

## Application for Approval of Details Reserved by Condition

Town and Country Planning Act 1990 (as amended); Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended)

### Publication of applications on planning authority websites

Please note that the information provided on this application form and in supporting documents may be published on the Authority's website. If you require any further clarification, please contact the Authority's planning department.

### Site Location

**Disclaimer:** We can only make recommendations based on the answers given in the questions.

If you cannot provide a postcode, the description of site location must be completed. Please provide the most accurate site description you can, to help locate the site - for example "field to the North of the Post Office".

Number

Suffix

Property Name

Address Line 1

Address Line 2

Address Line 3

Town/city

Postcode

Description of site location must be completed if postcode is not known:

Easting (x)

Northing (y)

Description

## Applicant Details

### Name/Company

Title

Mrs

First name

Chloe

Surname

Griffin

Company Name

Vistry Cotswolds Ltd

### Address

Address line 1

Cleeve Hall

Address line 2

Cheltenham Road

Address line 3

Town/City

Bishops Cleeve

Country

Postcode

GL52 8GD

Are you an agent acting on behalf of the applicant?

Yes

No

### Contact Details

Primary number

\*\*\*\*\* REDACTED \*\*\*\*\*

Secondary number

Fax number

Email address

## Description of the Proposal

Please provide a description of the approved development as shown on the decision letter

Reference number

Date of decision (date must be pre-application submission)

**Please state the condition number(s) to which this application relates**

Condition number(s)

Has the development already started?

- Yes  
 No

## Part Discharge of Conditions

Are you seeking to discharge only part of a condition?

- Yes  
 No

## Discharge of Conditions

Please provide a full description and/or list of the materials/details that are being submitted for approval

## Site Visit

Can the site be seen from a public road, public footpath, bridleway or other public land?

Yes

No

If the planning authority needs to make an appointment to carry out a site visit, whom should they contact?

The agent

The applicant

Other person

## Pre-application Advice

Has assistance or prior advice been sought from the local authority about this application?

Yes

No

## Declaration

I / We hereby apply for Approval of details reserved by a condition (discharge) as described in this form and accompanying plans/drawings and additional information. I / We confirm that, to the best of my/our knowledge, any facts stated are true and accurate and any opinions given are the genuine options of the persons giving them. I / We also accept that: Once submitted, this information will be transmitted to the Local Planning Authority and, once validated by them, be made available as part of a public register and on the authority's website; our system will automatically generate and send you emails in regard to the submission of this application.

I / We agree to the outlined declaration

Signed

Chloe Griffin

Date

07/06/2022

rappor



# Land North of Rudloe Drive, Quedgeley

Vistry Cotswolds

Residential Travel Plan

May 2022





## Document Control

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<b>Job No.</b>	22-0196
<b>Project Name</b>	Land North of Rudloe Drive, Quedgeley
<b>Document Title</b>	Residential Travel Plan
<b>Status</b>	Issue 01
<b>Client</b>	Vistry Cotswolds

<b>Prepared By</b>	██████████	May 2022
<b>Checked By</b>	██████████	May 2022
<b>Approved By</b>	██████████	May 2022

## Record of Revisions

Revision	Date	Details	Made By

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- Appendix B - Bus Stop Timetables
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# 1 Introduction

- 1.1 Rappor Consultants Ltd have been instructed by Vistry Cotswolds to prepare a Residential Travel Plan (RTP) in support of a proposed residential development on land to the north of Rudloe Drive, Quedgeley, Gloucester.
- 1.2 Outline planning permission, with all matters reserved, was granted on 9<sup>th</sup> July 2021 for the construction of a residential development comprising up to 150 dwellings, associated infrastructure, ancillary facilities, open space and landscaping (LPA ref: 21/00490/OUT).
- 1.3 Planning Condition 22 of the Decision Notice, attached at **Appendix A**, states:

*'Notwithstanding the details submitted the Development hereby approved shall not be occupied until the applicant has submitted a travel plan in writing to the Local Planning Authority that promotes sustainable forms of access to the development site and this has been approved in writing by the Local Planning Authority. This plan will thereafter be implemented and updated.'*

- 1.4 **Figure 1.1** demonstrates the indicative location of the application site.



**Figure 1.1** Indicative Site Location Plan





## 2 Travel Plan Context

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### Introduction

- 2.1 A Travel Plan 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 Travel Plan is a dynamic process that grows and develops with time. This RTP 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 future residents and visitors of the site.

### Benefits of a Travel Plan

- 2.3 Travel Plans aim 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.
- 2.4 In summary, Travel Plans 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.

### National Policy

- 2.5 In developing this RTP, care has been taken to ensure that full regard has been given to best UK practice methods and these have been applied. Key policy documents (national, regional and local) have been taken into account to help deliver the maximum possible uptake of sustainable transport modes.



- 2.6 The National Planning Policy Framework (NPPF) (July 2021) states in paragraph 112, under Section 9: Promoting Sustainable Transport, development applications must commit to the following:
- a) *'Give priority first to pedestrians and cycle movements;*
  - 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;*
  - d) *Allow for the effective delivery of goods, and access by service and emergency vehicles; and*
  - e) *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'*
- 2.7 The NPPF promotes sustainable development and paragraph 113 states that development which generates significant amounts of movement should be required to provide a Travel Plan.
- 2.8 The Government's planning practice guidance to the NPPF provides guidance on the overarching principles on Travel Plans in relation to decision-taking. The guidance highlights that *'Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation.'*
- 2.9 The application site has good existing walking, cycling and public transport links, the use of which will be further enhanced by the development of this RTP.

## Local Policy

- 2.10 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 an RTP.
- 2.11 MfGS provides indicative thresholds for the submission of an RTP. Residential developments comprising of 50 dwellings or more should be supported by an RTP. MfGS states the following in relation to RTP's:
- '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.'*
- 2.12 MfGS requires monitoring of all RTP's to be undertaken, including surveys of resident travel patterns, which allows baseline and future targets to be established from. This is discussed and provided in **Section 8** of this report.



## 3 Travel Plan Objectives and Management

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### Objectives

- 3.1 It is important that the RTP has a focus and direction in what it is trying to achieve. This can be accomplished through the identification of RTP objectives, which are realistic and site specific.
- 3.2 It is essential that there is an agreed set of objectives that can be adopted and thereby influence all actions arising from the RTP. The following objectives are informed by best practice guidance, but also reflect local circumstances and stakeholder requirements.
- 3.3 The five main objectives of this RTP is set out below:
- a) To achieve a high awareness of the sustainable travel options available amongst residents 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 RTP not only encourage and facilitate pedestrian and cycle use, but also make better use of the car through initiatives such as car sharing;
  - d) To engage residents in critical thinking regarding their travel choices; and
  - e) To encourage lower car ownership at the development.
- 3.4 These objectives will be implemented through a package of measures that are discussed in **Section 6** of this report.

### Travel Plan Co-ordinator

- 3.5 The Travel Plan will be managed and monitored by a Travel Plan Co-ordinator (TPC) who will work to deliver the content of this RTP and ensure the measures are carried out effectively.
- 3.6 The roles of the TPC will include:
- a) Marketing and promoting the RTP;
  - b) Providing sustainable travel information to residents;
  - c) Liaising with the council, transport operators and specialist groups where necessary;
  - d) Arranging and undertaking of resident travel surveys; and
  - e) Providing monitoring updates to Gloucestershire County Council (GCC).



