

COMMITTEE REPORT

Date: 4 November 2021 **Ward:** Guildhall
Team: East Area **Parish:** Guildhall Planning Panel

Reference: 21/00855/REMM
Application at: Former Gas Works Heworth Green York
For: Reserved matters application for appearance and landscaping - Zone C only. For 96 dwellings.
By: Heworth Green Development Ltd
Application Type: Major Reserved Matters Application
Target Date: 8 November 2021
Recommendation: Approve

1.0 PROPOSAL

Application site

1.1 The application site was previously occupied by York Gas Works. The gasholder has been decommissioned and the hazardous substance consent(s) revoked in 2017. The site is on the Brownfield Land register and is allocated in the 2018 Publication Draft Local Plan for housing; 336 dwellings overall, site reference H1. The overall site covers 3.56 hectares (ha).

1.2 The Heworth Green/East Parade Conservation Area extends into the front of the site alongside Heworth Green. Listed buildings in the vicinity include 19 Heworth Court and Heworth Croft on the opposite side of Heworth Green, 26 Heworth Green, which blocks C1 and C2 would sit behind, and 44, 46, 48-50 Heworth Green, further east, beyond Mill Lane, all of which are of 19th century date.

Background

1.3 Outline planning permission was approved for residential-lead redevelopment of the site in July 2020. The application was considered by planning committee 12.3.2020 (application 19/00979/OUTM). There is also a full planning permission for enabling works; demolition of existing buildings and replacement infrastructure, site remediation, re-profiling of ground levels and new vehicle entrances for the re-development (application 19/02168/FULM).

1.4 The proposed site access, layout and scale of buildings were approved reserved matters under the outline application.

Proposals

1.5 This application is for zone C, which will comprise of three 'pavilion' buildings which would overlook the central open space (which is detailed in this application) and the outstanding reserved matters; the appearance of the development and the detailed landscaping. The layout and building heights adhere to the details already approved. The appearance of the buildings is informed by the design code and parameters, approved under the outline application. The previous permission allows for a 5-storey building, but the top floor is required to have a smaller floorplate (ranging between 47% to 55% of the maximum gross external area permitted). Ground levels are varied to the extent that the ground floor would not be evident from existing buildings on the opposite side of the Sustrans route (Mill Lane).

1.6 The schedule of accommodation would be as follows (and this accords with the outline permission, condition 17 in terms of its proportion and provision of 2-bed and 3-bed sized dwellings)

	Total
Studio	7
1-bed	21
2-bed	38 (40%)
3-bed	30 (31%)
Total	96

2.0 POLICY CONTEXT

2.1 Key Sections of the NPPF

Section 4 Decision making
Section 5 Delivering a sufficient supply of homes
Section 11 Making effective use of land
Section 12 Achieving well-designed places
Section 16 Conserving and enhancing the historic Environment

2.2 Key relevant policies of the 2018 Publication Draft Local Plan

SS1 Delivering Sustainable Growth for York
HW7 Healthy Places
D1 Placemaking
D2 Landscape and Setting
D4 Conservation Areas

- D5 Listed Buildings
- GI2 Biodiversity and Access to Nature
- GI3 Green Infrastructure Network
- GI4 Trees and Hedgerows

3.0 CONSULTATIONS

Design and Conservation – Architect

3.1 Top floor - The proposal has been amended as requested by officers. The top floor modelling and architectural design is now much less complicated, has reduced visual impact, and greater elegance.

3.2 Brick colour: as shown on all drawings is a light low-saturation buff. A brick with more red tones is strongly recommended instead. A light brick potentially has the appearance of Victorian “Scarborough” bricks. Modern versions similar to these bricks can be difficult to obtain, especially in the quantity required here. Also, this is not a general characteristic brick type of the neighbourhood, including the conservation area. Given how prominent the proposed buildings will be in neighbourhood street vistas this type of choice is not appropriate.

3.3 The application is supported by urban design & conservation, subject to recommended conditions. The brickwork requires approval and the large scale detail, the latter when a contractor is appointed; so details are deliverable.

