

SECTION 2.2 Site Investigation Reports

2.2.5 Travel Plans

Workplace Travel Plan

Client: Cubico Bathrooms

Project: New Cubico Headquarters, Wakefield

Date: May 2022



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Appendix A	Decision Notice Application 20/02695/FUL
Appendix B	Site Masterplan

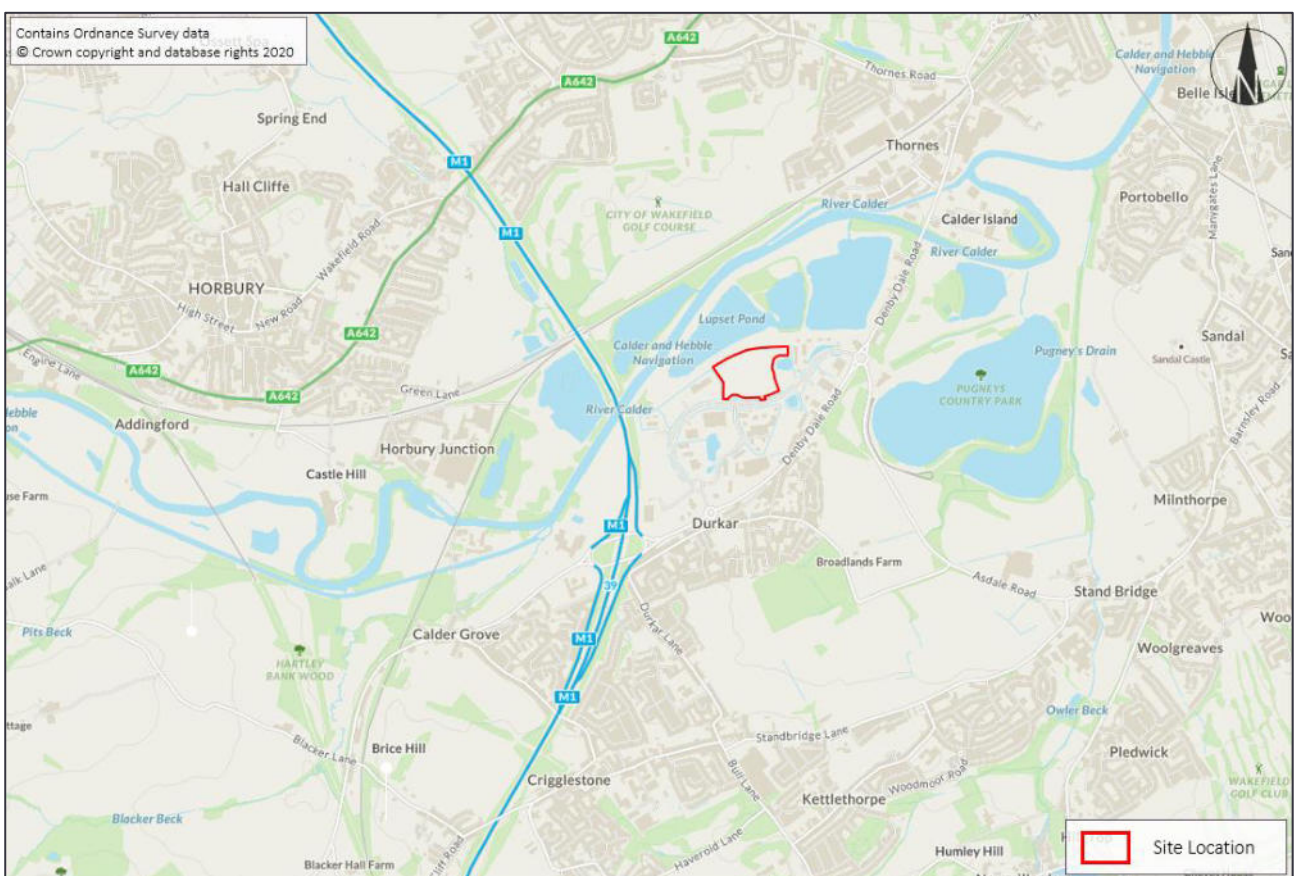
1. Introduction

1.1 Background

The Transportation Consultancy Ltd (“ttc”) has been commissioned by Cubico UK Limited ‘the client’ to produce a Workplace Travel Plan (WTP) in support of their new Headquarters located on Peel Avenue in Wakefield.

Figure 1.1 displays the location of the proposed development site.

Figure 1.1 Site Location



Mapping Source: www.ordnancesurvey.co.uk

1.2 Planning History

The site gained planning permission on 25th February 2021 for the erection of a single employment building for B8 uses with ancillary Class E offices. The site will be the new head offices for Cubico UK Limited to support the ongoing operation of the company.

As part of the planning permission, several planning conditions were attached to the decision notice. Planning Condition 18 (PC18) specifically refers to the pre-occupation condition in regard to a unit specific travel plan.

This Workplace Travel Plan has been produced to discharge Planning Condition 18 of Planning Permission 20/02695/FUL, which states the following.

Planning Condition 18 – *‘Within the first 3 months of any part of the development being brought into use, a Full Travel Plan shall be submitted to the Local Planning Authority for their approval in writing. The Travel Plan shall include measures to improve and encourage the use of sustainable transport. The Travel Plan shall include details of when these measures will be introduced. To support the promotion of the use of sustainable modes the Travel Plan shall also include: how the travel plan will be managed; targets aimed at lowering car use, particularly single occupancy trips, from/to the site; a programme for monitoring the Travel Plan and its progress and how the Travel Plan and its objective of more sustainable travel will be promoted. The approved Travel Plan shall be implemented within one month of the issuing of written approval of the travel plan by the Local Planning Authority and thereafter retained throughout the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority. Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment, to accord with policies CS4 and CS14 of the Council's adopted Local Development Framework Core Page 6 of 18 Strategy, policy D14 of the Council's adopted Local Development Framework Development Policies Document and the National Planning Policy Framework.’*

A full copy of the decision notice for application 20/02695/FUL is provided in **Appendix A**.

1.3 Aim and Scope of the Report

This Workplace Travel Plan (WTP) aims to provide all staff with a greater awareness of alternative sustainable modes of transport that are available and reduce the impact of private car trips to and from the site.

The end user of the site has been identified as headquarters for Cubico UK Limited who are bathroom product wholesalers for trade customers, it will be necessary to conduct and draw upon site specific surveys to allow the WTP to be developed into a full and bespoke Travel Plan once the site once fully occupied.

The purpose of this report is to set out the details of the initiatives, deliverables, preliminary targets, and responsibilities of the WTP. The document will be a recorded agreement between the Local Highway Authority (LHA) and Cubico who will pledge their commitment to delivering the WTP.

The content of this WTP includes the following:

- **Section 2** – The Travel Plan Process
- **Section 3** – Policy Background
- **Section 4** – Existing Transport Opportunities
- **Section 5** – Development Proposals
- **Section 6** – Travel Plan Management and Co-ordination
- **Section 7** – Objectives, Targets, Monitoring and Review
- **Section 8** – Travel Plan Initiatives
- **Section 9** – Action Plan

1.4 Contact Details

Until a Travel Plan Coordinator is appointed, correspondence associated with the WTP is being dealt with by the applicant and all correspondence should be directed through the applicant until notified otherwise.

2. Travel Plan Process

2.1 Introduction

A Travel Plan is a dynamic management tool which brings together transport and operational issues in a co-ordinated strategy. The emphasis is on increasing the choice of sustainable methods of travel and reducing single car occupancy usage.

