

DATED

27<sup>th</sup> October 2017

**AGREEMENT UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT 1990  
RELATING TO LAND AT HATFIELD LANE ARMTHORPE DONCASTER**

between

**DONCASTER BOROUGH COUNCIL**

and

**JOHN EDGAR LLOYD NICHOLSON AND MICHAEL PATRICK MURRAY**

**RELATING TO**

**LAND AT HATFIELD LANE  
ARMTHORPE  
DONCASTER**

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THIS DEED is dated

27th October

2017

- (1) DONCASTER BOROUGH COUNCIL of The Civic Office Waterdale Doncaster South Yorkshire DN1 3BU (**Council**).
- (2) MICHAEL PATRICK MURRAY and JOHN EDGAR LLOYD NICHOLSON both of 3 Bradford Row Doncaster South Yorkshire DN1 3NF (**Owner**).

#### **BACKGROUND**

- (A) The Council is the local planning authority for the purposes of the TCPA 1990 for the area in which the Property is situated.
- (B) The Owner is the freehold owner of the Property free from encumbrances which is registered at HM Land Registry under Title Numbers SYK378568 SYK597921 and SYK411162. .
- (C) The Owner has through its Agent MPSL Planning & Design Limited made the Planning Application and is proposing to carry out the Development.
- (D) The Council as local planning authority is desirous of encouraging the application as a whole but would be unwilling to approve or conditionally approve the Planning Application in the absence of this Agreement.

#### **AGREED TERMS**

##### **1. INTERPRETATION**

The following definitions and rules of interpretation apply in this deed:

##### **1.1 Definitions:**

**Base Rate:** the base rate from time to time of Barclays Bank plc.

**Bus Stop Upgrades:** means the upgrading of the bus stops numbered 1, 2 and 3 on Plan Number 2 to "real-time" bus shelters

**Commencement of Development:** the carrying out in relation to the Development of any material operation as defined by section 56(4) of the TCPA 1990 but disregarding for the purposes of this deed and for no other purpose, the following operations: ground investigations; site survey works; temporary access construction works; archaeological investigation; and erection of any fences and hoardings around the Property.

**Commence and Commences** shall be construed accordingly.

**Commencement Date:** the date Development Commences.

**Construction of the Roof:** the applying of roof coverings to the roof timbers or structure of a Dwelling

**DfE:** the Department for Education

**Default Interest Rate:** 4% per annum above the Base Rate.

**Development:** the development of the Property authorised by the Planning Permission.

**Education Contribution:** means a contribution to be applied towards the provision of additional primary school places within a new school for the Armthorpe Secondary pyramid catchment area for the Development the need for which arises directly from the Development such contribution to be calculated in accordance with the provisions of paragraph 1 of Schedule 1.

**Index Linked:** increased in accordance with the following formula:

Amount payable = the payment specified in this deed x (A/B) where:

A= the figure for the Retail Prices Index (All Items) that applied immediately preceding the date the payment is due.

B= the figure for the Retail Prices Index (All Items) that applied when the index was last published prior to the date of this deed.

**Occupation:** occupation for the purposes permitted by the Planning Permission but not including occupation by personnel engaged in construction, fitting out or decoration or occupation for marketing or display or occupation in relation to security operations.

**Plan Number 1:** means the plan attached at Appendix 1

**Plan Number 2:** means the plan attached at Appendix 2 .

**Planning Application:** the application for OUTLINE planning permission registered by the Council on 27<sup>th</sup> January 2012 under reference number 12/00188/OUTM.

**Planning Permission:** the planning permission to be granted by the Council in respect of the Planning Application a draft of which is annexed at Appendix 5.

**Property:** the freehold land at Hatfield Lane Armthorpe Doncaster South Yorkshire shown edged red on Plan Number 1 and registered at HM Land Registry under Title Numbers SYK378568 SYK597921 and SYK411162.

**TCPA 1990:** Town and Country Planning Act 1990.

**Residential Travel Plan:** means a residential travel plan agreed between the Owner and the Council a copy of which is annexed at Appendix 3. .

**Roundabout Works:** means the works to the West Moor Link/Hatfield Lane and Sainsbury's roundabouts as shown on plan references 49325065/SK03 revision B and 49325065/SK01 revision B annexed at Appendix 6

**Strategic Travel Plan:** means a strategic travel plan agreed between the Owner and the Council a copy of which is annexed at Appendix 4..

**Hatfield Lane Transport Bond:** the sum of up to £43,296 Index Linked to be deposited by the Owner with the Council and in the event that the Agreed modal shift target as set out in the Residential Travel Plan are not achieved to be used by the Council towards funding such other measures that the Council in its discretion shall decide for the delivery of sustainable travel to and from the Development the need for which directly arises from the Development

**VAT:** value added tax chargeable under the Value Added Tax Act 1994 and any similar replacement tax and any similar additional tax.

**West Moor Link Contribution:** means a contribution of three hundred and forty-nine thousand nine hundred and sixty-one pounds (£349,961.00) towards the cost of the West Moor Link Works

**West Moor Link Works:** means the works for the provision of the bridge widening scheme between the A18 and A630 Wheatley Hall Road including the removal of a rail bridge pinch point

**Working Day:** any day which is not a Saturday, a Sunday, a bank holiday or a public holiday in England.

- 1.2 Clause headings shall not affect the interpretation of this deed.
- 1.3 A **person** includes a natural person, corporate or unincorporated body (whether or not having separate legal personality).
- 1.4 A reference to a **company** shall include any company, corporation or other body corporate, wherever and however incorporated or established.

- 1.5 Unless the context otherwise requires, words in the singular shall include the plural and in the plural shall include the singular.
- 1.6 Unless the context otherwise requires, a reference to one gender shall include a reference to the other genders.
- 1.7 A reference to any party shall include that party's personal representatives, successors and permitted assigns and in the case of the Council the successors to its respective statutory functions.
- 1.8 Unless the context otherwise requires, a reference to a statute or statutory provision is a reference to it as amended, extended or re-enacted from time to time.
- 1.9 Unless the context otherwise requires, a reference to a statute or statutory provision shall include any subordinate legislation made from time to time under that statute or statutory provision.
- 1.10 A reference to **writing** or **written** does not include faxes or email.
- 1.11 A reference to **this deed** or to any other deed or document referred to in this deed is a reference to this deed or such other deed or document as varied or novated (in each case, other than in breach of the provisions of this deed) from time to time.
- 1.12 References to clauses and Schedules are to the clauses and Schedules of this deed.
- 1.13 An obligation on a party not to do something includes an obligation not to allow that thing to be done.
- 1.14 Any words following the terms **including**, **include**, **in particular**, **for example** or any similar expression shall be construed as illustrative and shall not limit the sense of the words, description, definition, phrase or term preceding those terms.
- 1.15 Where an obligation falls to be performed by more than one person, the obligation can be enforced against every person so bound jointly and against each of them individually.

**2. STATUTORY PROVISIONS**

2.1 This deed constitutes a planning obligation for the purposes of section 106 of the TCPA 1990, section 111 of the Local Government Act 1972, section 2 of the Local Government Act 2000 and any other enabling powers.

2.2 The covenants, restrictions and obligations contained in this deed are planning obligations for the purposes of section 106 of the TCPA 1990 and are entered into by the Owner with the intention that they bind the interests held by those persons in the Property and their respective successors and assigns.

2.3 The covenants, restrictions and obligations contained in this deed are enforceable by the Council in accordance with section 106 of the TCPA 1990.

**3. CONDITIONALITY**

With the exception of clauses 2, 3, 9, 10, 12, 15, 16, 18, 19, 20, 21 and 23 (which take effect immediately), this deed is conditional on the grant and issue of the Planning Permission.

**4. COVENANTS TO THE COUNCIL**

The Owner covenants with the Council to:

- (a) observe and perform the covenants, restrictions and obligations contained in Schedule 1.
- (b) give at least ten Working Days written notice to the Council of the intended Commencement Date.

**5. COVENANTS BY THE COUNCIL**

The Council covenants with the Owner to observe and perform the covenants, restrictions and obligations contained in Schedule 2.

**6. INDEXATION**

6.1 All financial contributions payable to the Council shall be Index Linked.

6.2 Where reference is made to an index and that index ceases to exist or is replaced or rebased then it shall include reference to any index which replaces it or any rebased index (applied in a fair and reasonable manner to the periods before and after rebasing under this deed) or in the event the

index is not replaced, to an alternative reasonably comparable basis or index as the Council shall advise the Owner in writing.

**7. RELEASE**

No person shall be liable for any breach of a covenant, restriction or obligation contained in this deed after parting with all of its interest in the Property, except in respect of any breach subsisting prior to parting with such interest.

**8. DETERMINATION OF DEED**

The obligations in this deed (with the exception of clause 10) shall cease to have effect if before the Commencement of Development, the Planning Permission:

- (a) expires;
- (b) is varied or revoked other than at the request of the Owner; or
- (c) is quashed following a successful legal challenge.

**9. LOCAL LAND CHARGE**

This deed is a local land charge and shall be registered as such by the Council.

**10. COUNCIL'S COSTS**

The Owner shall pay to the Council on or before the date of this deed the Council's reasonable and proper legal costs together with all disbursements incurred in connection with the preparation, negotiation, completion and registration of this deed.

**11. INTEREST ON LATE PAYMENT**

If any sum or amount has not been paid to the Council by the date it is due, the Owner shall pay the Council interest on that amount at the Default Interest Rate (both before and after any judgment). Such interest shall accrue on a daily basis for the period from the due date to and including the date of payment.

**12. OWNERSHIP**

- 12.1** The Owner warrants that no person other than the Owner has any legal or equitable interest in the Property.



**13. REASONABLENESS**

Any approval, consent, direction, authority, agreement or action to be given by the Council under this deed shall not be unreasonably withheld or delayed.

**14. CANCELLATION OF ENTRIES**

14.1 On the written request of the Owner at any time after each or all of the obligations have been performed or otherwise discharged (and subject to the payment of the Council's reasonable and proper costs) the Council will issue a written confirmation of such performance or discharge.

14.2 Following the performance and full satisfaction of all the terms of this agreement or if this deed is determined pursuant to clause 8 (and subject to the payment of the Council's reasonable and proper costs and charges) the Council will on the written request of the Owner cancel all entries made in the local land charges register in respect of this deed.

**15. DISPUTES**

If any dispute arises out of this deed, the dispute shall be referred to an arbitrator appointed jointly by the parties. If the parties cannot agree on the arbitrator's identity the arbitrator shall be appointed on either party's request by the President for the time being of the Royal Institution of Chartered Surveyors. The arbitrator shall act in accordance with the Arbitration Act 1996 and the costs of the arbitration shall be payable by the parties in the proportions determined by the arbitrator (or if the arbitrator makes no direction, then equally).

**16. NO FETTER OF DISCRETION**

Nothing (contained or implied) in this deed shall fetter or restrict the Council's statutory rights, powers, discretions and responsibilities.

**17. WAIVER**

No failure or delay by the Council to exercise any right or remedy provided under this deed or by law shall constitute a waiver of that or any other right or remedy. No single or partial exercise of such right or remedy shall prevent or restrict the further exercise of that or any other right or remedy.

**18. FUTURE PERMISSIONS**

Nothing in this agreement shall prohibit or limit the right to develop any part of the Property in accordance with any planning permission (other than the Planning Permission or modification, variation or amendment thereof) granted after the date of the Planning Permission.

**19. AGREEMENTS AND DECLARATIONS**

The parties agree that:

- (a) nothing in this deed constitutes a planning permission or an obligation to grant planning permission; and
- (b) nothing in this deed grants planning permission or any other approval, consent or permission required from the Council in the exercise of any other statutory function.

**20. NOTICES**

20.1 Any notice [or other communication] to be given under this deed must be in writing and must be:

- (a) delivered by hand; or
- (b) sent by pre-paid first class post or other next working day delivery service.

20.2 Any notice [or other communication] to be given under this deed must be sent to the relevant party as follows:

- (a) to the Council at The Civic Office Waterdale Doncaster DN1 3BU marked for the attention of the Head of Development Management ;
- (b) to the Owner at 3 Lazarus Court Doncaster DN1 3NF marked for the attention of Mr. J.E.L. Nicholson.

or as otherwise specified by the relevant party by notice in writing to each other party.

20.3 Any notice or other communication given in accordance with clause 20.1 and clause 20.2 will be deemed to have been received:

- (a) if delivered by hand, on signature of a delivery receipt or at the time the notice or document is left at the address provided that if delivery occurs before 9.00 am on a Working Day, the notice will be deemed to have been received at 9.00 am on that day, and if delivery occurs after 5.00 pm on a Working Day, or on a day which is not a Working

Day, the notice will be deemed to have been received at 9.00 am on the next Working Day; or

- (b) if sent by pre-paid first class post or other next working day delivery service, at 9.00 am on the second Working Day after posting.

20.4 A notice or other communication given under this deed shall not be validly given if sent by e-mail.

20.5 This clause does not apply to the service of any proceedings or other documents in any legal action or, where applicable, any arbitration or other method of dispute resolution.

**21. THIRD PARTY RIGHTS**

A person who is not a party to this deed shall not have any rights under the Contracts (Rights of Third Parties) Act 1999 to enforce any term of this deed.

**22. VALUE ADDED TAX**

22.1 Each amount stated to be payable by the Council or the Owner to the other under or pursuant to this deed is exclusive of VAT (if any).