Design and Conservation – Landscape

3.4 Officers support the design approach. Some minor changes to the planting, and additional information in respect of existing and proposed trees are recommended, all of which can be managed through discharge of the conditions. Key to the details, due to how tight the site is in places, is the agreement of tree pit details and additional soil volume where required. The main open space for this zone, which also serves the wider site, has been well-designed. It is a relatively small space given the scale of the buildings around it and the quantity of residents it has to serve. On the other hand, the intimacy and quality of landscape detail gives it a sense of security and comfort, especially given the number of windows looking onto it.

Highway Network Management

3.5 Travel Plan - Following commitments required –

- A commitment to employment of the travel plan co-ordinator is required and that it will be suitably funded.
- Annual surveys – an agreed response rate is required.

- Target response rates and triggers for implementation of the enhanced measures are detailed in the revised travel plan. The enhanced measures will be implemented if the travel survey response rates are inadequate and also if modal share targets are not met. Implementation would be agreed with CYC annually if required.

3.6 Cycle storage

- Bike maintenance equipment should be provided in the cycle stores. (This will be a condition of approval).
- There must be at least 2m clearance by Josta two-tier storage. (The cycle store plans have been amended accordingly).

3.7 Asked if waste collection is to be by private company. The applicants have confirmed a commercial operator will collect refuse on a weekly basis (detailed in planning statement).

3.8 Tree pits must be to adoptable standards and trees positioned to avoid services and blocking the footpath.

Public Protection

3.9 Make comments in respect of construction management and noise, dealt with in the outline permission (conditions 6, 8, & 36). In respect of electric vehicle (EV) charging officers have referred to the outline permission and local standards for 5% active and 5 passive permission. In respect of EV the outline permission requires overall 9 spaces for zones A and C. The application shows 4 spaces in zone C, with capacity identified for 4 further spaces.

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3.10 Raise issue over the amount of tarmac (which is the proposed surfacing for where spaces cars would park) as opposed to porous surfaces.

4.0 REPRESENTATIONS

4.1 Five objections have been received, including from residents at Hawthorn Grove, Heworth Mews Residents Association and Cllr Webb.

- Concern about the proposed relocation site of the telephone mast closer to Heworth Mews. It would cause overshadowing and have an adverse effect on outlook. It should be moved elsewhere, where there is more tree cover. Whilst this is subject to a separate application, as other plans for the site are finalised, it is clear the developers are depending on this being the location of the mast and as

work progresses and further plans are approved, the opportunity to influence the mast relocation is by default becoming more and more unlikely.

- Landscape - Whilst effort has been made regarding planting throughout the site there is further work that could be done particularly along the border with the Sustrans cycle path and surrounding the proposed mast complex (that is subject to a separate application as highlighted above). Residents are very clear that in order to protect their visual amenity tall, fast growing evergreen trees are required along this border.
- Overlooking - The size and position of windows facing out on to Mill Lane will have a detrimental impact on residents' visual amenity and privacy. Further suitable trees lining the site could help mitigate this issue here.
- Safety issues regarding the mast complex's proximity to a children's play. Further safety measures on the Heworth Gas Works side of the proposed mast complex requested.
- Security – Sustrans connection could be used as a rat run for criminal activities. CCTV, monitored and maintained by the developers for the lifetime of the development requested.

5.0 APPRAISAL

Key Issues

- Principle of the proposed development
- Appearance
- Heritage Assets
- Landscaping

Principle of the proposed development

5.1 The development has outline permission. The principle of the amount and mix of residential and commercial development proposed is established, as are the layout, scale and height of the proposed development, and the amount of car parking.

5.2 The outline permission and its associated conditions also deal with technical issues including drainage / impact on wider highway network / affordable housing / public protection / sustainability / ecology / planning obligations.

5.3 This application is for consideration of the appearance of the buildings in detail and the hard and soft landscaping within the phase. The telecommunications mast, referred to in objections has planning permission for its relocation (reference 21/01692/FUL).

Policy Context

Appearance / landscaping / design

5.4 In respect of appearance and landscaping, policy within paragraphs 130 and 131 of the NPPF are relevant. These state developments should -

- Be visually attractive, as a result of good architecture, layout and appropriate and effective landscaping.
- Be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).
- Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.
- Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- Acknowledge that trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Trees should be incorporated in developments with appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible.