A Travel Plan involves the development of a set of measures which can bring a number of benefits to staff based at the site and will seek to minimise local traffic impacts of the new development. The WTP aims to:

- Encourage the use of more sustainable modes of transport, such as walking, cycling, public transport and car sharing;
- Reduce unnecessary travel; and
- Encourage the use of sustainable travel by improving facilities, providing information, and raising awareness.

Travel planning is an ongoing process which will grow and develop with time. It is acknowledged that to be successful, the travel planning process should involve:

- A designated Travel Plan Co-ordinator (TPC) to be responsible for the development, implementation and day-to-day operation of the WTP;
- Communicating the various methods of transport and services available to staff;
- Regular liaison with the LHA Travel Planning team, service providers and other key stakeholders; and
- Ongoing review and amendment of the WTP to ensure it is a 'living' document and 'fit for purpose'.

A successful WTP can bring about the following benefits to staff such as:

- An effective, proactive approach to influencing the travel behaviour, ensuring safe and convenient access can be achieved;
- Demonstrating corporate, social and environmental responsibility by the operator of the site;
- Attracting less cars with improved safety benefits; and
- Having healthier and active staff.

A WTP can take a variety of forms to suit different organisations. This WTP is intended to:

- Influence the travel behaviour of staff and visitors by providing a greater awareness of the travel options available and ensuring facilities and connections are in place to facilitate travel by sustainable modes;
- Generate fewer single occupancy car trips than would otherwise be the case by encouraging modal shift;
- Reducing unnecessary travel; and
- Reducing car mileage and emissions.

3. Policy Background

3.1 National Policy

The **National Planning Policy Framework (NPPF)** sets out the basis for requiring and securing Travel Plans and indicates that they should be submitted alongside planning applications which are likely to generate significant amounts of movements. NPPF states the following:

Paragraph 113: *'All developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.'*

In accordance with the above policy this Travel Plan proposes a package of measures that seek to:

- Reduce reliance on the car through the reduction in the length and number of motorised journeys, in particular those carried out in single occupancy vehicles;
- Promote the use of alternative means of travel which are more sustainable and environmentally friendly; and
- Reduce emissions.

In addition to assisting in achieving Central Government aims and objectives, a Travel Plan can have a number of benefits to individuals and the local community as well as the site, such as:

- An improvement in the environmental image of the site;
- Improved access to the site for visitors and deliveries;
- Reduced traffic generation resulting in improved air quality, noise levels, local traffic conditions and a cleaner, more attractive environment;
- Reduced stress caused by driving, allied with improved health from adopting alternative travel habits;
- Enhancement of the role of walking and cycling in the local area and therefore an improved environment for all pedestrians and cyclists, and associated health benefits;
- Improved viability and therefore provision of local public transport services, which are available to those travelling to and from the site as well as the rest of the community; and
- A reviewable operation, so that any adverse transport impact can be quickly dealt with and emerging opportunities maximised.

3.2 Department for Transport Guidelines

In addition to the information contained within the NPPF, the Department for Transport (DfT) publication 'Travel Plans, Transport Assessments and Statements', which is one of several guidance documents contained within the 'Planning Practice Guidance' documents suite, provides further guidance on the development and implementation of Travel Plans.

The guidance strongly supports pre-application determination on the scope and content of the Travel Plan, stating:

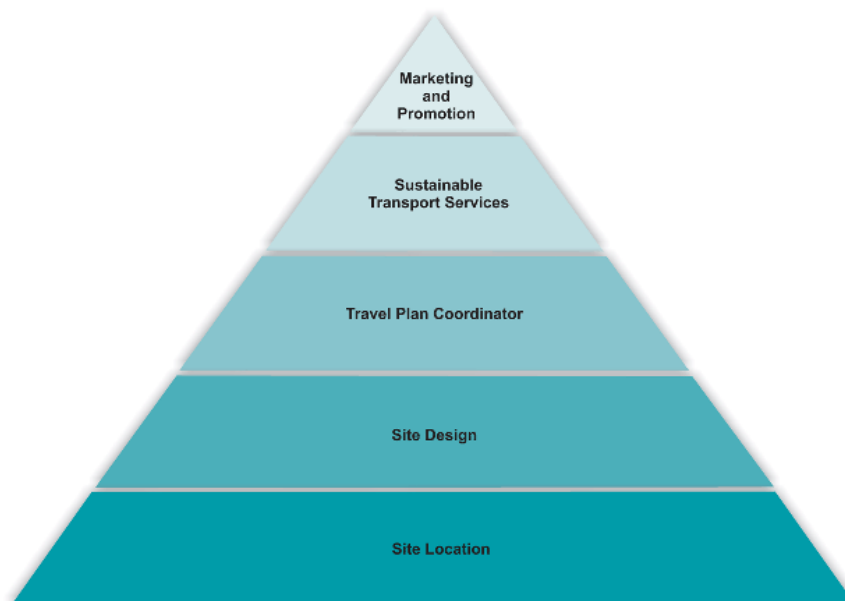
Consideration should be given at the pre-application stage to:

- the form and scope of the Travel Plan;
- the outcomes sought by the Travel Plan;
- the processes, timetables and costs potentially involved in delivering the required outcomes (including any relevant conditions and obligations);
- the scope of the information needed; and
- the proposals for the on-going management, implementation and review processes.

Whilst the former guidance contained within DfT Document 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' has been superseded by the 'Planning Practice Guidance' documents, it is considered that the 'pyramid of measures and actions' referenced within the aforementioned is still a useful guide when developing a Travel Plan.

There are five levels to the pyramid, with each level building on the lower levels. A version of the Travel Plan pyramid has been included to aid the development of the WTP. This is illustrated in **Figure 3.1**.

Figure 3.1 Travel Plan Pyramid



At the first level of this pyramid is the fundamental issue of site location. A Travel Plan cannot be used to justify development in an inappropriate location therefore the site must display sufficient proximity to local facilities and services. The next level comprises the physical characteristics that need to be incorporated into the design of the site from an early stage in order to reduce the need to travel and support walking, cycling and public transport use i.e., the 'hard' measures.

The next item required is the resource to facilitate and develop the measures in the plan, commonly a Travel Plan Coordinator (TPC) or similar nominated person is appointed to fulfil this role. The end user will take on the co-ordination role and assume responsibility for developing the full Travel Plan for the site.

The next level is the physical measures and services that need to be obtained for the site, such as public transport measures. The top tier of the pyramid is occupied by the 'soft' measures which are required to

promote the Travel Plan and raise its awareness to ensure that there is adequate take-up by users of the various services and facilities offered by the Plan.

3.3 Local Policy

The **Wakefield District Transport Strategy and Implementation Plan 2011-2026 (WDT SIP)** is an adopted planning document which outlines how the provision and usage of transport in the district will be maintained through strategies and schemes.

‘Travel Choices’ is identified in the **WDT SIP** as a crucial strategic area of transport that will contribute towards sustainable growth in Wakefield District. The **WDT SIP** details ‘Travel Choices’ as:

‘Increasing the number of sustainable travel options available to the public within the district, through travel planning, cycling, and walking, underpins our transport strategy, making it easier to access services and amenities by sustainable means.’

