

rappor



Stonehouse Park, Stroud

Staitech Ltd

Workplace Travel Plan

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Contents

1	Introduction	1
2	Travel Plan Context.....	5
3	Site Accessibility	10
4	Aims and Objectives.....	16
5	Travel Plan Management and Measures	20
6	Travel Plan Action Plan	24
7	Monitoring and Review	28
8	Funding	29

Appendices

Appendix A – Decision Notice (Ref: S.23/0943/FUL)

Appendix B – Decision Notice (Ref: S.21/1516/FUL)

Appendix C – Bus Timetable Information

Appendix D – Example Travel Survey



1 Introduction

General

1.1 Rappor Consultants Ltd have been instructed by Staitech Ltd to prepare a Workplace Travel Plan (TP) to discharge a planning Condition following planning permission being granted for a commercial development at Stonehouse Park, Stroud.

1.2 Planning Permission was granted by Stroud District Council (SDC) on the 6th of October 2023 for a ~~New manufacturing facility (Use Classes E(g)and B8) together with access, parking, landscaping and associated infrastructure~~ on land at Stonehouse Park, Sperry Way, Stonehouse, Gloucestershire, under planning reference S.23/0943/FUL.

1.3 Condition 5 of the planning permission states:

~~No building or use hereby permitted shall be occupied or use commenced until a Travel Plan comprising immediate, continuing, and long-term measures and targets to promote and encourage alternatives to single-occupancy car use has been prepared, submitted to and approved by the Local Planning Authority. The approved Travel Plan shall be implemented, monitored, and reviewed in accordance with the agreed Travel Plan Targets to the satisfaction of the council.~~

Reason: To ensure that the opportunities for sustainable transport modes are taken up in accordance with paragraphs 32 and 36 of the National Planning Policy Framework and in accordance with Policy ES1 of the adopted Stroud District Local Plan, November 2015.=

1.4 The Decision Notice is attached at **Appendix A**.

1.5 This TP has been produced to discharge Condition 5 of planning permission reference S.23/0943/FUL.

Relevant Planning Background

1.6 Two planning applications have previously been granted to the application site, which are detailed below.



S.06.1168/VAR / S.08/0506/REM

- 1.7 Planning permission has been previously granted, by SDC, in June 2006, to the application site, for the erection of four units of E(g) use, under planning application reference S.08/0506/REM, of Outline consent S.06/1168/VAR. Unit 900 of this consent has been constructed and occupied.

S.21/1516/FUL

- 1.8 A second planning application was granted, by SDC, in September 2021, to the application site, for four new units, together with associated parking, landscaping and ancillary development.
- 1.9 The four industrial units were classified as E(g)(iii) (formerly B1(c)), and B8 Use Classes. Overall, the development comprised a GIA of 1,712.8sqm.
- 1.10 The Decision Notice is attached at **Appendix B**.

Site Location and Composition

- 1.11 The site currently comprises undeveloped land located within the existing Stonehouse Park business park, Stroud. The site is bound to the northeast by a segregated footway/ cycleway and to the south, west, south-east, and north-west by an internal development road and existing general industrial land uses.



1.12 The location of the application site is demonstrated indicatively in **Figure 1.1**.



Figure 1.1: Indicative Site Location Plan

Travel Plans

- 1.13 Travel planning has the ability to create more sustainable developments, which will assist the development to comply with national and local planning policies.
- 1.14 TPs detail the means by which sustainable travel to / from the site by staff is encouraged. This may be achieved through the reduction in the number of individual private vehicle trips; and / or the encouragement of public transport, walking and cycling as travel alternatives.
- 1.15 Success in this respect will help to mitigate the impact of additional traffic generated by the proposed development, reducing carbon footprint, and encourage travel in a more acceptable way.
- 1.16 The principal objective of the TP is to promote and provide alternative sustainable modes of transport and to ensure staff are fully aware of the sustainable travel options available to them.



Aims and Scope of Travel Plan

- 1.17 This TP sets out the initiatives and measures to be provided before the development is occupied, in order to influence future staff / visitor travel behaviour from the outset and therefore, minimise single occupancy car journeys and encourage staff / visitors to use other sustainable modes of travel.
- 1.18 The main objective of this TP is to consider positive ways and methods by which the impact of the users of the site and the associated vehicle movements can be minimised, and the accessibility improved through the implementation of the TP.
- 1.19 The main aims of this TP are:
- a) To reduce the overall amount of car travel to the site.
 - b) To increase the use of public transport.
 - c) To increase the use of walking and cycling; and
 - d) To minimise the impact of the development on the local area and transport infrastructure.
- 1.20 The structure of the remainder of the report is as follows:
- a) **Section 2:** details the TP context and management structure.
 - b) **Section 3:** provides a site assessment in relation to the walking, cycling and public transport opportunities.
 - c) **Section 4:** provides overarching objectives of this TP.
 - d) **Section 5:** identifies an overview of the TP management and measures.
 - e) **Section 6:** details the Action Plan which sets out the measures and initiatives that will influence the modal shift.
 - f) **Section 7:** identifies the monitoring and review schedule; and
 - g) **Section 8:** sets out the funding of the proposed development and TP.



2 Travel Plan Context

Introduction

- 2.1 A TP is a long-term management strategy built on a package of site-specific measures that seeks to deliver sustainable transport objectives, with an emphasis on reducing reliance on single occupancy car journeys and facilitating travel by sustainable modes which is articulated in a document that is regularly reviewed.
- 2.2 To be successful, it is crucial that the TP is a dynamic process that grows and develops with time. This TP will need to be flexible to allow for changes to be made in line with the performance of the plan, changing circumstances of the site and environment in which it works and to tailor it to the needs of staff and visitors of the site.
- 2.3 The TP is primarily focused at encouraging sustainable travel behaviour to and from the site by staff, whilst visitors may also benefit from certain measures and initiatives detailed later in this report.

Benefits of a Travel Plan

- 2.4 TPs help to reduce the cost of travel for individuals and reduce the impact of travel on the local highway network as well as the environment. They also help to:
 - a) Inform the design and operation of the development.
 - b) Improve the health of all users on-site through promoting walking and cycling measures.
 - c) Create improvements for public transport, pedestrians, and cyclists.
 - d) Reduce reliance on the car through facilitating and promoting sustainable transport initiatives.
 - e) Reduce the cost of travelling to and from the site through promotion of car sharing or alternative travel modes.
 - f) Reduce congestion by minimising car use, thereby reducing local noise pollution and harmful vehicle emissions such as carbon monoxide; and
 - g) Save energy through the reduced use of fossil fuels.
- 2.5 In summary, TPs should identify the specific required outcomes, targets, and measures, and set out clear future monitoring and management arrangements all of which should be proportionate. They should also consider what additional measures may be required to offset unacceptable impacts if the targets should not be met.



Policy

2.6 In developing this TP, care has been taken to ensure that full regard has been given to best UK practice methods and those have been applied. Key policy documents (National and Local) have been taken into account to help deliver the maximum possible uptake of sustainable transport modes.

National Policy

2.7 The National Planning Policy Framework (NPPF) (December 2023) states in paragraph 116 under Section 9: Promoting Sustainable Transport, development applications must commit to the following:

- a) *Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport.*
- c) *create places that are safe, secure, and attractive – which minimise the scope for conflicts between pedestrians, cyclists, and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.*
- d) *allow for the efficient delivery of goods, and access by service and emergency.*
- e) *vehicles; and*
- f) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations.”*

2.8 The NPPF promotes sustainable development. Paragraph 117 states that development which generates significant amounts of movement should be required to provide a TP.

2.9 The governments guidance on TPs is set out in the governments planning practice guidance to the NPPF which was launched as a web-based resource by the Department for Levelling Up, Housing and Communities (DLUHC) and Ministry of Housing, Communities and Local Government (MHCLG) on 6 March 2014. Guidance on TPs falls within the category Travel Plans, Transport Assessments and Statements (Reference ID: 42 revision date 06 03 2014).



- 2.10 Paragraph 002 (Reference ID: 42-006-201403036) states that TPs, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movement.
- 2.11 Paragraph 006(Reference ID: 42-006-20140306) of the guidance considers that TPs, Transport Assessments and Statements can positively contribute to:
- a) Encouraging sustainable travel.
 - b) Lessening traffic generation and its detrimental impacts.
 - c) Reducing carbon emissions and climate impacts.
 - d) Creating accessible, connected, inclusive communities.
 - e) Improving health outcomes and quality of life.
 - f) Improving road safety; and
 - g) Reducing the need for new development to increase existing road capacity or provide new roads.
- 2.12 The site has good existing walking, cycling and public transport links, the provision and use of which will be further enhanced by the development and this TP.
- 2.13 Significant research has been undertaken by DfT on the impacts of travel planning and smart choice measures on reducing the number of car trips made. This TP includes measures which have been proven to maximise returns in terms of car trip reduction.

Local Policy

Gloucestershire's Local Transport Plan 2020-2041 (March 2021)

- 2.14 Gloucestershire County Council's (GCC) current Local Transport Plan (LTP) covers the period 2020 - 2041. The LTP sets the long-term transport strategy for Gloucestershire up to 2041. It supports delivery of the Strategic Economic Plan and the emerging Local Plans. The LTP sets out the issues and priorities for the County and identifies the approach to managing the increased transport demand which will go hand in hand with projected housing development and accelerated economic growth.
- 2.15 Looking towards 2041, Gloucestershire's vision for transport is for:
- A resilient transport network that enables sustainable economic growth by providing choices for all, making Gloucestershire a better place to live, work and visit*
- 2.16 The LTP has four objectives:



- a) Protect and enhance the natural & built environment.
- b) Support sustainable economic growth.
- c) Enable safe and affordable community connectivity; and
- d) Improve community health and wellbeing and promote equality of opportunity.