22.2 If any VAT is at any time chargeable on any supply made by the Council or the Owner under or pursuant to this deed, the party making the payment shall pay the other an amount equal to that VAT as additional consideration on receipt of a valid VAT invoice.

**23. GOVERNING LAW**

This deed and any dispute or claim arising out of or in connection with it or its subject matter or formation (including non-contractual disputes or claims) shall be governed by and construed in accordance with the law of England and Wales.

This document has been executed as a deed and is delivered and takes effect on the date stated at the beginning of it.

The common seal of  
DONCASTER BOROUGH COUNCIL  
was affixed to this document in the  
presence of:



[Redacted]

Authorised by Assistant Director  
Legal and Democratic Services

Seal No 66388

Signed as a deed by  
JOHN EDGAR LLOYD  
NICHOLSON in the presence of:

[Redacted]

Witness Signature:

[Redacted]

Name: GLYN SMITH.

Address: 35 WILSIC RD

TICKHILL

Signed as a deed by  
MICHAEL PATRICK MURRAY  
in the presence of:

[Redacted]

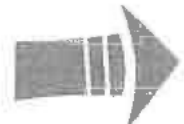
Witness Signature:

[Redacted]

Name: GLYN SMITH.

Address: 35 WILSIC RD

TICKHILL.



## Schedule 1 Covenants to the Council

### 1. EDUCATION CONTRIBUTION

- 1.1 The Education Contribution shall be calculated by reference to the following formula:

(X x Y) x Z where:-

X = DfE School Cost Multiplier (basic cost per place as calculated by DfE);

Y = DfE Location Factor (Doncaster =1.02); and

Z = Pupil Yield (21 pupils per 100 new dwellings of 2+ bedrooms (minus any available pupil spaces within Primary Schools in Armthorpe))

- 1.2. The Owner shall pay to the Council the Education Contribution by the following instalments:-

On or before the Construction of the Roof of the 100<sup>th</sup> residential unit on the Property one quarter of the Education Contribution;

On or before the Construction of the Roof of the 200<sup>th</sup> residential unit on the Property one quarter of the Education Contribution;

On or before the Construction of the Roof of the 300<sup>th</sup> residential unit on the Property one quarter of the Education Contribution; and

On or before the Construction of the Roof of the 350<sup>th</sup> residential unit on the Property one quarter of the Education Contribution.

### 2. RESIDENTIAL TRAVEL PLAN

- 2.1 No part of the Development shall be brought into use prior to the implementation of those parts of the Residential Travel Plan capable of being implemented prior to the occupation of the first dwelling; and
- 2.2 The balance of the Residential Travel Plan will be implemented in accordance with the terms of the Residential Travel Plan.

### **3. STRATEGIC TRAVEL PLAN**

- 3.1 No part of the Development shall be brought into use prior to the implementation of those parts of the Strategic Travel Plan capable of being implemented prior to occupation.
- 3.2 The balance of the Strategic Travel Plan will be implemented in accordance with the terms of the Strategic Travel Plan

### **4. TRANSPORT BOND**

Within 20 Working Days of receiving a Written Demand from the Council in accordance with paragraph 1.1 of Schedule 2 to pay to the Council the Hatfield Lane Transport Bond or such part of the Hatfield Lane Transport Bond that the Council reasonably requires in order to seek to achieve the agreed modal shift target referred to in the Residential Travel Plan

### **5. AFFORDABLE HOUSING**

5.1 The Development shall not be commenced until a scheme for the provision of affordable housing shall be agreed with the Council and shall meet the definition of affordable housing in the National Planning Policy Framework or any future guidance that replaces it. The scheme shall include:

- 5.1 The numbers type tenure and location on the Property of the affordable housing provision to be made which shall consist of not less than 26% of housing units;
- 5.2 The timing of the construction or the affordable housing and its phasing in relation to the occupancy of the market housing;
- 5.3 The arrangements for the transfer of the affordable housing to an affordable housing provider or the management of the affordable housing or, in the event that no transfer of the Affordable Housing can be achieved, the payment to the Council of a commuted sum to be agreed with the Council;
- 5.4 The arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and
- 5.5 The occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.

**6. BUS STOP UPGRADES**

The Owner shall carry out and complete the Bus Stop Upgrades on or before the Construction of the Roof of the 100<sup>th</sup> residential unit on the Property

**7. WEST MOOR LINK CONTRIBUTION**

The Owner shall pay to the Council the West Moor Link Contribution by the following instalments:-

- 7.1 On or before the Construction of the Roof of the 100<sup>th</sup> residential unit on the Property one quarter of the West Moor Link Contribution;
- 7.2 On or before the Construction of the Roof of the 200<sup>th</sup> residential unit on the Property one quarter of the West Moor Link Contribution;
- 7.3 On or before the Construction of the Roof of the 300<sup>th</sup> residential unit on the Property one half of the West Moor Link Contribution.

**8. ROUNDABOUT WORKS**

The Owner shall complete the Roundabout Works prior to the earlier of the Construction of the Roof of the 176<sup>th</sup> dwelling on the Development or Occupation of the first employment unit on the Development **PROVIDED ALWAYS** that if by that date the West Moor Link Works have been undertaken by the Council then the Owner's obligation to carry out the Roundabout Works will cease.

## **Schedule 2 Covenants by the Council**

### **Hatfield Lane Transport Bond**

- 1.1 That in the event of it first demonstrates to the Owner in writing that the measures set out in the Travel Plan are not achieving the agreed modal shift targets referred to in the Residential Travel Plan and PROVIDED THAT the Council has complied with its obligations relating to monitoring the Residential Travel Plan the Council shall be entitled to request from the Owner in writing ("Written Demand") payment of the Hatfield Lane Bond or such part of the Hatfield Lane Transport Bond that the Council reasonably requires in order to seek to achieve the agreed modal shift target referred to in the Travel Plan
- 1.2 In the event that the Council is entitled to draw upon the Hatfield Lane Transport Bond or any part thereof in accordance with paragraph 1.2 of this Schedule the Council will issue to the Owner a quarterly statement confirming details of how the Hatfield Lane Transport Bond has been expended together with details of the unspent balance
- 1.3 Not to apply the Travel Plan Monitoring Contribution for any purpose other than towards monitoring the Travel Plan the need for which directly arises from the Development
- 1.4 Not to apply the Hatfield Lane Transport Bond for any purpose other than seeking to achieve the agreed modal shift target referred to in the Travel Plan
- 1.5 That in the event the Hatfield Lane Transport Bond or any part or parts thereof are not expended within three years of the date of payment and/or the Travel Plan Monitoring Contribution or any part or parts thereof are not expended within five years of the date of payment then the sum or sums not expended plus interest accrued will be repaid to the person who paid the sums or its nominee

### **West Moor Link Contribution**

- 2.1. To pay the West Moor Link Contribution for the purposes referred to in the definition of (whether by the Council or another party) and not apply the West Moor Link Contribution for any other purposes and the Council shall (on the reasonable written request of the payee or the payee's nominee) provide evidence that the monies have been so applied.



- 2.2 In the event that the West Moor Link Contribution has not been spent or committed for expenditure by the Council within five years following the date of receipt of the final instalment the Council shall refund to the Owner any part of the West Moor Link Contribution which has not been spent or Committed for expenditure, together with any accrued interest

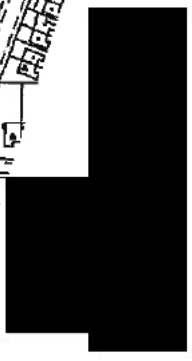
*Plan 1*



Aerial View (NTS)

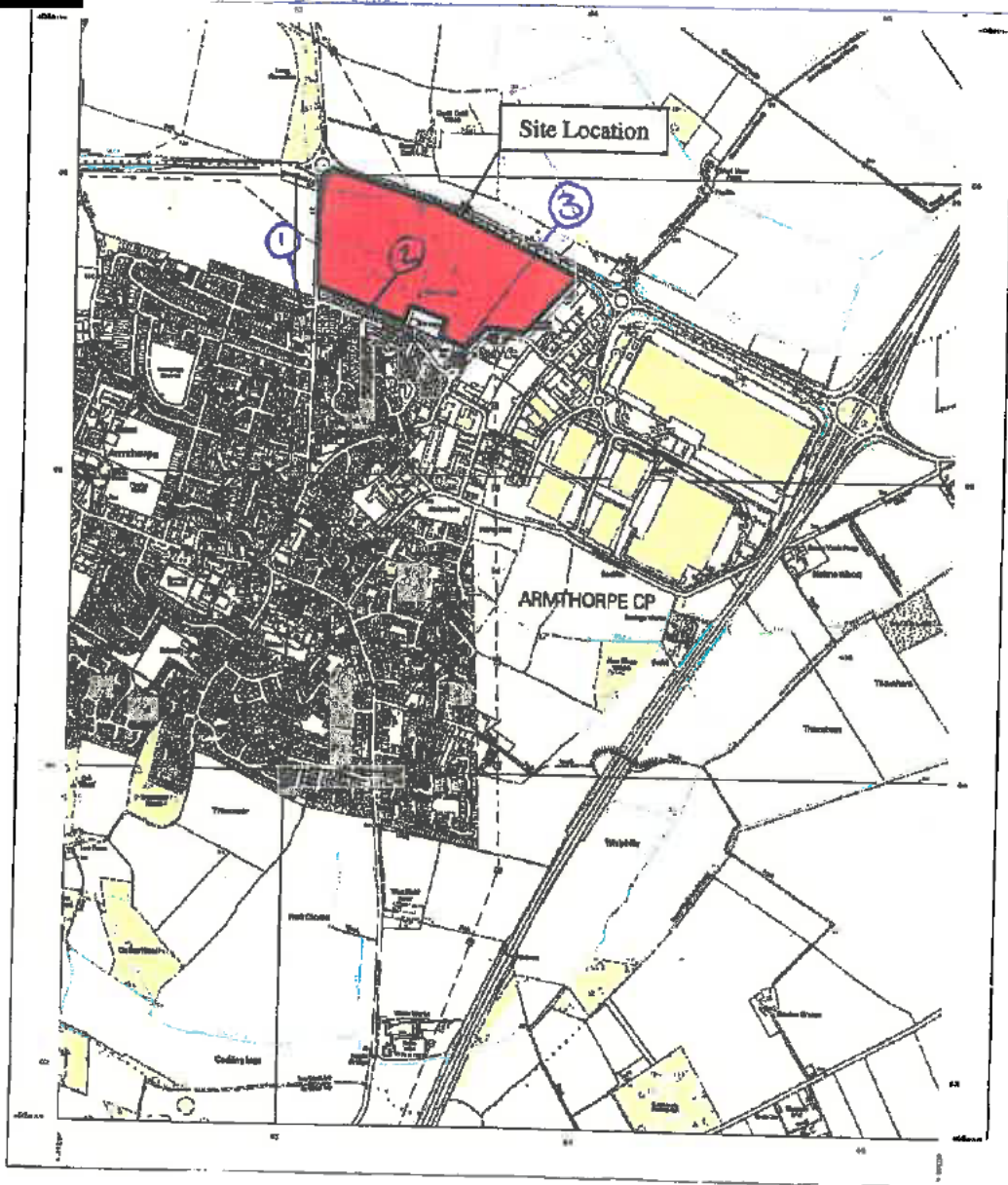


Map View (NTS)



## Appendix 2

# PLAN 2



**Appendix 3**

***Proposed Residential  
Development, Hatfield  
Lane, Armthorpe,  
Doncaster***

*Travel Plan*

*July 2011*

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**LIST OF APPENDICIES**

Appendix A – Site Location Plan

Appendix B – Site Layout Plan

Appendix C – Details of Bus Services

Appendix D – 2km Isochrone Plan

Appendix E – Pedestrian Travel to Bus Stops



## **1. INTRODUCTION**

### **1.1. Background**

This Residential Travel Plan has been prepared as part of the supporting documentation for a planning application to be submitted to the Doncaster Metropolitan Borough Council (DMBC) for proposed residential development at a site situated to the north of Armthorpe near Doncaster. The site, which extends to almost 30 hectares, is bordered to the north by West Moor Link, to the west by Hatfield Lane, to the south by Mercel Avenue and to the east by Rands Lane and existing industrial units forming part of the West Moor Park employment area. A site location plan is shown in **Appendix A**.

The site is split by power lines that mark the divide between the proposed employment and residential developments. The employment development, which sits on the eastern part of the site, is expected to deliver 240,000 sq.ft. (22,297m<sup>2</sup>) of mixed B1(c)/B2/B8 employment uses in two separate units. Access to the employment site will be taken directly from West Moor Link by means of a left in/ left out junction. A separate Travel Plan has been prepared for the proposed employment development and will be submitted as part of the supporting documentation for a planning application.

The residential development, which sits on the western part of the site, is expected to deliver 500 dwellings with access being taken from a new roundabout on Hatfield Lane. The proposed site layout plan, which also shows the employment development, is presented as **Appendix B**.

It is envisaged that this Travel Plan will provide a framework from which the Developer of the site will produce a detailed Travel Plan.

The Travel Plan will be the formal process from which to set targets for the use of sustainable travel modes and to monitor the performance of the development towards achieving these targets.

The Developer will inform the new residents of the benefits of participating in the application of the Travel Plan. This process will begin upon first occupation

*Proposed Residential Development, Hatfield Lane, Armthorpe, Doncaster  
Travel Plan*

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through the provision of a package of measures aimed at influencing the travel behaviour of new home owners. These measures will include up to date travel packs, personalised journey planning and season tickets for public transport.