- 3.7 Rappor have been appointed as the TPC for the development. Contact details can be found on the Document Control page of this RTP and will be provided to residents on occupation of the development.

### **Funding**

- 3.8 The funding of all aspects of the RTP, 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 RTP, which will last five years following 50% occupation of the development.



## 4 Baseline Site Accessibility

### Introduction

- 4.1 In order to ensure that the proposed development 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 residents to travel by non-car modes.

### Proximity to Local Services and Amenities

- 4.2 It is key to a site's sustainability that there are a range of services and amenities nearby. **Table 4.1** demonstrates services and amenities in proximity to the application site.

Service / Amenity	Approx. Distance	Approx. Walking Time		Approx. Cycling Time	
		IHT	Google	RB	Google
Kingsway Health Centre and Pharmacy	180m	2 minutes	2 minutes	1 minute	1 minute
'Kingsway Health Centre' Bus Stops	230m	3 minutes	3 minutes	1 minute	1 minute
Rose Tree Farm Inn	320m	4 minutes	4 minutes	1 minute	1 minute
Lidl	530m	6 minutes	6 minutes	2 minutes	1 minute
Fersfield Gardens Playground	640m	8 minutes	9 minutes	3 minutes	2 minutes
B&M (with Garden Centre)	650m	8 minutes	8 minutes	3 minutes	2 minutes
PureGym	680m	8 minutes	8 minutes	3 minutes	2 minutes
Kingsway Local Centre (including convenience store, ATM and takeaway)	700m	8 minutes	9 minutes	3 minutes	2 minutes
Waterwells Business Park	700m	8 minutes	10 minutes	3 minutes	3 minutes
Waterwells Primary Academy and Pre-School	715m	9 minutes	11 minutes	3 minutes	3 minutes
Asda	840m	10 minutes	10 minutes	4 minutes	3 minutes
Kingsway Primary School	860m	10 minutes	11 minutes	4 minutes	3 minutes
Buckenham Walk Playground / Tennis Courts	880m	10 minutes	11 minutes	4 minutes	3 minutes
Severn Vale School	1.6km	19 minutes	20 minutes	7 minutes	6 minutes

**Table 4.1** Distances to Services and Amenities

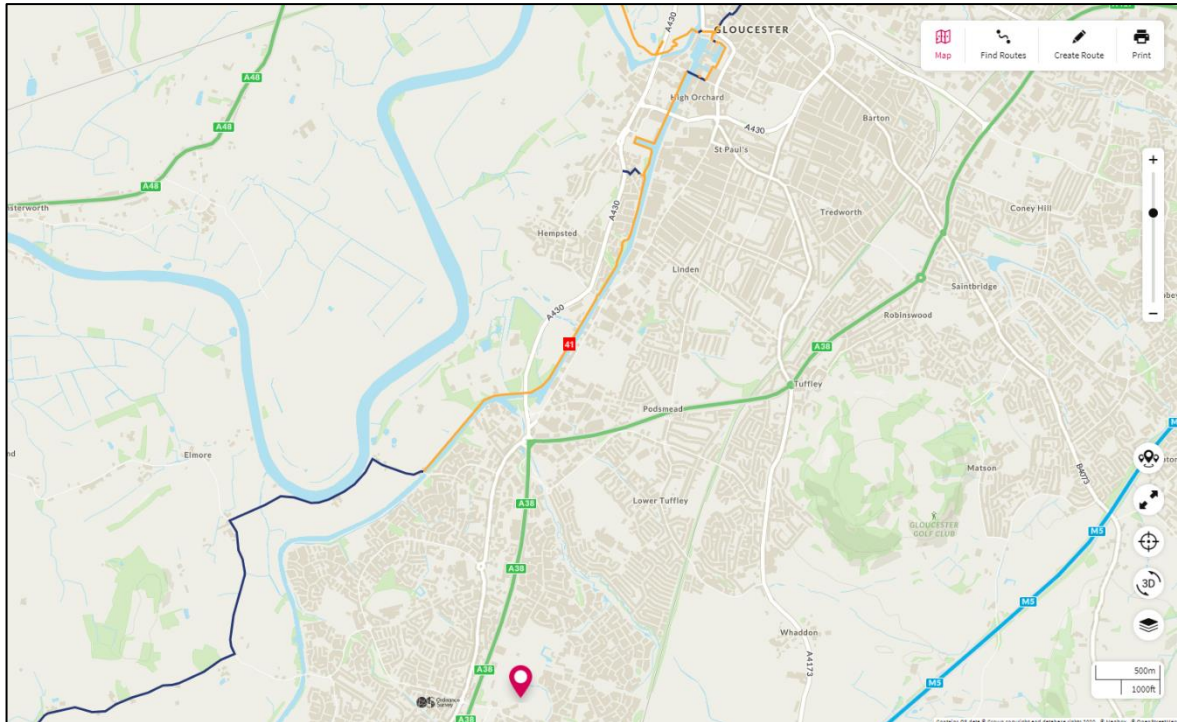
- 4.3 For robustness, the distances and their corresponding journey times have been measured from the centre of the application site, whilst they were calculated via two methods; firstly, in accordance with Institution of Highways and Transportation (IHT) and 'Road Bike' (RB) guidelines for walking speed (1.4m/s) and cycling speed (4m/s) respectively, and secondly, via Google Maps, which additionally accounts for the gradient of the route when undertaking such journeys.



- 4.4 **Table 4.1** demonstrates a wide range of services and amenities, which would be required on a daily basis, can be found within the vicinity of the application site. All of the highlighted amenities are within the maximum recommended walking distance of 2km, as identified in Manual for Streets (MfS), with the majority located within 800m, which is the recommended distance for walkable neighbourhoods as identified in MfS.
- 4.5 In addition to the services and amenities set out in **Table 4.1**, there is access to a wide range of employment to the south of the application site.

### Walking and Cycling

- 4.6 Paragraph 4.4.1 of MfS states that walkable neighbourhoods are typically characterised as having a range of facilities within ten 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.
- 4.7 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car journeys, particularly those under 2km. This is also supported by statistics published in the DfT National Travel Survey 2019, which found that that 80% of all trips of less than 1 mile (1.6km) were made on foot.
- 4.8 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.’*
- 4.9 It is therefore considered, and substantiated by DfT findings, that facilities and amenities within five miles (8km) of the application site are within acceptable cycling distance.
- 4.10 Most of Gloucester, including the city centre, is located within 8km of the application site, indicating that cycling is a realistic travel option for residents.
- 4.11 To the north of the application site, National Cycle Route (NCR) 41 is available along the Gloucester and Sharpness Canal. To the south, NCR 41 continues towards Bristol, whilst to the north it provides a connection to Cheltenham. The alignment of NCR 41 is demonstrated in **Figure 4.1**, the site is marked indicatively.



