

Highways Development Management

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Please ask for: David Simmons

Our Ref: B/2016/037561

Your Ref: 16/02208/FUL

Date: 18 October 2017

Dear Emma Pickernell,

TOWN AND COUNTRY PLANNING ACT 1990 HIGHWAY RECOMMENDATION

LOCATION: Land At North Road West And Grovefield Way Cheltenham Gloucestershire
PROPOSED: Hybrid application seeking detailed planning permission for a 5,034 sq.m of commercial office space (Use Class B1), 502 sq.m day nursery (Use Class D1), 1,742 sq.m supermarket food retail unit (Class A1), a 204 sq.m coffee shop retail unit and drive-thru (Use Classes A1 and A3), with associated parking, landscaping and infrastructure works. Outline planning permission sought for the erection of 8,034 sq.m of commercial office space (Use Class B1), together with associated car parking, landscaping and infrastructure works, with all matters reserved (except access).

I refer to the above planning application received on the 21st December 2016 with submitted details;

Application Form, Design & Access Statement, Design & Access Statement Addendum, Planning Statement, Transport Assessment, Travel Plan, DLA.1755.L.09 Rev C – Landscaping Masterplan, 178.06 Rev A – Proposed Block Plan, 178.59 Rev D – ALDI HGV Tracking, 178.60 Rev E – HDN Refuse Tracking, 178.61 Rev E - Costa Refuse Tracking, 178.62 Rev D – Costa Vehicle Tracking, 178.63 Rev F – Office Accommodation Refuse Vehicle Tracking, 178.96 Rev B – Block Plan, MJA-P105-4392-D Car Park Lighting, SK01 Rev A – Commercial Access Viz, 178 ALDI DMP, 178 Costa DMP, 178 HDN DMP, 178.103 – Costa Delivery Tracking, 1605,13_TN01 – Technical Note, Parking Accumulation Feb 17, TS5132_Cheltenham_Data_Volume_Report, 178-100 Rev A – Proposed Phasing Plan.

Location:

The application site is situated adjacent to Grovefield Way, a class 3 highway subject to a 40mph speed restriction. The site falls within Greenbelt land to the West of Cheltenham with the A40 “Golden Valley”

bordering the Northern boundary. Grovefield Way adjoins the A40, to the north, at the strategically important Arle Court Roundabout. Connection to the Strategic Road Network is via Junction 11 of the M5 located to the West. Grovefield Way is bordered to the east by retail, commercial and residential developments of The Reddings and Up Hatherley. Grovefield Way becomes Cold Pool Lane to the South East before adjoining Up Hatherley Way which provides connection to the A46. North Road West is a class 4 highway and abuts the sites southern boundary and links to the class 3 Badgeworth Road to the west.

History:

The site has a detailed planning history with a number of previous granted permissions, Outline Planning permission (ref 05/00799/OUT), was granted for the erection of 22,000sqm of B1 employment use in 2007 across the entirety of the 6.4ha site. The approval of reserved matters (ref 09/00720/REM, 10/00468/TIME, and 12/01086/REM) was granted in 2013.

Since 2007, the North East portion of the site has been subject to separate planning applications, ref 13/01101/FUL and 14/00656/FUL for the erection of a flagship BMW car sales and servicing garage comprising 7595sqm. This site has been fully built out.

Extant permission was granted for the remaining portion of the site for 16,800sqm of B1 employment use in 2014 under ref 14/01323/OUT and provides the site with a fall-back position that will be considered as material when assessing the current proposal.

Overall Site Access:

The proposed access road and junction with Grovefield Way was agreed and deemed acceptable as part of the adjoining 2014 BMW Car sales application. The 160m access road that serves the car sales will form the access road for this application and will be extended into the proposed site.

Pedestrian access will be provided by the extension of the footways that are to serve the BMW car sales garage.

Accessibility:

Sustainable Travel services and opportunities are available on Grovefield Way to the South of the site; A40 East and West bound carriageways to the North East and Hatherley Lane, opposite ASDA, to the East.

Grovefield Way features a shared footway/cycleway on the Eastern side. The cycleway leads to Arle Court roundabout with access to the northern arms provided by a subway. The subway also allows access to the eastbound bus stops on the A40, Cheltenham Side. To the South the cycleway/footway connects to The Reddings and the A46. Pedestrian movements south of the site are supported by a pelican crossing which allows access to The Reddings from North Road West and the proposed development site. The cycle facilities form part of NCR 41.