2.17 Travel behaviour change is at the heart of the aims and objectives set out in the LTP. Gloucestershire provide their Thinktravel initiative, which is intended to *inform, educate and inspire people to make journeys in a smarter, more sustainable way and therefore reduce single occupancy car journeys on the transport network*. *The Thinktravel initiative is supported by an online information portal providing information about sustainable travel options such as walking, cycling, using public transport and car sharing aimed at individuals, communities, schools and businesses*.

2.18 Finally, the LTP states in Table (g) that TPs are a countywide priority.

Local Guidance

Manual for Gloucestershire Streets (MfGS)

2.19 Manual for Gloucestershire Streets (MfGS), published by GCC in July 2020, states that all developments that generate significant amounts of movement should be supported by a TP.

2.20 MfGS provides indicative thresholds for the submission of a Travel Plan. Commercial developments of former B1 (a / b / c) use where the GFA is over 1,500 sq.m and under 2,500 sq.m should be supported by a Travel Plan. MfGS states the following in relation to Travel Plans:

Travel Plans are typically a package of practical measures to encourage residents, employees, and visitors to consider their travel options or reduce the need to travel. Typical examples of measures include personalised travel plans and welcome packs for residential use, and for commercial use, the provision of showers, lockers and changing facilities, car sharing schemes, flexible working schemes etc. Travel Plans should be bespoke to the development and applicants should not replicate generic targets. Travel plans can be a valuable tool in mitigating traffic impact and can look at the wider environment rather than just traditional traffic compensation measures.⁹

2.21 MfGS requires monitoring of all TPs to be undertaken, which allows baseline and future targets to be established.



Travel Plan Guide for Developers (2011)

2.22 GCC have produced guidance on the requirements of TPs and why they are important. The guidance is provided to help ensure sustainable development, community cohesion and reduce the environmental impact of new developments.

2.23 Paragraph 3.1.1 States: *8Workplace travel plans are a strategy for managing the travel generated by an organisation, with the aim of reducing its environmental impact. They can focus on both commuter and business travel9*

2.24 The guidance states that a TP should include the following:

- a) Development details
- b) Baseline sustainability audit
- c) Objectives
- d) TP measures
- e) TP Coordinator
- f) Targets and outcomes
- g) Baseline Travel Survey
- h) Monitoring strategy
- i) Review
- j) Remedial strategy
- k) Funding sources
- l) Action Pla; and
- m) Residential – personalised travel planning

Summary

2.25 In summary, the requirement for a TP is recognised within both national and local policy and it is within the context that this TP is prepared.



3 Site Accessibility

- 3.1 In order to ensure that the site can operate sustainably in terms of minimising the overall level of daily vehicular trips to and from the site, particularly single-occupancy vehicle trips, it is essential to consider what alternative sustainable travel opportunities are present to enable future employees and visitors to choose to travel by non-car modes, as well as identifying what local services and amenities are located in proximity of the site.
- 3.2 The site is surrounded by other general industrial and business land uses, indicating that the general area is suitable in accessibility terms.

Proximity to Local Services and Amenities

- 3.3 **Table 3.1** provides a summary of the local services, facilities, and amenities in the vicinity of the site.

Service / Facility	Approx. Distance	Approx. Walking Time		Approx. Cycling Time	
		IHT	Google	RB	Google
Newtown Bus Stops	220m	3 mins	2 mins	<1 min	1 min
Costa Coffee	240m	3 mins	3 mins	1 min	1 min
CrossFit Gym	550m	4 mins	3 mins	2 mins	2 mins
Stonehouse High Street inc. takeaways, cafes, convenience stores	1.6km	19 mins	22 mins	7 mins	6 mins
Stonehouse Railway Station	2.0km	24 mins	29 mins	8 mins	8 mins

Table 3.1: Proximity to local services and amenities

- 3.4 For robustness, the distance and their corresponding journey times have been measured from the centre of the site. Journey times have been calculated in accordance with Institution of Highways and Transportation (IHT) and Road Bike (RB) guideline for walking speed (1.4m/s) and cycling speeds (4m/s)
- 3.5 The provision of such services and amenities, including multiple food establishments, shops and amenities along Stonehouse High Street, allows for the reduction in daily car trips made by staff during lunch breaks.



Walking and Cycling

Walking

- 3.6 Paragraph 4.4.1 of Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised as having a range of facilities within 10 minutes walking distance (around 800m). However, it states that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 3.7 The Institution of Highways and Transportation (now the Chartered Institution of Highways and Transportation) guidance document *Providing for Journeys on Foot* (published 2000) suggests an acceptable walking distance of 1 km for commuting purposes and a preferred maximum walking distance of 2km.
- 3.8 This guidance is supported by the National Travel Survey (NTS) which found that over the past three years 80% (2019), 82% (2020) and 82% (2021) of trips under a mile (1.6km) are undertaken on foot. It should be noted that the NTS for 2020 which was undertaken during the COVID-19 pandemic, had less than half the response rate and experienced substantial missing data, the highway conditions could not be classified as 'normal' which is likely to have impacted on how people travel. However, the 2020 NTS journeys on foot under a mile is validated by the 2021 NTS, released in August 2022, and demonstrates a 2-percentage point increase in journeys by foot under a mile since 2019.
- 3.9 As set out in **Table 3.1**, there are a number of facilities within the vicinity of the site. In addition, there is a provision of residential dwellings within 2km of the application site, indicating that the opportunity is available for future employees to walk to and from the site, and around the local area during the workday.
- 3.10 There are a network of footways / footpaths including the National Cycle Route (NCR) 45 providing access between the application site, Stonehouse, and Stroud.
- 3.11 Sperry Way provides illuminated footways from the Old Ends roundabout to the application site at the rear of the industrial estate. Sperry Way also provides access to surrounding general industrial and business use buildings. A segregated footway / cycleway is provided to the north-east of the site providing a direct link to NCR 45.
- 3.12 The Oldends Roundabout is facilitated with pedestrian crossings across Sperry Way (A pedestrian refuge island), across the access to Bond Mill Business Park (a pedestrian refuge island), and across Bristol Road (A419) South (signalised pedestrian crossing). This level of provision provides a suitable link to the local bus services, facilities, and amenities.



3.13 Public Footpath 77 runs adjacent to the south-west of the business park, which feeds into a greater network of footpaths in the surrounding area. **Figure 3.1** demonstrates the Public Rights of Way network in the vicinity of the application site.



Figure 3.1: Public Rights of Way Map

Cycling

3.14 Cycling also has the potential to substitute for short car trips, further facilitating sustainable travel. Whilst the NTS 2019 (Table NTS0306) notes that the average cycle trip is approximately 3.5 miles (5.6km), the Local Transport Note 1/04: Policy, Planning and Design for Walking and Cycling (page 15), produced by the Department for Transport (DfT) indicates that journeys three times the average distance are not uncommon for regular commuters. The growth of electric bikes is also increasing the propensity to cycle and reducing journey times.

3.15 The Local Transport Note (LTN) 1/20: Cycle Infrastructure Design, produced by the DfT states the following at paragraph 2.2.2:

Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people

3.16 It is therefore considered, and substantiated by DfT findings, that facilities and amenities within five miles, or 8km, of the application site are considered within acceptable cycling distance.

3.17 A significant resident population is located within an 8km cycle distance of the site. The need for future employees to travel by car will be minimised, in favour of sustainable travel choices.



3.18 NCR 45 passes along the north-western boundary of the application site, broadly following the alignment of the A419. This route comprises both on-road and traffic free sections of cycleway, providing access towards Gloucester to the north-west and Stroud to the south-east.

3.19 **Figure 3.2** demonstrates the National Cycle Network in the vicinity of the application site.



Figure 3.2: National Cycle Network

Propensity to Cycle Tool (PCT)

3.20 A review has been undertaken using the PCT (pct. bike), as recommended by MfGS. It demonstrates that the average percentage of people cycling to work in Gloucestershire is 4.0%. The application site is located in the Middle Super Output Area (MSOA) of Stroud 005, which has an average percentage of people cycling to work of 5.0%, higher than the regional average.

3.21 **Figure 3.3** shows an extract from PCT demonstrating average percentage of people cycling to work in Stroud 005 in relation to the overall region of Gloucestershire.