**Figure 4.1** NCR 41 Extract

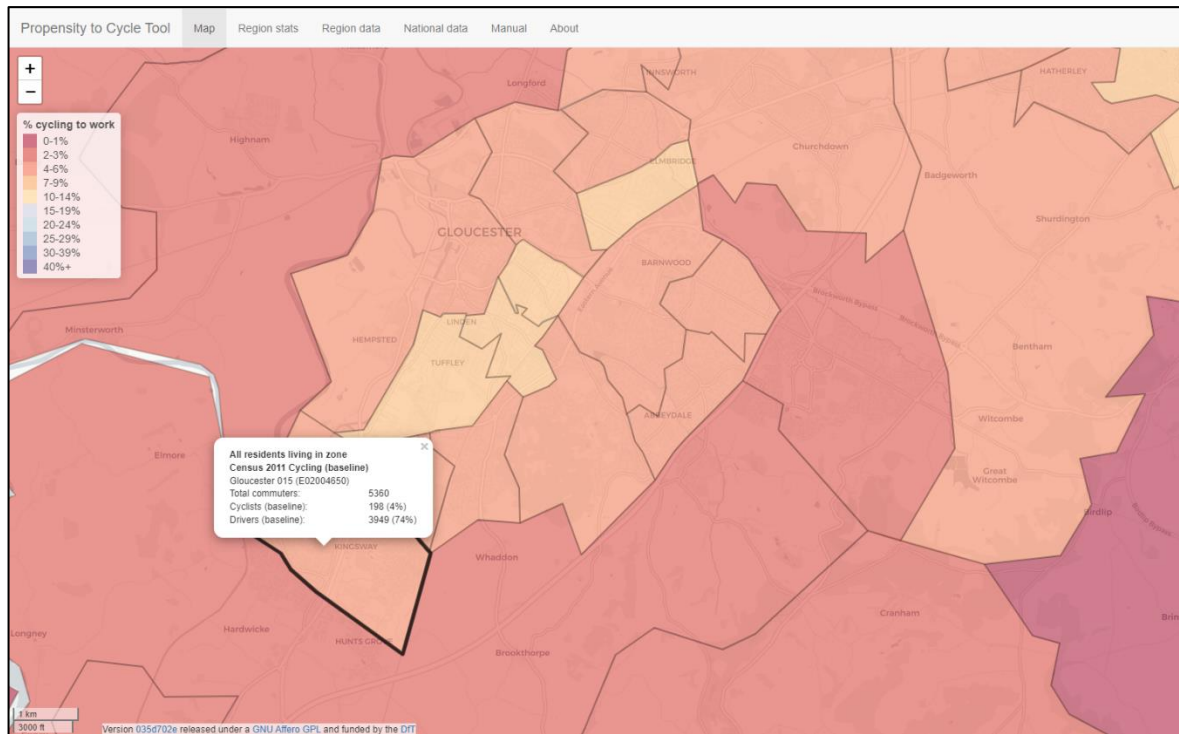
4.12 In summary, there are a range of services and facilities within acceptable walking and cycling distance from the application site, as set out by national guidelines.

#### Propensity to Cycle Tool (PCT)

4.13 A review has been undertaken using the PCT ([pct.bike](https://pct.bike)), as recommended by MfGS. It demonstrates that the average percentage of people cycling to work in Gloucestershire is 4.2%. The application site is located in the Middle Super Output Area (MSOA) of Gloucester 015, which has an average percentage of people cycling to work of 4%.

4.14 **Figure 4.2** shows an extract from PCT demonstrating the cycling commuting level in the MSOA Gloucester 015 and in the wider context of the immediate surrounding area.





**Figure 4.2** Map of Cycling Commuting Levels in Gloucester 015

## Pedestrian and Cycle Infrastructure

### Rudloe Drive

- 4.15 Rudloe Drive benefits from being recently constructed, within the last 15 years, and therefore is generally provided with suitable pedestrian and cyclist infrastructure.
- 4.16 The northern side of the carriageway comprises an illuminated dual footway / cycleway, with an illuminated footway adjacent to the southern side of the carriageway. There are multiple crossing points on Rudloe Drive with tactile paving and pedestrian refuge islands.

### Newhaven Road

- 4.17 As per Rudloe Drive, Newhaven Road has been constructed within the last 15 years, indicating that it comprises suitable pedestrian and cyclist infrastructure. The western side of the carriageway comprises an illuminated footway, whilst the eastern side provides an illuminated dual footway / cycleway.

## Public Transport

### Bus Services and Facilities

- 4.18 The nearest bus stops are the 'Kingsway Health Centre' stops located on Rudloe Drive. The eastbound and westbound bus stops are located approximately 120m and 230m from the centre of the application site, respectively.
- 4.19 These bus stops are served by the number 8 bus, which operates seven days a week, between Quedgeley and Brockworth. A summary of the bus timetable is provided in **Table 4.2**, full bus stop timetables are provided at **Appendix B**.





Bus	Route Served	Days	Timetable Summary		
			First Service	Approx. Frequency	Last Service
8	Quedgeley – Gloucester – Hucclecote – Brockworth	Mon - Fri	06:01	20 minutes	23:29
		Sat	06:46	20 minutes	23:29
		Sun	09:26	30 minutes	19:21
	Brockworth – Hucclecote – Gloucester – Quedgeley	Mon - Fri	05:45	20 minutes	23:06
		Sat	06:30	20 minutes	23:06
		Sun	09:09	30 minutes	19:06

**Table 4.2** Bus Stop Timetable Summary

4.20 The bus services that frequent the aforementioned stops are suitable for residents to travel to employment destinations, and for leisure and recreation uses in evenings or on weekends.

### Rail

4.21 The nearest rail station is Gloucester Railway Station, which is located approximately 7km north of the application site. Gloucester Railway Station can be accessed by the number 8 bus service, with an approximate journey time of 30 minutes. Alternatively, it would take approximately 26 minutes to cycle to the station from the application site, utilising NCR 41.

4.22 The station is managed by Great Western Railway; it has four platforms, and a range of facilities typically required by commuters.

4.23 Gloucester Railway Station runs direct trains to London Paddington, Cheltenham Spa, Cardiff Central and Great Malvern amongst others. The rail services from Gloucester Railway Station are appropriate to provide access to a range of regional and national employment destinations, which will be of benefit to prospective residents.

### Summary

4.24 This section has assessed the accessibility of the development by non-car modes. It has been demonstrated that the development can be described as having good accessibility, with suitable footways / cycleways and frequent bus services. The site is therefore considered to have real potential to promote sustainable transport modes and reduce single occupancy car dependency.



## 5 Modal Split Targets

- 5.1 Monitoring of the Travel Plan will be the responsibility of the TPC. The TPC will supply GCC with updated statistical data showing how residents travel to and from the site, along with details of the measures employed to encourage sustainable travel.
- 5.2 A baseline travel survey will be undertaken once the development reaches 50% occupation. Due to the size of the development (up to 150 dwellings), it is considered that a baseline survey at 50% occupation will provide an adequate illustration of travel habits.
- 5.3 Surveys will then be undertaken in the first, third, and fifth years following 50% occupation to ascertain modal splits and determine if the targets and objectives of this RTP are being met. An example travel survey has been provided at **Appendix C**.
- 5.4 Targets for the scale of modal split against which the success of the RTP can be measured need to be SMART (Specific, Measurable, Achievable, Realistic, and Timed).
- 5.5 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 the Gloucester 015 output area.
- 5.6 GCC Travel Plan Guide for New Developments 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'.
- 5.7 On this basis, **Table 5.1** sets out initial modal split targets based on a 10% reduction in single occupancy car journeys.