Public Transport:

Bus services are available at the stops located 350m to the south of the development site on Grovefield Way and 550m East on Hatherley Lane. This stop is served by the J and K service running on a frequency of 1 every 90 minutes. Further stops are available on the A40 east of Arle Court Roundabout some 750m North East. The Stops are served by Stagecoach service 94/94U/N94 which provide regular services to Gloucester and Cheltenham Centres every 10 minutes during peak periods and 30 minutes approximately off peak, with services running 7 days a week. These services provide a reliable sustainable transport alternative to that of the private motor car and have the potential to encourage a modal shift. The IHT Providing for Journeys on Foot document table 3.2 states that a desirable walking distance to a bus stop is 500m, with a distance of up to 1000m being regarded as

acceptable. The development site is therefore sustainably located and accessible via a number of non-car based alternative transport methods.

Local Highway Network:

Grovefield Way:

Grovefield Way is a class 3 highway with a 40mph speed restriction. It connects with the A40 to the North, Cold Pool Lane and The Reddings to the South East. The highway is a single carriageway, two-way working local distributor with a width approximately 7.3m. Grovefield Way is street lit with a combined cycleway/pedestrian footway with small grass verge creating a buffer to the carriageway on the eastern side. There is a new footway on the Western side of Grovefield Way, approximately 85m in length, and terminates at a pedestrian tactile crossing to the Eastern side. This crossing was granted permission as a part of the access arrangements for the BMW car sales garage.

A40:

The A40 is located approximately 500m to the North East of the development site and is accessed via the Arle Court Roundabout. The East and West bound carriageways are duelled with two through lanes in either direction. The Arle Court Roundabout is signal controlled on the major A40 approach arms but is not signalled on the Hatherley Lane, B4063 Gloucester Road and Fiddlers Green Lane approach arms.

Personal Injury Collisions:

I have undertaken an interrogation of all recorded personal injury collisions over a 5 year period between 1st January 2012 and 31st March 2017 (Last recorded incident). During that study period there has been 13 recorded personal injury collisions of which 9 were recorded as slight injury and 4 were recorded as serious injury.

The collisions reports attributed the causation factor as driver error or misjudgement rather than attributing blame upon the highway and its layout. Therefore, there are no highway safety deficiencies in the proximity of the proposed development.

Detailed application Access and Layout:

The development is to make use of an existing priority junction with Right turn holding lane constructed for the BMW car sales garage. The access is suitable for the expected levels and type of traffic, with footways extending into the site either side of the main access road which has a width of 7.2m complying with the local design guidance as shown by dwg 178-96 Rev B. A number of dropped kerb, tactile crossing points are located along the access road at points of pedestrian desire to the surrounding uses. The internal junctions provide adequate emerging visibility splays to ensure that the layout minimises conflict between traffic, cyclists or pedestrians.

Drawing 178.59 Rev D – ALDI HGV Tracking demonstrates the vehicle manoeuvre required for a 16.5m articulated HGV to access, turn and egress the site in forward gear. The HGV will require a reverse manoeuvre through the western portion of the ALDI car park in order to access the service yard, this will not take place without a suitably trained banks-person ensuring that vehicles and/or pedestrians do not come into conflict with the HGV. To ensure that direct contact cannot occur between the HGV and nursery occupants a fence has been installed between the nursery and car park to ensure that children are prevented from directly entering the car park. The Tracking plan is supported by a delivery management plan which can be secured by planning condition.

The Articulated HGV can adequately enter, turn and egress the site to and from Grovefield Way without conflicting kerb-lines, vertical structures, trees or formal parking spaces.

The Costa coffee unit can be adequately accessed by a rigid body delivery vehicle and 3 axle refuse vehicle without conflicting kerb-lines, vertical structures, trees or formal parking spaces as shown on plans 178.61 Rev E and 178.103. A delivery management plan has also been submitted and can be secured by planning condition.

The Happy Days Nursery can also be adequately serviced as demonstrated by plan 178.90 Rev E – HDN Refuse Tracking. A Delivery Management Plan has also been submitted and will be secured by condition.