However, in common with most Travel Plans that are prepared to support a planning application where the occupiers are unknown, it should be emphasised that this document only provides a framework that will need to be adaptable and progressive if it is to be successful. Therefore, it will be imperative for the Developer to hold frequent reviews to ensure that the objectives of the Travel Plan are being met. Regular monitoring of the performance of the measures that are promoted in the Travel Plan will also form an important part of the process.

## **2. POLICY CONTEXT**

### **2.1. Central Government Policy**

The Government's Integrated Transport White Paper, "New Deal for Transport: Better for Everyone" was published in July 1998. The White Paper highlights the importance of transport in the consideration of developments within the planning system. It outlines the Government's transport policies for the future, with an emphasis on the need for a sustainable and integrated transport system; travel by foot, bicycle and public transport are all being encouraged.

A New Deal for Transport sets out a framework for change. It is a long term strategy to deliver sustainable transport. In the White Paper, the Government recognises that the way we travel is making us a less healthy nation. Coronary heart disease is the biggest killer of adults in this country. Part of the blame is that we drive too much when we could walk or cycle. More exercise would help to reach the proposed target for reducing coronary heart disease and strokes in England.

Concerns regarding climate change are set out in the White Paper in the following terms. Climate change is one of the greatest environmental threats facing the world today. Globally, the balance of evidence now points to a discernible human influence on the earth's climate through the emission of greenhouse gases. In the UK, transport's share of carbon dioxide (CO<sub>2</sub>) emissions, the main greenhouse gas, has grown from around one tonne in eight in 1970 to more than one tonne in four in 1995, and is set to grow still further. Road vehicles produce four-fifths.

As we use cars more, we have made less use of public transport. Buses and trains have distinct environmental advantages as highlighted by the Royal Commission on Environmental Pollution. They require less road space per seat than cars and usually emit less CO<sub>2</sub> per occupant. Emissions of CO<sub>2</sub> and most other pollutants are generally lower per passenger kilometre for rail than for road.

Planning Policy Guidance No. 13- Transport (PPG 13) was subsequently published in March 2001. In essence the objectives contained within PPG13 are to integrate planning and transport to promote more sustainable transport choices and reduce the need to travel, especially as a single car occupant. Key themes within PPG13, which are of direct relevance to the Travel Plan process include:

- The need to ensure accessibility and promote travel by public transport, walking and cycling;
- The need to control parking;
- The need for appropriate traffic management; and
- The adoption of travel plans.

PPG13 also suggests that Travel Plans should support the delivery of sustainable transport objectives through:

- Reducing car usage (particularly single occupancy trips);
- Promoting walking, cycling and use of public transport;
- Reduced traffic speeds and improved road safety and personal security particularly for pedestrians and cyclists; and
- More environmentally friendly delivery and freight movements, including home delivery services.

Further emphasis is given on the accessibility to jobs, shopping, leisure and services. The Government considers that travel plans should be submitted alongside planning applications in order to help mitigate the effects of development. For example, they can assist in reducing traffic congestion and pollution, make a real contribution to the achievement of sustainable transport objectives, and have the potential for employer and employee benefits in site facilities and travel options.

In terms of the Travel Plan, a document titled "Using the Planning Process to Secure Travel Plans" was published by the Office of the Deputy Prime Minister (ODPM) and the Department for Transport (DfT) in July 2002 to set out best practice guidance on securing travel plans through the planning process.

This document provides guidance to local authorities and applicants with respect to both speculative and committed development. It highlights the need for a consistent but flexible approach to travel plans and recommends a staged process, in which framework travel plans inform the more detailed travel plans once the end-user is confirmed.

## **2.2. Local Government Policy**

DMBC recognises that the ability to influence travel behaviour is now an essential part of any new development. It uses travel plans as the tool to deliver a programme of Smarter Choices that reduce congestion and the impact on the environment. Developers and site operators who apply for planning permission are required to provide increasingly comprehensive transport assessments to identify the exact travel impacts of the development and set out in a travel plan a clear and practical approach to measure, manage and minimise this impact.

Developments are required to provide safe access by all modes of transport to provide access to jobs and public amenities by walking, cycling and public transport. Developments must also meet their potential to create opportunities for public health improvements by encouraging active travel to reduce obesity, heart disease and stress.

DMBC requires that travel plans are submitted with planning applications and that they may be binding, either through use of conditions attached to the planning permission or through related planning obligations. DMBC will use planning obligations to secure travel plans and enforce monitoring of these plans to ensure that modal shift targets are adhered to.

DMBC has been consulted and confirmed the need for a travel plan to support this development. DMBC has also identified the key elements that should be included within a travel plan. These include actions/ measures designed to

encourage the use of sustainable modes of transport, targets to ensure objectives are met and details of the monitoring and review process to ensure the ongoing success of the travel plan.

DMBC has also prepared a Commuter Plan. The targets set in this document aim to help achieve the overall modal shift targets set in the South Yorkshire Local Transport Plan (2006 to 2011). The Commuter Plan offers strategies to encourage alternative modes of travel to single occupancy car journeys. It considers information and advice as key to raising awareness about sustainable modes of travel and notes that the internet is instrumental in this process.

### **3. OBJECTIVES**

This Travel Plan has been prepared in support of proposed residential development to the north of Armthorpe near Doncaster.

It is envisaged that this Travel Plan will act as a framework from which the Developer will prepare a detailed Travel Plan with the aim of encouraging new residents to participate in achieving the key objectives of the Plan.

This framework Plan sets the strategic objective for the overall development and provides a framework within which a detailed Travel Plan for the individual residents will be developed. The objective of this approach is to secure a co-ordinated approach to transport policy that will provide potential residents with a comprehensive range of travel options that will help to meet the targets on sustainable travel in accordance with the Government's key aims and objectives.

The purpose of this Plan is to demonstrate the commitment of the Developer to playing its part in minimising the impact of travel on the environment by reducing the level of unnecessary travel and encouraging those who have to travel, to do so in a more environmentally friendly way.

The principal objectives of the Travel Plan are:

**Objective 1** – to increase the role of walking and cycling as transport modes, in support of wider transport, health and social policy objectives.

**Objective 2** – to develop a safe, convenient, efficient and attractive transport infrastructure which encourages and facilitates the use of walking, cycling and public transport and which minimises reliance on and discourages unnecessary use of private motorised vehicles.

Through changes in travel habits this Travel Plan will provide benefits for:

- **Individuals** - through improved health, reduced stress and potential cost savings;

- **The Environment** - through improved air quality - with less noise, dirt and fumes, as well as by reducing the impact of other national and global environmental problems such as photochemical smog and global warming.



#### **4. SITE CONTEXT**

##### **4.1. Site Information**

The proposed development site sits to the north of Armthorpe, a suburb of Doncaster and is located some 5km to the north east of the town centre. It is a greenfield site currently in arable use and has a total site area of almost 30 hectares. There is an existing field access approximately half way along the site frontage on Hatfield Lane. Hatfield Lane marks the western border of the site and is the main route into Armthorpe from the north.

An existing residential area joins the site to the south along Mercel Avenue while to the north the site boundary is formed by West Moor Link. West Moor Link, which joins the M18 at Junction 4 approximately 1km to the east, is a major radial route into Doncaster. Rands Lane forms the eastern border of the site and this is part of the West Moor Park employment area.

There are allotments in the south east corner of the site. These are outside the application boundary and are to be retained. Also outside the application boundary and abutting the allotments to the south east are a children's play area and a temporary site compound. The allotments, the play area and the site compound are all accessed from Mercel Avenue.

Further to the west and south of the site are the main urban areas of Doncaster and Bessacarr respectively. Further north are the smaller urban areas of Edenthorpe, Kirk Sandell, Dunsville, Hatfield and Stainforth. Areas to the east beyond the M18 are largely agricultural in nature.

##### **4.2. Existing Public Transport, Pedestrian and Cycle Facilities**

The proposed development site is currently served by two bus services. Routes 81 and 82, which are part of the Over Ground network operated by First, run between Doncaster town centre and Armthorpe. A route map and the relevant timetables are presented in **Appendix C** while the main features of both services are summarised in the table below.

**Table 4-1: Summary of Routes 81 and 82 – Monday to Friday**

| Service  | Frequency |         |         | First Bus | Last Bus |
|----------|-----------|---------|---------|-----------|----------|
|          | AM Peak   | PM Peak | Daytime |           |          |
| Route 81 | 3         | 3       | 3       | 05:06     | 22:40    |
| Route 82 | 3         | 3       | 3       | 06:53     | 23:30    |

Within Armthorpe Routes 81 and 82 travel on a loop in opposite directions before returning via a common route to Doncaster town centre via Intake. In Armthorpe Route 81 operates in a clockwise direction while Route 82 provides the same service in a counter clockwise direction. With both routes operating at a 20-minute frequency, this effectively provides the residents of Armthorpe with a 10-minute service into Doncaster throughout the day. In the vicinity of the site both services operate on Hatfield Lane and Mercel Avenue. They also serve the West Moor Park Employment area, Armthorpe town centre and the primary and secondary schools situated on Mere Lane.

There are two pairs of bus stops located within comfortable walking distance of the site. One pair is on Mercel Avenue just to the east of Sycamore Avenue where a shelter is provided for westbound services. The other pair is on Hatfield Lane just to the south of Hawthorne Avenue and here there is a shelter provided for southbound services. Both pairs of stops are approximately 450 metres from the centre of the proposed residential development. There is also a bus turn around situated at the junction of Mercel Avenue and Rands Lane and this also benefits from a shelter.

During the week Route 81 operates between 5am and 11pm and up until 6pm maintains a 20-minute frequency. During the evening the frequency reduces to between one or two buses per hour. Route 81 serves the West Moor Park employment area and as such is scheduled to provide for the needs of people working shifts with shift changeovers typically occurring at 6am, 2pm and 10pm.

Route 82 operates a similar service to Route 81 during the week although services begin operating approximately two hours later between 7am and 8am.

From then a 20-minute frequency is maintained until 6pm from when the frequency reduces to one service per hour until the last service between 11pm and midnight.

The operating schedules for Routes 81 and 82 are designed to complement one another so that during the week a 10-minute service is maintained between Armthorpe and Doncaster town centre. Routes 81 and 82 also operate on Saturday and Sunday. Saturday services operate a similar service pattern to the weekday schedule and although there is a reduced timetable on Sunday there are still up to four buses per hour between 9am, when the service begins, and 6pm. After 6pm an hourly service is maintained until around 11pm.

Trains serving Doncaster railway station, located in the town centre, provide opportunities for multi modal public transport journeys to and from Armthorpe. The station is served by several operators including, East Coast trains, Northern Trains, Cross County Trains and First TransPennine Express. These operators provide regular daily services to a range of local, regional and national destinations including many suburbs of Doncaster, Sheffield, York and Leeds, and London, Glasgow and Edinburgh. Travel by train is possible for people travelling to and from Armthorpe because the 81 and 82 bus services depart from the Interchange, which is located immediately adjacent to the railway station. The scheduled journey time between Armthorpe and the Interchange varies between 20 minutes (off-peak) and half an hour (peak periods).

When considering the distance over which walking is an effective mode of transport, PPG13 states that, *'walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under two kilometres'*.

A two-kilometre catchment from the centre of the site includes large parts of Armthorpe including the town centre and the West Moor Park Employment area. It also includes the residential area to the west of Hatfield Lane which is significant in that it contains the two closest schools to the site. The bus stops on Mercel Avenue and Hatfield Lane are also comfortably within the two-kilometre

catchment. An isochrone plan showing a 2km catchment at 500m intervals from the centre of the residential development is presented in **Appendix D**.

The local road network provides a fully integrated system of footways that combine to provide direct and safe links to the facilities described in the paragraph above. There are footways on both sides of most roads in the built up area of Armthorpe. Street lighting is provided throughout and convenient crossing points including the provision of dropped kerbs are provided to encourage safe pedestrian behaviour. There is a pedestrian refuge on Hatfield Lane between Mercel Avenue and Hawthorne Avenue.

Cycling is an important mode of travel at the local level and is identified in PPG13 as having the potential to replace short car trips, especially those under five kilometres. Home to work trips are a particular target for local authorities seeking to encourage cycling as an alternative to car travel.

As well as the whole of Armthorpe, there are many areas that are within five kilometres of the site including large parts of the eastern suburbs of Doncaster, villages to the north including Edenthorpe, Kirk Sandall and Hatfield and areas to the south and east including, Auckley, Bessacarr, Branton, Cantley and Rossington. Local Transport Note 1/86 suggests an average cycling speed of 24.14km/h (15mph). With this assumption the site is a maximum of 20 minutes by bicycle from the localities listed above.

The local highway network within the vicinity of the site contains several advisory cycle routes and a traffic free cycle path that runs along the south side of West Moor Link to the Sainsbury's roundabout. The cycle facilities are presented on the Doncaster Cycling Map (4<sup>th</sup> Edition) published by DMBC.

#### **4.3. Proposed Development**

The residential development, which sits on the western part of the site, is expected to deliver 500 dwellings with access being taken from a new roundabout on Hatfield Lane. As well as providing the necessary capacity to serve the development the roundabout would also act as a gateway feature for

Armthorpe forcing vehicles to slow down as they enter the urban area from the north.