The WDT SIP seeks to deploy a strategy of requiring detailed Travel Planning to promote more sustainable ‘Travel Choices’. It is noted that:

‘Travel Planning is the means of encouraging residents, schools, and businesses to adopt more sustainable travel habits. Initiatives include such measures as: improved access to travel planning information; introducing flexible working arrangements; offering more parking spaces for lift-share or pool cars; and by encouraging staff to travel by public transport or by cycling or walking (or a combination of all three). Travel plan officers throughout West Yorkshire discuss and coordinate travel plan initiatives and have formed the West Yorkshire Travel Plan Network. The aim of this group is to support employers to promote more sustainable ways to travel to work. More details are provided on the wytravelplan.com website. In Wakefield district there are a number of organisations who have signed up to supporting sustainable travel to work, including Wakefield Council, Wakefield College, Wakefield District Housing (WDH) and Pell Frischman Consultants. Expanding this organisation network over the medium term is one of the strategy's aims: performance targets are being developed, such as reducing the percentage of solo-car use to work. Sustainable Travel Plans are required for new developments and are part of the planning conditions imposed.’

This Travel Plan has been developed with the local and national in mind and tailored to suit the needs of the client.

4. Existing Transport Opportunities

4.1 Introduction

The mode choice for any journey is dependent on a number of factors. These include the type of development, availability of walking and cycling routes, public transport services and distance from the site.

The method of transport chosen depends upon the facilities available at either end of the journey and to a lesser extent the choice of travel made by the individual who may prefer not to travel by private car. However, the overriding decision relates to location and trip purpose. This section of the WTP considers the sustainability of the existing site in terms of opportunities for walking and cycling and accessibility to public transport infrastructure and networks.

4.2 Site Location and Description

The site is located approximately 3.1km south of Wakefield City Centre within the Calder Park Industrial Estate situated off the A636 (Denby Dale Road) which is dominated by commercial premises.

The site lies directly to the north of Peel Avenue with the Calder Park Wetlands Nature Reserve forming the sites northern extent. The rest of the proposed development site is contained alongside commercial units to the east and west. The site in relation to the surrounding local highway network and sustainable transport options is illustrated in **Figure 4.1**.

Figure 4.1 Local Transport Network in Relation to the Proposed Development Site



4.3 Highway Network

The local highway network is managed and maintained by the Local Highway Authority (LHA), Wakefield Metropolitan District Council (WCC) and consist of the following links;

Peel Avenue

Peel Avenue is a single carriageway highway which runs in a horseshoe arrangement, with the trajectory of the junctions off the A636 coordinating a northeast to southwest alignment. The highway provides access to the wider highway network for the proposed development site. Peel Avenue is subject to a 30mph speed limit, is lit and provides pedestrian footways on both sides of the carriageway.

A636 (Denby Dale Road)

The A636, locally known as Deby Dales Road within proximity of the proposed development site, is a dual carriageway highway which routes along a northeast to southwest alignment. The highway acts as an important distributor of traffic between Wakefield and the southern portion of West Yorkshire, as the A636's northern extent terminates in Wakefield City Centre and provides access to the M1 via junction 39.

In the vicinity of the proposed development site, the A636 is subject to a 40mph speed limit, is lit and provides pedestrian footways on both sides of the carriageway.

4.4 Sustainable Transport

The following sets out the existing active and sustainable transport links within the local area.

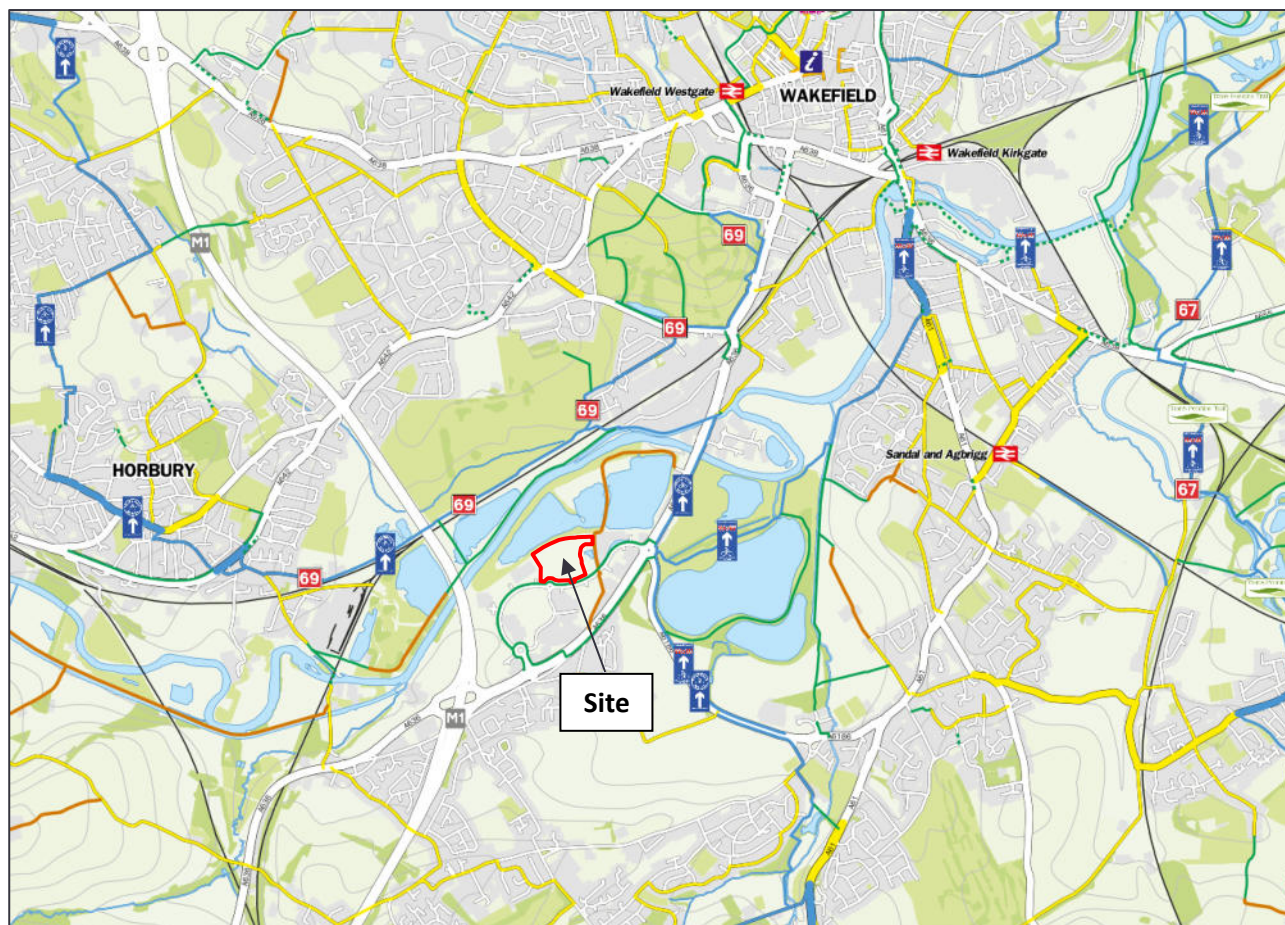
Walking and Cycling

Walking and cycling are two modes of transport which not only provide benefits to the user but help to reduce the amount of congestion and pollution within the area.

Footways are provided along both sides of Peel Avenue and A636 in the vicinity of the site. The footways vary in width but are generally 2m wide and in some instances are set back from the kerb. They provide a connection to the wider Calder Park Business Park. Further afield, they provide access to the network of local housing estates, and bus stops on Peel Avenue and the A636 (Denby Dales Road) as displayed in **Figure 4.1**.

In regard to cycling, the proposed development site is situated to benefit from access to an extensive cycleway network. As outlined in **Figure 4.2** below, the site lies at the heart of a multitude of cycleways that connect to Wakefield City Centre and further afield, including the National Cycle Route 69 which will encourage employees to cycle to work from their residence.