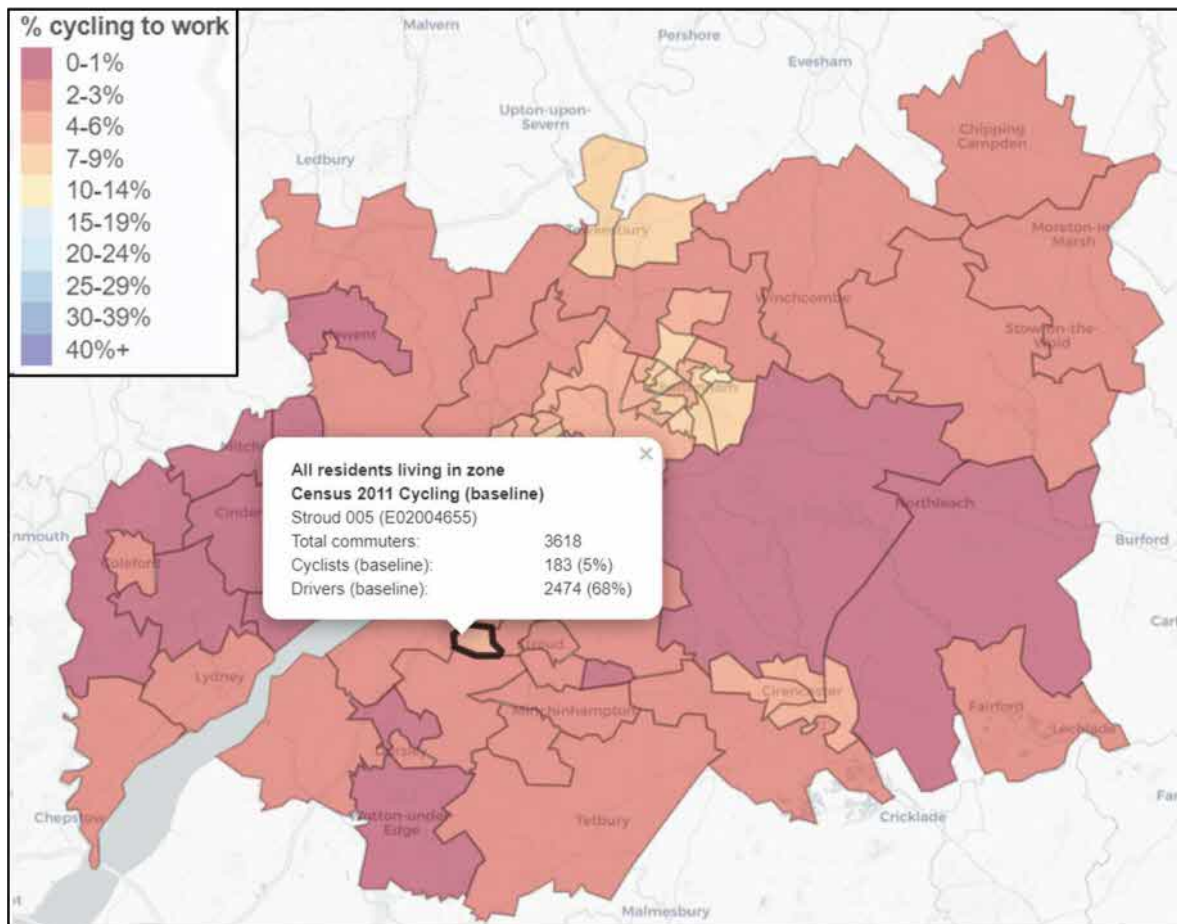


Figure 3.3: Map of Cycle Commuting Levels in Stroud 005 and surrounding area

Public Transport

3.22 The provision of public transport services will allow opportunities for sustainable travel over longer distances to and from the site.

Bus

3.23 The nearest bus stops are located on the A419, namely the Newtown 9 stops, which are situated approximately 220m north-east of the application site. These stops are served by the number 65 and X3 bus routes, the latter of which is a school bus.

3.24 The number 65 operates between Gloucester and Dursley, seven days a week. Full bus stop timetables are provided at **Appendix C** and summarised in **Table 3.2**.



Service No.	Operator	Route	Days	First Service	Approx. Frequency	Last Service
65	Stagecoach West	Gloucester - Dursley	Mon – Fri	08:30	Hourly	19:19
			Sat	09:40	Hourly	19:19
			Sun	10:26	Every 2 hours	17:26
		Dursley – Gloucester	Mon – Fri	06:47	Hourly	16:43
			Sun	09:15	Every 2 hours	16:15

Table 3.2: Newtown Bus Timetable Information

Rail

- 3.25 Stonehouse Railway Station is located approximately 2km from the application site. The railway station is accessible via a 29-minute walk or an eight-minute cycle. Cycle parking is available at Stonehouse Railway Station.
- 3.26 Stonehouse Railway Station is managed by Great Western Railway. The station offers regular direct services to numerous destinations including Gloucester, Cheltenham Spa, Stroud, Swindon, Reading, and London Paddington.

Summary

- 3.27 This section comprises a summary of the available transport opportunities in the vicinity of the site. It outlines that there are a range of options for non-car travel from the development, allowing future employees and visitors to travel to and from work without the need of a private car. Access to the site is both achievable on a local scale but also on a wider national scale with the proximity of the site to Stonehouse Railway Station.
- 3.28 In summary, the site is deemed to be suitably located for employees and visitors to travel to the site without a sole reliance on car use.



4 Aims and Objectives

Introduction

- 4.1 It is important that the TP has a focus and direction in what it is trying to achieve. This can be accomplished through the identification of objectives, which are realistic and site specific.
- 4.2 It is essential that there is an agreed set of objectives that can be adopted and thereby influence all actions arising from the TP. The following objectives are informed by best practice guidance but also reflect local circumstances and stakeholder requirements.

Objectives

- 4.3 The four main objectives of this TP are set out below,
- a) To achieve a high awareness of the sustainable travel options available amongst staff and visitors, which is to be maintained during the build-up of the site. It is vitally important that the users of the development are made fully aware of the sustainable transport choices available to them from the opening of the site so that sustainable travel habits are established from the outset.
 - b) To increase the health of all users of the site by increasing the proportion of active travel (i.e., walking and cycling). Current Government advice for living a healthier lifestyle is to engage in moderate exercise (that raises you breathing and heart rate) for 30 minutes a day.
 - c) To encourage less reliance on the car, wherever practical, particularly for single occupancy car journeys. The measures set out in this TP not only encourage and facilitate pedestrian and cycle use, but also make better use of the car through initiatives such as car sharing; and
 - d) Engage staff in critical thinking regarding their travel choices.
- 4.4 These objectives will be implemented through a package of measures that are discussed at **Section 5**.

Travel Surveys

- 4.5 To ascertain modal splits and determine if the targets and objectives of this TP are being met, the initial baseline surveys, in the form of questionnaires, will be carried out within 12 months of first occupation (Year 1).
- 4.6 Monitoring surveys will then be conducted annually for 5 years. These surveys will ascertain modal splits to determine if the targets and objectives of this TP are being met.



4.7 Survey questions will establish the following key information:

- a) Origins of travel.
- b) Mode of transport.
- c) Ideas from members of staff for measures that would encourage use of non-car modes of transport; and
- d) Views on sustainable transport, environmental issues and barriers when travelling to the site.

4.8 An example travel survey is provided within **Appendix D**.

4.9 As a living document, measures within the TP can be adjusted/enhanced year-on-year in response to the travel survey results to ensure that the targets are being met. These are important as they provide the base from which comparisons can take place and they provide a focus for what the TP is trying to achieve.

4.10 Undertaking the surveys will be the responsibility of the Travel Plan Co-ordinator (TPC), who will supply GCC with updated statistical data showing how staff travel to and from the site. The survey will be agreed with GCC prior to distribution.

Modal Shift Targets

4.11 Targets enable progress to be measured against aims and objectives and will be challenging to ensure continual improvement in managing development travel demand. The TP will need to be monitored to ensure it is still relevant, up-to-date, and influencing sustainable travel use on the site, which is discussed in **Section 7**.

4.12 The introduction of a range of measures to support sustainable travel in favour of travel by private car, in particular single occupancy car journeys, will result in modal shift.

4.13 GCC's Travel Plan Guide for Developers reiterates guidance contained within **Smarter Choices: Changing the Way We Travel** by stating **Basic** travel plans can expect to achieve a 6-10% reduction in car use.

4.14 Targets for the scale of modal shift against which the success of the TP can be measured will accord with the following SMART principles:

- a) **Specific** (identify what is to be achieved).
- b) **Measurable** (over the target period).
- c) **Achievable** (linked to overall objectives and aims).
- d) **Realistic** (must be achievable over time allocated); and
- e) **Time-bound** (a defined action plan including dates for achievement).



- 4.15 Accurate modal split targets will be identified once the baseline travel survey has been undertaken. Initial modal split targets have been set based on Census 2011 travel to work data for Workplace Travel Zone: E33046631, within which the site is contained.
- 4.16 It should be noted that the targets set out in **Table 4.1** will be updated following the Year 1 survey. These targets will be site-specific and provide a more realistic outlook for the future modal splits of the site.
- 4.17 Following the Year 1 survey, the updated targets will be submitted to GCC for agreement.
- 4.18 Initial modal shift targets are based on DfT guidance of a 10% modal shift from car trips to more sustainable modes, such as public transport, cycling and walking. A target of 10% is considered feasible considering the measures in place, set out in **Section 5** together with the sustainable location of the site.
- 4.19 **Table 4.1** sets out initial modal split targets based on a 10% reduction in single occupancy car journeys.

Mode of Travel	Baseline / Year 1 Modal Split Target	Year 2 Modal Split Target	Year 3 Modal Split Target	Year 4 Modal Split Target	Year 5 Modal Split Target
Driving a car or van	79.3%	77.3%	75.3%	73.3%	71.3%
On foot	4.9%	5.4%	5.9%	6.4%	6.9%
Passenger in a car or van	6.1%	6.8%	7.4%	8.1%	8.7%
Bicycle	5.2%	5.8%	6.3%	6.9%	7.4%
Bus, minibus, or coach	2.2%	2.2%	2.7%	2.9%	3.2%
Train	0.6%	0.7%	0.7%	0.8	0.8%
Motorcycle, scooter or moped	1.4%	1.4%	1.4%	1.4%	1.4%
Taxi	0.1%	0.1%	0.1%	0.1%	0.1%
Other method of travel to work	0.2%	0.2%	0.2%	0.2%	0.2%
Total	100.0%	99.9%*	100.0%	100.0%	100.0%

Table 4.1: Percentage Modal Shift Targets based on Workplace Travel Zone E33046631

**Subject to rounding*



- 4.20 Whilst the targets have potential to change once the site is occupied, they are able to broadly set out what is able to be achieved as a result of implementing the TP. It is proposed that the above targets should be achieved over a five-year time period from the first occupation of the site.
- 4.21 It is not considered appropriate to set specific targets for visitors, other than to encourage visitors to travel sustainably.