Drawing 178.63 – Office Accommodation Refuse Vehicle Tracking has demonstrated that two HGV's can adequately pass one another on the internal access road. The refuse vehicle can adequately enter, turn and egress the office car park without conflict, with sufficient inter-visibility between vehicles.

Detailed application Parking Provision:

Gloucestershire no longer has parking standards. Proposed development parking provision should be determined using the methodology set out by Paragraph 39 of the NPPF. A parking accumulation study has also been undertaken to demonstrate the suitability of the proposed parking arrangements.

Office block 1 and 2 has a parking provision of 222 spaces. The accumulation study 'Parking Accumulation Feb 17' determined a weekday peak demand of 222 spaces. The site is accessible to sustainable transport opportunities with regular bus services available within a reasonable walking distance, particularly the services on the A40 to the north east. The development site provides cycle parking and links with the existing cycle facilities on Grovefield Way to ensure safe cycle access and to encourage additional cycle users. Furthermore the office aspects of the development has means of limiting and/or controlling the number of employees that can access the car park which can be supported with Travel Plan measures to encourage alternative travel means.

The ALDI, Costa and Nursery have provided a provision of 154 spaces containing 9 disabled, 12 parent/child and 2 electric charging spaces. The Weekday peak demand was established as 69 spaces according to the parking accumulation study. The max weekend demand was recorded at 109 spaces. The development has provided adequate levels of parking in accordance with the NPPF. It is unlikely that any development traffic will be displaced upon the wider highway network. An additional demand generated by the proposal can be accommodated within the site access road.

A parking management scheme can be conditioned to ensure that the parking is maintained available for customers of ALDI, Costa and the nursery only and not to be used by the office employees.

Outline Application Access:

8034sqm of B1 office use is subject to Outline planning permission with access being considered at this point. Access is provided by a continuation of the main access road from Grovefield way to a car park at the south-western point of the development serving office block 3. A further priority T-junction provides access to a northern car park to serve office block 4. The extension of the access road to provide access is suitable. The priority junction can support two-way working and provides adequate visibility. It must be noted that landscaping plan DLA-1755-L.09. Rev C demonstrates tree planting within the visibility splay. The splay should be maintained clear with any planting and landscaping being located behind the splay. This can be secured by way of planning condition.

The internal layouts and parking provisions for office block 3 and 4 will be agreed at reserved matters stage and details of can be secured by planning condition.

Proposed Trip Generation:

The submitted Transport Assessment's TRICS analysis has proposed that the development will generate the following peak hour two-way trips.

B1 Office (Detailed)	151 AM – 127 PM
B1 Office (Outline)	200 AM – 168 PM
A1 Aldi Store	35 AM – 157 PM
A1/A3 Costa	55 AM – 49 PM
D1 Nursery	57 AM – 47 PM

Costa:

The Costa Coffee shop has had a linked-trip/pass-by trip discount applied. It is likely that the Costa will be utilised in conjunction with an existing trip upon the network such as visiting the Aldi store or other commercial/retail uses in the vicinity, or while passing-by whilst travelling to a wider destination. A reduction of 50% new trips has been applied and is deemed reasonable. The Costa will not generate a high number of primary "new" trips where the destination was to be the Costa. The linked/Pass-by discount ensures that no double counting of new trips occurs and skews the likely trip generation.

Aldi:

The Aldi store is also likely to generate a number of linked trips. The very nature of the discount food-store is that they sell a limited range of discounted food and non-food items with patrons completing their "shop" at other retailers. This would mean the Aldi stores trips will be linked with another destination and potentially already utilising the network. Therefore a reduction of 30% can be applied to take account of the linked trips and to again avoid a double count occurring for a trip that was already on the network. TRICS Research Report 14-1 says a 30% reduction is reasonable and such reduction is accepted by the Highway Authority.

Nursery:

The Nursery proposed trip rates are based upon staff numbers whilst the other uses were based upon the GFA/GEA. The Highway Authority had concerns that the use of staff numbers may result in a trip rate that is less than what may be generated when the trip rates are determined using GFA/GEA, this also may affect the number of parking spaces required for the nursery. To address the concerns of the Highway Authority, the Transport Consultants submitted a trip comparison as well as a letter from the Nursery end user stating the exact number of staff that will be employed (27). The comparison demonstrated that there was an immaterial difference between the trip rates using staff numbers or GFA/GEA. The trip rates therefore proposed using the staff numbers is deemed acceptable.

