

**Consultation Response from KC,
Highways Development Management**

2023/92145 East Bierley Playing Fields, Hunsworth Lane, East Bierley, BD4 6PU

Discharge of conditions 5 (access track upgrade), 6 (access track upgrade), 7 (cycle parking), 8 (electric vehicle charging), 9 (travel plan), 10 (waste storage and collection), 11 (coal mining investigation), 16 (Japanese Knotweed strategy), 17 (external lighting), 29 (landscaping) and 30 (biodiversity enhancement and management plan) of previous permission 2021/90357 for works to existing sports facilities including erection of clubhouse; additional changing facilities building; boundary treatments; storage facilities and floodlighting; works to existing pitches creation of hybrid and 3G/synthetic pitches; multi sport training area and car park

Date Responded: 25-03-2024.

Responding Officer: CNB

Responding Ref:8-7-11.

These comments are for the discharge of Condition 9 (travel plan) of previous permission 21/90357 for works to existing sports facilities.

Condition 9

Prior to any part of the development hereby approved being brought into first use, a Travel Plan which shall set out measures to discourage the use of high-emission vehicles and encourage the use of public transport, cycling and walking, as well as the uptake of low emission fuels and technologies, car-sharing and other initiatives shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan so approved shall thereafter be implemented.

Reason: To ensure visitors to the development are encouraged to use sustainable forms of transport and to mitigate the amenity, highway and air quality impacts of the development in accordance with policies LP20, LP21, LP24, LP47, LP51 and LP52 of the Kirklees Local Plan, chapters 9 and 15 of the National Planning Policy Framework, and the West Yorkshire Low Emissions Strategy.

The DoC application was accompanied by a travel plan from Sanderson Associates dated April 2023.

Although any effort to reduce single car occupancy trips and promote sustainable and active travel modes is to be applauded, in this instance the travel plan was not requested by the HDM team in their consultation comments and there are no monitoring fees in place for future review of the annual monitoring reports mentioned within the travel plan and so we would not expect to follow up this initial discharge of condition consultation with further monitoring.

As an approved planning document, the Travel Plan (TP) will hold some weight and can be used as a basis for the control of trips and the promotion of sustainable modes. The document should remain "live" and may go through several iterations during the lifetime of the development to remain present and offer the best means of promoting modal shift in the future.

The submitted Travel Plan is based essentially on staff trips and, due to the expected low number of staff in comparison to users, this would not be expected to produce a noticeable shift to sustainable modes. It is noted that the change in travel behaviour of customers or visitors is harder to influence than staff and may be limited to the provision of sustainable travel information on websites, within the premises and at time of booking, and we would recommend this is included within future iterations of the TP.

It is noted that the targets proposed within the TP are based initially on 2011 journey to work Census data and this may be useful for the staff aspect of the travel plan but not for the visitor aspect which would be expected to generate more trips than the staff, however we do appreciate that there is limited data available in this field and the census data would be appropriate to use until the initial travel plan surveys are carried out. These initial surveys should also aim to include visitors to the site.

The proposed initial modal shift of 10% of single car use trips to sustainable or active modes is acceptable although we appreciate this may be changed after the initial TP survey. We would expect that the targets remained challenging but achievable.

The role of the TPC should be maintained for the 5-year travel plan period and the contact details passed on to the Kirklees Travel Plan Monitoring officer, however we would not expect much

interaction between the two and there would be no requirement for monitoring to be submitted to the council.

The marketing and communications strategy is acceptable.

The monitoring and reporting section is acceptable, although as noted earlier the council will not provide a detailed advice service but will be happy to provide a brief review of the annual monitoring reports.

We would recommend that the applicant considers applying to join the West Yorkshire Combined Authority Travel Plan Network (TPN) as these will be able to provide advice and support to businesses in West Yorkshire that run travel plans.

With this we consider that the information submitted with the application is acceptable to discharge condition 9 of previous permission 21/90357.