Figure 4.2 Wakefield Cycleway Network



Bus Services

The closest bus stops to the site are situated on Peel Avenue and the A636 (Denby Dales Road), located approximately between 40 metres and 250 metres respectively from the proposed development site's access.

Both sets of bus stops consist of a flagpole with timetable information. The location of the bus stops in relation to the proposed development are provided in **Figure 4.1**. A summary of the available bus routes from the stops are set out in the **Table 4.1**.

Table 4.1 Available Bus Services

Bus Stop	Distance to Stop	Bus Service	Bus Route	Bus Operator	Frequency		
					Mon – Fri	First Bus	Last Bus
Peel Avenue (Eastbound)	170m	X1	Kettlethorpe – Wakefield	Arriva Yorkshire	Hourly	05:50	22:31
Peel Avenue (Westbound)	40m	X1	Wakefield - Kettlethorpe		Hourly	06:24	23:03
A636 (Northbound)	250m	107	Holmfirth – Wakefield via Skelmanthorpe		Hourly	06:28	20:53

Bus Stop	Distance to Stop	Bus Service	Bus Route	Bus Operator	Frequency		
					Mon – Fri	First Bus	Last Bus
A636 (Southbound)	280m	107	Wakefield – Holmfirth via Skelmanthorpe	Team Pennine	Hourly	06:53	21:23

It can be seen from **Table 4.1** that bus services are provided within close proximity to the site, which regularly links the site to the city centre and local areas and provide a viable alternative to car journeys for Cubico employees.

Rail Services

The closest railway station to the site is Sandal and Agbrigg, located approximately 2.6km east of the proposed development site. The station offers an hourly service northbound to Wakefield Westgate and Leeds, and an hourly service southbound to Doncaster and Sheffield.

The aforementioned Wakefield Westgate station, and the nearby Wakefield Kirkgate station collectively provide a more diverse set of train services. The city centre stations provide frequent services to regional destinations such as Huddersfield, Castleford, Normanton, Pontefract and Mirfield, whilst also directly serving major national destinations such as London, Birmingham, Edinburgh, Glasgow, Bristol, Nottingham, Newcastle, and Exeter.

Wakefield Westgate and Kirkgate stations are accessible from the proposed development site via the X1 and 107 bus services outlined in **Table 4.1**.

4.5 Summary

It has been demonstrated that the site is situated within a sustainable location and is already connected to existing footways, cycleways, and public transport arrangements. This level of accessibility will support the delivery of the WTP.

5. Development Proposals

5.1 Introduction

This chapter describes the proposed development provision, site layout and access arrangements.

5.2 Development Description

The development proposals include the construction of a 30,066sqm B8 warehousing unit, including 3,577sqm of ancillary office space. This also includes the construction of two separate access junctions off Peel Avenue to serve the service yard and car park individually. The site plan of the approved site masterplan is provided in **Appendix B**.

5.3 Company Background

The new headquarters are required due to support business operations as they have currently outgrown the current facility in Birstall. Cubico currently store stock across 4 locations and the new headquarters will allow stock to be shipped from a central location. The company are also opening up 30 stores per year and the new headquarters will support the future growth of the business.

5.4 Staff Numbers

It is estimated that the current staff at Birstall (225 employees) will move across to the new site, it is also estimated that as a result of moving to the new site, approximately 300 jobs will be created over the next 5 years.

Therefore initially a team of 225 staff team members will work on the site. The site will operate as per Cubico warehouse traditional trading hours which is as follows;

- **Weekdays (Monday to Friday)** – Warehouse, 2 shifts: 6am – 16:30pm and 16:00pm - 02:30am and Collection Counter 7am to 5pm
- **Saturday** – Warehouse and Collection Counter 9am – 5pm
- **Sunday** – Warehouse and Collection Counter 10am-4pm

5.5 Cycle and Vehicle Parking

The proposed development site will provide 302 dedicated vehicle parking spaces, of which 14 are disabled and 4 electric charging spaces. This is in line with the standards for WMDC contained within the District Wide Parking Standards (Supplementary Planning Guidance 7).

In addition, secure, and covered parking spaces for 78 bicycles will be provided at the development site, in line with the aforementioned WMDC standards. The site will also provide showers, lockers and changing rooms to facilitate cycling. A copy of the site masterplan with details of the cycle and vehicle parking provision is provided in **Appendix B**.

6. Travel Plan Management and Coordination

6.1 Introduction

This section sets out guidance for the management and co-ordination of the WTP for the Cubico warehouse.

6.2 The Travel Plan Co-ordinator

A Travel Plan Coordinator (TPC) will be appointed and be responsible for the administration and the day-to-day operation of the WTP. The TPC will provide a link between themselves, and all staff and visitors connected to the site.

With reference to the above, the TPC's responsibilities will therefore include:

- Promoting and encouraging the use of travel modes other than the private car;
- Providing a point of contact for staff;
- The implementation of the WTP initiatives;
- Marketing of the initiatives, raising awareness, and maintaining the momentum of the WTP;
- Ensure that all relevant travel and WTP information is provided to staff on appointment.
- Promoting and facilitating car sharing amongst staff;
- Work with the Local Planning Authority to ensure the WTP is effective, proactive and progressive;
- Offer personalised travel planning for all new members of staff;
- Organising and undertaking the annual travel surveys for the monitoring process of the WTP; and
- Monitoring modal shift patterns and reviewing the effectiveness of the WTP initiatives.

The name and contact details for the appointed TPC will be provided to WMDC prior to occupation.

7. Objectives, Target, Monitoring and Review

7.1 Overview

Fundamental to a Travel Plan is the process of establishing modal shift targets; to encourage a shift from single occupancy car trips to trips by sustainable modes of travel; plus monitoring the performance of the travel plan. A Travel Plan should be viewed as a living document with a continuous cycle of action-monitoring-review.

To help give this WTP a direction, objectives and targets have been established. Objectives set out the overall aims of the WTP at a broad level, whilst targets set measurable goals, which help to assess whether or not the objectives have been achieved.

7.2 Objectives

The main objectives of this WTP are to:

- Reduce unnecessary car use amongst staff, and increase the use of sustainable modes of travel;
- Raise awareness of the travel options available and the environmental, health and social benefits of using them;
- Influence how journeys are made by making sustainable travel easier and attractive;
- Include staff in the monitoring of their travel behaviour, and enable them to feedback to the WMDC, via the TPC, on the options available to them;
- Contribute to the improved health and wellbeing of staff by promoting the use of active modes of travel; and
- Reduce the environmental impact of traffic associated with the operations of the Cubico warehouse.

7.3 Targets

In the absence of any existing staff travel behaviour surveys being available for the new headquarters, census data for the immediate area in which the headquarters is located has been utilised in order to determine a potential future modal split. Establishing a modal shift baseline also provides the appointed TPC and WMDC with a means to determine some future targets for mode share.

The National Statistics Census 2011 data for method of journey to work for the Middle Super Output Area (MSOA): Wakefield 036 (E02002473) have been obtained from the Office for National Statistics website. This provides a percentage breakdown of the different modes of transport currently used to travel to places of work within this MSA.

The results are detailed in **Table 7.1** along with the modal shift targets for the development site. It should be noted that the 'Working from Home', 'Other' and 'Not in Employment' data has not been included within the process of setting mode share targets.