Permitted Trip Rates Vs Proposed Trip Rates:

The following table outlines the difference in trips between the consented (2014) and proposed (2016/2017) developments, the proposed development trip rates have had the linked/pass-by discount applied.

Overall Trip Rate Summary:

2014 AM (Consented)	441	2014 PM (Consented)	460
BMW Garage (Committed)	111	BMW Garage (Committed)	111
Total AM Trips Consented/Committed	552	Total PM Trips Consented/Committed	571
2017 AM (Proposed)	459	2017 PM (Proposed)	476
Total AM Trips 2017	570	Total PM Trips 2017	587
Difference	+18	Difference	+16

The table above demonstrates that the proposed mixed used development will generate an additional 18 vehicle trips in the AM and an additional 16 trips in the PM weekday peaks compared to the extant permission. The impact is being considered in the weekday peak periods due to the background traffic that occurs at weekends being lower.

Base Traffic Flow Review:

I have obtained traffic flow data for Grovefield way and Hatherley Lane (North) between the Grovefield Way and Arle Court roundabouts. The traffic flow data was undertaken by GCC. The Grovefield way and Hatherley Lane north surveys were undertaken during the month of March 2017. I have not considered the week 13th – 19th March as this is Cheltenham Gold Cup week and the area may have been subject to extra-ordinary traffic flows which would not be representable of a typical day in that location.

The Grovefield Way ATC recorded a 5 day (workday) average of 920 movements in the AM peak (8-9am) and 928 movements in the PM (5-6pm) peak. 624 (67.8%) were routed northbound towards the Grovefield Way roundabout in the AM peak. 579 (62.39%) were routed southbound in the PM peak.

The Hatherley Lane (North) ATC recorded a 5 day (workday) average of 1872 in the AM peak and 1941 in the PM peak. 882 (47.11%) vehicles were routed eastbound towards the Arle Court roundabouts in the AM peak whilst 989 (49.5%) were routed westbound towards the Grovefield Way roundabout in the same period. During the PM peak 924 vehicles were routed eastbound and 1017 westbound.

The GCC ATC survey undertaken on Hatherley Lane (North) is comparable in terms of traffic pattern to the survey undertaken by the applicant and attached as appendix A of the Transport Assessment.

The ATC surveys have demonstrated that vehicle flow is high within the Local Highway Network. The development will generate an additional 18 vehicles in the AM and 16 in the PM peak hours. The additional vehicles on top of the base flow and previously consented trips would not be regarded as a significant increase given the high levels of background flow. The previous planning history cannot be ignored and the sites extant permission will generate additional vehicle movements within the Grovefield Area. The previous permission can be implemented at anytime and the impact of which was deemed acceptable. The current proposals additional vehicle trips on top of what could occur is not significant.

Travel Plan:

A framework Travel Plan has been submitted as part of the application. The aim of framework Travel Plan is to act as an 'umbrella plan' for the site as a whole. Each individual use of the site will be required to provide their own site/use specific Travel Plan prior to occupation. The Travel Plan can be secured by way of planning condition.

Summary Comments:

Grovefield Way and the local network to Arle Court Roundabout are constrained with high traffic flow and queues/delays at peak times. This may make the additional vehicle traffic generated by this development seem significant when assessed or viewed in isolation, however the previous extant permission carries significant weight in planning terms and must be considered when assessing the current proposal. Although each application has to be assessed on their own merits, this site has previously been deemed acceptable for development in planning terms for B1 Office Use. The number of additional trips generated by this current application compared to the extant permission, which can be implemented at any time, is not significant. There have also been no material changes in national and local planning policy since the previous applications permission was granted. It is for that reason that the highway authority finds no reasonable grounds for the refusal of permission to this application.

I recommend that no Highway Objection be raised subject to the following condition(s).

Full Application Conditions:

Condition #1 Construction Method Statement:

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:

- i. specify the type and number of vehicles;
- ii. Provide for the parking of vehicles of site operatives and visitors;
- iii. Provide for the loading and unloading of plant and materials;
- iv. Provide for the storage of plant and material used in constructing the development;
- v. provide for wheel washing facilities to control the emission of dirt or dust;
- vi. Provide the intended hours of operations;
- vii. Provide a plan of the site compound.