Mode of Travel	Census Modal Split	Interim Modal Split Targets		
		Year 1	Year 3	Year 5
Driving a car or van	71.61%	70.18%	67.32%	64.45%
Bus, minibus or coach	6.76%	7.12%	7.85%	8.58%
On foot	6.76%	7.12%	7.85%	8.58%
Passenger in a car or van	5.78%	6.09%	6.71%	7.34%
Bicycle	3.53%	3.72%	4.10%	4.48%
Work mainly at or from home	3.07%	3.24%	3.57%	3.90%
Motorcycle, scooter or moped	1.12%	1.12%	1.12%	1.12%
Train	0.70%	0.74%	0.81%	0.89%
Taxi	0.16%	0.16%	0.16%	0.16%
Other method of travel to work	0.51%	0.51%	0.51%	0.51%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100.1%*</b>

**Table 5.1** Percentage Modal Split Targets

(\*Subject to rounding)



- 5.8 It is noted that the Census data provided in **Table 5.1** was collected in 2011. Due to changes in the way people work following COVID-19 restrictions, it is forecast that a much higher percentage of residents will choose to work from home than currently set out in the interim modal split targets.



## 6 Travel Plan Measures

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### Marketing and Promotion

- 6.1 Marketing and promotion of the RTP and sustainable travel opportunities and benefits will be the responsibility of the developer. The sales process will incorporate the RTP and make potential residents aware of the commitment to sustainable travel at the development from the outset.

### Travel Plan Measures

#### Travel Information Pack

- 6.2 A Travel Information Pack (TIP) will be provided on first occupation for each dwelling. The TIP will include various travel information, which will identify means of sustainable travel for residents. Specifically, the TIP will contain the following:
- a) A local facilities map, including public rights of way;
  - b) Information on nearby bus stops and bus routes;
  - c) Information on rail timetables;
  - d) Information on car sharing initiatives;
  - e) Links to relevant sustainable travel apps;
  - f) Details of local cycle stores; and
  - g) Information on marketing and promotional events.
- 6.3 Updated information should be provided to residents throughout the lifetime of the RTP; such information should be provided in the form of a sustainable travel newsletter, to be issued biennially to residents, alongside the required travel surveys.

#### Walking and Cycling Measures

- 6.4 As identified in **Section 5**, the 2011 Census identified walking as the second most popular travel mode amongst commuters in the vicinity of the application site. As such, it is considered that this will be the easiest mode to promote to residents.
- 6.5 The internal site will accommodate suitable footpaths and footways, originating from Rudloe Drive and providing pedestrian access to most dwellings on-site. Some dwellings will be accessed via a shared surface private drive arrangement, which will be designed to GCC standards.
- 6.6 Details of walking and cycling routes will be included as part of the TIP for new residents, and they will be made aware of walking and cycling initiatives they can get involved with, such as [livingstreets.org.uk](http://livingstreets.org.uk) and [sustrans.org.uk](http://sustrans.org.uk).
- 6.7 Residents will be encouraged to ask their employers about cycle to work schemes. Such initiatives can make cycle purchase much more affordable and will help positively influence cycle ownership at the development.
- 6.8 Secure and covered cycle parking will be provided at the development in the form of a locked rear garden shed or garage at each dwelling.



### Public Transport Measures

- 6.9 Public transport timetables, both bus and rail, will be provided to residents in the form of the TIP. In addition, a map will be produced demonstrating the location of nearby public transport links.
- 6.10 Residents will be made aware of timetable apps and websites such as National Rail's 'Pocket Timetable Tool', which gives the user flexibility to create a timetable that is tailored to their own individual journey that can be downloaded onto a mobile.
- 6.11 The bus service operating in the vicinity of the site is managed by Stagecoach. 'MegaRider' tickets in Gloucester are available through the Stagecoach website, either via an online subscription or one off purchase. Residents will be informed of the monetary benefits to purchasing travel tickets online, as they will be more likely to travel by bus for other journeys if the ticket is already paid for. There are multiple different options for ticket purchasing available online, which residents can use to tailor the service to match their needs.

### Car Measures

- 6.12 Residents will be made aware of car sharing websites such as [liftshare.com](https://www.liftshare.com) and [blablacar.co.uk](https://www.blablacar.co.uk), which allow drivers and commuters to share their journeys with others travelling in similar directions.
- 6.13 All dwellings will be provided with access to electric vehicle (EV) charging facilities, which will seek to proliferate EV ownership at the development.
- 6.14 Information regarding the ownership of less cars will be provided to residents, including the forecast financial benefits. Once the baseline survey has been undertaken, this information can be targeted at dwellings above the average car ownership level.

### Travel Plan Support Measures

- 6.15 In addition to the production of the TIP, and the appointment of a TPC, other general measures to support the implementation of the RTP will be adopted.
- 6.16 Firstly, all sales staff at the development will be required to undergo training on the aims and objectives of this RTP; this can either be led by the developer or by the appointed TPC. If sales staff can inform residents of the RTP from an early stage, it will have a more positive impact on sustainable travel as the site progresses. In addition, it is considered that moving dwelling / moving to a new area presents a key opportunity to instil a positive mindset towards sustainable travel, in which the sales staff will play an important role.
- 6.17 ThinkTravel is a GCC service that provides a wide range of information on sustainable travel in Gloucestershire, including walking, public transport, cycling, e-scooters and community transport needs. These services will be promoted to residents in the form of the TIP.
- 6.18 **Table 6.1** sets out additional sustainable travel websites that will be promoted to residents of the site.



Website	Function
<a href="http://lovetoride.net/gloucestershire">lovetoride.net/gloucestershire</a>	Various information on cycle travel in Gloucestershire, including safety tips, cycle groups, challenges. The site also includes social aspects, where riders can share their journeys and photos.
<a href="http://komoot.com">komoot.com</a>	An online walking and cycling journey planner tool.
<a href="http://thinktravel.info">thinktravel.info</a>	Information on sustainable travel modes in Gloucestershire, including walking, public transport, cycling, e-scooters and community transport needs.
<a href="http://liftshare.com/uk/community/gloucestershire">liftshare.com/uk/community/gloucestershire</a>	A car sharing website, specifically for Gloucestershire, but with the function for UK wide trips. Drivers and passengers can share their journeys to find suitable car share matches.
<a href="http://enrouteparking.com">enrouteparking.com</a>	An online database on parking spaces available for car sharers.

**Table 6.1** Sustainable Travel Websites



## 7 Action Plan

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### Introduction

- 7.1 Key to the success of the RTP 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.
- 7.2 This section outlines measures that will be implemented as part of this RTP. These measures will include making best use of the current facilities, as well as creating further incentive for future residents and visitors to use sustainable transport modes of travel. The implementation of the RTP and the measures contained within it will be flexible.