The site area for the proposed residential development is 18.40 hectares, which for a development comprising 500 units, equates to a density of 27.2 dwellings per hectare. The site layout plan indicates that across the site there will be 118 four bed detached units, 150 three-bed detached units, 120 three-bed mews, 100 two-bed mews and 12 bungalows. The number of affordable units will be provided in accordance with the requirements of DMBC.

In terms of parking the general principal is to provide two spaces per dwelling although for some of the two-bed units parking is provided at a level of 1.5 spaces per dwelling. The maximum parking provision is to be incorporated into DMBCs LDF and the level of parking will be reviewed in light of the adopted standards.

The development has been laid out in accordance with current best practice and where practicable follows guidance set out in documents such as Manual for Streets (Department for Transport – 2007). The guiding principle underpinning Manual for Streets is that streets should not be designed just to accommodate the movement of motor vehicles. The emphasis should also be placed in meeting the needs of pedestrians, cyclists and public transport users, so that use of these modes of travel is encouraged.

In most cases internal junctions within the housing layout are defined by informal squares with a combination of shared and raised surfaces to encourage lower speeds. Limited signage and road markings would reinforce this effect. Pedestrian safety will be catered for by pedestrian routes and crossing points defined by surface treatments and creative boundary treatments. Pedestrian routes will be direct and well-lit and will be designed to high standard.

To encourage cycling and walking, the layout of the residential development will enhance linkages to the surrounding facilities by ensuring that the new footpath network is planned to integrate with the existing infrastructure. To ensure that the site becomes fully permeable, the existing footways on Hatfield Lane and Mercel

Avenue will be extended into the site to provide convenient and safe links to a range of local facilities including nearby bus stops.

For instance the route in the south east corner of the site between the allotments and the cemetery has been designed to minimise the distance to the bus turn around at the eastern end of Mercel Avenue by integrating with the existing footpath within the play area. This would also be the main route to the West Moor Park employment area.

Similarly a pedestrian route has been provided in the south west corner of the site to minimise the walk distance from the residential development to the bus stops on Hatfield Lane. This would also be the main route to the primary and secondary schools located on Mere Lane and for trips into Armthorpe town centre.

To enhance pedestrian safety, a signal controlled crossing is being proposed on Hatfield Lane between the site access and Mercel Avenue. This will link the development to the footway on the western side of Hatfield Lane and form part of a safe pedestrian route to the schools on Mere Lane.

A third pedestrian access is proposed on Hatfield Lane to the north of the site access. This provides a connection via Hatfield Lane to the existing footway on the south side of West Moor Link.

At the request of South Yorkshire Passenger Transport Executive (SYPTTE) an analysis of the walking distance from the site to the bus stops on Mercel Avenue and Hatfield Lane has been undertaken. The results are summarised below and are illustrated on a colour coded plan contained within **Appendix E**.

- 205 dwellings (41%) within 400 metres of a bus stop;
- 314 dwellings (63%) within 450 metres of a bus stop;
- 401 dwellings (80%) within 500 metres of a bus stop;
- 444 dwellings (89%) within 550 metres of a bus stop; and
- 493 dwellings (99%) within 600 metres of a bus stop.

- 500 dwellings (100%) within 650 metres of a bus stop

As can be seen just over 40% of the development is within the recommended 400 metre threshold, almost two-thirds is within 450 metres and 80% is within 500 metres. At the meeting with the SYPTTE it was agreed that on the basis that Bus Routes 81 and 82 offer a frequent and comprehensive service (every 10 minutes during the day into Armthorpe and Doncaster town centre), passengers may be more inclined to accept walk distances that are longer than the typical 400 metre threshold. Accordingly the SYPTTE indicated that it would not be appropriate to divert Routes 81 and 82 into the site and that the development could utilise existing bus stops on Mercel Avenue and Hatfield Lane providing that these are linked to the development by high quality pedestrian routes that are both direct and well-lit.

**5. TRAVEL PLAN CO-ORDINATOR**

Once it is established that the location of the development supports sustainable travel, the focus of the Travel Plan should be on the provision of key services and its communication with residents.

Ensuring services are in place and managing the strategy for the site will require a Travel Plan Co-ordinator. It is recognised that this does not necessarily imply a permanent full time post and the workload of the coordinator is likely to be variable. More time will be required in the early stages when services are being procured for the site ahead of occupation and when residents are first moving in. Further work will however be required to refresh the plan at future stages and to accommodate the needs of later incoming residents.

The Travel Plan Co-ordinator will be appointed by the Developer and will be based within easy access of the development so that they can act as a champion for the Travel Plan and play a hands-on role, providing a friendly point of contact for residents and on-site marketing staff where relevant. The requirement to provide a Travel Plan Co-ordinator will be secured in the Section 106 Agreement.

The Developer has nominated the following person to fulfil the Travel Plan Co-ordinator role in the first instance:

Mr D. Golden  
MPSL Planning & Design  
Tel: 0161 772 1999  
Email: DGolden@mpsldesign.co.uk

The role will start no later than six months prior to first occupation and will continue for five years following occupation of the final dwelling at the development. The expectation is that when construction begins, the role of the Travel Plan Co-ordinator will be taken up by the housebuilder. It is likely that the Co-ordinator will be based at the sales office and will therefore represent the first point of contact for all new residents. Beyond five years or completion of the



development the expectation is that the housebuilder will continue to provide the role of Travel Plan Co-ordinator.

The Travel Plan Co-ordinator will also develop links with the Travel Plan Co-ordinators at the adjacent employment development through invitations to all formal and informal meetings. This will help to maximise the potential for joint initiatives and to ensure that the measures being provided at both sites complement one another.

The Travel Plan Co-ordinator will be responsible for:

- Co-ordinating the Travel Plan with management support;
- Providing travel information;
- Being the point of contact for travel queries;
- Promoting the objectives and benefits of the Travel Plan;
- Co-ordinating the completion of the travel surveys and developing new measures in response to results;
- Assisting with the establishment of clear, realistic and monitorable targets for the use of alternative modes of travel;
- Monitoring the success of the travel policy against the targets;
- Enabling residents to put forward their ideas and views about travelling to and from the development;
- Providing feedback to the Developer and residents on the success of the Plan; and
- Acting as the point of contact for information, for exchanging ideas and best practice with other organisations and promoting national travel campaigns as appropriate.

The Travel Plan Co-ordinator will be responsible for the monitoring of the progress achieved. The nature of the monitoring process will be developed in consultation with DMBC and will be agreed prior to the first occupation of the site.

## **6. DELIVERING THE PLAN**

### **6.1. Travel Information Packs**

Residents need to be made aware of the travel arrangements and the access options serving the site from the outset and therefore upon first occupation each new household will receive a travel information pack that will include the following:

- Brief description of the Travel Plan and the key objectives;
- Contact details of the Travel Plan Co-ordinator;
- The offer of a visit from a personal travel advisor who can help provide information about sustainable travel that is specifically geared to the journey needs of the household;
- Through the Residential Travel Master Scheme, each new dwelling will be issued with one travel pass that provides half price travel by public transport for a year;
- A voucher for free/ discounted bicycle or bicycle equipment up to a value of £50 per household;
- Description and summary timetable of bus services that serve the nearest bus stops;
- Description and summary timetable of rail services at Doncaster station;
- Description of pedestrian and cycle routes (including maps) to local facilities including, bus stops, schools, leisure centres, town centre and railway station; and
- Details of the Travel Plan Website.

Each newly occupied home will receive an induction visit from the Travel Plan Co-ordinator or a trained representative that may also be a member of the on-site sales team. During the visit, explanation will be given about the travel

opportunities at the site, the Travel Plan and its incentives and the provision of detailed travel advice if required.

## **6.2. Travel Plan Website**

One of the most important aims of the Travel Plan process is to keep residents updated of any changes that might affect their journey. In order to provide detailed up to date information in an easy to access format, the Travel Plan will have its own website. The website will be implemented prior to first occupation. The Travel Plan Co-ordinator will implement and maintain the website, which will include the following:

- Travel Plan news;
- Information on travel initiatives;
- Details of safe and convenient walking and cycling routes to and from the site;
- Links to public transport timetable information;
- Links to home delivery and shopping websites;
- Links to local cycling groups and details of BikeBUDI scheme;
- Links to public transport ticket ordering website and details of local taxi companies and if appropriate, links to their websites; and
- Information on health benefits of walking and cycling.

## **6.3. Broadband Internet Access**

To facilitate convenient, high-speed Internet access and in particular access to the Travel Plan website, all residential units will be equipped with broadband Internet capabilities.

Broadband Internet access can reduce the need to travel by providing residents with access to local home delivery services, to information on travel provided

through community websites as well as making it easier for residents to work at home.

#### **6.4. Personal Travel Planning**

It is recognised that Personal Travel Planning techniques, in which individuals receive customised advice tailored to their journey needs, can encourage more sustainable travel patterns. A new development provides an opportunity to offer personal travel advice when residents have just moved in. At this point, new travel habits are being established and information about services and facilities in the area are essential to achieving sustainable travel choices. The Travel Plan Co-ordinator will encourage all new residents to participate in personal travel planning upon occupation.

#### **6.5. Public Transport**

To encourage greater use of public transport the Travel Plan Co-ordinator will:

- Publicise existing local transport services and travel information to residents and, where appropriate, visitors to the site;
- Provide details for Internet access for public transport information and identify sites that have local information;
- See references in Sections 6.1 and 6.2.

#### **6.6. Cycling**

Cycling is an efficient, healthy and environmentally friendly mode of transport. To encourage residents to own and use a bicycle, the following measures will be undertaken:

- Set up a bicycle user group (after occupation of 50<sup>th</sup> dwelling);
- Provide maps showing recommended cycle routes to key destinations (contained within Travel Pack and on Website);

- A bicycle user group and buddy scheme so that experienced cyclists can help less experienced ones get started [www.BikeBUDI.com](http://www.BikeBUDI.com) (Travel Plan Website).
- Provide a voucher for free/ discounted bicycle or bicycle equipment up to a value of £50 per household (Travel Pack); and
- Publicise the health benefits of cycling (Travel Plan Website).

#### **6.7. Walking**

To encourage walking the following actions will be undertaken:

- Provide maps showing recommended walking routes to local facilities, including bus stops, schools, leisure facilities and the town centre (Travel Pack and Website); and
- Publicise the health benefits of walking (Website).

#### **6.8. Travelling by Car**

In recognition of the fact that travelling by car is sometimes the only realistic option, especially where there is no public transport alternative, particular attention will be given to the encouragement of car sharing. Residents will be encouraged to submit their names for car sharing and all new residents will be given an opportunity to join the scheme. It is recognised that the opportunities for car sharing are more limited at residential developments than for example at the workplace where the journey requirements are more likely to coincide.

Notwithstanding, a database of car sharers will be created upon first occupation and reviewed on a regular basis to ensure it is kept up to date. The database will identify individuals travel patterns and make the opportunity for car sharing more visible. The Travel Plan Co-ordinator will encourage all new residents to join the Car Share South Yorkshire scheme, [www.southyorkshire.liftshare.com](http://www.southyorkshire.liftshare.com). This could also identify opportunities for car sharing with existing residents of Armthorpe who are already members of the scheme.

#### **6.9. New Residents**

The Travel Plan Co-ordinator will make known the existence of the Travel Plan to all new residents. They will be also be given the travel information packs so that they are aware of the range of opportunities for sustainable travel from day one.

#### **6.10. Ongoing Promotion**

It is recognised that to maintain the impetus of the Travel Plan, initiatives will be required to promote sustainable travel on an ongoing basis. Measures to achieve this will include:

- Regular updates of the website with details of forthcoming travel events and forums, timetable changes and any promotional offers. The website will also provide links to the community car share database and home delivery grocery services;
- A community noticeboard for travel information – again regularly updated;
- Community travel forums at which residents are invited to give feedback to the Travel Plan Co-ordinator and service providers about travel arrangements;
- Community travel events such as cycle promotion days;
- Regular follow-up meetings with individual households to review the success of the travel arrangements;
- Regular review of the travel information packs to ensure that these are up to date and relevant to new residents.

## **7. TARGETS**

One of the prime objectives of an active Travel Plan is to set clear and realistic targets. Targets play an important role in residential travel plans and should clearly relate to goals set out in the Plan. Monitoring of the Plan should track the main targets providing regular information on the progress that the Plan is making in achieving its aims. This information can provide important 'early warning' if the Plan is failing to have a sufficient impact on travel behaviour and the Plan and its measures can then be modified accordingly.

Travel Plan Guidance Packs that are provided by a number of authorities suggest that Travel Plans should set between 5 – 10 clearly defined objectives underpinned by targets and actions that are SMART: Specific-Measurable-Achievable-Realistic-Timed.

The ultimate aim of the Travel Plan is to reduce journeys by car to and from the development and to improve overall accessibility by walking, cycling and using public transport. In establishing targets, accurate baseline information on car access to and from the site is imperative and in setting the first target, data from the 2001 Census has been used for the ward of Armthorpe.

The modal split for the journey to work in Armthorpe has been calculated from the 2001 Census Journey to Work Data. The data has been filtered to provide information for the resident population. It is considered that the existing journey to work patterns within this ward will provide the best estimate of the modal split that can be assumed for the proposed development. The modal split for the Armthorpe ward is presented in Table 7-1 below.