Reason: To reduce the potential impact on the public highway and accommodate the efficient delivery of goods and supplies in accordance with Section 4 of the NPPF.

Condition #2 Car Parking:

Prior to beneficial occupation of the proposed development, the car parking, turning, loading and unloading facilities shall be provided in accordance with the approved plan and shall be maintained available for that purpose thereafter.

Reason: To reduce potential highway impact by ensuring that vehicles do not have to park on the highway resulting in a severe impact contrary to Section 4 of the NPPF.

Condition #3 Costa Delivery Management Plan:

Upon beneficial occupation of the development, the submitted Costa Delivery Management Plan shall be

adhered to in all respects unless amendments to the plan have first been agreed in writing by the Local Planning Authority.

Reason: To minimise hazards and inconvenience for users of the development by ensuring a safe and secure layout that minimises conflict between traffic, cyclists and pedestrians in accordance with Section 4 of the NPPF.

Condition #4 ALDI Delivery Management Plan:

Upon beneficial occupation of the development, the submitted ALDI Delivery Management Plan shall be adhered to in all respects unless amendments to the plan have first been agreed in writing by the Local Planning Authority.

Reason: To minimise hazards and inconvenience for users of the development by ensuring a safe and secure layout that minimises conflict between traffic, cyclists and pedestrians in accordance with Section 4 of the NPPF.

Condition #5 Happy Days Nursery Delivery Management Plan:

Upon beneficial occupation of the development, the submitted Happy Days Nursery Delivery Management Plan shall be adhered to in all respects unless amendments to the plan have first been agreed in writing by the Local Planning Authority.

Reason: To minimise hazards and inconvenience for users of the development by ensuring a safe and secure layout that minimises conflict between traffic, cyclists and pedestrians in accordance with Section 4 of the NPPF.

Condition #6 Cycle parking:

Prior to beneficial occupation of the proposed development, the cycle parking/storage facilities shall be provided in accordance with the approved plan and shall be maintained available for that purpose thereafter.

Reason: To reduce potential highway impact by ensuring that vehicles do not have to park on the highway resulting in a severe impact contrary to Section 4 of the NPPF.

Condition #7 Personal Planning Permission:

Notwithstanding the Town and Country Planning (Use Classes) Order 1987 and Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and/or re-enacting those orders with or without modification), the ALDI premises shall not be used other than as a Discount Food-Store and shall not be used for any other purpose falling within Use Classes A1; without express planning permission.

Reason: Alternative use would require further consideration by the Local Planning Authority because of traffic/parking implications, having regard to the provisions of the Section 4 of the NPPF.

Condition #8 Car Parking Management Scheme:

Details of a car parking management scheme to limit office employment parking occurring within the retail element of the development during Office opening hours shall be submitted to and approved in writing by the Local Planning Authority. The approved plans shall then be implemented on first occupation of any B1 Office block and adhered to in all respects unless amendments to the plan have first been agreed in writing by the Local Planning Authority.

Reason: To ensure that adequate parking provision is provided in order to minimise any potential highway safety implications of displaced parking and to minimise conflict between traffic, cyclists or pedestrians in accordance with Section 4 of the NPPF.

Condition #9 Travel Plan:

The approved Travel Plan and any associated site/use specific Travel Plans shall be implemented in accordance

with the details and timetable therein, and shall be continued thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the opportunities for sustainable transport modes are taken up in accordance with paragraphs 32 and 36 of the NPPF.

Condition #10 Highway Works, Pedestrian Crossing Points:

Prior to works commencing on the development hereby permitted, details of pedestrian dropped kerb tactile crossing points across Grovefield Way in the proximity of the bus stops south of the development site shall be submitted to and agreed in writing by the Local Planning Authority, the works shall then be constructed in accordance with the approved plan and made available for public use prior to first occupation of the buildings hereby permitted.

Reason: To ensure that the priority is given to pedestrian and cycle movements and that a safe and secure layout that minimises conflict can be created in accordance with Paragraph 35 of the NPPF.

Condition #11 Estate Roads:

No building on the development shall be occupied until the carriageway(s) (including surface water drainage/disposal, vehicular turning head(s) and street lighting) providing access from the nearest public highway to that building(s) have been completed to at least binder course level and the footway(s) to surface course level.