### Action Plan

- 7.3 A comprehensive set of initiatives and measures is set out on the following pages. The recommended measures have been drawn from best practice, Travel Plan guidance and case studies throughout the UK.
- 7.4 The Action Plan has been broken down into four main strategy sections relating to the scope of the RTP, which comprise the following:
- a) Walking and cycling strategy;
  - b) Public transport strategy;
  - c) Car user strategy; and
  - d) Additional RTP support measures.
- 7.5 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	Timeframe	Cost	Responsibility
WC1	<b>Internal Footway Provision</b>	Provide internal footways to GCC standards.	During construction phase	Construction costs	Developer
WC2	<b>Walking and Cycling Websites</b>	Provide residents with information such as <a href="http://livingstreets.org.uk">livingstreets.org.uk</a> and <a href="http://sustrans.org.uk">sustrans.org.uk</a> , which contain walking and cycling information.	Following first occupation	TPC / TIP costs	TPC
WC3	<b>Cycling Initiatives</b>	Suggest residents speak with their employers regarding cycle to work initiatives.	Following first occupation	TPC / TIP costs	TPC

**Table 7.1** Walking and Cycling Action Plan





## Public Transport Strategy

	Measure	Action	Timeframe	Cost	Responsibility
PT1	<b>Public Transport Timetables</b>	Provide residents with up-to-date bus and rail timetable information.	Following first occupation	TPC / TIP costs	TPC
PT2	<b>Pocket Timetable</b>	Promote National Rail's Pocket Timetable tool to allow residents easy access to rail timetables.	Following first occupation	TPC / TIP costs	TPC
PT3	<b>MegaRider Tickets</b>	Promote the benefits of purchasing a Stagecoach MegaRider ticket. Residents are more likely to utilise the bus if they have a pre-paid unlimited travel ticket.	Following first occupation	TPC / TIP costs	TPC

**Table 7.2** Public Transport Action Plan



## Car User Strategy

	Measure	Action	Timeframe	Cost	Responsibility
CU1	Car Sharing	Promote the use of car sharing amongst residents. This can be done by encouraging residents to car with one-another, but also by promoting websites such as <a href="http://liftshare.com">liftshare.com</a> .	Following first occupation	TPC / TIP costs	TPC
CU2	Electric Vehicle Charging	Install EV charging facilities at all dwellings.	During construction phase	Construction costs	Developer
CU3	Encourage Lower Car Ownership	Inform residents on the benefits of owning less cars. The site is suitably located to access sustainable travel modes, therefore it is reasonable to assume that households would be able to own only one car.	Following first occupation	TPC / TIP costs	TPC

**Table 7.3** Car User Action Plan



## Travel Plan Support Measures

	Measure	Action	Timeframe	Cost	Responsibility
TP1	<b>Travel Plan Co-ordinator</b>	Rappor have been appointed as the TPC to oversee and implement the RTP.	n/a	TPC costs	Developer
TP2	<b>Travel Information Pack</b>	Produce a TIP to provide to residents containing information on all aspects of sustainable travel.	Following first occupation	TPC / TIP costs	TPC
TP3	<b>Staff Training</b>	Provide information to staff regarding the implementation of the RTP. It is vital that staff are aware of the process to encourage residents to travel sustainable from the outset.	Prior to first occupation	TPC costs	TPC / Developer
TP4	<b>ThinkTravel</b>	Utilise available ThinkTravel information to allow residents to make smarter choices regarding their travel habits.	Following first occupation	TPC / TIP costs	TPC
TP5	<b>Sustainable Travel Websites / Apps</b>	Promote relevant sustainable travel websites / apps to residents.	Following first occupation	TPC / TIP costs	TPC

**Table 7.4** Additional Support Action Plan



## 8 Monitoring and Review

- 8.1 An effective monitoring and review process is important to establish how successful the RTP 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 RTP targets have been met.
- 8.2 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 RTP. As part of the monitoring process, it is important to establish the baseline conditions.

### Travel Plan Monitoring

- 8.3 For the on-going management of the RTP to be successful and to deliver the desired outcomes, it is important that the parties involved in the delivery of the RTP, including the Developer / TPC and GCC, work effectively in partnership to achieve the desired results.
- 8.4 Monitoring of travel patterns over time, to ascertain whether the initiatives of the RTP are proving successful and whether there has been a shift to more sustainable modes of transport, requires on-going travel surveys to be undertaken.
- 8.5 The RTP will be actively managed and monitored by the TPC for a period of five-years, following 50% occupation, with surveys undertaken in the first, third and fifth years.
- 8.6 A baseline staff travel survey will be undertaken at 50% occupation of the development. Follow up monitoring surveys will then be conducted one, three and five years following the baseline survey, as shown in **Table 8.1**. 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 RTP against the objectives and targets.

	Year 1	Year 2	Year 3	Year 5	Year 5
Travel Survey	✓		✓		✓

**Table 8.1** Programme of Surveys

- 8.7 Monitoring reports will be issued to GCC within six weeks of the survey results, to demonstrate how the RTP has been implemented for the year.

Appendix A – 21/00490/OUT Decision Notice

**APPLICATION NO: 21/00490/OUT**  
**VALIDATED ON: 21st April 2021**

**TO:**

Mrs Kirsty Maguire  
Robert Hitchens Limited  
The Manor  
Boddington  
Cheltenham  
GL51 0TJ

**TOWN AND COUNTRY PLANNING ACT 1990**  
**TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE)**  
**(ENGLAND) ORDER 2015**

**Location:** Land North Of Rudloe Drive, Rudloe Drive Kingsway, Quedgeley,  
Gloucester

**Proposal:** Residential development (up to 150 dwellings), associated  
infrastructure, ancillary facilities, open space and landscaping. (Outline  
Application with all matters Reserved)

In pursuance of its powers under the above-mentioned Act and Order the City Council as the Local Planning Authority **GRANT OUTLINE PERMISSION** for the development described above in accordance with the terms of the above application and the plan/s submitted therewith subject to the following conditions:

**Condition 1**

(a) approval of the details of the siting, design and external appearance of the building, the means of access thereto and the landscaping of the site (hereinafter called the "reserved matters") shall be obtained from the City Council.

(b) application for approval of the reserved matters shall be made to the City Council before the expiration of 3 years from the date of this decision.

**Condition 2**

The development hereby permitted shall be begun on or before the expiration of 5 years of the date of this decision, or 2 years from the date of approval of the last of the reserved matters to be approved, whichever is the later;

And the following further conditions:

**Condition 1**

a) No development hereby approved shall take place on any part of the site until approval of the details of the layout, scale and external appearance of the development, the means of access thereto and the landscaping (hereinafter called the "reserved matters") for that part of the development have been submitted to and approved in writing by the local planning authority.

Reserved Matter applications can be submitted for all or part of the site and the development shall be carried out in accordance with the approved details.

(b) application for approval of the reserved matters shall be made to the local planning authority before the expiration of 3 years from the date of this decision and the development shall be carried out in accordance with the approved details.

**Reason**

Required to be imposed by Section 92 of the Town and Country Planning Act 1990.