5 Travel Plan Management and Measures

Management

- 5.1 The TP will be implemented and managed by a TPC, who will be appointed prior to occupation to guarantee the most effective implementation of the TP.

Travel Plan Co-ordinator

- 5.2 The key to any effective TP is to have an identified person responsible for its operation and monitoring. In order for the TP to be effective and responsive, it must be kept up to date and relevant, otherwise it may become ineffective.
- 5.3 In order to maintain and develop the TP, it is important to designate a member of staff from the site to be the TPC. The TP will be managed and monitored by the TPC who will work to deliver the content of this TP and ensure the measures are carried out effectively.
- 5.4 It will be the responsibility of the developer to ensure the appointment and funding of a suitably qualified person to perform the role of the TPC. They will be appointed at least three months prior to opening of the development and their role will be ongoing for the complete monitoring period, following the opening of the development.
- 5.5 The responsibilities of the TPC will include the following:
- a) The operation of the plan.
 - b) Acting as a point of contact.
 - c) Marketing and promotion of the TP.
 - d) Providing sustainable travel information to Employees.
 - e) Monitoring and reviewing the TP.
 - f) Liaising with GCC, transport operators and specialist groups, where appropriate; and,
 - g) Arranging for travel surveys to be undertaken.

Marketing and Promotion

- 5.6 The TPC will be responsible for marketing and promotion of the TP and sustainable travel opportunities and benefits and will establish communication between those who are responsible for delivery and those who benefit from the implementation of the TP.
- 5.7 The provision of information to staff, which is both accessible and available in varied formats, is an important measure of the TP.



- 5.8 This would be achieved through a co-ordinated marketing and communications strategy including information within a notice board within the staff area, and Travel Information Pack (TIP) for staff on commencement of their employment.

Travel Plan Measures

- 5.9 The TP is effectively a set of measures, directed at staff and visitors and intended to maximise sustainable travel for journeys to / from the site. The proposed TP measures focus on maximising the site's accessibility and sustainability as part of the development proposals.

- 5.10 Details of proposed measures have been provided below.

Travel Information Pack

- 5.11 TIP will be created and submitted to GCC at least three months prior to occupation. After which, the TIP will be distributed to all staff on commencement of their employment. The TIP will include various travel information, with the intention of encouraging staff to engage with sustainable transport modes. The TIP will contain the following:

- a) A map of nearby facilities.
- b) Contact details of the TPC.
- c) Details of nearby bus stops and the most recent bus timetables.
- d) Details of public transport fares and operators.
- e) Benefits of car sharing; and
- f) Links to relevant sustainable travel apps.

- 5.12 The TPC will keep the TIP up to date to reflect changes, for example when revised bus timetables are issued.

Walking / Cycling Measures

- 5.13 All pedestrian and cyclist infrastructure included as part of the development will be completed to a high standard. Details of the health benefits of walking, will be included in the TIP.

- 5.14 The TPC will be responsible for promoting events such as National Bike Week and European Mobility Week to encourage staff to cycle.

- 5.15 The TIP will contain information that will actively promote the use of bicycles as a regular and reliable transport mode and illustrate the physical health benefits of regular exercise to all site users.



- 5.16 The Cycle to Work scheme will be offered to all staff and details will be provided within the TIP.
- 5.17 Cycle parking will be provided on site.
- 5.18 Furthermore, staff will be made aware of walking and cycling initiatives they can get involved with, such as the following:
- a) www.livingstreets.org.uk;
 - b) www.sustrans.org.uk;
 - c) [Learn to commute with confidence \(britishcycling.org.uk\)](http://www.britishcycling.org.uk)

Public Transport Measures

- 5.19 Good public transport provision is important to achieving sustainable transport targets. By encouraging staff to use existing bus services, additional revenue will be generated, and the quality of services could improve and also allow ~~at risk~~ services to be maintained.
- 5.20 The use of public transport will be promoted through the TIP. This will include information on local bus routes, timetables, and location of stops.
- 5.21 Public transport use will be encouraged by the introduction / promotion of the following measures by the TPC:
- a) Provision of current information on bus / rail routes, bus / rail times and location of bus stops / train stations.
 - b) Provision of information on tickets.
 - c) Promotion of local bus / rail services as attractive access options; and
 - d) Regular review of any changes to timetables, routes, or fares.

Car Measures

- 5.22 The most unsustainable mode of transport is single occupancy car travel. Car sharing can result in considerable cost savings and other benefits. Car sharing not only reduces an individual's transport costs, by fuel costs being shared, but also reduces the number of cars on the roads and reduces the need for a private car.
- 5.23 Staff members will be made aware of car sharing schemes that are available to the employees of the development in Stonehouse, schemes available include: Liftshare an online life sharing scheme which is UK wide.
- 5.24 Car clubs are also a suitable alternative to a single occupancy car travel.



5.25 The TPC will ensure that all staff are advised of the financial savings, which can be achieved through car sharing and will ensure that all staff are provided with details of the car share scheme.

Key Travel Resources

5.26 Sustainable travel opportunities are supported locally. **Table 5.1** provides a summary of the key travel resources available for staff and visitors.

Resource	Description	Details
Living Streets	National organisation for supporting pedestrians	www.livingstreets.org.uk
Cycle Street	Online cycling journey planner	www.cyclestreets.net
Better by Bike	Cycle information	https://betterbybike.info
Sustrans	The national sustainable transport charity	www.sustrans.org.uk
Traveline	Online Journey Planner	www.traveline.info
British Cycling	Cycle Information	www.britishcycling.org.uk

Table 5.1 Key Travel Resources



6 Travel Plan Action Plan

Introduction

- 6.1 Key to the success of the TP is the identification of viable transport alternatives and these can be identified through the Action Plan. This is the package of site-specific measures that will encourage a shift away from single occupancy car use and increase accessibility to and from the site.
- 6.2 This section outlines measures that will be implemented as part of this TP. These measures will include making best use of the current facilities, as well as creating further incentive for staff use sustainable transport modes of travel. The implementation of the TP and the measures contained within it will be flexible.

Action Plan

- 6.3 A comprehensive set of initiatives and measures is set out on the following pages. The recommended measures have been drawn from best practice, TP guidance and case studies throughout the UK.
- 6.4 The Action Plan has been broken down into four main strategy sections relating to the scope of the TP, which comprise the following: -
- a) Walking and cycling strategy.
 - b) Public transport strategy.
 - c) Car user strategy; and
 - d) Additional TP support measures.
- 6.5 The measures and initiatives identified in the strategy section aim to directly influence staff of the site. Furthermore, some of the measures have an influence on visitor trips to the site, and where this is the case, this has been identified in each strategy section.
- 6.6 Measures contained within the Action Plan also indicate where the responsibility lies in relation to each measure, timeframe, and estimated costs.



Walking and Cycling Strategy

	Measure	Action	Staff	Visitors	Timeframe	Cost	Responsibility
WC1	Walking and Cycling Route Maps to Facilities	Links to walking and cycling route maps will be available on within the TIP	✓	✓	Prior to completion / updated bi-annually	Designer's time and printing costs - TBC	TPC
WC2	Promotion of Walking and Cycling Events / Websites	Promotion of events such as Walk to Work Week and websites such as livingstreets.org.uk , sustrans.org.uk	✓		Ongoing for the lifetime of the TP	TPC & Time	TPC
WC3	Promote Cycle to Work Schemes	All staff will have access to the Government's Cycle to Work Scheme that provides a financial incentive for staff to cycle (tax discounts on cycles and equipment).	✓		Ongoing for the lifetime of the TP	TPC & Time	TPC
WC4	Implement Cycle Facilities	The quantum of cycle parking is proposed in line with local planning guidance	✓	✓	Prior to Occupation	As part of build costs	Developer

Table 6.1: Walking and Cycling Action Plan



Public Transport Strategy

	Measure	Action	Staff	Visitors	Timeframe	Cost	Responsibility
PT1	Promotion of Bus Services	Up to date bus information to be provided to staff and visitors in the TIP	✓	✓	Prior to completion / updated bi-annually for the lifetime of the TP	Designers time and printing costs	TPC
PT2	Promotion of Travel Apps	Public transport apps will be promoted as part of personalised journey planning in the TIP	✓		Prior to completion / for the lifetime of the TP	Designers time and printing costs	TPC
PT3	Promotion of Rail Services	Up to date rail information to be provided to staff and visitors in the TIP	✓	✓	Prior to completion / updated bi-annually for the lifetime of the TP	Designers time and printing cost	TPC

Table 6.2: Public Transport Action Plan

Car User Strategy

	Measure	Action	Staff	Visitors	Timeframe	Cost	Responsibility
CU1	Promoting Car Sharing Websites	Information included in the TIP and online with details on car sharing	✓	✓	Ongoing for the lifetime of the TP	TPCs Time	TPC
CU2	Electric Vehicle Charging	Electric Vehicle charging to be provided	✓		During construction phase	Construction Costs	Developer

Table 6.3: Car User Action Plan



Travel Plan Support Measures

	Measure	Action	Staff	Visitors	Timeframe	Cost	Responsibility
TP1	Appoint a TPC	A TPC to be appointed for the lifetime of the time	✓	✓	Prior to completion	TBC	Developer
TP2	Travel Information Pack	A TIP is to be created and distributed to staff upon commencement of employment	✓		Prior to completion / updated bi-annually for lifetime of the TP	Designer's time and printing costs - TBC	TPC

Table 6.4: Additional Support Action Plan



7 Monitoring and Review

- 7.1 An effective monitoring and review process is important to establish how successful the TP has proved to be. Monitoring involves collecting data and information, and the review process involves the consideration of these details to determine whether or not the TP targets have been met.
- 7.2 As set out in **Section 5**, the TPC will be appointed at least three months prior to completion of the proposed development and will liaise with the relevant officers at GCC. The TP will be actively managed and monitored by the TPC for a period of five-years, following first occupation of the development.
- 7.3 Based on the monitoring and review process, it will then be necessary for the TPC, in conjunction with GCC, to decide what, if any, amendments are required to the TP. As part of the monitoring process, it is important to establish the baseline conditions.