Reason: To minimise hazards and inconvenience for users of the development by ensuring that there is a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians in accordance with Section 4 of the NPPF.

Outline Application Conditions:

Outline Condition #1 Estate Roads:

Details of the layout and access, (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out in accordance with the approved plans. No dwelling on the development shall be occupied until the carriageway(s) (including surface water drainage/disposal, vehicular turning head(s) and street lighting) providing access from the nearest public Highway to that dwelling have been completed to at least binder course level and the footway(s) to surface course level.

Reason: To minimise hazards and inconvenience for users of the development by ensuring that there is a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians in accordance with Section 4 of the NPPF.

Outline Condition #2 Future Maintenance:

No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved in writing by the local planning authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as either a dedication agreement has been entered into or a private management and maintenance company has been established.

Reason: To ensure that safe, suitable and secure access is achieved and maintained for all people that minimises the conflict between traffic and cyclists and pedestrians in accordance with the National Planning Policy

Framework and to establish and maintain a strong sense of place to create attractive and comfortable places to live, work and visit as required by paragraph 58 of the NPPF.

Outline Condition #3 Priority Junction Visibility Splays:

The vehicular access hereby permitted shall not be brought into use until the existing roadside frontage boundaries have been set back to provide visibility splays extending from a point 2.4m back along the centre of the access measured from the public road carriageway edge (the X point) to a point on the nearer carriageway edge of the public road 43m distant in both directions (the Y points). The area between those splays and the carriageway shall be reduced in level and thereafter maintained so as to provide clear visibility between 1.05m and 2.0m at the X point and between 0.6m and 2.0m at the Y point above the adjacent carriageway level.

Reason: To reduce potential highway impact by ensuring that adequate visibility is provided and maintained and to ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with Section 4 of the NPPF.

Outline Condition #4 Vehicular Parking, Turning and Loading/Unloading:

The details to be submitted for the approval of reserved matters shall include vehicular parking and turning and loading/unloading facilities within the site, and the building(s) hereby permitted shall not be occupied until those facilities have been provided in accordance with the approved plans and shall be maintained available for those purposes for the duration of the development.

Reason: To ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with Section 4 of the NPPF.

Outline Condition #4 Cycle Parking:

The development hereby permitted shall not be occupied until details of secure and covered cycle storage facilities have been made available in accordance with details to be submitted to and approved in writing by the LPA.

Reason: To ensure that adequate cycle parking is provided, to promote cycle use and to ensure that the opportunities for sustainable transport modes have been taken up in accordance with paragraph 32 of the National Planning Policy Framework.

Outline Condition #5 Fire hydrant:

No development shall commence on site until a scheme has been submitted to, and agreed in writing by the council, for the provision of fire hydrants (served by mains water) and no dwelling shall be occupied until the hydrant serving that property has been provided to the satisfaction of the council.

Reason: To ensure adequate water infrastructure is made on site for the local fire service to tackle any property fire in accordance with Paragraphs 32 & 35 of the NPPF.

Outline Condition #6 Travel Plan:

No works shall commence on the development hereby permitted until a Travel Plan has been submitted to and agreed in writing by the Local Planning Authority, setting out;

- i. objectives and targets for promoting sustainable travel,
- ii. appointment and funding of a travel plan coordinator,

- iii. details of an annual monitoring and review process,
- iv. means of funding of the travel plan, and;
- v. an implementation timetable including the responsible body for each action.

The approved Travel Plan and any associated site/use specific Travel Plans shall be implemented in accordance with the details and timetable therein, and shall be continued thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the opportunities for sustainable transport modes are taken up in accordance with paragraphs 32 and 36 of the NPPF.

Statement of Due Regard

Consideration has been given as to whether any inequality and community impact will be created by the transport and highway impacts of the proposed development. It is considered that no inequality is caused to those people who had previously utilised those sections of the existing transport network that are likely to be impacted on by the proposed development.

It is considered that the following protected groups will not be affected by the transport impacts of the proposed development: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation, other groups (such as long term unemployed), social-economically deprived groups, community cohesion, and human rights.

Yours sincerely,
David Simmons
Principal Development Coordinator