uk)) and the Institute of Advanced Motorcyclists ([www.iam.org.uk](http://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](http://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.

travel has on our lives and the environment), and subsequently the range of benefits it can deliver. This is particularly important in respect of residential travel planning where the destinations are much more diverse and therefore the most effective means of influencing travel behaviour is through proactive promotion and encouragement of existing opportunities.

5.2.2 The Residential Travel Plan Co-ordinator will be responsible for the overall Travel Plan marketing and communication strategy including putting together all relevant information regarding more sustainable forms and modes of travel.

### **5.3 *Setting up a Residents Group***

5.3.1 The Residential Travel Plan Co-ordinator will canvass support for the formation of a Residents Group. Assuming sufficient interest is shown, the Residential Travel Plan Co-ordinator will then set up a Residents Group and co-ordinate its meetings. The Residents Group will then provide a forum through which the Residential Travel Plan Co-ordinator can pass on information relating to sustainable transport.

5.3.2 If a successful Residents Group can be formed and sustained, this could then become the vehicle for continued travel planning at the development when the formal role of Residential Travel Plan Co-ordinator comes to an end, 4 years after full occupation of the development.

### **5.4 *Funding***

5.4.1 Funding is necessary to achieve the initiatives of the Residential Travel Plan which will include as a minimum those stated within this framework. It is required to provide annual monitoring and traffic counts, preparation of the Travel Information Packs, marketing the Residential Travel Plan, the Residential Travel Plan Co-ordinator's time. The Residential Travel Plan Co-ordinator will be responsible for managing the budget provided for travel planning measures but will be accountable to the Developer for ongoing expenditure.

- 5.4.2 The Developer will fund the initial measures as set out within this Residential Travel Plan. The developer will also fund the role of Residential Travel Plan Co-ordinator and the ongoing travel planning measures, this funding will continue from the appointment of the Residential Travel Plan Co-ordinator until 4 years following full occupation of the development. Funding will be provided to the Residential Travel Plan Co-ordinator on an annual basis based on the actual number of units occupied that year.
- 5.4.3 In addition the developer will provide funding for the monitoring of the Residential Travel Plan including travel surveys and traffic counts from the start of formal monitoring until 4 years following full occupation. Appropriate amounts of funding will be agreed with BMBC and made part of a Section 106 agreement.

## **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 (SYPTTE) 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](http://www.stagecoachbus.com/localdefault.aspx);
- [www.travelsouthyorkshire.com](http://www.travelsouthyorkshire.com);
- [www.transportdirect.info/](http://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 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.
- 6.3.2 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.
- 6.3.3 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](http://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.
- 6.3.4 The Residential Travel Plan Co-ordinator will promote [www.walkit.com](http://www.walkit.com) as the free online walking journey planner. An example of a walk-it output is attached at Appendix TP6.
- 6.3.5 The Residential Travel Plan Co-ordinator will promote the Safer Routes to School Website <http://www.saferoutestoschools.org.uk/> which provides free information to schools, parents and pupils interested in school travel initiatives. The website produces templates and resources, including a variety of information sheets, to help with all school travel needs. The School Travel team arranges Action days, one day packages combining fun and information with free training for pupils, teachers, parents and school representatives.

- 6.3.6 The Residential Travel Plan Co-ordinator will arrange for a trained advisor to visit local primary/secondary schools to make parents, pupils and teachers aware of the websites and information available to help children stay safe when walking or cycling to and from school. This includes promoting the direct.gov website "Tales of the Road" <http://talesoftheroad.direct.gov.uk/> the road safety website for children which explains the Green Cross Code. The developer will fund this should there be costs incurred.
- 6.3.7 The Residential Travel Plan Co-ordinator will work with residents and local primary schools in order to set up Walking Bus schemes. Walking Bus scheme is a safe and healthy way for groups of children to walk to and from school. Each walking bus has an adult 'driver' at the front and an adult 'conductor' at the rear. The children walk along a set route picking up 'passengers' at planned 'bus stops' along the way. The bus runs in all weather conditions and everyone wears a reflective jacket which the. The developer will provide sponsored high visibility jackets for all children using the local walking bus schemes.
- 6.3.8 The Residential Travel Plan Co-ordinator will promote the Walk to School campaign, Walk to School Week (usually held in May) and International Walk to School Month (usually October). The Walk to School campaign encourages pupils to walk to school more often. The campaign includes the popular Walk on Wednesday (WOW) scheme, which helps to promote regular walking among pupils. These are great opportunities to get involved in events that promote the many benefits of walking.
- 6.3.9 Subject to any land ownership issues Gleeson would be happy to commit to signing and promoting the existing public footpath which currently runs along the western boundary of the development site and then west to Dearne High School as a preferred route for school children walking / cycling from the site to school. BMBC to confirm land ownership.

## 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.cyclebudi.com](http://www.cyclebudi.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>.
- 6.4.6 The Residential Travel Plan Co-ordinator will work with residents and local primary/secondary schools in order to encourage children to cycle to school,

this includes ensuring there is a safe place at the school for pupils to store their bikes and associated equipment. The developer will provide sponsored high visibility jackets and a voucher towards cycle safety equipment, such as lights and helmets, for all children living on the site who cycle to school.

- 6.4.7 The Residential Travel Plan Co-ordinator will work with local primary/secondary schools to arrange the local council to provide Bikeability training at the schools, free of charge, for children who already do or would like to cycle to and from school. Children can start Bikeability lessons once they have learned to ride a bike, usually when they are around 7 to 9 years old (level one). They will usually receive level two training in Year 6 (10 to 11 year olds). Older teenagers in secondary schools can do level three.
- 6.4.8 The Residential Travel Plan Co-ordinator will promote the Bike to School Week.

### **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](http://www.mag-uk.org)), the British Motorcyclists' Federation ([www.bmf.co.uk](http://www.bmf.co.uk)), the Motor Cycle Industry Association ([www.mcia.co.uk](http://www.mcia.co.uk)) and the Institute of Advanced Motorcyclists ([www.iam.org.uk](http://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](http://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.