5.5 The National Design Guide, published in 2021, is a companion to NPPF design policy.

5.6 Publication Draft Local Plan 2018 policies D1 and D2 on place-making and landscaping require -

- Ensure proposals are not a pale imitation of past architectural styles.
- Ensure appropriate building materials are used.
- Meet the highest standards of accessibility and inclusion.
- Demonstrate the use of best practice in contemporary urban design and place making.
- Integrate car parking and servicing within the design of development so as not to dominate the street scene.
- Create active frontages to public streets and spaces.
- Create buildings and spaces that are fit for purpose but are also adaptable to respond to change. Create places that feel true to their intended purpose.

- Create opportunities to enhance the public use and enjoyment of existing and proposed streets and open spaces.
- Recognise the significance of landscape features such as mature trees, hedges, and historic boundaries.
- Include planting proposals that are clearly evidence based and make a positive contribution to the character of streets, spaces and other landscapes.

Heritage Assets

5.7 The Planning (Listed Buildings and Conservation Areas) Act 1990 section 66 advises that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall pay special regard to the desirability of preserving the building or its setting or exercise of any features of special architectural or historic interest which it possesses. The Council has a statutory duty (under section 72 to consider the desirability of preserving or enhancing the character and appearance of designated conservation areas.

5.8 The NPPF states that local planning authorities should identify and assess the particular significance of any heritage asset (such as a listed building or conservation area) that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal. When considering the impact of a proposed development on the significance of a designated heritage asset (i.e. a listed building or conservation area) great weight should be given to the asset's conservation; the more important the asset, the greater the weight should be. Any harm to, or loss of, the significance of a designated heritage asset should require clear and convincing justification.

Appraisal

Design

5.9 The scheme for Zone C is compliant with the parameters for the amount, scale and design of development within the outline permission, the landscaping proposals and planning policy in respect of design.

5.10 Zone C comprises of three 5-storey buildings arranged to overlook the central public open space area. The buildings sit back from Heworth Green, with the car parking area for this zone positioned behind 26 and 36 Heworth Green. Apart from the elevations facing towards the car park, the apartments have private front gardens. These provide amenity, defensible space and bring a sense of community and human scale and active frontages to the development.

5.11 The buildings would be of similar height to Zone A but differ in appearance in that they have a horizontal emphasis, defined by the brick detailing at lower level, pronounced concrete banding between floors and larger balconies. The top floor area is lesser in floorplate compared to the lower floors, in adherence with the outline permission and, like Zone A is metal clad. Elevations looking towards Heworth Green do not have projecting balconies and a more vertical emphasis. This variation means that from Heworth Green the form of development respects the character and appearance of the conservation area.

5.12 Ground levels rise towards the eastern boundary (with the Sustrans route) to the extent that the side elevation of block C3 is below ground. This section of the ground floor is therefore used as ancillary storage. The relevant elevation of the building, where looking towards Mill Lane would, as per the outline, appear as 3-storey, with a top floor setback at roof level. The separation between block C3 and the opposite side of the Sustrans route is typically 30m and there are a group of tall trees at the boundary which offer screening.

Landscaping

5.13 Condition 2 is proposed to secure the precise detailing regarding trees, including soil volumes for tree pits where required, to demonstrate planting will be of sufficient quality and robust, in particular in respect of new trees in the public realm and close to utilities and close to the retaining wall on the north side of the site. The plans include a detailed planting plan (general arrangement) and schedule, which species the stock size of species at time of planting. The landscaping proposals follow the principles established in the outline application, and adhere to National Design Guide principles, in particular those noted below -.

- New tree planting along the boundary, with 26 and 36 Heworth Green and alongside the Sustrans route.
- Ground floor dwellings have front doors onto the street and their own amenity areas which provide defendable space, bring a human scale to the development and provide active frontages. Apartments are orientated to provide good natural surveillance of the public realm.
- This zone provides the central public open space. It will provide for a variety of activities and social interaction; natural amenity, space for recreation, sitting out, recreation/exercise and young person's play area. The space is associated with new connections through and beyond the site and will be accessible to the wider community.
- The scheme includes a temporary connection to the Sustrans link until Zone B is complete.

- Considerable planting proposed around the telecommunications mast site to reduce the visual impact of the mast and its compound. This includes a mix of tree species that will be up to 4m to 6m high.
- The car parking area includes landscaping, with trees positioned so the area does not appear unduly car dominated.

5.14 The central open space will be developed in phases as part of the land is required to enable construction of zone B. The interim arrangement, which includes connection into the Sustrans route is illustrated in the design and access statement. A condition will enable this arrangement until Zone B is delivered.