Travel Plan Monitoring

- 7.4 For the on-going management of the TP to be successful and to deliver the desired outcomes, it is important that the parties involved in the delivery of the TP, which means the Developer / TPC and GCC, work effectively in partnership to achieve the desired results.
- 7.5 Monitoring of travel patterns over time, to ascertain whether the initiatives of the TP are proving successful and whether there has been a shift to more sustainable modes of transport, requires on-going travel surveys to be undertaken.
- 7.6 A baseline staff travel survey will be undertaken within 12 months of first occupation (Year 1). Follow up monitoring surveys will then be annually thereafter, as shown in **Table 7.1**.
- 7.7 The results of the initial surveys will be used to inform targets, objectives and measures and the monitoring surveys will be used to assess the progress of the TP against the objectives and targets.

	Baseline / Year 1	Year 2	Year 3	Year 4	Year 5
Travel Survey	✓	✓	✓	✓	✓

Table 7.1: Programme of Surveys



8 Funding

- 8.1 Infrastructure for the proposed development, including the on-site pedestrian / cycle facilities, will be secured through appropriate mechanisms within the planning process.
- 8.2 The funding of all aspects of the TP, including the introduction of measures, employing of TPC, monitoring and reporting will be the responsibility of the developer. This responsibility will be maintained for the full life of the TP.



Appendix A – Planning Permission Decision Notice
S.23/0943/FUL



Stroud District Council

Town and Country Planning Act, 1990 (As amended)

Planning
Permission

Under the above Act the District Council as Local Planning Authority HEREBY GRANTS Planning Permission for the development described below in accordance with the submitted application and accompanying plan(s) but subject to the conditions stated:

Agent:

Roberts Limbrick Ltd
The Carriage Building
Bruton Way
Gloucester
GL1 1DG

Applicant:

Mr A Ferguson
Staitech Ltd
Unit 6, Canal Iron Works
Hope Mill Lane
Brimscombe
Stroud
GL5 2SH

Planning Ref:S.23/0943/FUL
Application Date: 09/05/2023
Dated: 06/10/2023

Description of Land

Stonehouse Park , Sperry Way, Stonehouse, Gloucestershire

Description of Development

New manufacturing facility (Use Classes E(g)and B8) together with access, parking, landscaping and associated infrastructure
Stonehouse Town Council 379257 205400

Conditions attached to permission and reasons therefor:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason:

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in all respects in strict accordance with the approved plans listed below:

- * Site Location Plan drawing no. PL01 Rev C, as received 09/05/2023
- * Existing Site Plan drawing no. PL02 Rev A, as received 09/05/2023
- * Proposed Site Layout drawing no. PL03 Rev D, as received 09/05/2023
- * Proposed Floor Plans drawing no PL04 Rev B, as received 09/05/2023
- * Proposed Elevations drawing no PL05 Rev B, as received 09/05/2023
- * Proposed Roof Layout drawing no PL10 Rev A, as received 09/05/2023
- * Site Constraints drawing no. PL07, as received 09/05/2023
- * Unit 800 CGI's PL08 Rev B, as received 09/05/2023
- * Aerial CGI's PL09 Rev B, as received 09/05/2023
- * Site Services drawing no. 1700 P2, as received 09/05/2023
- * Below Ground Drainage Strategy drawing no 500 P2, as received 09/05/2023
- * Drainage Standard Details (Sheet 1) drawing no. 501 P1, as received 09/05/2023
- * Drainage Standard Details (Sheet 2) drawing no. 5002 P2, as received 09/05/2023
- * Soft Landscape Proposals drawing no. LB328 D01, as received 09/05/2023
- * Tree Constraints Plan drawing no. 13589/P01B, as received 09/05/2023
- * Tree Constraints Plan drawing no. 13589/P02A, as received 09/05/2023

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Proper Officer of the Council
Duly Authorised in that behalf

- * Electrical Allowance drawing, as received 08/08/2023
- * Site Logistics Plan Rev. B (forming part of CMP) drawing, as received 13/09/2023
- * Construction Phase Plan (issue 2) dated 12th September 2023
- * Construction Environmental Plan, as received 09/08/2023
- * Site Waste Management Plan, as received 28/09/2023
- * Arboricultural Impact Assessment, as received 09/05/2023
- * Noise Impact Assessment, as received 08/08/2023
- * Transport Assessment, as received 09/05/2023
- * Soakaway Report, as received 09/08/2023
- * Preliminary Ecological Assessment, as received 13/09/2023

Reason:

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

3. The development hereby permitted shall be implemented in strict accordance with the approved details in the Revised Construction Phase Plan received on 28/09/2023 (including Site Logistic Plan BCL-SLP-E23008 Rev B).

Reason:

To protect the amenity of the locality, especially for people living and/or working nearby, in accordance with Policy ES3 of the adopted Stroud District Local Plan, November 2015.

4. No construction site machinery or plant shall be operated, no process shall be carried out and no construction-related deliveries taken at or dispatched from the site except between the hours 07:30 and 18:00 on Mondays to Fridays, between 08:00 and 13:00 on Saturdays and not at any time on Sundays, Bank or Public Holidays.

Reason:

To protect the amenity of the locality, especially for people living and/or working nearby, in accordance with Policy ES3 of the adopted Stroud District Local Plan, November 2015.

5. No building or use hereby permitted shall be occupied or use commenced until a Travel Plan comprising immediate, continuing and long-term measures and targets to promote and encourage alternatives to single-occupancy car use has been prepared, submitted to and approved by the Local Planning Authority. The approved Travel Plan shall be implemented, monitored and reviewed in accordance with the agreed Travel Plan Targets to the satisfaction of the council.

Reason:

To ensure that the opportunities for sustainable transport modes are taken up in accordance with paragraphs 32 and 36 of the National Planning Policy Framework and in accordance with Policy ES1 of the adopted Stroud District Local Plan, November 2015.

6. Prior to the commencement of any other works on the site the temporary car parking area for site operatives and construction traffic as shown on the submitted Site Logistic Plan BCL-SLP-E23008 Rev B shall have been laid out and constructed and that area shall be retained available for that purpose for the duration of building operations.

Reason:

To ensure the access roads in the vicinity of the site are kept free from construction traffic, in the interests of safety of all users; and in accordance with Policy ES3 of the adopted Stroud District Local Plan, November 2015.

7. Prior to the first operational use of the development hereby permitted the vehicle parking, turning and manoeuvring areas shown on the approved plans shall have been completed in all respects in accordance with the submitted details, and shall be similarly maintained thereafter for that purpose.

Reason:

To provide safe and suitable access for all users; and in accordance with Policy ES3 of the adopted Stroud District Local Plan, November 2015.

8. Prior to the first operational use of the development hereby permitted the secure cycle and motor cycles parking facilities shown on the approved plans shall have been made available for use and those facilities shall be maintained for the duration of the development.

Reason:

To provide safe and suitable access for all users; in accordance with Policy ES3 of the adopted Stroud District Local Plan, November 2015.

9. Prior to the first operational use of the development hereby permitted electric vehicle charging spaces as shown on the approved plans shall have been provided in accordance with details to be submitted to and approved in writing by the Local Planning Authority and thereafter such spaces and power points shall be kept available and maintained for the use of electric vehicles as approved.

Reason:

To encourage sustainable travel and healthy communities; in accordance with Policy ES1 of the adopted Stroud District Local Plan, November 2015.

10. The development hereby approved shall not be brought into use until the means of access for vehicles, pedestrians and cyclists has been constructed and completed as shown on drawing PL03 Rev D.

Reason:

In the interest of highway safety; and in accordance with Policy ES3 of the adopted Stroud District Local Plan, November 2015.

11. All works shall be carried out in full accordance with the recommendations contained in the Preliminary Ecological Appraisal by Tyler Grange, dated 7th September 2023 submitted with the planning application and agreed in principle with the local planning authority prior to determination.

Reason:

To protect and enhance the site for biodiversity in accordance with paragraph 174 of the National Planning Policy Framework, Policy ES6 of the Stroud District Local Plan 2015 and in order for the Council to comply with Section 40 of the Natural Environment and Rural Communities Act 2006.

12. Within 3 months of commencement, a specification (including methodology and programme of implementation) for the enhancement of biodiversity through the provision of bird and bat boxes, hedgerow and wildflower planting shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved specification and programme of implementation and be retained thereafter.

Reason:

To protect and enhance the site for biodiversity in accordance with paragraph 175 of the National Planning Policy Framework, Policy ES6 of the Stroud District Local Plan 2015 and in order for the Council to comply with Section 40 of the Natural Environment and Rural Communities Act 2006.