**Condition 2**

The development hereby permitted shall be begun on or before the expiration of three years of the date of this decision, or 2 years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

**Reason**

Required to be imposed by Section 92 of the Town and Country Planning Act 1990.

**Condition 3**

This outline planning permission relates solely to the description of the development as set out in the Planning Application and development shall be undertaken in accordance with the submitted details, including the following documents and plans:

- o Location Plan 309.P.1 Rev C

**Reason**

To define the terms of the outline permission

**Condition 4**

The first application for the approval of reserved matters (and any subsequent reserved matters application) shall include a detailed plan, showing the levels of the existing site, the proposed levels of the site, the proposed slab levels of the dwellings approved and a datum point outside of the site. Development shall be carried out in accordance with the approved details.

**Reason**

In order to define the permission and ensure that the development is of a scale and height appropriate to the site in accordance with Joint Core Strategy Policies SD10 & SD14.

**Condition 5**

Reserved matters applications shall be accompanied by details of any land raising proposed. This shall include a detailed plan, showing the levels of the existing site, the proposed levels of the site, the proposed slab levels of the dwellings approved and a datum point outside of the site. Development shall be carried out in accordance with the approved details.

**Reason**

The application refers to proposals for land raising that are not included in the outline application details and are required in order to consider design and residential amenity issues. This approval shall not be taken to tacitly accept land raising purported to be necessary for gravity drainage or any other reason, and the matter shall be further assessed at the reserved matters stage. In order to define the permission and ensure that the development is of a scale and height appropriate to the site.

**Condition 6**

No building works hereby permitted shall be commenced until detailed plans for surface water

drainage works have been submitted to and approved in writing by the local planning authority. The information submitted shall be in accordance with the principles set out in the approved drainage strategy. The submitted details shall:

- I. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- II. include a timetable for its implementation

**Reason**

To ensure that the development is provided with a satisfactory means of drainage as well as to reduce the risk of creating or exacerbating a flooding problem and to minimise the risk of pollution for the lifetime of the development.

**Condition 7**

Prior to the occupation of any building hereby approved surface water drainage works shall have been implemented in accordance with details that have been approved in writing by the local planning authority. Implementation will include the provision of a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

**Reason**

To ensure the continued operation and maintenance of drainage features serving the site and avoid flooding for the lifetime of the development.

**Condition 8**

The development hereby permitted should not commence until drainage plans for the disposal of foul and surface water flows have been submitted to and approved by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details before the development is first brought into use.

**Reason**

This is to ensure that the development is provided with a satisfactory means of drainage as well as to prevent or to avoid exacerbating any flooding issues and to minimise the risk of pollution.

**Condition 9**

Reserved matters applications shall be accompanied by details , OR  
Prior to the commencement of above ground development, details of façade and glazing design for all buildings with frontage to Rudloe Drive (or to be defined on a plan) shall be submitted to and approved in writing by the Local Planning Authority, to demonstrate that internal noise level criteria from BS8233:2014 (or subsequent equivalent replacement standard) for residential use within that phase can be achieved. No residential unit for which measures are identified as required within the approved details shall be occupied until those measures have been implemented in full.

**Reason**

To ensure acceptable living conditions in accordance with policy SD4 and SD14 of Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (2017).

**Condition 10**

Reserved matters applications shall be accompanied by a report setting out the mitigation measures to be adopted in the development to mitigate the impact of the public house use on the living conditions of future occupants of the development, including a Noise Report establishing that



the noise levels within properties would meet the applicable standards.

**Reason**

To ensure acceptable living conditions, including to address units in close proximity to the public house, for which further evidence is required to inform the specification in accordance with policy SD4 and SD14 of Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (2017).

**Condition 11**

During the construction phase no machinery shall be operated, no process shall be carried out and no deliveries taken at or despatched from the site outside the following times: Monday-Friday 8.00 am-6.00pm, Saturday 8.00 am-1.00 pm nor at any time on Sundays, Bank or Public Holidays.

**Reason**

To protect the amenity of local residents in accordance with policy SD4 and SD14 of Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (2017).

**Condition 12**

Landscaping schemes submitted with reserved matters applications shall include scaled drawings and a written specification clearly describing the species, sizes, densities, planting number of all trees, hedgerows and other landscaping features to be planted, the provision of root protection barriers, a specification of the details for the tree planting pits, the areas to be grassed and the treatment of any hard-surfaced areas. Drawings must include accurate details of all existing trees and hedgerows with their location, species, size, condition, any proposed tree surgery and an indication of which are to be retained and which are to be removed. No trees shall be planted within 5 metres of the watercourse.

**Reason**

To ensure a satisfactory and well-planned development and to preserve, enhance the quality of the environment and to enhance the biodiversity of the area. Landscaping also has the potential to impact on the integrity of the waterway and it is necessary to assess this and determine future maintenance responsibilities for the planting. Landscaping affects how the waterway is perceived and any trees within 5 metres of the waterway may have the potential to impact on the structural integrity of the waterway structure.

**Condition 13**

The landscaping scheme shall include a timetable for planting and maintenance schedules and shall be completed no later than the first planting season following the completion of the development. If within a period of five years from the date of planting any trees, shrubs or other plants, or any tree planted in replacement, are removed, uprooted, destroyed or die, or become, in the opinion of the Local Planning Authority, seriously damaged or defective, they shall be replaced during the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation. If any plants fail more than once they shall continue to be replaced on an annual basis until the end of the 5-year maintenance period.

**Reason**

To ensure a satisfactory and well-planned development and to preserve and enhance the quality of the environment.

**Condition 14**

The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved details specified in the Arboricultural Survey, Impact Assessment and Protection Plan before any development including demolition, site clearance, materials delivery or erection of site buildings, starts on the site. The approved tree protection measures shall remain in place until

the completion of development or unless otherwise agreed in writing with the Local Planning Authority. Excavations of any kind, alterations in soil levels, storage of any materials, soil, equipment, fuel, machinery or plant, site compounds, latrines, vehicle parking and delivery areas, fires and any other activities liable to be harmful to trees and hedgerows are prohibited within any area fenced, unless agreed in writing with the Local Planning Authority.

**Reason**

To ensure adequate protection to existing trees which are to be retained, in the interests of the character and amenities of the area in accordance with Policies SD6 & INF3 of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (2017) The details are required prior to commencement to ensure that appropriate provision is in place before any work is commenced.

**Condition 15**

External lighting to the development shall be installed only in accordance with a lighting strategy to be submitted to and approved in writing by the Local Planning Authority. The Strategy shall include but is not limited to; clearly detailing the locations of proposed external lighting fixtures and the associated light spill that would be caused into adjacent habitats and locations of external lighting, and any mitigation measures. Lighting shall only be operated in accordance with any required mitigation measures that are approved.

**Reason**

To mitigate any impact on ecology particularly habitats adjacent to the site.

**Condition 16**

Prior to the commencement of development an Ecological Enhancement Plan (EEP) shall be submitted to and approved in writing by the Local Planning Authority. The EEP shall include but not limited to details of the locations of the ecological enhancements including for bats, badgers, nesting birds and invertebrates, and shall include bat boxes, bird boxes, log piles, permeable fencing and hedgehog houses.