Table 7.1 Modal Share Targets

Category	Year of Opening 2022	Proposed 5 Year 2027	Net Change
Underground, metro, light rail or tram	0.1%	-	-
Train	2.1%	-	-
Bus, minibus, or coach	4.3%	5.3%	+1%
Taxi	0.3%	-	-
Motorcycle, scooter or moped	0.6%	-	-
Driving a car or van	80.1%	75.1%	-5.0%
Passenger in a car or van	6.7%	8.2%	+1.5%
Bicycle	1.0%	2.5%	+1.5%
On foot	4.7%	5.7%	+1%

As demonstrated in **Table 7.1** the existing mode share in Wakefield 036 has an extremely high level of journeys by car and given the already low level of sustainable journeys, it is reasonable to expect the development to achieve a 5% reduction in the level of car usage for the site in line with national guidance over a period of five years.

The targets include reducing the level of journeys by private car use and increasing journeys by car sharing and cycling predominately to fit in with the identified for potential within these modes. On foot and Bus travel will also be targeted considering the close proximity to the bus stops on Peel Avenue and the surrounding footway network.

It should also be noted that there is a wider target to achieve 100% awareness of the Travel Plan for staff, which will be achieved by including a copy of the Travel Plan on the occupier's staff internet or website, so all staff have access to the TP. All staff members will be emailed a copy of the Travel Plan as well.

It is expected that the model split outlined within **Table 7.1** will be revised alongside more defined targets once the development becomes occupied and the first travel surveys are completed.

A monitoring programme is identified below with WMDC and following the first initial travel survey, the model split targets outlined in **Table 7.1** may be required to be reviewed to more provide a more representative situation when the unit is occupied.

7.4 Monitoring Programme

The TPC will undertake a baseline travel survey within 6 months of full occupation of the site. The results will be presented to WMDC in the form of a monitoring report.

The survey will be repeated on an annual basis for at least five years following full occupation. The following information regarding staff travel behaviour will be collected:

- Details on the mode of travel used;
- Journey times and distances;
- Reasons why current modes are used;

- If car is selected, then details on parking location will be requested; and
- Willingness to use alternative modes.

The results of this survey will be undertaken using Modeshift Stars which is WMDC's preferred method of collection and will be used to assess the accuracy of the modal shift targets set out within **Table 7.1**, which will be revised as appropriate. The WTP will be updated to reflect the results of the survey, which will also be submitted to WMDC within three months of the survey being completed, for comparison against agreed WTP measures and targets.

8. Travel Plan Initiatives

8.1 Introduction

This section details the initiatives that are being considered for implementation in order to encourage staff to travel sustainably to achieve the objectives and targets of the WTP.

The initiatives outlined are designed to be practical in terms of implementation and cost. As a 'living' document the initiatives presented within the WTP are subject to review and further development throughout the life of the WTP and dependent on the results of the on-going monitoring regime.

8.2 Travel Plan Coordinator

A TPC will be appointed prior to occupation of the site and the details will be provided to WMDC, it is noted that the TPC does not have to be a specific role in the organisation and can be part of an existing employee's job role. The role of the TPC is as set out within **Chapter 6**.

8.3 Travel Information Pack

Each member of staff will receive an electronic Travel Information Pack which will contain the following:

- Details of the WTP and its purpose;
- Contact details and responsibilities of the TPC;
- The role of staff on being pro-active, environmentally aware and conscious of their travel options and behaviour;
- Details of walking information to the site from the surrounding area, particularly links to public transport arrangements;
- Details of on-site cycle parking and cycle routes within the wider area, and signposting to sources of further information and guidance for cycling.
- Details of a Staff car share scheme informally or at www.liftshare.com/wakefield-west-yorkshire
- Bus services and routes.
- Calendar of key annual events (Bike Week (<http://bikeweek.org.uk/>), Walk to Work Week etc);
- Promotion of smart phone apps for up-to-date/real-time public transport, walking and cycling information/maps etc; and
- Journey planning information www.choosehowyoumove.co.uk

A copy of the Travel Information Pack will be provided to WMDC.

8.4 Communication Strategy

The TPC will ensure the WTP is communicated, to ensure information on sustainable travel to the site is disseminated at the highest level. This will include:

- Access to Personalised Travel Planning information for new staff.
- Encouraging staff to seek advice regarding their travel arrangements if required.
- Promotion of sustainable travel and awareness on Cubico communication channels.
- Ensure details of sustainable travel arrangements are well advertised on all communal notice boards and within the reception area.
- Opportunities for staff to provide feedback and suggest improvements regarding travel to campus.

8.5 Walking and Cycling

Walking and cycle maps and information will be promoted and available to staff via the Travel Information Pack and on the company's website and promoted on suitable media platforms if applicable, smart phone app and on notice boards throughout the headquarters.

The TPC will also:

- Identify and promote specific travel initiatives such as 'annual company travel days', 'bike user group' 'walk to work week' and 'bike week' (including free bicycle maintenance for staff), which will be actively advertised, and all staff will be encouraged to join in.
- The TPC will review and investigate methods by which to encourage participation, including prize draws and free refreshments. All events will be identified, and a marketing and communications strategy will be devised.
- The TPC will investigate to use the Dr Bike service from WMDC to fix mend employees bikes.
- Investigate the possibility of a pool bike scheme and an electric pool bike scheme.
- To arrange for security bike marking for employee's bike should they require it.
- Will engage with senior management to determine if staff travelling for business purpose can charge cycle mileage.
- Provide a 'Cycle to Work Scheme' for staff to purchase discounted bicycles and electric bikes.
- Investigate and identify opportunities to obtain discounts on walking and cycling equipment from local providers, which will be made available to staff.
- Identify opportunities to provide staff with free, branded equipment such as bike bells, umbrellas, personal safety alarms, reflective 'slap bands', cycle locks. This type of equipment will enhance personal safety and promote access by foot and bicycle.
- The TPC will look at setting up a walking group to encourage walking to and from work as well as lunch times and led walks.
- Staff will also be provided with showers, lockers, changing rooms and secure cycle storage, which will promote these modes of travel.

8.6 Car Sharing

The TPC will encourage car sharing staff and will look to establish a car sharing scheme through employees at the interlink site, if not through the wider Liftshare scheme. The scheme will look to include an emergency guarantee of a lift and dedicated car sharing bays in the staff car park. Car sharing provides the following benefits:

- Reduced fuel costs and parking fees;
- Better air quality and lower carbon emissions due to reduced traffic fumes;
- Less congestion and shorter journeys due to fewer cars being on the road;
- An increased chance of finding a parking space, because fewer cars means less competition for spaces; and
- Journeys being more pleasant due to having company.

Car sharing will be actively promoted by the TPC and a bespoke incentivised car share scheme. The TPC will look to dedicate certain vehicle parking spaces to car sharing.

8.7 Public Transport

Staff will be made aware of their various options for travelling to the site by public transport. Information including details of local bus services, timetables and fares will be provided and made easily accessible to all members of staff through the marketing methods/material contained within the Travel Information Pack and the methods referenced within **Section 8.4**.

Public transport discounts for staff will be sought from local service operators, and staff will be offered interest free loans to purchase season tickets.

8.8 Smart Phone Apps

Staff will be made aware of numerous smart phone apps such as MCard, National Rail Enquiries, National Cycle Network, Walkit and MapMyRide. These apps can help plan/map out journeys via foot, cycle, and public transport within the local area.

9. Action Plan

An Action Plan as set out in **Table 9.1** has been developed for the development to show when the initiatives will be implemented and who will be responsible for their implementation. The Action Plan is an overview only and therefore specific reference should also be made to the relevant content within the WTP.