**Table 7-1: Existing Modal Split – Armthorpe Ward**

| <b>Mode</b>   | <b>Existing Modal Split</b> |
|---------------|-----------------------------|
| Car Driver    | 65.41%                      |
| Bus           | 10.09%                      |
| Car Passenger | 9.15%                       |
| On Foot       | 7.69%                       |
| Pedal Cycle   | 4.88%                       |
| Train         | 1.15%                       |
| Motorcycle    | 1.13%                       |
| Taxi          | 0.50%                       |
| <b>Total</b>  | <b>100.00%</b>              |

In order to encourage the use of sustainable modes from the new development, a target has been set to ensure that there is commitment from the Developer to reduce the level of single occupancy car use for the journey to work compared with the existing situation. At this stage a target has been set to reduce the number of single occupancy car users by 10% and the details of this are presented in Table 7-2 below.

**Table 7-2: Target Modal Split for Proposed Development**

| <b>Mode</b>   | <b>Target Modal Split</b> |
|---------------|---------------------------|
| Car Driver    | 58.87%                    |
| Bus           | 13.09%                    |
| Car Passenger | 10.92%                    |
| On Foot       | 7.69%                     |
| Pedal Cycle   | 6.65%                     |
| Train         | 1.15%                     |
| Motorcycle    | 1.13%                     |
| Taxi          | 0.50%                     |
| <b>Total</b>  | <b>100.00%</b>            |



The trips that have shifted from the car have been allocated to other modes in the following proportions; bus (3%), car passenger (1.77%) and bicycle (1.77%). The increase in the number of people using the bus reflects the proximity of the site to the existing bus network and in particular the comprehensive level of service offered by Routes 81 and 82. The provision of half price travel by public transport for a year through the Residential Travel Master Scheme should also have a positive influence on the level of bus use.

The increase in the number of car passengers and bicycle users is a reflection of the measures in the Travel Plan aimed at encouraging travel by these modes, specifically registration to car sharing and bicycle user groups.

Four other targets have been set to reduce journeys by car to and from the site.

The first is to reduce the peak hour vehicle trips by 10% using the trip rates that were used in the Transport Assessment. The existing trips are those calculated for the initial modal split in the Transport Assessment. The existing and target trips are shown in Table 7-3 below. For monitoring purposes the number of trips will be adjusted on a pro rata basis to reflect the level of occupation.

**Table 7-3: Existing and Target Vehicle Peak Hour Trips**

|          | AM Peak  |            | PM Peak  |            |
|----------|----------|------------|----------|------------|
|          | Arrivals | Departures | Arrivals | Departures |
| Existing | 45       | 153        | 173      | 75         |
| Target   | 41       | 138        | 156      | 68         |

The second target is that 10% of households will join the car sharing scheme [www.southyorkshire.liftshare.com](http://www.southyorkshire.liftshare.com). This target is to be achieved upon occupation of the dwelling that represents 75% of the planned development.

The third target is that 10% of households will either join the bicycle user group or have registered to join the buddy scheme at [www.BikeBUDI.com](http://www.BikeBUDI.com). This target

is to be achieved upon occupation of the dwelling that represents 75% of the planned development.

The fourth target is that 10% of households use Internet shopping for their weekly supermarket shop. This target is to be achieved upon occupation of the dwelling that represents 75% of the planned development.

To encourage a culture of sustainable transport, there will be a requirement to work towards achieving the targets from the very early stages of the development.

The development will take a number of years to complete and therefore triggers for introducing corrective measures will be set throughout the build out period of the development. This will involve monitoring at regular intervals to identify where targets are not being met and where corrective measures are needed. Any modification to targets would be subject to prior written agreement of DMBC in consultation with the HA.

To monitor progress and to provide a up to date check of the performance of the Travel Plan against targets, the Travel Plan Co-ordinator will set up a spreadsheet that records the date of occupation of each unit and then identifies for each unit the modal share for single car occupancy that needs to be achieved for that household to achieve the target within five years of occupation. From this spreadsheet a site wide modal split that reflects the overall occupation and the individual length of occupation can be calculated.

**8. MONITORING REVIEW AND RESOURCING**

Upon occupation of the first unit, the House Builder will deposit with DMBC a sum of money to be placed in a separate interest bearing account. The amount will be agreed with DMBC prior to the signing of the Section 106 Agreement. This account is to be designated the Hatfield Lane Residential Travel Plan Account (HLRTPA). Drawings from the account will require the authority of a specified officer of DMBC and the EPTP Co-ordinator.

The HLRTPA will be applied as follows:-

- (i) to cover the costs required for annual trip monitoring
- (ii) for measures to be introduced in the event that the targets specified in section 7 above are not being achieved.

It is important that the Plan is monitored on a regular basis to ensure that the key objectives are being met and that the Plan evolves to adapt to changing circumstances. At this stage unrealistic targets can be replaced with ones that are more realistic and that encourage rather than discourage those responsible for trying to achieve the targets. The success of the actions contained within the Travel Plan can also be reviewed, and modified as necessary.

The Travel Plan Co-ordinator will arrange for a travel survey questionnaire to be given to each household within three months of their occupation to ascertain current travel patterns and requirements. The questionnaire will help to inform new residents of the Travel Plan and the travel initiatives.

The progress of the Travel Plan will be reviewed on an annual basis for a period to be agreed with DMBC. Typically the review period lasts for at least five years although due to the need to phase the construction, this period can be extended for residential travel plans depending on the time taken to complete the development. The monitoring period will be agreed with DMBC but as a minimum the formal monitoring period will continue for five years following full occupation.

Update forms will be submitted to DMBC annually, featuring recent survey information and noting actions taken throughout the past year and planned for the next. Once submitted DMBC will review the Monitoring Report and may suggest modifications to the original measures contained within the Plan.

Details of the Monitoring and Reporting requirements will be agreed prior to the signing of the Section 106 Agreement. DMBC may take enforcement action for failure to submit an annual Travel Plan Update or for failure to implement the measures in the Plan as approved.

The nature and cost of the monitoring process will be agreed with DMBC in consultation with the HA prior to the signing of the Section 106 Agreement. It is expected however that a travel survey will be undertaken on an annual basis to establish the modal split for the journey to work. This will include all occupied units and be organised by the Travel Plan Co-ordinator. The travel survey will also include questions to determine the take up of the car sharing and cycle 'buddy' schemes and the proportion of households using Internet shopping.

Peak hour traffic counts will also be undertaken at each of the main vehicle access points to the development to establish the peak hour trip rates. The duration and methodology for these counts will be agreed with DMBC. Traffic counts will begin upon occupation of the 51<sup>st</sup> dwelling and the methodology and timing of the counts will be agreed with DMBC prior to the signing of the Section 106 Agreement.

The results of the monitoring can then be used to modify the targets and actions contained within the Travel Plan to ensure that the Travel Plan is an on-going process. Any modification to targets would be subject to prior written agreement of DMBC in consultation with the HA.

By continually reviewing the Plan it will help to develop and improve it and ensure that the measures introduced are consistent with the requirements of the development.

In the event that the targets are not being met the Travel Plan Co-ordinator will organise a more detailed survey to examine attitudes and influences that are

preventing a shift to sustainable travel modes. This will allow the introduction of more focused measures aimed at encouraging people to participate in schemes that promote sustainable travel. Incentives specifically targeted at problem areas may also be introduced. The HLTPA will fund the corrective measures. If targets are still not being met then a follow up visit from the Travel Plan Co-ordinator will be arranged to emphasise the availability and benefits of sustainable transport.

**9. TIMESCALES**

An outline timetable for the production and ongoing monitoring and review of the Travel Plan has been produced, which details the key elements of the process and the approximate timescales. This is shown in Table 9-1 below.

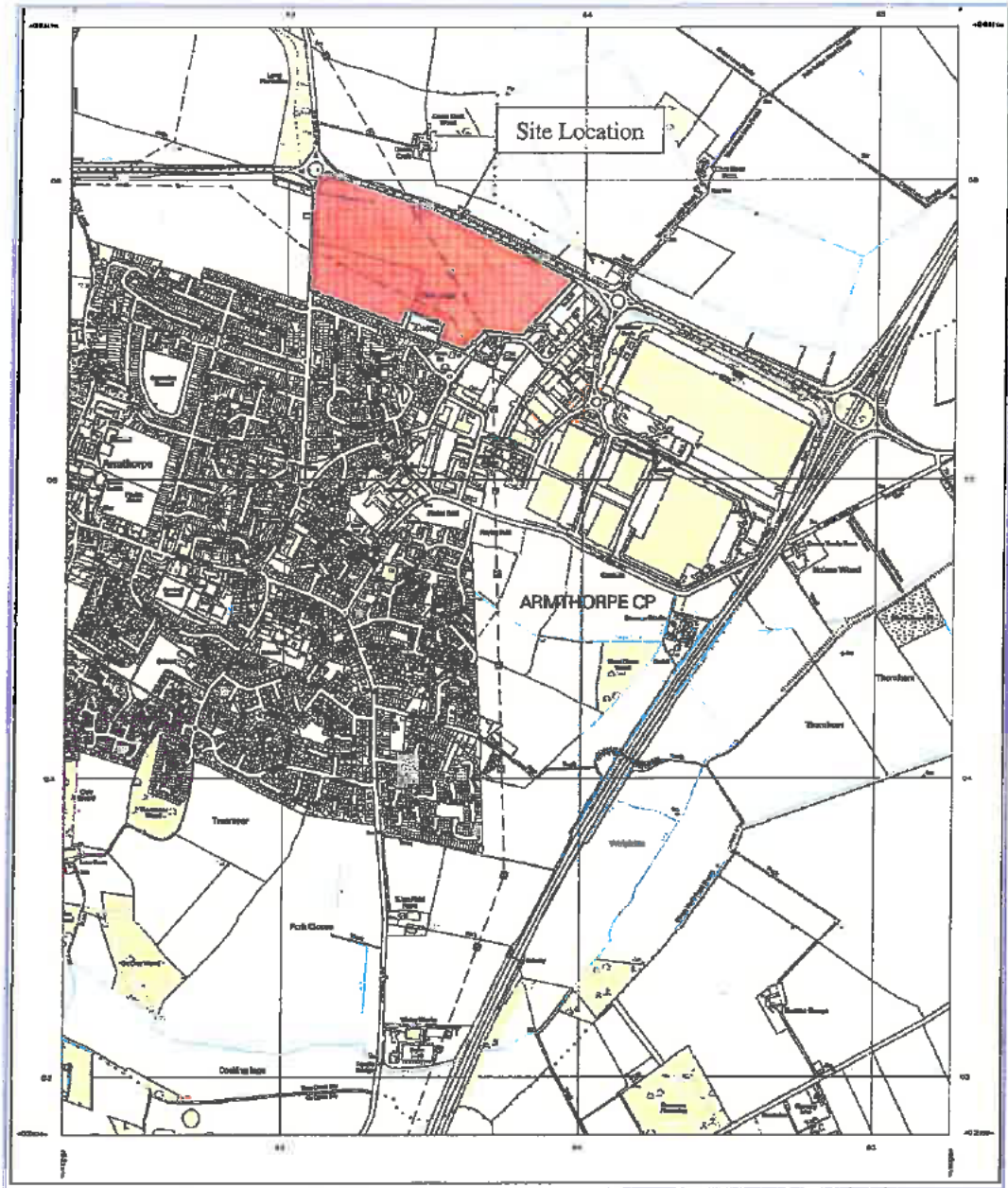
**Table 9-1: Travel Plan Timetable**

| <b>Action</b>   | <b>Timescale</b>   |
|---|--|
| Appoint Initial Travel Plan Co-ordinator.   | MPSL nominated for this role. Contact details to be agreed and included in the S106 Agreement.                       |
| Appoint Final Travel Plan Co-ordinator.   | House Builder nominated for this role. Contact details to be provided after final transfer of site to House Builder. |
| Develop Travel Plan in consultation with DMBC.  | After final transfer of site to House Builder but prior to 1 <sup>st</sup> occupation.                               |
| Finalise and adopt Travel Plan in consultation with DMBC.   | After final transfer of site to House Builder but prior to 1 <sup>st</sup> occupation.                               |
| Monitor success of Travel Plan actions and progress towards targets. Amend Travel Plan if necessary.  | Ongoing following adoption of Travel Plan; monitoring intervals and method to be agreed with DMBC.                   |
| Undertake resident travel surveys and traffic counts to measure success of Travel Plan and discuss findings with DMBC. Review Travel Plan and amend if necessary. | Ongoing for a period to be agreed with DMBC. Every 12 months following adoption of Travel Plan.                      |

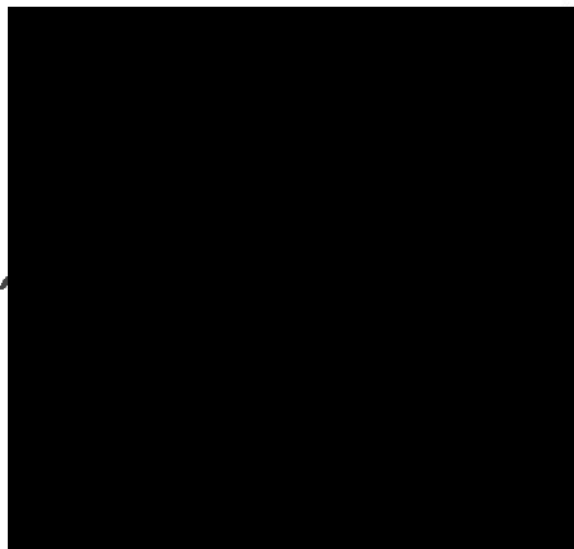
As with all elements of the Travel Plan process, these timescales are not prescriptive, but should be modified according to circumstances to ensure that they allow the Developer to produce a Travel Plan that benefits the residents, and remains relevant throughout.