Servicing

5.15 The outline permission capped the number of car parking spaces for Zone C at 60 but allowed for a further 10 spaces across the site overall. The scheme provides 61 spaces. Space is also allocated for drop-off and waste collection. Of the car parking 4 EV points are proposed with capacity for 4 more (identified on landscaping plan), 2 disabled/accessible spaces and 3 visit spaces.

Cycle parking

5.16 The outline permission requires at least one cycle parking space per dwelling. The permission is complied with and the provision is acceptable. The covered and secure provision is 133% and there is extra space for larger bikes / trailers etc. Additionally there are 12 visitor spaces, which relate to the apartments and the public open space. The layout is annotated with dimensions, to show it is suitable and spacing complies with manufacturer's recommendations.

Heritage Assets

5.17 This Zone is outside of the Heworth Green East Parade Huntington Road Conservation Area. However development will affect the setting as it lies immediately outside of the boundary, which extends to include 26 and 36 Heworth Green and Heworth Court. The description of the conservation area states that the main elements of the character and appearance of the area include - Heworth Green, which has the most architecturally significant and the largest of the suburban houses and villas in the Conservation Area and the trees and gardens surrounding the houses on Heworth Green. Grade II listed 26 Heworth Green is a house dating from 1835, which sits between Heworth Green and development Zone C within the site.

5.18 The outline permission established the principle of buildings 5-storey, with a recessive top floor. The building scale being comparable with the apartment blocks to the west (by the river) and 3-storey town houses on the opposite side of the site, beyond Mill Lane. Furthermore the buildings in the case of Zone A sit behind trees

whilst Zone C buildings will be some 26m - 42m back from Heworth Green. The scheme, by virtue of its location scale, detailed design and roof form would sit comfortably in this part of the conservation area. As per the Council's Architect's comment, a red tone of brick is preferred, reflecting Heworth Green and Mill Lane, and this can be secured by condition. No harm is identified to the character and appearance of the conservation area or the setting of listed buildings.

Residential amenity

5.18 The scale and layout of the building has been approved already through the outline application. The scheme does not raise any concerns in terms of existing resident's amenity.

5.19 Elevations facing Heworth Green are more restrained to respect the conservation area character. This means they do not have large balconies.

5.20 Block C3 is at least 30m from the gardens on the opposite side of the Sustrans route, along Mill Lane. There are intervening trees already along the embankment, which would be reinforced by tree planting within the site. including Birch, Elder, Rowan Sycamore that will be 3m to 4m high at the time of planting. Due to this combination of factors, there would not be undue overlooking.

5.21 As agreed in principle at outline stage this zone of development provides a mix of apartment types. This includes duplex apartments, apartments with their own front doors and gardens. The dwellings will have reasonable outlook and most have their own private outside amenity space (gardens at ground level, balconies on upper floors and use of rooftop areas).

5.22 In terms of accessibility 42no. (44%) of dwellings in Zone C meet Part M4(2) compliance (accessible and adaptable dwellings). Communal areas (internal and external) are Part M4(3) (wheelchair user) compliant.

Travel Plan

5.23 Travel Plans are ultimately controlled through condition 30 of the outline permission. The condition requires that "the following measures shall be repeated annually if the travel plan targets are not met -

- Doorstep Personalised travel planning
- Residents offered vouchers to supplement cycle and equipment purchase
- Residents offered funding for free/discounted public transport tickets
- Residents offered free car club membership & drive time for residents"

5.24 Triggers for implementation of the enhanced measures are detailed in the revised travel plan for this phase (version 1.3). Measures will be implemented if the

travel survey response rates are inadequate and if modal share targets are not met. CYC can agree implementation annually if required, which allows for agreement and implementation of the most appropriate measures.

5.25 The applicants will retain ownership of the development and be responsible for maintenance of communal/public areas. They have confirmed they will appoint and fund the travel plan co-ordinator role. The Travel Plan commits to notifying the council of the co-ordinator and sets out their on-going responsibilities over the lifetime of the plan.

5.26 In respect of ongoing monitoring and feedback from residents condition 8 requires agreement of the monitoring, as Highway Network Management consider a 30% response rate is inadequate.