13. The development hereby permitted shall be implemented in strict accordance with the approved details in the Revised Site Waste Management Plan received on 28/09/2023.

Reason:

This is required to ensure the effective implementation of waste minimisation and resource efficiency in accordance with the adopted Gloucestershire Waste Core Strategy: Core Policy WCS2 - Waste Reduction; adopted Minerals Local Plan for Gloucestershire Policy SR01 and paragraph 8 of the National Planning Policy for Waste (NPPW); and in accordance with Policy ES3 of the adopted Stroud District Local Plan, November 2015.

14. Prior to first occupation of the development hereby approved, full details of the provision made for facilitating the management and recycling of waste generated during occupation shall be submitted to and approved by the Local Planning Authority. This must include details of the appropriate and adequate space and infrastructure to allow for the separate storage of recyclable waste materials. The management of waste during occupation must be aligned with the principles of the waste hierarchy. All details shall be fully implemented as approved unless the local planning authority gives prior written permission for any variation.

Reason:

To ensure the effective implementation of waste minimisation in accordance with adopted Gloucestershire Waste Core Strategy: Core Policy WCS2 - Waste Reduction; and paragraph 8 of the National Planning Policy for Waste (NPPW); and in accordance with Policy ES3 of the adopted Stroud District Local Plan, November 2015.

15. The development must be fully compliant with the Arboriculture Impact Assessment and Method Statement produced by Tyler Grange on the 30th March 2023. The fencing must be fully compliant with figure : 2 contained within BS5837: 2012 Trees in relation to design, demolition and construction - Recommendations.

Reason:

To preserve trees and hedges on the site in the interests of visual amenity and the character of the area in accordance with Stroud District Local Plan Policy ES8 and with guidance in revised National Planning Policy Framework paragraphs 15, 170(b) & 175 (c) & (d).

16. The development shall be implemented in accordance with the approved details of drainage plans for the disposal of foul and surface water flows (Drawings 500 P2, 501 P1, and 502 P2 , and Drainage Maintenance Specification, as received 09/05/2023) before the development is first brought into use.

Reason:

To ensure the continued operation and maintenance of drainage features serving the site and avoid flooding in accordance with Policy ES4 of the adopted Stroud District Local Plan, November 2015.

Informatives:

1. ARTICLE 35 (2) STATEMENT - The case officer contacted the applicant/agent and sought clarification and additional information regarding the scheme.
2. The applicant should take all relevant precautions to minimise the potential for disturbance to neighbouring residents/occupiers in terms of smoke/fumes and odour during the construction phases of the development by not burning materials on site. It should also be noted that the burning of materials that give rise to dark smoke or the burning of trade waste associated with the development, may constitute immediate offences, actionable by the Local Authority. Furthermore, the granting of this planning permission does not indemnify against statutory nuisance action being taken should substantiated smoke, fume or odour complaints be received.
3. The applicant's attend is drawn to the need to have the appropriate highways agreements in place (eg S184 licence) with GCC as the Local Highway Authority before commencing any works on the highway. More details can be obtained from Gloucestershire Highways on 08000 514 514 or highways@gloucestershire.gov.uk or via www.gloucestershire.gov.uk

NOTES

1. If you the applicant are aggrieved by the decision of the District Council as Local Planning Authority to grant permission subject to conditions, you may appeal to the Secretary of State for the Environment in accordance with Section 78 of the Town and Country Planning Act, 1990, within six months (or 28 days if an enforcement notice is in place) of receipt of this notice. (Appeals must be made on a Planning Appeal form which is obtainable from the Planning Inspectorate, Customer Support Unit, Temple Quay, 2 The Square, Temple Quay, Bristol, BS1 6PN. If requesting forms from the Planning Inspectorate, please state the appeal form you require. When lodging an appeal a copy must also be sent to the Head of Development Services, Council Offices, Ebley Mill, Ebley Wharf, Ebley, Stroud, GL5 4UB.) The Secretary of State has power to allow a longer period for the giving of a notice of appeal but will not normally be prepared to exercise this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State is not required to entertain an appeal if it appears to them that permission for the proposed development could not have been granted by the District Council as Local Planning Authority, or could not have been so granted otherwise than subject to the conditions imposed by them, having regard to the statutory requirements, to the provisions of the development order, and to any directions given under the order.

If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least **10 days** before submitting the appeal. Further details are on Gov.UK.

The Planning Inspectorate have introduced an online appeals service which you can use to make your appeal online. You can find the service through the Appeals area of the Planning Portal – see www.planninginspectorate.gov.uk or to the appeals casework portal <https://acp.planninginspectorate.gov.uk>. The Inspectorate will publish details of your appeal on the internet (on the Appeals area of the Planning Portal). This may include a copy of the original planning application form and relevant supporting documents supplied to the local authority by you or your agent, together with the completed appeal form and information you submit to the Planning Inspectorate. Please ensure that you only provide information, including personal information belonging to you that you are happy will be made available to others in this way. If you supply personal information belonging to a third party please ensure you have their permission to do so. More detailed information about data protection and privacy matters is available on the Planning Portal.

2. If the permission to develop land is granted subject to conditions, whether by the District Council as Local Planning Authority or by the Secretary of State for the Environment and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, they may serve on the District council a purchase notice requiring the District Council to purchase his interest in the land in accordance with the provisions of Sections 137-144 of the Town and Country Planning Act, 1990.
3. In certain circumstances, a claim may be made against the District Council as Local Planning Authority for compensation, where permission is granted subject to conditions by the Secretary of State on appeal or on a reference of the application to him. The circumstances in which such compensation is payable are set out in Section 114 of the Town and Country Planning Act, 1990.
4. This permission relates to planning control only. Any other statutory consent necessary must be obtained from the appropriate authority. Please contact the Councils Building Control section, [Gloucestershire Building Control Partnership](#) our shared service between Stroud District Council and Gloucester City Council using our [contact form](#) for further information or advice on your project.
5. If the work authorised by this permission involves the alteration to an access or the crossing of the highway verge or kerb, you are requested to consult the County Divisional Surveyor before commencing such work. The address of the Divisional Surveyor may be obtained from the County Surveyor, Shire Hall, Gloucester, GL1 2TH.
6. If the work authorised by this permission requires the supply of utility or other public services, you are requested to contact the appropriate statutory or other undertaker as soon as possible following the receipt of this decision. Failure to do so may result in a delay in the provision of these services.
7. Attention is drawn to the fact that any failure to adhere to the details of approved plans or to comply with conditions attached to this permission constitutes a contravention of the provisions of the Town and Country Planning Act, 1990 in respect of which enforcement action may be taken. Development begun after three years from the date of this permission is unauthorised development in respect of which enforcement action may also be taken.
8. Any further information concerning this decision can be obtained from the Head of Development Services, Council Offices, Ebley Mill, Ebley Wharf, Ebley, Stroud, GL5 4UB. Please quote the Reference Number on this permission in any correspondence.
Please note: only the applicant possesses the right of appeal.



Appendix B – Decision Notice S.21/1516/FUL



Stroud District Council

Town and Country Planning Act, 1990 (As amended)

Planning
Permission

Under the above Act the District Council as Local Planning Authority HEREBY GRANTS Planning Permission for the development described below in accordance with the submitted application and accompanying plan(s) but subject to the conditions stated:

Agent:

Roberts Limbrick Ltd
The Carriage Building
Bruton Way
Gloucester
GL1 1DG

Applicant:

Mr A Ferguson
Staitech Ltd
Unit 6
Canal Iron Works
London Road
Brimscombe
Stroud
Gloucestershire
GL5 2SH

Planning Ref:S.21/1516/FUL
Application Date: 16/06/2021
Dated: 22/09/2021

Description of Land

Plot D, Stonehouse Park, Sperry Way, Stonehouse

Description of Development

One new use class E(g) building (Unit 1000) and one new use classes E(g) and B8 building (unit 800) together with associated parking, landscaping and ancillary development. (Revised drawing received 29.6.21)
Stonehouse Town Council 379161 205524

Conditions attached to permission and reasons therefore:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason:

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in all respects in strict accordance with the approved plans listed below:

8665-PL01 Rev B Site Location Plan
8665-PL03 Rev B Proposed Site Plan
8665-PL04 Unit 1000 Proposed Floor Plans
8665-PL05A Unit 1000 Proposed Elevations
8665-PL06B Unit 800 Proposed Floor Plans and Elevations
8665-PL10 Proposed Roof Plan

Reason:

To ensure that the development is carried out in accordance with the approved plans and in the interests of good planning.

3. No development shall take place, including any works of demolition, until a Construction Method Statement and Management Plan has been submitted to and approved 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;

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Proper Officer of the Council
Duly Authorised in that behalf

- ii. provide for the parking of vehicles of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
- iii. routes for construction traffic
- iv. Arrangements for turning vehicles and receiving abnormal loads and/or oversized vehicles
- v. Any required temporary access to the site
- vi. provide for the loading and unloading of plant and materials;
- vii. provide for the storage of plant and materials used in constructing the development;
- viii. provide for wheel washing facilities and other facilities for the prevention of mud and dust being carried onto the highway;
- ix. measures to control the emission of dust and dirt during construction
- x. Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Reason:

To reduce the potential impact on the public highway, accommodate the efficient delivery of goods and supplies and protect the amenity of the locality in accordance with Policy ES3 of the adopted Stroud District Local Plan, November 2015 and paragraph 35 of the National Planning Policy Framework.
This is a pre-commencement condition so as to ensure that appropriate working practices during construction are agreed.