**Reason**

To preserve and enhance biodiversity in line with the submitted Ecology report which needs to be expanded on.

**Condition 17**

An information pack setting out the location and sensitivities of the Cotswold Beechwoods Special Area of Conservation and Severn Estuary Special Protection Area, Special Area of Conservation and Ramsar Site (and Alney Island Nature Reserve as the functionally linked area), how to avoid negatively affecting them, alternative locations for outdoor recreational activities and off road cycling, recommendations to dog owners for times of year dogs should be kept on lead when using sensitive sites (i.e. to avoid disturbance to nesting birds), and general information on the informal, outdoor recreation opportunities in relation to the site and surroundings, shall be submitted to and approved in writing by the Local Planning Authority and thereafter two copies of the approved information pack shall be issued to each new residential occupier prior to the occupation of each respective new dwelling hereby permitted.

**Reason**

To ensure no adverse effects on the integrity of the Cotswolds Commons and Beechwoods SAC and the Severn Estuary SPA, SAC and Ramsar Site as a result of the development.

**Condition 18**

Reserved Matters applications shall be accompanied by an Energy Statement that clearly sets out the predicted annual energy demand from the development and associated annual carbon dioxide

emissions, and demonstrates how the development contributes to the aims of sustainability by increasing energy efficiency. The application shall include clear details of any proposed measures including detailing any external facilities on the submitted plans and/or associated documents.

**Reason**

To assess the contribution to sustainable design and construction.

**Condition 19**

The development hereby permitted shall not be first occupied until the proposed dwellings have been fitted with an electric vehicle charging point. The charging points shall comply with BS EN 62196 Mode 3 or 4 charging and BS EN 61851 and Manual for Gloucestershire Streets. The electric vehicle charging points shall be retained for the lifetime of the development unless they need to be replaced in which case the replacement charging points shall be of the same specification or a higher specification in terms of charging performance.

**Reason**

To promote sustainable travel and healthy communities.

**Condition 20**

The Development hereby approved shall not be occupied until sheltered, secure and accessible bicycle parking has been provided in accordance with details which shall first be submitted to and approved in writing by the Local Planning Authority and thereafter the approved cycle parking shall be kept available for the parking of bicycles only.

**Reason**

To contribute to sustainable design and transport

**Condition 21**

Prior to commencement of the development hereby permitted details of a construction management plan or construction method statement shall be submitted to and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall include but not be restricted to:

- o Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
- o Advisory routes for construction traffic;
- o Any temporary access to the site;
- o Locations for loading/unloading and storage of plant, waste and construction materials;
- o Method of preventing mud and dust being carried onto the highway;
- o Arrangements for turning vehicles;
- o Arrangements to receive abnormal loads or unusually large vehicles; and
- o 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 and amenity of the local area , and to accommodate the efficient delivery of goods and supplies in accordance paragraph 35 of the National Planning Policy Framework and policy SD4 and SD14 of the Joint Core Strategy. Details are required prior to commencement to ensure that appropriate measures are in place at the first stage before work starts on site.

**Condition 22**

Notwithstanding the details submitted the Development hereby approved shall not be occupied until the applicant has submitted a travel plan in writing to the Local Planning Authority that promotes sustainable forms of access to the development site and this has been approved in writing by the Local Planning Authority. This plan will thereafter be implemented and updated.

**Reason**

To reduce vehicle movements and promote sustainable access. Construction Management Plan Prior to commencement of the development hereby permitted details of a construction management plan shall be submitted to and approved in writing by the Local Planning Authority. The approved plan shall be adhered to throughout

**Condition 23**

Unless otherwise agreed by the Local Planning Authority development, other than that required to be carried out as part of an approved scheme of remediation, must not commence until paragraphs 1 to 6 of this condition have been complied with:

1. A preliminary risk assessment must be carried out. This study shall take the form of a Phase I desk study and site walkover and shall include the identification of previous site uses, potential contaminants that might reasonably be expected given those uses and any other relevant information. The preliminary risk assessment report shall contain a diagrammatical representation (conceptual model) based on the information above and shall include all potential contaminants, sources and receptors to determine whether a site investigation is required and this should be detailed in a report supplied to the Local Planning Authority. The risk assessment must be approved in writing before any development takes place.

2. Where an unacceptable risk is identified a scheme for detailed site investigation must be submitted to and approved in writing by the Local Planning Authority prior to being undertaken. The scheme must be designed to assess the nature and extent of any contamination and must be led by the findings of the preliminary risk assessment. The investigation and risk assessment scheme must be compiled by competent persons and must be designed in accordance with the Environment Agency's "Land Contamination: Risk Management" guidance.

3. Detailed site investigation and risk assessment must be undertaken and a written report of the findings produced. This report must be approved by the Local Planning Authority prior to any development taking place. The investigation and risk assessment must be undertaken by competent persons and must be conducted in accordance with the Environment Agency's "Land Contamination: Risk Management" guidance.

4. Where identified as necessary a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to identified receptors must be prepared and is subject to the approval of the Local Planning Authority in advance of undertaking. The remediation scheme must ensure that the site will not qualify as Contaminated Land under Part 2A Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

5. The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development, other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority.

6. Following the completion of the measures identified in the approved remediation scheme a validation report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval of the Local Planning Authority prior to the occupation of

any buildings.

7. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and where necessary a remediation scheme must be prepared, these will be subject to the approval of the Local Planning Authority. Following the completion of any measures identified in the approved remediation scheme a validation report must be prepared, which is subject to the approval in writing of the Local Planning Authority prior to the occupation of any buildings.

**Reason:** To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy FRP.15 of the Second Deposit City of Gloucester Local Plan (2002).

## **Informatives**

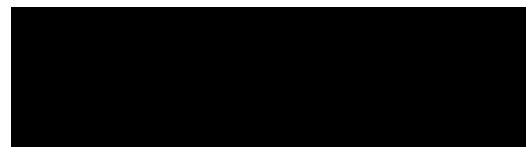
### **Travel Plan**

1. The proposed development will require a Travel Plan as part of the transport mitigation package (together with a Monitoring Fee and Default Payment) and the Applicant/Developer is required to enter into a legally binding Planning Obligation Agreement with the County Council to secure the Travel Plan.

Construction Management Plan (CMP)

2. It is expected that contractors are registered with the Considerate Constructors scheme and comply with the code of conduct in full, but particularly reference is made to "respecting the community" this says: Constructors should give utmost consideration to their impact on neighbours and the public Informing, respecting and showing courtesy to those affected by the work; Minimising the impact of deliveries, parking and work on the public highway; Contributing to and supporting the local community and economy; and Working to create a positive and enduring impression, and promoting the Code. The CEMP should clearly identify how the principle contractor will engage with the local community; this should be tailored to local circumstances. Contractors should also confirm how they will manage any local concerns and complaints and provide an agreed Service Level Agreement for responding to said issues. Contractors should ensure that courtesy boards are provided and information shared with the local community relating to the timing of operations and contact details for the site coordinator in the event of any difficulties. This does not offer any relief to obligations under existing Legislation.