**Appendix A – Site Location Plan**



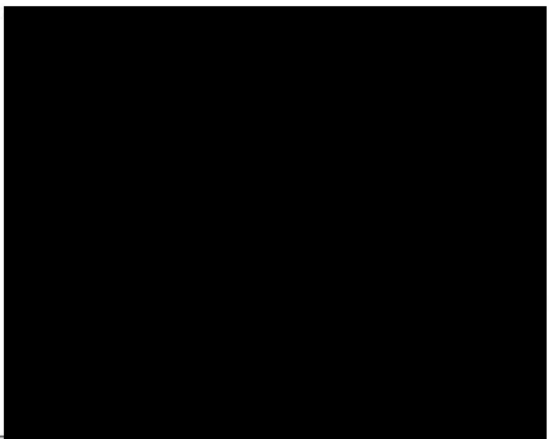
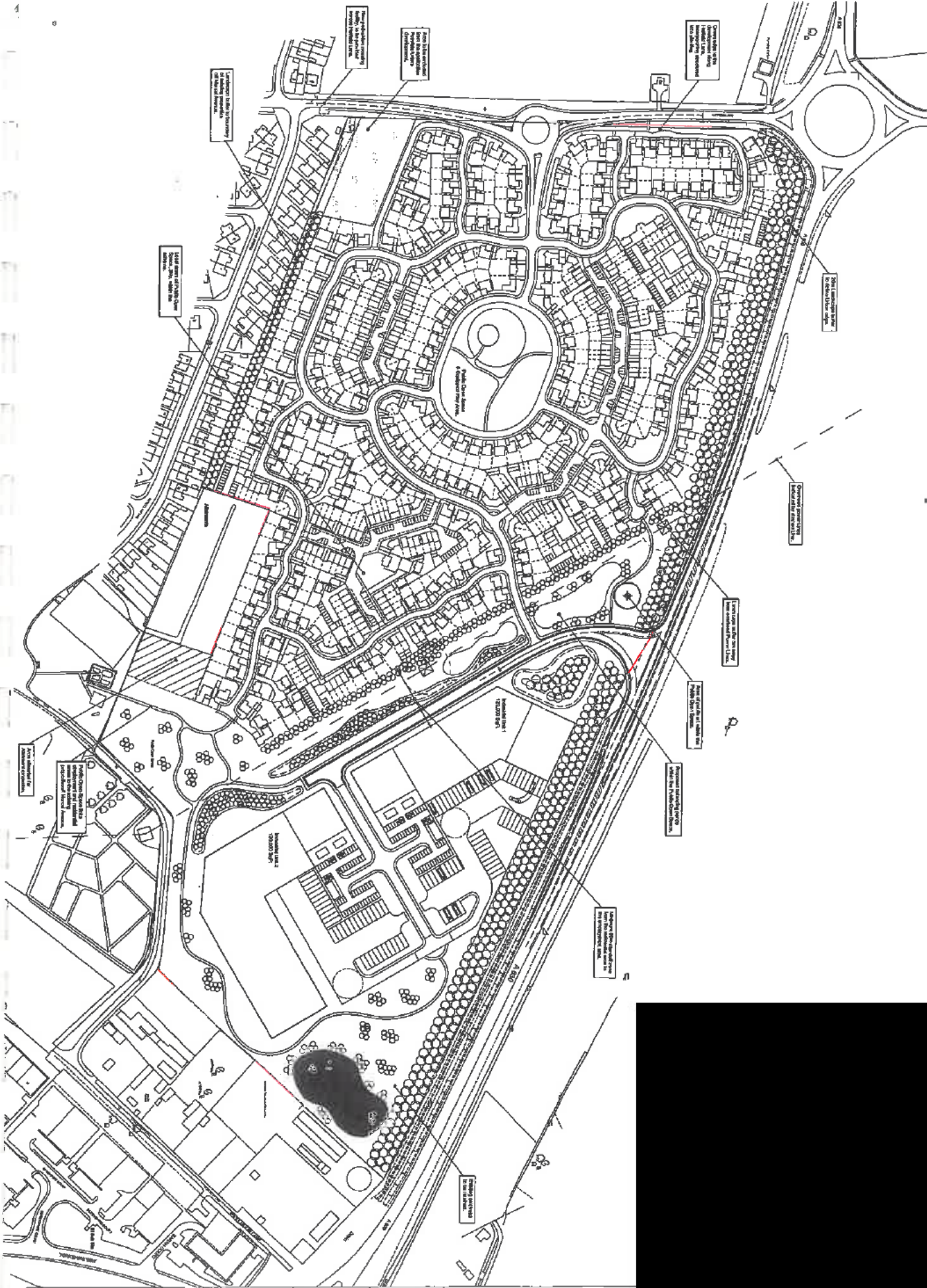


**Appendix A – Site Location Plan**



**Appendix B – Site Layout Plan**

# Hatfield Lane, Arncliffe.



THE INFORMATION CONTAINED HEREIN IS FOR INFORMATION ONLY AND DOES NOT CONSTITUTE AN OFFER OF ANY FINANCIAL PRODUCT OR SERVICE. THE INFORMATION IS NOT INTENDED TO BE RELIED UPON IN MAKING ANY INVESTMENT DECISION. THE INFORMATION IS SUBJECT TO CHANGE WITHOUT NOTICE. THE INFORMATION IS NOT INTENDED TO BE RELIED UPON IN MAKING ANY INVESTMENT DECISION. THE INFORMATION IS SUBJECT TO CHANGE WITHOUT NOTICE.

| PROPOSED INFRASTRUCTURE SITE LAYOUT |                               |
|-------------------------------------|-------------------------------|
| Project Name                        | Hatfield Lane, Arncliffe      |
| Project Location                    | Arncliffe, Leeds              |
| Project Status                      | Proposed                      |
| Project Date                        | 2023                          |
| Project Contact                     | John Smith                    |
| Project Phone                       | 0113 275 1234                 |
| Project Email                       | john.smith@hatfieldlane.co.uk |
| Project Website                     | www.hatfieldlane.co.uk        |

| PROPOSED INFRASTRUCTURE SITE LAYOUT |                               |
|-------------------------------------|-------------------------------|
| Project Name                        | Hatfield Lane, Arncliffe      |
| Project Location                    | Arncliffe, Leeds              |
| Project Status                      | Proposed                      |
| Project Date                        | 2023                          |
| Project Contact                     | John Smith                    |
| Project Phone                       | 0113 275 1234                 |
| Project Email                       | john.smith@hatfieldlane.co.uk |
| Project Website                     | www.hatfieldlane.co.uk        |

## **Appendix C – Details of Bus Services**

# Timetables for Service Number: 81/82



Mondays To Fridays  
Valid from: 25/04/2010  
Valid to: 24/07/2010

- 81 Doncaster - Armthorpe Circular  
Via Doncaster Royal Infirmary
- 82 Doncaster - Armthorpe Circular  
Via Doncaster Royal Infirmary

| Service No.:                          | 81   | 81   | 81   | 81   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   |  |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| Notes:                                |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |  |
| Doncaster Frenchgate Interchange [B4] | ---  | 0520 | 0535 | 0555 | 0615 | ---  | 0645 | ---  | 0705 | ---  | 0725 | ---  | 0745 | 0755 | 0805 |  |
| Doncaster Royal Infirmary             | ---  | 0528 | 0544 | 0604 | 0624 | ---  | 0655 | ---  | 0715 | ---  | 0735 | ---  | 0755 | 0805 | 0815 |  |
| Armthorpe, Briar Road                 | ---  | ---  | ---  | ---  | ---  | ---  | ---  | ---  | ---  | ---  | ---  | ---  | ---  | 0814 | ---  |  |
| Armthorpe, Roundabout                 | 0506 | 0536 | 0553 | 0613 | 0633 | 0653 | 0705 | 0718 | 0725 | 0738 | 0745 | 0758 | 0805 | 0818 | 0825 |  |
| West Moor Park Industrial Estate arr  | 0511 | 0541 | 0559 | 0619 | 0640 | 0702 | 0712 | 0727 | 0732 | 0747 | 0752 | 0807 | 0812 | 0827 | 0832 |  |
| West Moor Park Industrial Estate dep  | 0511 | 0541 | 0601 | 0621 | 0643 | 0705 | 0715 | 0730 | 0735 | 0750 | 0755 | 0810 | 0815 | 0830 | 0835 |  |
| Armthorpe, Roundabout                 | 0519 | 0549 | 0609 | 0629 | 0652 | 0712 | 0724 | 0737 | 0744 | 0757 | 0804 | 0817 | 0824 | 0837 | 0844 |  |
| Armthorpe, Briar Road                 | 0522 | 0552 | 0612 | 0632 | 0655 | ---  | 0727 | ---  | 0747 | ---  | 0807 | ---  | 0827 | ---  | 0847 |  |
| Doncaster Royal Infirmary             | 0530 | 0600 | 0620 | 0641 | 0704 | 0721 | 0736 | 0746 | 0758 | 0808 | 0818 | 0828 | 0838 | 0848 | 0858 |  |
| Doncaster Frenchgate Interchange      | 0542 | 0612 | 0632 | 0654 | 0717 | 0734 | 0749 | 0802 | 0814 | 0824 | 0834 | 0844 | 0854 | 0904 | 0914 |  |
| <br>                                  |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |  |
| Service No.:                          | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   |  |
| Notes:                                |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |  |
| Doncaster Frenchgate Interchange [B4] | 0815 | 0825 | 0835 | 0845 | 0855 | 0905 | 0915 | 0925 | 0935 | 0945 | 0955 | 1005 | 1015 | 1025 | 1035 |  |
| Doncaster Royal Infirmary             | 0825 | 0835 | 0845 | 0855 | 0905 | 0915 | 0925 | 0935 | 0945 | 0955 | 1005 | 1015 | 1025 | 1035 | 1045 |  |
| Armthorpe, Briar Road                 | 0834 | ---  | 0854 | ---  | 0914 | ---  | 0934 | ---  | 0954 | ---  | 1014 | ---  | 1034 | ---  | 1054 |  |
| Armthorpe, Roundabout                 | 0838 | 0845 | 0858 | 0905 | 0918 | 0925 | 0938 | 0945 | 0958 | 1005 | 1018 | 1025 | 1038 | 1045 | 1058 |  |
| West Moor Park Industrial Estate arr  | 0847 | 0852 | 0907 | 0912 | 0927 | 0932 | 0947 | 0952 | 1007 | 1012 | 1027 | 1032 | 1047 | 1052 | 1107 |  |
| West Moor Park Industrial Estate dep  | 0850 | 0855 | 0910 | 0915 | 0930 | 0935 | 0950 | 0955 | 1010 | 1015 | 1030 | 1035 | 1050 | 1055 | 1110 |  |
| Armthorpe, Roundabout                 | 0857 | 0904 | 0917 | 0924 | 0937 | 0944 | 0957 | 1004 | 1017 | 1024 | 1037 | 1044 | 1057 | 1104 | 1117 |  |
| Armthorpe, Briar Road                 | ---  | 0907 | ---  | 0927 | ---  | 0947 | ---  | 1007 | ---  | 1027 | ---  | 1047 | ---  | 1107 | ---  |  |
| Doncaster Royal Infirmary             | 0908 | 0916 | 0926 | 0936 | 0946 | 0956 | 1006 | 1016 | 1026 | 1036 | 1046 | 1056 | 1106 | 1116 | 1126 |  |
| Doncaster Frenchgate Interchange      | 0921 | 0929 | 0939 | 0949 | 0959 | 1009 | 1019 | 1029 | 1039 | 1049 | 1059 | 1109 | 1119 | 1129 | 1139 |  |

|                                       |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Service No.:                          | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   |
| Notes:                                |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Doncaster Frenchgate Interchange [B4] | 1045 | 1055 | 1105 | 1115 | 1125 | 1135 | 1145 | 1155 | 1205 | 1215 | 1225 | 1235 | 1245 | 1255 | 1305 |
| Doncaster Royal Infirmary             | 1055 | 1105 | 1115 | 1125 | 1135 | 1145 | 1155 | 1205 | 1215 | 1225 | 1235 | 1245 | 1255 | 1305 | 1315 |
| Armthorpe, Briar Road                 | ---  | 1114 | ---  | 1134 | ---  | 1154 | ---  | 1214 | ---  | 1234 | ---  | 1254 | ---  | 1314 | ---  |
| Armthorpe, Roundabout                 | 1105 | 1118 | 1125 | 1138 | 1145 | 1158 | 1205 | 1218 | 1225 | 1238 | 1245 | 1258 | 1305 | 1318 | 1325 |
| West Moor Park Industrial Estate arr  | 1112 | 1127 | 1132 | 1147 | 1152 | 1207 | 1212 | 1227 | 1232 | 1247 | 1252 | 1307 | 1312 | 1327 | 1332 |
| West Moor Park Industrial Estate dep  | 1115 | 1130 | 1135 | 1150 | 1155 | 1210 | 1215 | 1230 | 1235 | 1250 | 1255 | 1310 | 1315 | 1330 | 1335 |
| Armthorpe, Roundabout                 | 1124 | 1137 | 1144 | 1157 | 1204 | 1217 | 1224 | 1237 | 1244 | 1257 | 1304 | 1317 | 1324 | 1337 | 1344 |
| Armthorpe, Briar Road                 | 1127 | ---  | 1147 | ---  | 1207 | ---  | 1227 | ---  | 1247 | ---  | 1307 | ---  | 1327 | ---  | 1347 |
| Doncaster Royal Infirmary             | 1136 | 1146 | 1156 | 1206 | 1216 | 1226 | 1236 | 1246 | 1256 | 1306 | 1316 | 1326 | 1336 | 1346 | 1356 |
| Doncaster Frenchgate Interchange      | 1149 | 1159 | 1209 | 1219 | 1229 | 1239 | 1249 | 1259 | 1309 | 1319 | 1329 | 1339 | 1349 | 1359 | 1409 |