4. No construction site machinery or plant shall be operated, no process shall be carried out and no construction-related deliveries taken at or dispatched from the site except between the hours 07:30 and 18:00 on Mondays to Fridays, between 08:00 and 13:00 on Saturdays and not at any time on Sundays, Bank or Public Holidays.

Reason:

To protect the amenity of the locality, especially for people living and/or working nearby, in accordance with Policy ES3 of the adopted Stroud District Local Plan, November 2015.

5. No building or use hereby permitted shall be occupied or use commenced until a Travel Plan comprising immediate, continuing and long-term measures and targets to promote and encourage alternatives to single-occupancy car use has been prepared, submitted to and approved in writing by the Local Planning Authority. The approved Travel Plan shall be implemented, monitored and reviewed in accordance with the agreed Travel Plan Targets to the satisfaction of the council.

Reason:

To ensure that the opportunities for sustainable transport modes are taken up in accordance with paragraphs 32 and 36 of the National Planning Policy Framework.

6. Prior to the commencement of any other works on the site a temporary car parking area for site operatives and construction traffic shall have been laid out and constructed within the site in accordance with details to be submitted to and agreed in writing by the Local Planning Authority and that area shall be retained available for that purpose for the duration of building operations.

Reason:

To ensure the access roads in the vicinity of the site are kept free from construction traffic, in the interests of safety of all users.

7. Prior to the commencement of the development hereby permitted details of a Construction Traffic Management Plan shall have been submitted to and approved in writing by the Local Planning Authority. The approved plan shall be adhered to throughout the construction period. The plan shall include but not be restricted to:

- Parking of vehicles of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
- Routes for construction traffic;
- Any temporary access to the site;
- Locations for loading/unloading and storage of plant, waste and construction materials;
- Method of preventing mud and dust being carried onto the highway;
- Arrangements for turning vehicles;
- Arrangements to receive abnormal loads or unusually large vehicles; and
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Reason:

In the interests of the safety of highway and all other users during the construction phase of the development.

8. Prior to the first operational use of the development hereby permitted the vehicle parking, turning and manoeuvring areas shown on the approved plans shall have been completed in all respects in accordance with the submitted details, and shall be similarly maintained thereafter for that purpose.

Reason:

To provide safe and suitable access for all users.

9. Prior to the first operational use of the development hereby permitted the secure cycle and motor cycles parking facilities shown on the approved plans shall have been made available for use and those facilities shall be maintained for the duration of the development.

Reason:

To provide safe and suitable access for all users.

10. Prior to the first operational use of the development hereby permitted electric vehicle charging spaces as shown on the approved plans shall have been provided in accordance with details to be submitted to and approved in writing by the Local Planning Authority and thereafter such spaces and power points shall be kept available and maintained for the use of electric vehicles as approved.

Reason:

To encourage sustainable travel and healthy communities.

11. All works shall be carried out in full accordance with the recommendations contained in the Preliminary Ecological Appraisal, Tyler Grange, dated 24th November 2020 already submitted with the planning application and agreed in principle with the local planning authority prior to determination.

Reason:

To protect and enhance the site for biodiversity in accordance with paragraph 174 of the National Planning Policy Framework, Policy ES6 of the Stroud District Local Plan 2015 and in order for the Council to comply with Section 40 of the Natural Environment and Rural Communities Act 2006.

12. Within 3 months of commencement, a specification (including methodology and programme of implementation) for the enhancement of biodiversity through the provision of bird and bat boxes, hedgerow and wildflower planting shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved specification and programme of implementation and be retained thereafter.

Reason:

To protect and enhance the site for biodiversity in accordance with paragraph 175 of the National Planning Policy Framework, Policy ES6 of the Stroud District Local Plan 2015 and in order for the Council to comply with Section 40 of the Natural Environment and Rural Communities Act 2006.

13. No below or above ground development shall commence until a detailed site waste management plan has been submitted to and approved by the Local Planning Authority. The site waste management plan must identify the type and amount waste materials expected to be generated from the development during site preparation and construction phases and set out what specific measures will be employed for dealing with this material so as to: - minimise its creation, maximise the amount of re-use and recycling on-site; maximise the amount of off-site recycling of any wastes that are unusable on-site; and reduce the overall amount of waste sent to landfill. In addition, the site waste management plan must clearly set out the proportion of recycled content that will be used in construction materials. The detailed site waste management plan shall be fully implemented as approved unless the local planning authority gives prior written permission for any variation.

Reason:

This is require prior to commencement to ensure the effective implementation of waste minimisation and resource efficiency in accordance with adopted Gloucestershire Waste Core Strategy: Core Policy WCS2 - Waste Reduction; adopted Minerals Local Plan for Gloucestershire Policy SR01 and paragraph 8 of the National Planning Policy for Waste (NPPW).

14. No above-ground development shall commence until full details of the provision made for facilitating the management and recycling of waste generated during occupation have been submitted to and approved by the Local Planning Authority. This must include details of the appropriate and adequate space and infrastructure to

allow for the separate storage of recyclable waste materials. The management of waste during occupation must be aligned with the principles of the waste hierarchy. All details shall be fully implemented as approved unless the local planning authority gives prior written permission for any variation.

Reason:

To ensure the effective implementation of waste minimisation in accordance with adopted Gloucestershire Waste Core Strategy: Core Policy WCS2 - Waste Reduction; and paragraph 8 of the National Planning Policy for Waste (NPPW).

15. The development must be fully compliant with the Arboriculture Impact Assessment and Method Statement produced by Tyler Grange on the 21st July 2021. The fencing must be fully compliant with figure : 2 contained within BS5837: 2012 Trees in relation to design, demolition and construction - Recommendations.

Reason:

To preserve trees and hedges on the site in the interests of visual amenity and the character of the area in accordance with Stroud District Local Plan Policy ES8 and with guidance in revised National Planning Policy Framework paragraphs 15, 170(b) & 175 (c) & (d).

Informatives:

1. ARTICLE 35 (2) STATEMENT - The case officer contacted the applicant/agent and sought clarification and additional information regarding the scheme.

NOTES

1. If you the applicant are aggrieved by the decision of the District Council as Local Planning Authority to grant permission subject to conditions, you may appeal to the Secretary of State for the Environment in accordance with Section 78 of the Town and Country Planning Act, 1990, within six months (or 28 days if an enforcement notice is in place) of receipt of this notice. (Appeals must be made on a Planning Appeal form which is obtainable from the Planning Inspectorate, Customer Support Unit, Temple Quay, 2 The Square, Temple Quay, Bristol, BS1 6PN. If requesting forms from the Planning Inspectorate, please state the appeal form you require. When lodging an appeal a copy must also be sent to the Head of Development Services, Council Offices, Ebley Mill, Ebley Wharf, Ebley, Stroud, GL5 4UB.) The Secretary of State has power to allow a longer period for the giving of a notice of appeal but will not normally be prepared to exercise this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State is not required to entertain an appeal if it appears to them that permission for the proposed development could not have been granted by the District Council as Local Planning Authority, or could not have been so granted otherwise than subject to the conditions imposed by them, having regard to the statutory requirements, to the provisions of the development order, and to any directions given under the order.

If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least **10 days** before submitting the appeal. Further details are on Gov.UK.

The Planning Inspectorate have introduced an online appeals service which you can use to make your appeal online. You can find the service through the Appeals area of the Planning Portal – see www.planninginspectorate.gov.uk or to the appeals casework portal <https://acp.planninginspectorate.gov.uk>. The Inspectorate will publish details of your appeal on the internet (on the Appeals area of the Planning Portal). This may include a copy of the original planning application form and relevant supporting documents supplied to the local authority by you or your agent, together with the completed appeal form and information you submit to the Planning Inspectorate. Please ensure that you only provide information, including personal information belonging to you that you are happy will be made available to others in this way. If you supply personal information belonging to a third party please ensure you have their permission to do so. More detailed information about data protection and privacy matters is available on the Planning Portal.

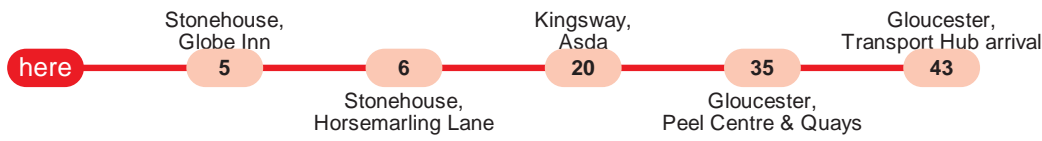
2. If the permission to develop land is granted subject to conditions, whether by the District Council as Local Planning Authority or by the Secretary of State for the Environment and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, they may serve on the District council a purchase notice requiring the District Council to purchase his interest in the land in accordance with the provisions of Sections 137-144 of the Town and Country Planning Act, 1990.
3. In certain circumstances, a claim may be made against the District Council as Local Planning Authority for compensation, where permission is granted subject to conditions by the Secretary of State on appeal or on a reference of the application to him. The circumstances in which such compensation is payable are set out in Section 114 of the Town and Country Planning Act, 1990.
4. This permission relates to planning control only. Any other statutory consent necessary must be obtained from the appropriate authority. Building Regulations consent for the development may be necessary and you should approach the Building Control Department at the District Council for information.
5. If the work authorised by this permission involves the alteration to an access or the crossing of the highway verge or kerb, you are requested to consult the County Divisional Surveyor before commencing such work. The address of the Divisional Surveyor may be obtained from the County Surveyor, Shire Hall, Gloucester, GL1 2TH.
6. If the work authorised by this permission requires the supply of utility or other public services, you are requested to contact the appropriate statutory or other undertaker as soon as possible following the receipt of this decision. Failure to do so may result in a delay in the provision of these services.
7. Attention is drawn to the fact that any failure to adhere to the details of approved plans or to comply with conditions attached to this permission constitutes a contravention of the provisions of the Town and Country Planning Act, 1990 in respect of which enforcement action may be taken. Development begun after three years from the date of this permission is unauthorised development in respect of which enforcement action may also be taken.
8. Any further information concerning this decision can be obtained from the Head of Development Services, Council Offices, Ebley Mill, Ebley Wharf, Ebley, Stroud, GL5 4UB. Please quote the Reference Number on this permission in any correspondence.