**Date: 9th July 2021**



**Head of Place**

PLEASE SEE NOTES SET OUT IN THE ENCLOSED LEAFLET

## Appendix B – Bus Stop Timetables

**8** Quedgeley - Kingsway - Gloucester - Hucclecote - Brockworth

Stagecoach West



The numbers circled indicate approximate timings in minutes from Quedgeley, Kingsway Health Centre

**Mondays to Fridays**

Bus times as at 9th May 2022

Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note
0601	8	0803	8 2	1006	8	1206	8	1406	8	1618	8	1827	8	2329	8 2		
0633	8	0823	8	1026	8	1226	8	1426	8	1638	8	1857	8 2				
0653	8	0846	8	1046	8	1246	8	1446	8	1658	8	1929	8				
0713	8	0906	8	1106	8	1306	8	1506	8	1718	8	2029	8				
0733	8	0926	8	1126	8	1326	8	1533	8	1738	8	2129	8				
0748	8	0946	8	1146	8	1346	8	1558	8	1758	8 2	2229	8				

**Saturdays**

Bus times as at 14th May 2022

Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note
0646	8	0906	8	1046	8	1226	8	1406	8	1546	8	1726	8	1929	8		
0716	8	0926	8	1106	8	1246	8	1426	8	1606	8	1746	8	2029	8		
0746	8	0946	8	1126	8	1306	8	1446	8	1626	8	1806	8 2	2129	8		
0816	8	1006	8	1146	8	1326	8	1506	8	1646	8	1829	8	2229	8		
0846	8	1026	8	1206	8	1346	8	1526	8	1706	8	1859	8 2	2329	8 2		

**Sundays**

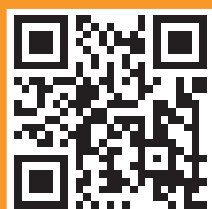
Bus times as at 15th May 2022

Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note
0926	8	1056	8	1226	8	1356	8	1526	8	1656	8	1826	8 1
0956	8	1126	8	1256	8	1426	8	1556	8	1726	8	1921	8 2
1026	8	1156	8	1326	8	1456	8	1626	8	1756	8 2		

**Notes:** 1 - terminates at Brockworth, Whittle Inn 2 - terminates at Gloucester, Clarence Street  
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.

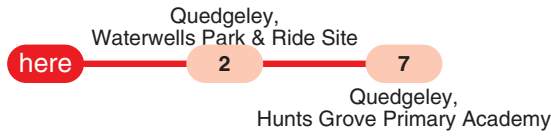
Code for this stop: **glogwdwg**

**NextBuses**

Bus times by mobile browser



**8 Brockworth - Abbeymead - Gloucester - Kingsway - Quedgeley** Stagecoach West 



**C65 Lower Tuffley - Cirencester** Stagecoach West 



The numbers circled indicate approximate timings in minutes from Quedgeley, Kingsway Health Centre

**Mondays to Fridays** Bus times as at 9th May 2022

Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note
0545	8	0731	C65 Sch	0929	8	1129	8	1329	8	1529	8	1734	8	1914	8		
0617	8	0745	8	0949	8	1149	8	1349	8	1554	8	1749	8	2006	8		
0637	8	0805	8	1009	8	1209	8	1409	8	1619	8	1804	8	2106	8		
0657	8	0825	8	1029	8	1229	8	1429	8	1639	8	1819	8	2206	8		
0715	8	0845	8	1049	8	1249	8	1449	8	1659	8	1834	8	2306	8		
0730	8	0909	8	1109	8	1309	8	1509	8	1719	8	1854	8				

**Saturdays** Bus times as at 14th May 2022


Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note
0630	8	0949	8	1129	8	1309	8	1449	8	1629	8	1809	8	2106	8
0730	8	1009	8	1149	8	1329	8	1509	8	1649	8	1829	8	2206	8
0829	8	1029	8	1209	8	1349	8	1529	8	1709	8	1846	8	2306	8
0859	8	1049	8	1229	8	1409	8	1549	8	1729	8	1906	8		
0929	8	1109	8	1249	8	1429	8	1609	8	1749	8	2006	8		

**Sundays** Bus times as at 15th May 2022

Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note		
0909	8	1109	8	1239	8	1409	8	1539	8	1709	8	1906	8
1009	8	1139	8	1309	8	1439	8	1609	8	1739	8		
1039	8	1209	8	1339	8	1509	8	1639	8	1809	8		

**Notes:** Sch - Cirencester College 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: **glogwdwj**

**NextBuses**  
Bus times by mobile browser





## Appendix C – Example Travel Survey

**We are currently researching existing travel behaviour within your area to establish travel patterns and encourage more sustainable travel choices.**

**This survey should take around five minutes to complete.**

1. If you are in employment, please choose your main mode of travel to work (i.e. the mode of travel you use for most of the week)

- |  |   |
|--|---|
| <input type="radio"/> Car                    | <input type="radio"/> Bus               |
| <input type="radio"/> Car Share              | <input type="radio"/> Train             |
| <input type="radio"/> On foot                | <input type="radio"/> Motorbike / moped |
| <input type="radio"/> Pedal bike             | <input type="radio"/> N/A               |
| <input type="radio"/> E-Bike                 |   |
| <input type="radio"/> Other (please specify) |   |

2. If you have school age children, how do they travel to school? Please answer on the basis that COVID-19 is not a considering factor.

- |  |   |
|--|---|
| <input type="radio"/> Car, with you          | <input type="radio"/> E-Bike            |
| <input type="radio"/> Car, with peers        | <input type="radio"/> Bus               |
| <input type="radio"/> Car, on their own      | <input type="radio"/> Train             |
| <input type="radio"/> On foot                | <input type="radio"/> Motorbike / moped |
| <input type="radio"/> Pedal bike             | <input type="radio"/> N/A               |
| <input type="radio"/> Other (please specify) |   |

3. How do you typically travel around Gloucester? (i.e. for leisure purposes etc.)

- |  |   |
|--|---|
| <input type="radio"/> Car                    | <input type="radio"/> Bus               |
| <input type="radio"/> Car share              | <input type="radio"/> Train             |
| <input type="radio"/> On foot                | <input type="radio"/> Motorbike / moped |
| <input type="radio"/> Pedal bike             | <input type="radio"/> N/A               |
| <input type="radio"/> E-Bike                 |   |
| <input type="radio"/> Other (please specify) |   |

4. How many cars are owned by your household?

- |                         |                          |
|-------------------------|--------------------------|
| <input type="radio"/> 0 | <input type="radio"/> 3  |
| <input type="radio"/> 1 | <input type="radio"/> 4+ |
| <input type="radio"/> 2 |                          |

5. Roughly, how far do you travel to work? (One-way)

Less than 1 mile

Over 20 miles

1 to 5 miles

N/A

6 to 20 miles

6. Are there any obstacles that prevent you from travelling sustainably? e.g. lack of cycle lanes, no direct bus routes where you need to go, you do not own a bike etc.

7. Is there anything that would encourage you to travel more sustainably? e.g. better lit routes, cheaper public transport, bicycle training etc.

8. Do you have any further transport related comments or concerns you would like to raise? For example are there any issues you would like to raise regarding a journey you regularly make, or are there any issues relevant to the development you would like to raise?

# rappor



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