Table 9.1 Workplace Travel Plan Action Plan

Action	How	When	Who
Travel Awareness Initiatives			
Travel Plan Coordinator	A Travel Plan Coordinator will be appointed to take responsibility of the implementation of the WTP.	At least 1 month prior to the first operational use of the building by the occupiers	Cubico UK Limited
Communication	The communication strategy will be implemented.	Within 1 month of first occupation.	TPC
Travel Information Pack	All staff will receive a Travel Information Pack containing all relevant sustainable transport information as outlined in the WTP.	Within 1 month of first occupation.	TPC
Walking & Cycling			
Walking and Cycling Information	The TPC will ensure all available walking and cycling information is included in the Travel Information Pack and disseminated in accordance with the communications strategy.	Prior to completion of the Travel Information Pack.	TPC
Events Calendar	National cycling, walking, public transport, and car sharing events will be included within a communication and marketing strategy where practical.	Upon appointment	TPC
Cycle to Work	The TPC will investigate the deliverability of the cycle to work scheme, which will be offered to staff on appointment.	At least 1 month prior to initial occupation.	TPC
Discounts	The TPC will enter into discussions with local shops to discuss the potential to obtain discounts on walking and cycling equipment for staff.	Upon appointment.	TPC
Public Transport			
Public Transport Information	The TPC will ensure all available public transport information is included in the Travel Information Pack and disseminated in accordance with the communications strategy.	Prior to completion of the Travel Information Pack.	TPC

Action	How	When	Who
Discounts	The TPC will ensure information on discounts and season passes is included in the Travel Information Pack and disseminated in accordance with the communications strategy.	Upon appointment.	TPC
Car Sharing			
Car Share	The TPC will ensure the car share scheme will be included in the Travel Information Pack and disseminated in accordance with the communications strategy.	Prior to completion of the Travel Information Pack.	TPC
Monitoring and Communications			
Travel Survey	Undertake a travel survey of Staff. Report back to WMDC. Ensure the data is made available to support future planning applications for the subsequent development phases.	6 months from first full occupation and Annually thereafter	TPC
Stakeholder Engagement	Meet with key stakeholders on a regular basis, including service providers and WMDC.	Bi-annually	TPC

Appendix A

Decision Notice Application 20/02695/FUL

Planning Services

Application Number: 20/02695/FUL
Date of Application: 7 December 2020
Date Decision Issued: 25 February 2021

Service Director for Planning and
Transportation: Bronwen Knight

Wakefield One
PO Box 700
Burton Street
Wakefield
WF1 2EB

Typetalk calls welcome

c/o Agent
c/o James Clark
Pegasus Planning Group
4 The Courtyard
Church Street
Lockington
DE74 2SL

**Town and Country Planning Act 1990 (as amended)
Town and Country Planning (Development Management Procedure) (England) Order
2015**

Grant of Planning Permission

Description and Location of Application

Erection of a single employment building for B8 use with ancillary Class E offices, access and landscaping

at: Land To North Peel Avenue Durkar Wakefield WF2 7BL

Particulars of Decision

Planning permission granted. Permission is granted for the development in accordance with the plans and specifications hereby approved subject to the following condition(s) and reason(s) if any:-

1. The development hereby permitted shall be begun within three years of the date of this permission.
Reason : Pursuant to 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 approved shall be carried out strictly in accordance with the following approved plans and documents, but only in respect of those matters not reserved for later approval, as listed below and at the end of this decision notice unless required otherwise by this decision or its attached conditions:

Plans:-

LL1216-001; KL-471-001revP1; 63150-103revP2; P100; P101; P102; P110; P120; P130; P200A; P201A; P300; P400; P401; P402C; P403A; P404A; P405A; KL-471-001revP2

Documents:-

Application Form received 7th December 2020; Construction Environmental Management Plan (ref:- C20-052 received 11th January 2021); Noise Assessment (rev 02); Flood Risk Assessment (received 13th November 2020); Planning Statement (received 7th December 2020); letter dated 5th January 2021 relating to ecology; Contaminated Land Assessment (ref:- 63128-10); Transport Assessment (ref:- ADC2536-RP-A-V2); Travel Plan (ref:- ADC2536-RP-B-V2); Drainage Strategy (ref:- 63150-2020-11-26); Design and Access Statement received 7th December 2020; Energy Assessment (2299 Rev A); Heritage Statement (ref:- 1); Arboricultural Assessment (ref:- RSE_4384_R1_V1_ARB); Ecological Assessment (ref:- Tungs-576-1367); Industrial Market Assessment (received 7th December 2020); Office Market Assessment (received 7th December 2020); Economic Benefit Statement (ref:- P20-1610); Air Quality Assessment (ref:- 01); Design and Access Statement addendum (received 11th January 2021); Electric Vehicle Infrastructure document (received 15th February 2021) and Health Impact Assessment received 15th February 2021.

Reason: For the avoidance of doubt as to what is authorised by this permission and in accordance with the National Planning Practice Guidance (Use of Planning Conditions, paragraph 022).

3. Notwithstanding the provisions of Schedule 2, Part 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Order revoking or re-enacting that Order) the use of the building/site shall be restricted to those falling within use classes E(g)(i) and (ii) of Schedule 2 and use class B8 of Schedule 1 of the Town and Country Planning (Use Classes) Order 1987 (as amended).

Reason: To accord with the land use allocation, to protect the viability and sustainability of existing service centres, in the interests of amenity and highway safety, and to accord with policies CS1, CS8, D3, D9 and D14 of the Council's adopted Local Development Framework Core Strategy and Development Policies Document.

4. Other than vehicles, and the area annotated 'Bin Store' there shall be no external storage within the area outlined in red upon the submitted site plan (ref:- P402revC).
Reason: In the interests of visual amenity to accord with policy D9 of the Council's adopted Local Development Framework Development Policies Document and the National Planning Policy Framework.
5. The development shall not commence until a scheme detailing arrangements to promote employment and skills development opportunities for local residents throughout the construction phase of the development, has been submitted to and

approved in writing by the Local Planning Authority. The development shall be undertaken and operated in accordance with the approved scheme. The approved scheme shall be thereafter operated for the entirety of the construction phase of the development.

Reason: This detail is required prior to the commencement of development to ensure the development will provide employment and skills benefits for local residents during the construction and operational stages of the development and to accord with the Council's objectives outlined within paragraph 4.23 of the Council's adopted Local Development Framework Site Specific Policies Local Plan.

6. The development shall not be brought into use until a scheme detailing arrangements to promote employment and skills development opportunities for local residents throughout the operational phase of the development, has been submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken and operated in accordance with the approved scheme. The approved scheme shall be thereafter operated throughout the lifetime of the development.
Reason: To ensure the development will provide employment and skills benefits for local residents during the construction and operational stages of the development and to accord with the Council's objectives outlined within paragraph 4.23 of the Council's adopted Local Development Framework Site Specific Policies Local Plan.
7. The materials of the development hereby approved shall be in accordance with the materials of construction detailed upon submitted drawings P200revA, P201revA, P120, P130 and P405. The materials of construction shall be implemented in accordance with those as approved by this condition and thereafter retained and maintained for the lifetime of the development.
Reason: In the interests of visual amenity to accord with policy D9 of the Council's adopted Local Development Framework Development Policies Document and the National Planning Policy Framework.
8. The finished floor and slab levels of the development shall be in accordance with those shown on submitted drawing 103revP2. The development shall be carried out in accordance with the finished floor and slab levels approved by this condition. The approved finished floor and slab levels shall be so retained for the lifetime of the development, unless otherwise approved in writing by the Local Planning Authority.
Reason: In the interests of amenity to accord with policies D9 of the Council's Local Development Framework Development Policies Document and the National Planning Policy Framework.
9. The development hereby approved shall be implemented in accordance with the submitted landscaping scheme detailed upon submitted drawing KL-471-001revP2. The development and the works comprising the landscaping scheme approved by this condition shall be implemented by the first planting season following the development being brought into use. The landscaping scheme detailed upon drawing KL-471-001revP2 shall, from its completion, be maintained for a period of five years. If, within this period, any tree, shrub or hedge shall die, become diseased or be removed, it shall be replaced with others of similar size and species unless the Local Planning Authority gives its written consent to any variation. All areas of soft

landscaping detailed upon drawing KL-471-001revP2 shall be thereafter retained and maintained as soft landscaped areas.