Please note: only the applicant possesses the right of appeal.

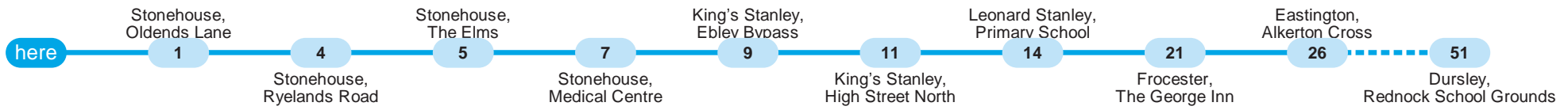


Appendix C – Stonehouse Newtown Bus Stop Timetables

65 Dursley Stagecoach West 



X3 Eastington - Stonehouse - The Stanleys - Frocester - Rednock School Taylors Travel



The numbers circled indicate approximate timings in minutes from Stonehouse, Newtown

Mondays to Fridays Bus times as at 12th December 2023

Time	Service	Note	Time	Service	Note	Time	Service	Note
0647	65		0733	X3	Sch	1010	65	
0725	65		0910	65		1110	65	
						1210	65	
						1310	65	
						1410	65	
						1510	65	
						1643	65	

Saturdays Bus times as at 16th December 2023

Time	Service	Note	Time	Service	Note	Time	Service	Note
0647	65		0910	65		1110	65	
0725	65		1010	65		1210	65	
						1310	65	
						1410	65	
						1510	65	
						1643	65	

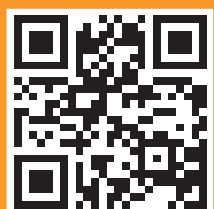
Sundays Bus times as at 17th December 2023

Time	Service	Note	Time	Service	Note
0915	65		1115	65	
			1315	65	
			1615	65	

Notes: Sch-Gloucestershire School Days
Times shown in italics are approximate times

BY SMS

Bus times by text message



Get the times of the next four buses from this stop on your phone

Scan the QR code or send the stop code below to:

84268

Return texts cost up to 25p, plus normal text messaging charge. Normal mobile internet charges apply.

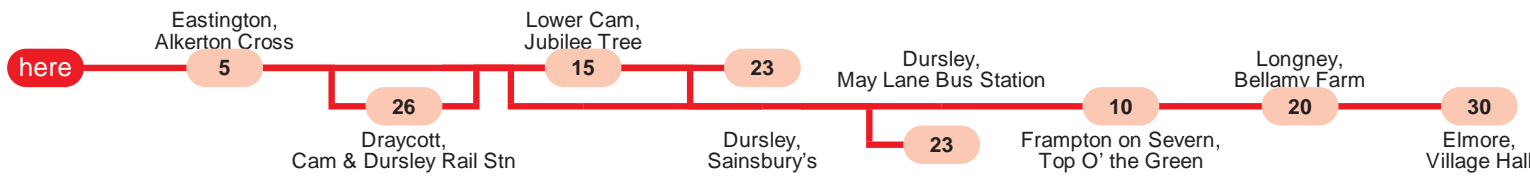
Code for this stop: gloatmam

NextBuses

Bus times by mobile browser



65 Gloucester Stagecoach West 



X3 Rednock School - Frocester - The Stanleys - Stonehouse - Eastington Taylors Travel



The numbers circled indicate approximate timings in minutes from Stonehouse, Newtown

Mondays to Fridays Bus times as at 12th December 2023

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0830	65	2	1040	65		1240	65		1440	65	
0930	65		1140	65		1340	65		1540	65	
									1550	X3	Sch
									1659	65	2
									1755	65	1,4
									1919	65	2

Saturdays Bus times as at 16th December 2023


Time	Service	Note	Time	Service	Note	Time	Service	Note
0940	65		1140	65		1340	65	
1040	65		1240	65		1440	65	
						1540	65	
						1659	65	2
						1755	65	1,4
						1919	65	2

Sundays Bus times as at 17th December 2023

Time	Service	Note	Time	Service	Note
1026	65	3	1226	65	3
			1526	65	3
			1726	65	3

Notes: Sch - Gloucestershire School Days
 1 - does not serve Lower Cam, Jubilee Tree
 2 - serves Draycott, Cam & Dursley Rail Stn
 3 - terminates at Dursley, May Lane Bus Station
 4 - terminates at Elmore, Village Hall
 Times shown in italics are approximate times

BY SMS
Bus times by text message



Get the times of the next four buses from this stop on your phone


Scan the QR code or send the stop code below to:

84268

Return texts cost up to 25p, plus normal text messaging charge. Normal mobile internet charges apply.

Code for this stop: gloatmaj

NextBuses
Bus times by mobile browser





Appendix D – Example Travel Survey

Example StaüTravel Survey

1. Please provide your postcode.

2. Gender:

- Female
 Male
 Prefer not to say

3. Age:

- Under 20 30 - 39
 20 - 24 40 - 49
 25 - 29 50 +

4. Do you have a disability which affects your travel arrangements?

- Yes
 No
 Prefer not to say

5. What are your usual work start and finish times? Please tick two boxes.

- | | |
|---|--|
| <input type="checkbox"/> 07:00 - 07:29 | <input type="checkbox"/> 12:30 - 12:59 |
| <input type="checkbox"/> 07:30 - 07:59 | <input type="checkbox"/> 13:00 - 13:29 |
| <input type="checkbox"/> 08:00 - 08:29 | <input type="checkbox"/> 13:30 - 13:59 |
| <input type="checkbox"/> 08:30 - 08:59 | <input type="checkbox"/> 14:00 - 14:29 |
| <input type="checkbox"/> 09:00 - 09:29 | <input type="checkbox"/> 14:30 - 14:59 |
| <input type="checkbox"/> 09:30 - 09:59 | <input type="checkbox"/> 15:00 - 15:29 |
| <input type="checkbox"/> 10:00 - 10:29 | <input type="checkbox"/> 15:30 - 15:59 |
| <input type="checkbox"/> 10:30 - 10:59 | <input type="checkbox"/> 16:00 - 16:29 |
| <input type="checkbox"/> 11:00 - 11:29 | <input type="checkbox"/> 16:30 - 16:59 |
| <input type="checkbox"/> 11:30 - 11:59 | <input type="checkbox"/> 17:00 - 17:29 |
| <input type="checkbox"/> 12:00 - 12:29 | <input type="checkbox"/> 17:30 - 18:00 |
| <input type="checkbox"/> Other (please specify) | |

6. ~~How~~ do you ~~most~~ travel to work?

- Car Driver (~~lane~~)
- Car driver (~~with~~ pasenger(s))
- Car Pasenger
- Train
- Bus
- Other (please specify)
- Bicycle
- E-Bike
- On ~~Foot~~
- Motorbike / ~~Drped~~
- Work ~~from~~ Home ~~Mostly~~

7. ~~How~~ far do you travel to work?

- Up to ~~1~~ mile
- Over 1 mile to ~~2~~ miles
- Over 2 miles to ~~5~~ miles
- Over 5 miles to ~~10~~ miles
- Over 10 miles

8. Would any of the following changes encourage you to cycle to work?

- YES - Improved cycle paths on the journey to work
- YES - Improved cycle parking at work
- YES - Improved cycle changing facilities & lockers at work
- Other (please specify)
- YES - Cycle training
- YES - Discounts on bike equipment and accessories
- NO

9. Would any of the following ~~changes~~ encourage you to use public transport ~~to get~~ to work?

- YES - ~~More~~ direct bus routes
- YES - ~~More~~ frequent bus services
- YES - Better lighting at bus stops and on footpaths between work
- YES - Bus stops closer to work
- Other (please specify)
- YES - Cheaper bus tickets
- YES - ~~More~~ information on public transport information i.e. routes/timetables etc.
- NO

10. ~~What~~ is your ~~main~~ reason for using ~~a~~ ~~mode~~ to get to work? Please tick one box only

- Additional ~~tasks~~ to /~~of~~ir work i.e. dropping children ~~at~~ school
- Get ~~an~~ lift
- Health ~~reasons~~
- Takes the ~~least~~ ~~amount~~ of time
- Convenience
- Public ~~transport~~ ~~is~~ not frequent enough
- No ~~direct~~ public ~~transport~~ ~~routes~~
- I don't ~~use~~ the ~~ar~~ to ~~get~~ to work

11. Would you be prepared to share?

- Yes - as the driver
- Yes - as the passenger
- Yes - both
- No

12. Would any of the following changes encourage you to car share?

- YES - Help finding car share partners with similar work patterns
- YES - More information on the benefits of car sharing?
- YES - Free lift home if let down by car sharer
- NO
- YES - Reserved parking for car sharers
- Other (please specify)

13. Do you have any further comments regarding commuting and other work related journeys?

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Bristol
London
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