|                                       |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Service No.:                          | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   |
| Notes:                                |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Doncaster Frenchgate Interchange [B4] | 1315 | 1325 | 1335 | 1345 | 1355 | 1405 | 1415 | 1425 | 1435 | 1445 | 1455 | 1505 | 1515 | 1525 | 1535 |
| Doncaster Royal Infirmary             | 1325 | 1335 | 1345 | 1355 | 1405 | 1415 | 1425 | 1435 | 1445 | 1455 | 1505 | 1515 | 1525 | 1535 | 1545 |
| Armthorpe, Briar Road                 | 1334 | ---  | 1354 | ---  | 1414 | ---  | 1434 | ---  | 1454 | ---  | 1514 | ---  | 1536 | ---  | 1556 |
| Armthorpe, Roundabout                 | 1338 | 1345 | 1358 | 1405 | 1418 | 1425 | 1438 | 1445 | 1458 | 1505 | 1518 | 1527 | 1540 | 1547 | 1600 |
| West Moor Park Industrial Estate arr  | 1347 | 1352 | 1407 | 1412 | 1427 | 1432 | 1447 | 1452 | 1507 | 1512 | 1528 | 1535 | 1550 | 1555 | 1610 |
| West Moor Park Industrial Estate dep  | 1350 | 1355 | 1410 | 1415 | 1430 | 1435 | 1450 | 1455 | 1510 | 1515 | 1533 | 1540 | 1555 | 1600 | 1615 |
| Armthorpe, Roundabout                 | 1357 | 1404 | 1417 | 1424 | 1437 | 1444 | 1457 | 1504 | 1517 | 1524 | 1540 | 1549 | 1602 | 1609 | 1622 |
| Armthorpe, Briar Road                 | ---  | 1407 | ---  | 1427 | ---  | 1447 | ---  | 1507 | ---  | 1527 | ---  | 1552 | ---  | 1612 | ---  |
| Doncaster Royal Infirmary             | 1406 | 1416 | 1426 | 1436 | 1446 | 1456 | 1506 | 1516 | 1526 | 1536 | 1549 | 1601 | 1611 | 1621 | 1631 |
| Doncaster Frenchgate Interchange      | 1419 | 1429 | 1439 | 1449 | 1459 | 1509 | 1519 | 1529 | 1539 | 1549 | 1602 | 1614 | 1624 | 1634 | 1644 |

|                                       |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Service No.:                          | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   |
| Notes:                                |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Doncaster Frenchgate Interchange [B4] | 1545 | 1555 | 1605 | 1615 | 1625 | 1635 | 1645 | 1655 | 1705 | 1715 | 1725 | 1735 | 1745 | 1755 | 1810 |
| Doncaster Royal Infirmary             | 1555 | 1605 | 1615 | 1625 | 1635 | 1645 | 1655 | 1705 | 1715 | 1725 | 1735 | 1745 | 1755 | 1805 | 1820 |
| Armthorpe, Briar Road                 | ---  | 1616 | ---  | 1636 | ---  | 1656 | ---  | 1716 | ---  | 1736 | ---  | 1754 | ---  | 1814 | ---  |
| Armthorpe, Roundabout                 | 1607 | 1620 | 1627 | 1640 | 1647 | 1700 | 1707 | 1720 | 1727 | 1740 | 1747 | 1758 | 1805 | 1818 | 1830 |
| West Moor Park Industrial Estate arr  | 1615 | 1630 | 1635 | 1650 | 1655 | 1710 | 1715 | 1730 | 1735 | 1750 | 1754 | 1807 | 1812 | 1827 | 1836 |
| West Moor Park Industrial Estate dep  | 1620 | 1635 | 1640 | 1655 | 1700 | 1715 | 1720 | 1735 | 1740 | 1753 | 1757 | 1810 | 1815 | 1830 | 1838 |
| Armthorpe, Roundabout                 | 1629 | 1642 | 1649 | 1702 | 1709 | 1722 | 1729 | 1742 | 1749 | 1800 | 1806 | 1817 | 1824 | 1836 | 1846 |
| Armthorpe, Briar Road                 | 1632 | ---  | 1652 | ---  | 1712 | ---  | 1732 | ---  | 1752 | ---  | 1809 | ---  | 1827 | ---  | 1849 |
| Doncaster Royal Infirmary             | 1641 | 1651 | 1701 | 1711 | 1721 | 1731 | 1741 | 1751 | 1801 | 1809 | 1818 | 1826 | 1836 | 1844 | 1857 |
| Doncaster Frenchgate Interchange      | 1654 | 1704 | 1714 | 1724 | 1734 | 1744 | 1754 | 1804 | 1814 | 1822 | 1831 | 1839 | 1848 | 1856 | 1909 |

| Service No.:                          | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Notes:                                |      |      |      |      |      |      |      |      |      |      |      |
| Doncaster Frenchgate Interchange [B4] | 1825 | 1840 | 1910 | 1940 | 2010 | 2040 | 2110 | 2140 | 2210 | 2240 | 2330 |
| Doncaster Royal Infirmary             | 1835 | 1849 | 1919 | 1949 | 2019 | 2049 | 2119 | 2149 | 2219 | 2249 | 2339 |
| Armthorpe, Briar Road                 | 1843 | ---  | 1927 | ---  | 2027 | ---  | 2127 | ---  | 2227 | ---  | 2347 |
| Armthorpe, Roundabout                 | 1847 | 1858 | 1931 | 1958 | 2031 | 2058 | 2131 | 2158 | 2231 | 2258 | 2351 |
| West Moor Park Industrial Estate arr  | 1855 | 1904 | 1939 | 2004 | 2039 | 2104 | 2139 | 2204 | 2239 | 2304 | 2359 |
| West Moor Park Industrial Estate dep  | 1857 | 1906 | 1941 | 2006 | 2041 | 2106 | 2141 | 2206 | 2241 | 2306 | 0001 |
| Armthorpe, Roundabout                 | 1903 | 1914 | 1947 | 2014 | 2047 | 2114 | 2147 | 2214 | 2247 | 2314 | 0007 |
| Armthorpe, Briar Road                 | ---  | 1917 | ---  | 2017 | ---  | 2117 | ---  | 2217 | ---  | ---  | ---  |
| Doncaster Royal Infirmary             | 1911 | 1925 | 1955 | 2025 | 2055 | 2125 | 2155 | 2225 | 2255 | ---  | ---  |
| Doncaster Frenchgate Interchange      | 1923 | 1937 | 2007 | 2037 | 2107 | 2137 | 2207 | 2237 | 2307 | ---  | ---  |

# Timetables for Service Number: 81/82



Saturdays

Valid from: 25/04/2010

Valid to: 24/07/2010

81 Doncaster - Armthorpe Circular

Via Doncaster Royal Infirmary

82 Doncaster - Armthorpe Circular

Via Doncaster Royal Infirmary

| Service No.:                          | 81   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Notes:                                |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Doncaster Frenchgate Interchange [B4] | ---  | ---  | ---  | ---  | ---  | 0700 | ---  | 0730 | 0746 | 0800 | 0815 | 0825 | 0835 | 0845 | 0855 |
| Doncaster Royal Infirmary             | ---  | ---  | ---  | ---  | ---  | 0709 | ---  | 0739 | 0755 | 0810 | 0825 | 0835 | 0845 | 0855 | 0905 |
| Armthorpe, Briar Road                 | ---  | ---  | ---  | ---  | ---  | ---  | ---  | ---  | 0804 | ---  | 0834 | ---  | 0854 | ---  | 0914 |
| Armthorpe, Roundabout                 | 0506 | 0606 | 0633 | 0648 | 0703 | 0718 | 0736 | 0748 | 0808 | 0820 | 0838 | 0845 | 0858 | 0905 | 0918 |
| West Moor Park Industrial Estate arr  | 0511 | 0611 | 0641 | 0654 | 0711 | 0724 | 0744 | 0755 | 0817 | 0827 | 0847 | 0852 | 0907 | 0912 | 0927 |
| West Moor Park Industrial Estate dep  | 0511 | 0611 | 0643 | 0656 | 0713 | 0726 | 0746 | 0758 | 0820 | 0830 | 0850 | 0855 | 0910 | 0915 | 0930 |
| Armthorpe, Roundabout                 | 0519 | 0619 | 0649 | 0704 | 0719 | 0734 | 0753 | 0807 | 0827 | 0839 | 0857 | 0904 | 0917 | 0924 | 0937 |
| Armthorpe, Briar Road                 | 0522 | 0622 | ---  | 0707 | ---  | 0737 | ---  | 0810 | ---  | 0842 | ---  | 0907 | ---  | 0927 | ---  |
| Doncaster Royal Infirmary             | 0530 | 0630 | 0657 | 0715 | 0727 | 0745 | 0802 | 0819 | 0836 | 0851 | 0906 | 0916 | 0926 | 0936 | 0946 |
| Doncaster Frenchgate Interchange      | 0542 | 0642 | 0709 | 0727 | 0739 | 0758 | 0815 | 0832 | 0849 | 0904 | 0919 | 0929 | 0939 | 0949 | 0959 |

| Service No.:                          | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Notes:                                |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Doncaster Frenchgate Interchange [B4] | 0905 | 0915 | 0925 | 0935 | 0945 | 0955 | 1005 | 1015 | 1025 | 1035 | 1045 | 1055 | 1105 | 1115 | 1125 |
| Doncaster Royal Infirmary             | 0915 | 0925 | 0935 | 0945 | 0955 | 1005 | 1015 | 1025 | 1035 | 1045 | 1055 | 1105 | 1115 | 1125 | 1135 |
| Armthorpe, Briar Road                 | ---  | 0934 | ---  | 0954 | ---  | 1014 | ---  | 1034 | ---  | 1054 | ---  | 1114 | ---  | 1134 | ---  |
| Armthorpe, Roundabout                 | 0925 | 0938 | 0945 | 0958 | 1005 | 1018 | 1025 | 1038 | 1045 | 1058 | 1105 | 1118 | 1125 | 1138 | 1145 |
| West Moor Park Industrial Estate arr  | 0932 | 0947 | 0952 | 1007 | 1012 | 1027 | 1032 | 1047 | 1052 | 1107 | 1112 | 1127 | 1132 | 1147 | 1152 |
| West Moor Park Industrial Estate dep  | 0935 | 0950 | 0955 | 1010 | 1015 | 1030 | 1035 | 1050 | 1055 | 1110 | 1115 | 1130 | 1135 | 1150 | 1155 |
| Armthorpe, Roundabout                 | 0944 | 0957 | 1004 | 1017 | 1024 | 1037 | 1044 | 1057 | 1104 | 1117 | 1124 | 1137 | 1144 | 1157 | 1204 |
| Armthorpe, Briar Road                 | 0947 | ---  | 1007 | ---  | 1027 | ---  | 1047 | ---  | 1107 | ---  | 1127 | ---  | 1147 | ---  | 1207 |
| Doncaster Royal Infirmary             | 0956 | 1006 | 1016 | 1026 | 1036 | 1046 | 1056 | 1106 | 1116 | 1126 | 1136 | 1146 | 1156 | 1206 | 1216 |
| Doncaster Frenchgate Interchange      | 1009 | 1019 | 1029 | 1039 | 1049 | 1059 | 1109 | 1119 | 1129 | 1139 | 1149 | 1159 | 1209 | 1219 | 1229 |



| Service No.:                          | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Notes:                                |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Doncaster Frenchgate Interchange [B4] | 1135 | 1145 | 1155 | 1205 | 1215 | 1225 | 1235 | 1245 | 1255 | 1305 | 1315 | 1325 | 1335 | 1345 | 1355 |
| Doncaster Royal Infirmary             | 1145 | 1155 | 1205 | 1215 | 1225 | 1235 | 1245 | 1255 | 1305 | 1315 | 1325 | 1335 | 1345 | 1355 | 1405 |
| Armthorpe, Briar Road                 | 1154 | ---  | 1214 | ---  | 1234 | ---  | 1254 | ---  | 1314 | ---  | 1334 | ---  | 1354 | ---  | 1414 |
| Armthorpe, Roundabout                 | 1158 | 1205 | 1218 | 1225 | 1238 | 1245 | 1258 | 1305 | 1318 | 1325 | 1338 | 1345 | 1358 | 1405 | 1418 |
| West Moor Park Industrial Estate arr  | 1207 | 1212 | 1227 | 1232 | 1247 | 1252 | 1307 | 1312 | 1327 | 1332 | 1347 | 1352 | 1407 | 1412 | 1427 |
| West Moor Park Industrial Estate dep  | 1210 | 1215 | 1230 | 1235 | 1250 | 1255 | 1310 | 1315 | 1330 | 1335 | 1350 | 1355 | 1410 | 1415 | 1430 |
| Armthorpe, Roundabout                 | 1217 | 1224 | 1237 | 1244 | 1257 | 1304 | 1317 | 1324 | 1337 | 1344 | 1357 | 1404 | 1417 | 1424 | 1437 |
| Armthorpe, Briar Road                 | ---  | 1227 | ---  | 1247 | ---  | 1307 | ---  | 1327 | ---  | 1347 | ---  | 1407 | ---  | 1427 | ---  |
| Doncaster Royal Infirmary             | 1226 | 1236 | 1246 | 1256 | 1306 | 1316 | 1326 | 1336 | 1346 | 1356 | 1406 | 1416 | 1426 | 1436 | 1446 |
| Doncaster Frenchgate Interchange      | 1239 | 1249 | 1259 | 1309 | 1319 | 1329 | 1339 | 1349 | 1359 | 1409 | 1419 | 1429 | 1439 | 1449 | 1459 |