Reason: To ensure that there is a well laid out scheme of healthy trees and shrubs in the interests of amenity to accord with policy D9 of the Council's adopted Local Development Framework Development Policies Document and the National Planning Policy Framework.

10. The boundary treatments of the development shall be in accordance with those shown on submitted drawing P404A. The development shall not be brought into use until the boundary treatments approved by this condition have been completed. The approved boundary treatments shall be so retained for the lifetime of the development.
Reason: In the interests of amenity to accord with policies D9 and D15 of the Council's Local Development Framework Development Policies Document and the National Planning Policy Framework.
11. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Order revoking or re-enacting that Order), no development included within Schedule 2, Part 2 and / or Part 7 of that Order shall be carried out on any part of the buildings and/or land, identified within the red line outlined upon submitted drawing P401.
Reason: In the interests of visual amenity and highway safety and to accord with the requirements of policies D9, D14 and D20 of the Council's adopted Local Development Framework Development Policies Document.
12. The development hereby approved shall not be brought into use until the lighting scheme detailed within submitted drawing LL 1216-001revA and the submitted Lighting Design Report dated 19th January 2021 has been completed. The lighting scheme shall be thereafter retained and maintained for the lifetime of the development.
Reason: In the interests of protected species, safety and security and the amenity of the occupiers of neighbouring properties to accord with the requirements of policies D9 and D10 of the Council's adopted Local Development Framework Development Policies Document, the National Planning Policy Framework and The Conservation of Habitats and Species Regulations 2017
13. The development hereby approved shall not be brought into use until the submitted drainage strategy (ref: - 63150) and submitted drainage scheme detailed within submitted drawing 101revP1 has been implemented. The approved drainage strategy and drainage scheme shall be thereafter retained and maintained for the lifetime of the development in accordance with the submitted drainage strategy (ref: - 63150) and submitted drainage scheme detailed within submitted drawing 101revP1.
Reason:- To ensure that adequate measures are put in place to ensure the provision of adequate and sustainable means of drainage to ensure that the development will accord with Policies D24 and D25 of the Council's adopted Local Development Framework Development Policies Document and the National Planning Policy Framework.
14. Development shall not commence until the tree protective fencing as set out within drawing RSE_4384_TPP_V1 within Appendix D of the submitted Arboricultural

Report (ref:- RSE_4384_R1_V1_ARB) has been erected. The tree protective fencing shall be retained and maintained for the duration of the construction period.

Reason: A pre commencement condition is necessary to ensure trees are protected during the construction period, in the interests of visual amenity, and to safeguard the visual amenity provided by the trees on the site to accord with policy D7 the Council's adopted Local Development Framework Development Policies Document and the National Planning Policy Framework.

15. The development shall not be brought into use until the means of both vehicular access points and footway connectivity/links including improved pedestrian crossing facilities connecting to the footway on the southern side of Peel Avenue as detailed on submitted drawing ref: P402 (Rev.C) has been constructed. No structure, erection or planting exceeding 1.0m in height shall thereafter be placed within the visibility splays indicated on the submitted drawing ref: P402 (Rev C).
Reason: To ensure a suitable access and layout in the interests of highway safety to accord with policy D14 of the Council's Local Development Framework Development Policies Document, policy CS4 of the Council's Local Development Framework Core Strategy and the National Planning Policy Framework.
16. The development shall not be brought into use until the 78 secure, covered, cycle parking facilities as detailed within submitted Drawing Ref: P405A have been completed. The cycle parking facilities shall thereafter be retained and maintained for the lifetime of the development.
Reason: To encourage sustainable methods of transport to accord with policies CS4 and D14 of the Council's adopted Local Development Framework Core Strategy and Development Policies Document.
17. The development shall not be brought into use until the vehicular parking spaces as detailed upon submitted drawing Ref: P402 (Rev C) have been marked out and completed. The parking spaces shall thereafter be retained and maintained for the lifetime of the development.
Reason: To ensure adequate disabled parking is provided to accord with Policy D14 of the Council's adopted Local Development Framework Development Policies Document and the National Planning Policy Framework.
18. Within the first 3 months of any part of the development being brought into use, a Full Travel Plan shall be submitted to the Local Planning Authority for their approval in writing. The Travel Plan shall include measures to improve and encourage the use of sustainable transport. The Travel Plan shall include details of when these measures will be introduced. To support the promotion of the use of sustainable modes the Travel Plan shall also include: how the travel plan will be managed; targets aimed at lowering car use, particularly single occupancy trips, from/to the site; a programme for monitoring the Travel Plan and its progress and how the Travel Plan and its objective of more sustainable travel will be promoted. The approved Travel Plan shall be implemented within one month of the issuing of written approval of the travel plan by the Local Planning Authority and thereafter retained throughout the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.
Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment, to accord with policies CS4 and CS14 of the Council's adopted Local Development Framework Core

Strategy, policy D14 of the Council's adopted Local Development Framework Development Policies Document and the National Planning Policy Framework.

19. The development shall not be occupied until 8 car parking spaces with an electric vehicle charging point, and further electric vehicle charging point infrastructure, as detailed within submitted drawing P403revA and Chargemaster brochure, have been completed. The electric vehicle charging points and infrastructure shall thereafter be retained and maintained for the lifetime of the development.
Reason: To promote sustainable modes of travel to accord with Policies CS4 and CS14 of the Council's adopted Local Development Framework Core Strategy, policy D14 of the Council's adopted Local Development Framework Development Policies Document and the National Planning Policy Framework.
20. The development shall not be brought into use until all areas indicated to be used for vehicles and/or pedestrians as detailed on Drawing Ref: P403A have been laid out with a hardened, sealed and drained surface which shall be thereafter retained and maintained for the lifetime of the development.
Reason:- In the interest of amenity and traffic safety. To ensure adequate space within the site for vehicle movements and parking in accordance with Policy D14 of the Local Development Framework.
21. Development (including demolition, construction, engineering and/or other operations) including works for site investigation and site preparation approved by this permission shall not commence until washing equipment for cleaning the wheels and undersides of vehicles has been provided on site to prevent mud and debris being deposited onto the highway. The washing equipment shall be fully operational and shall be used to clean all vehicles to ensure that they are free from mud and debris before they leave the site at all times during the carrying out of such works until its completion. Any mud or debris from the site which is deposited on to the highway during this period of works shall be removed immediately.
Reason: In the interests of access and highway safety to accord with policy D14 of the Council's adopted Local Development Framework Development Policies Document, policy CS4 of the Council's adopted Local Development Framework Core Strategy and the National Planning Policy Framework.
22. The development hereby approved shall be implemented throughout the construction phase in strict accordance with the submitted Construction Environmental Management Plan (ref:- C20-052).
Reason: In the interests of highway safety to accord with policy D14 of the Council's Local Development Framework Development Policies Document, policy CS4 of the Council's Local Development Framework Core Strategy and the National Planning Policy Framework.
23. The development shall not be brought into use until the waste storage area annotated as 'bin store' set out within submitted drawing ref:- P405revA has been completed. The waste storage area shall be thereafter retained and maintained as a waste storage area for the lifetime of the development.
Reason: In the interests of amenity and to accord with policy D9 of the Council's Local Development Framework Development Policies Document and the National Planning Policy Framework.