6.0 CONCLUSION

6.1 This reserved matters application provides the outstanding details following the outline planning permission. The amount and type of development proposed and the landscaping principles accord with the outline permission. This application details the design and appearance of the building and the landscaping. The details accord with national policy within the NPPF, the National Design Guide and Publication Draft Local Plan 2018 policy regarding design and landscaping.

6.2 Planning conditions related to the scheme are contained in the outline permission. Conditions in this application relate to the detailed design and landscaping.

7.0 RECOMMENDATION: Approve

1 The development hereby permitted shall be carried out in accordance with the following plans:-

Location / site plans

19140-VB-ZC-XX-DR-A-(03)001 Rev B
19140-VB-ZC-XX-DR-A-(03)005 Rev B
19140-VB-ZC-00-DR-A-(03)100 Rev C
19140-VB-ZC-XX-DR-A-(03)105 Rev D

Floor Plans

19140-VB-ZC-00-DR-A-(03)110.4 Rev B
19140-VB-ZC-01-DR-A-(03)111.4 Rev B
19140-VB-ZC-02-DR-A-(03)112.4 Rev B

19140-VB-ZC-03-DR-A-(03)113.4 Rev C
19140-VB-ZC-04-DR-A-(03)114.4 Rev C
19140-VB-ZC-05-DR-A-(03)115 Rev C

Facade details / large-scale details

19140-VB-ZC-XX-DR-A-(03)120 Rev B
19140-VB-ZC-XX-DR-A-(03)121 Rev A
19140-VB-ZC-XX-DR-A-(03)150 Rev C
19140-VB-ZC-XX-DR-A-(03)151 Rev B
19140-VB-ZC-XX-DR-A-(03)152 Rev B
19140-VB-ZC-XX-DR-A-(03)153 Rev B

Elevations

19140-VB-ZC-XX-DR-A-(03)131 Rev B
19140-VB-ZC-XX-DR-A-(03)131.1 Rev B
19140-VB-ZC-XX-DR-A-(03)131 - C Rev C
19140-VB-ZC-XX-DR-A-(03)132 - Rev B
19140-VB-ZC-XX-DR-A-(03)132.1 Rev D
19140-VB-ZC-XX-DR-A-(03)132-C Rev B
19140-VB-ZC-XX-DR-A-(03)133 Rev B
19140-VB-ZC-XX-DR-A-(03)133.1 Rev B
19140-VB-ZC-XX-DR-A-(03)133-C Rev D
19139-VB-ZA-XX-DR-A-(03)134 Rev C
19139-VB-ZA-XX-DR-A-(03)135 Rev C
19139-VB-ZA-XX-DR-A-(03)135.1 Rev C
19139-VB-ZA-XX-DR-A-(03)136 Rev C

Large-scale drawings showing cycle stores / bins

19140-VB-ZC-00-DR-A-(03)160 Rev C
19140-VB-ZC-00-DR-A-(03)161 Rev B

Landscaping

0575-RFM-ZC-XX-DR-L- 0001 Landscape General Arrangement Zone C P06
0575-RFM-ZC-XX-DR-L- 0002 Illustrative Masterplan Zone C P05
0575-RFM-ZC-XX-DR-L- 0003 Planting Schedules Zone C P01
0575-RFM-ZC-XX-DR-L- 0004 Trees in Relation to Utilities and Levels Zone C P03

Reason: For the avoidance of doubt and to ensure that the development is carried out only as approved by the Local Planning Authority.

2 Tree planting detail

Application Reference Number: 21/00855/REMM

Item No: 5b

No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority all tree planting details. Typical details shall include: means of support, protection (including prevention of strimmer damage), and irrigation; soil volumes and structural soil cell systems where applicable, and the corresponding paving detail, and locations of underground utilities; maintenance regime and responsibilities. Where trees are to be located within, or adjacent to, paved areas, the surface area of soil cell systems, soil volumes, and tree species, and any utilities, shall also be shown on a tree planting plan.

Reason: Required prior to commencement as suitable detailing and maintenance will encourage the proposed trees to survive and thrive. This is necessary as they are a critical element of the approved landscape and setting of the development.

3 Materials

Manufacturer's details of the external materials to be used shall approved in writing by the Local Planning Authority prior to the commencement of construction. The development shall be carried out using the approved materials. Samples shall be provided on site for approval as required by the local planning authority.