24. No externally sited fixed plant, machinery or equipment (including ventilation and extraction equipment); or internally sited fixed plant, machinery and equipment (including ventilation and extraction equipment) which communicates directly to the exterior of the building shall be installed until a scheme detailing the control of noise arising from all externally sited fixed plant, machinery or equipment (including ventilation and extraction equipment); or internally sited fixed plant, machinery and equipment (including ventilation and extraction equipment) which communicates directly to the exterior of a building used in connection with the development, has been submitted to and approved in writing by the Local Planning Authority. The works comprising the approved scheme shall be completed before any such items of plant, machinery and equipment are brought into use. The approved scheme shall thereafter be retained and operated throughout the life of the development.
Reason: This detail is required prior to development commencing on site to ensure adequately designed noise mitigation measures are undertaken to ensure compliance with policies D9(k) (design of new development) and D20 (pollution control) of the Council's Local Development Framework Development Policies Document and paragraph 123 of the National Planning Policy Framework.
25. The construction phase of the development shall be undertaken in accordance with the following measures of the submitted Ecological Assessment Report (ref:- Tungs-576-1367); (a) Reptile and Amphibian Reasonable Avoidance Measures as set out within Appendix 2; (b) that no works are undertaken during bird breeding season (para 4.4.2) without an assessment of the site having first been undertaken; (c) that boundary habitats including ditches are safeguarded during construction (para 4.4.28) with standard good practice measures; (d) that suitable bio-security measures are implemented during construction to prevent the inadvertent spread of Himalayan balsam (para 4.4.32); and (e) any lighting implemented for the construction phase is done so in accordance with parts m, n and p of table 5.1 of paragraph 5.1.1. The measures as set out at parts a - e of this condition shall be undertaken for the entirety of the construction phase of the development.
Reason: To ensure the protection of wildlife during the construction phase to accord with policies D7 and D9 of the Council's adopted Local Development Framework Development Policies Document, policy CS10 of the Council's adopted Local Development Framework Core Strategy, the NPPF, the Wildlife and Countryside Act 1981 and The Conservation of Habitats and Species Regulations 2018.
26. The development hereby approved shall not be brought into use until the Passive design measures, energy efficiency measures, the installation and operation of Air source heat pumps and installation and operation of thermodynamic heat pumps set out within the 'Recommendations' section of the submitted Energy Strategy (Ref:- 2299revA) have been completed. Passive design measures, energy efficiency measures, installation and operation of Air source heat pumps and installation and operation of thermodynamic heat pumps shall thereafter be retained and maintained for the lifetime of the development.
Reason: In the interests of mitigating and adapting to climate change to accord with Policies D27 and D28 of the Council's adopted Local Development Framework Development Policies Document and the National Planning Policy Framework.

27. In the event that contamination is found at any time when carrying out the approved development, works must cease, and it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with best current guidance and practice, and where remediation is necessary a remediation scheme must be submitted to and approved in writing by the Local Planning Authority. Following the completion of the measures identified within the approved remediation scheme, a verification report must be prepared, submitted to, and approved in writing by the Local Planning Authority in accordance with the timescales set out within the approved remediation scheme.
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 to accord with policy D22 of the Council's adopted Local Development Framework Development Policies Document, policy CS10 of the Council's adopted Local Development Framework Core Strategy and the National Planning Policy Framework.
28. Development shall not commence until the following has occurred in consecutive order:- (i) a scheme of further intrusive site investigation works which includes an assessment of land stability and a ground gas risk assessment has been submitted to and approved in writing by the Local Planning Authority in consultation with the Coal Authority; (ii) the intrusive site investigation works comprising the approved scheme have been undertaken; (iii) a report detailing the findings arising from the intrusive site investigations has been submitted to and approved in writing by the Local Planning Authority in consultation with the Coal Authority and (iv) a scheme detailing any remedial works required, including any necessary gas protection measures, has been submitted to and approved in writing by the Local Planning Authority in consultation with the Coal Authority.
Reason: A pre commencement condition is necessary to ensure that prior to the commencement of development measures have been agreed which ensure that the site is, or can be made, safe and stable for the development to ensure that the development will accord with policy D22 of the Council's adopted Local Development Framework Development Policies Document paragraphs 170 and 178 of the National Planning Policy Framework.
29. No part of the development hereby approved shall be occupied or brought into use until a verification report demonstrating completion of works set out in the remediation strategy, approved by condition 28 of this consent, and the effectiveness of the remediation has been submitted to and approved, in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. The remedial works comprising the approved scheme shall thereafter be retained and maintained.
Reason: A pre commencement condition is necessary to ensure that prior to the commencement of development measures have been agreed which ensure that the site is, or can be made, safe and stable for the development to ensure that the development will accord with policy D22 of the Council's adopted Local Development Framework Development Policies Document paragraphs 170 and 178 of the National Planning Policy Framework.

Appendix B

Site Masterplan



APPLICATION SITE AREA

15.215 Acres / 6.157Ha

(BASED ON CALDER PARK ORDINANCE SURVEY MASTERMAP
DRAWING, RECIEVED 04.08.20)
BOUNDARY AMENDED TO INCLUDE SITE ACCESS JUNCTIONS.

CLIENT OWNERSHIP AREA = 14.827 ACRES

Warehouse GIA = 291,600sq ft
(inc Warehouse etc)
GF Office GIA = 11,400sq ft
GF Yard Office GIA = 1,550sq ft
GF TOTAL GIA = 304,550sq ft
FF Office GIA = 8,000sq ft
FF Control Office GIA = 1,550sq ft
SF Office GIA = 8,000sq ft
TF Office GIA = 8,000sq ft
TOTAL GIA = 330,100sq ft

NOTE
YARD AND CAR PARK TO BE SECURELY
FENCED WITH 2.4m HIGH PALADIN
FENCING.
(REFER TO BOUNDARY TREATMENTS PLAN)

ELECTRIC GATES
TO CAR PARK

REFER TO ADC
INFRASTRUCTURE DESIGN
FOR SITE ACCESS

REFER TO ADC
INFRASTRUCTURE DESIGN
FOR SITE ACCESS

ELECTRIC GATES TO YARD.

SERVICE YARD

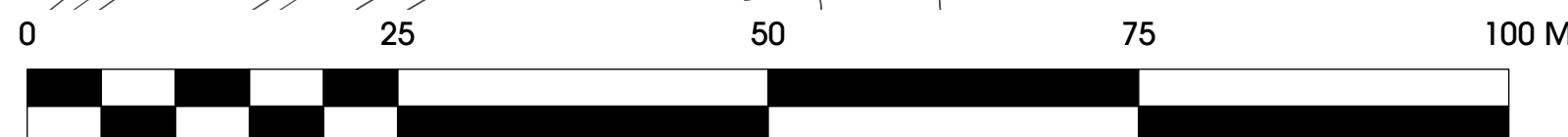
PEEL AVENUE

ATTENUATION POND

TOTAL PARKING = 302 SPACES

FIRE / EMERGENCY ACCESS ROUTE

FIRE / EMERGENCY ACCESS ROUTE



Rev	Date	Description	Drawn
C	12.12.21	Minor attention to EV and bins	AJ
B	01.12.20	Minor attention to cycles	AB
A	30.11.20	Co-ordinated with landscaping scheme. Note added.	DW

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client
Tungsten Properties

project
Calder Park, Wakefield

drawing title
Proposed Site Plan

date November 2020
status Planning Issue

scale 1:500 @ A0

drawn DW checked NT

job no. 2479 dwg no. P402 rev. C