A sample panel of the brickwork to be used on the buildings shall be erected on the site and shall illustrate the colour, texture and bonding of brickwork and the mortar treatment to be used, and shall be approved in writing by the Local Planning Authority prior to the commencement of construction. The panel(s) shall be retained until a minimum of 2 square metres of wall of the approved development has been completed in accordance with the approved sample.

Reason: In the interests of good design and visual amenity, in accordance with the NPPF, paragraph 130.

4 Large scale details

Large scale details of the items listed below shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of construction of the buildings. The works shall be carried out in accordance with the approved details.

- Typical sections (to demonstrate compliance with details shown in the design and access statement) to be annotated with AOD levels. Details to show variations in typical ground-to-roof bay in each wall material, and their general variations, such as differing types of recessed feature planes, any wall ventilation grilles, guarding, external rainwater goods, wall interfaces at ground, projecting balconies, set back top floor levels, roof eaves, privacy screens (to external areas). The details shall illustrate brick window reveals are a minimum 200mm deep before the plane of a window.

- Typical visible external soffits
- Any external plant, shown in context.

Reason: In the interests of good design, in accordance with NPPF paragraph 130.

5 Sustrans connection (temporary)

The temporary works plan, as shown on page 58 of the Design and Access statement, and which includes the temporary cycle path link to Foss Islands route, shall be installed prior to first occupation of dwellings within Zone C and made available for public use.

Reason: In accordance with sections 8, 9 and 12 of the NPPF, in the interests of good design, and to sustainable travel, and to secure the benefits of the scheme as detailed in the outline permission.

6 Cycle storage

The cycle storage as shown on approved drawing 19140-VB-ZC-00-dr-A-(03)160 Revision C shall be installed in accordance with the aforementioned drawing prior to first occupation of the relevant building, in accordance with the timeframes for installation as set out in condition 22 of the outline permission 19/00979/OUTM. The cycle maintenance equipment (as specified in the Travel Plan version 1.3 section 4.3) shall be provided in the cycle stores for each building.

Reason: To promote sustainable travel in accordance with section 9 of the NPPF and to acknowledge relevant details required under the outline application are approved.

7 Highways

The buildings shall not be occupied until the areas shown on the approved plans for parking, visitor parking, servicing (visitor parking and servicing as shown on drawing 0575-RFM-ZC-XX-DR-L-0001 P05) and manoeuvring of vehicles have been constructed and laid out in accordance with the approved plans, and thereafter such areas shall be retained solely for such purposes.

Reason: In the interests of highway safety and the functionality of the area, in accordance with NPPF paragraphs 112 and 130.

8 Travel Plan

The development hereby permitted shall be carried out in accordance with the Fore Full Residential Travel Plan - Zones A and C version 1.3, and the Fore residential travel plan version 2.3 (approved under condition 30 of permission 19/00979/OUTM for the overall site).

Monitoring

Notwithstanding the approved travel plans, in advance of each annual monitoring survey, the required response rate, or alternative means of measuring travel habits, shall be approved in writing by the Local Planning Authority. The monitoring shall thereafter take place in accordance with the approved details.

Within two months of the completion of the travel surveys, the Developer Travel Plan Coordinator shall prepare a Monitoring Report containing the following:

- Survey methodology and results
- Qualitative feedback
- An analysis on the effectiveness of the Travel Plan
- Proposals for future measures

The report shall be submitted to the Council for discussion and agreement.

Enhanced measures

The following measures shall be repeated annually if the travel plan targets are not met -

- Doorstep Personalised travel planning
- Residents offered vouchers to supplement cycle and equipment purchase
- Residents offered funding for free/discounted public transport tickets
- Residents offered free car club membership & drive time for residents

The annual reviews shall also explore and deliver (subject to demand) space for a second car club car on site.

Reason: To promote sustainable transport in accordance with NPPF section 9 and as a response rate of 30% of occupied dwellings is considered insufficient to adequately monitor travel habits.

8.0 INFORMATIVES:

Notes to Applicant

1. STATEMENT OF THE COUNCIL'S POSITIVE AND PROACTIVE APPROACH

In considering the application, the Local Planning Authority has implemented the requirements set out within the National Planning Policy Framework (paragraph 38) in seeking solutions to problems identified during the processing of the application. The Local Planning Authority took the following steps in order to achieve a positive outcome: sought revised plans and the use of planning conditions.

Contact details:

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