| Service No.:                          | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Notes:                                |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Doncaster Frenchgate Interchange [B4] | 1405 | 1415 | 1425 | 1435 | 1445 | 1455 | 1505 | 1515 | 1525 | 1535 | 1545 | 1555 | 1605 | 1615 | 1625 |
| Doncaster Royal Infirmary             | 1415 | 1425 | 1435 | 1445 | 1455 | 1505 | 1515 | 1525 | 1535 | 1545 | 1555 | 1605 | 1615 | 1625 | 1635 |
| Armthorpe, Briar Road                 | ---  | 1434 | ---  | 1454 | ---  | 1514 | ---  | 1534 | ---  | 1554 | ---  | 1614 | ---  | 1634 | ---  |
| Armthorpe, Roundabout                 | 1425 | 1438 | 1445 | 1458 | 1505 | 1518 | 1525 | 1538 | 1545 | 1558 | 1605 | 1618 | 1625 | 1638 | 1645 |
| West Moor Park Industrial Estate arr  | 1432 | 1447 | 1452 | 1507 | 1512 | 1527 | 1532 | 1547 | 1552 | 1607 | 1612 | 1627 | 1632 | 1647 | 1652 |
| West Moor Park Industrial Estate dep  | 1435 | 1450 | 1455 | 1510 | 1515 | 1530 | 1535 | 1550 | 1555 | 1610 | 1615 | 1630 | 1635 | 1650 | 1655 |
| Armthorpe, Roundabout                 | 1444 | 1457 | 1504 | 1517 | 1524 | 1537 | 1544 | 1557 | 1604 | 1617 | 1624 | 1637 | 1644 | 1657 | 1704 |
| Armthorpe, Briar Road                 | 1447 | ---  | 1507 | ---  | 1527 | ---  | 1547 | ---  | 1607 | ---  | 1627 | ---  | 1647 | ---  | 1707 |
| Doncaster Royal Infirmary             | 1456 | 1506 | 1516 | 1526 | 1536 | 1546 | 1556 | 1606 | 1616 | 1626 | 1636 | 1646 | 1656 | 1706 | 1716 |
| Doncaster Frenchgate Interchange      | 1509 | 1519 | 1529 | 1539 | 1549 | 1559 | 1609 | 1619 | 1629 | 1639 | 1649 | 1659 | 1709 | 1719 | 1729 |

| Service No.:                          | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Notes:                                |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Doncaster Frenchgate Interchange [B4] | 1635 | 1645 | 1655 | 1705 | 1715 | 1725 | 1735 | 1745 | 1755 | 1810 | 1825 | 1840 | 1910 | 1940 | 2010 |
| Doncaster Royal Infirmary             | 1645 | 1655 | 1705 | 1715 | 1725 | 1735 | 1745 | 1755 | 1805 | 1820 | 1835 | 1849 | 1919 | 1949 | 2019 |
| Armthorpe, Briar Road                 | 1654 | ---  | 1714 | ---  | 1734 | ---  | 1754 | ---  | 1814 | ---  | 1843 | ---  | 1927 | ---  | 2027 |
| Armthorpe, Roundabout                 | 1658 | 1705 | 1718 | 1725 | 1738 | 1745 | 1758 | 1805 | 1818 | 1830 | 1847 | 1858 | 1931 | 1958 | 2031 |
| West Moor Park Industrial Estate arr  | 1707 | 1712 | 1727 | 1732 | 1747 | 1752 | 1807 | 1812 | 1827 | 1836 | 1855 | 1904 | 1939 | 2004 | 2039 |
| West Moor Park Industrial Estate dep  | 1710 | 1715 | 1730 | 1735 | 1750 | 1755 | 1810 | 1815 | 1830 | 1838 | 1857 | 1906 | 1941 | 2006 | 2041 |
| Armthorpe, Roundabout                 | 1717 | 1724 | 1737 | 1744 | 1757 | 1804 | 1817 | 1824 | 1838 | 1846 | 1903 | 1914 | 1947 | 2014 | 2047 |
| Armthorpe, Briar Road                 | ---  | 1727 | ---  | 1747 | ---  | 1807 | ---  | 1827 | ---  | 1849 | ---  | 1917 | ---  | 2017 | ---  |
| Doncaster Royal Infirmary             | 1726 | 1736 | 1746 | 1756 | 1806 | 1816 | 1826 | 1836 | 1844 | 1857 | 1911 | 1925 | 1955 | 2025 | 2055 |
| Doncaster Frenchgate Interchange      | 1739 | 1749 | 1759 | 1809 | 1819 | 1829 | 1839 | 1848 | 1856 | 1909 | 1923 | 1937 | 2007 | 2037 | 2107 |

| Service No.:                          | 81   | 82   | 81   | 82   | 81   | 82   |
|---------------------------------------|------|------|------|------|------|------|
| Notes:                                |      |      |      |      |      |      |
| Doncaster Frenchgate Interchange [B4] | 2040 | 2110 | 2140 | 2210 | 2240 | 2330 |
| Doncaster Royal Infirmary             | 2049 | 2119 | 2149 | 2219 | 2249 | 2339 |
| Armthorpe, Briar Road                 | ---  | 2127 | ---  | 2227 | ---  | 2347 |
| Armthorpe, Roundabout                 | 2058 | 2131 | 2158 | 2231 | 2258 | 2351 |
| West Moor Park Industrial Estate arr  | 2104 | 2139 | 2204 | 2239 | 2304 | 2359 |
| West Moor Park Industrial Estate dep  | 2106 | 2141 | 2206 | 2241 | 2306 | 0001 |
| Armthorpe, Roundabout                 | 2114 | 2147 | 2214 | 2247 | 2314 | 0007 |
| Armthorpe, Briar Road                 | 2117 | ---  | 2217 | ---  | ---  | ---  |
| Doncaster Royal Infirmary             | 2125 | 2155 | 2225 | 2255 | ---  | ---  |
| Doncaster Frenchgate Interchange      | 2137 | 2207 | 2237 | 2307 | ---  | ---  |

# Timetables for Service Number: 81/82



Sundays

Valid from: 25/04/2010

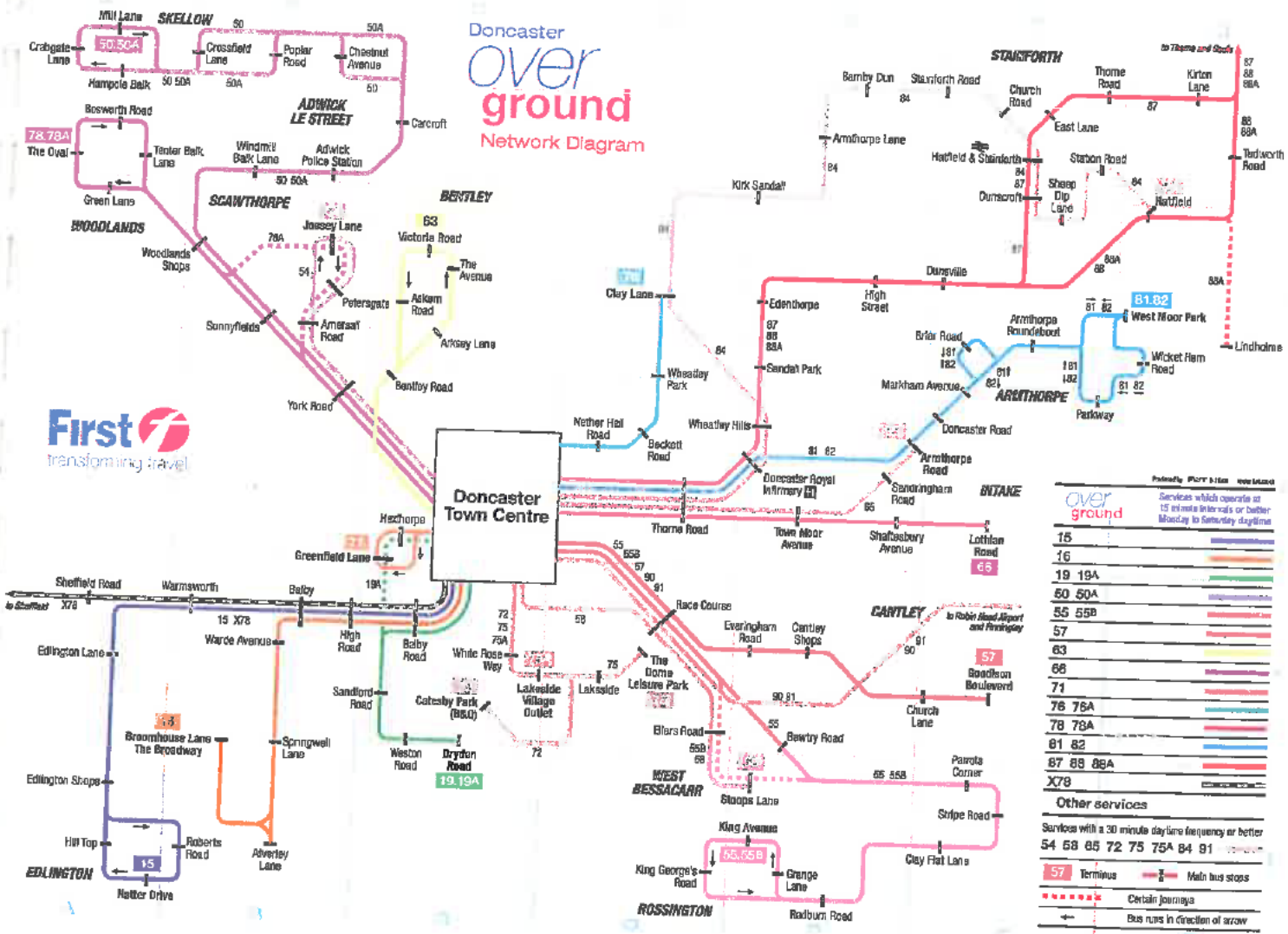
Valid to: 24/07/2010

- 81 Doncaster - Armthorpe Circular ( Blue Line )  
Via Doncaster Royal Infirmary
- 82 Doncaster - Armthorpe Circular ( Blue Line )  
Via Doncaster Royal Infirmary

| Service No.:                          | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   |  |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| Notes:                                |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |  |
| Doncaster Frenchgate Interchange [B4] | ---  | ---  | ---  | 0955 | ---  | 1025 | ---  | 1055 | 1110 | 1125 | 1140 | 1155 | 1210 | 1225 | 1240 |  |
| Doncaster Royal Infirmary             | ---  | ---  | ---  | 1004 | ---  | 1034 | ---  | 1104 | 1119 | 1134 | 1149 | 1204 | 1219 | 1234 | 1249 |  |
| Armthorpe, Briar Road                 | ---  | ---  | ---  | 1012 | ---  | 1042 | ---  | 1112 | ---  | 1142 | ---  | 1212 | ---  | 1242 | ---  |  |
| Armthorpe, Roundabout                 | 0843 | 0916 | 0943 | 1016 | 1028 | 1046 | 1058 | 1116 | 1128 | 1146 | 1158 | 1216 | 1228 | 1246 | 1258 |  |
| West Moor Park Industrial Estate arr  | 0849 | 0924 | 0949 | 1024 | 1034 | 1054 | 1104 | 1124 | 1134 | 1154 | 1204 | 1224 | 1234 | 1254 | 1304 |  |
| West Moor Park Industrial Estate dep  | 0851 | 0926 | 0951 | 1026 | 1036 | 1056 | 1106 | 1126 | 1136 | 1156 | 1206 | 1226 | 1236 | 1256 | 1306 |  |
| Armthorpe, Roundabout                 | 0859 | 0932 | 0959 | 1032 | 1044 | 1102 | 1114 | 1132 | 1144 | 1202 | 1214 | 1232 | 1244 | 1302 | 1314 |  |
| Armthorpe, Briar Road                 | 0902 | ---  | 1002 | ---  | 1047 | ---  | 1117 | ---  | 1147 | ---  | 1217 | ---  | 1247 | ---  | 1317 |  |
| Doncaster Royal Infirmary             | 0910 | 0940 | 1010 | 1040 | 1055 | 1110 | 1125 | 1140 | 1155 | 1210 | 1225 | 1240 | 1255 | 1310 | 1325 |  |
| Doncaster Frenchgate Interchange      | 0922 | 0952 | 1022 | 1052 | 1107 | 1122 | 1137 | 1152 | 1207 | 1222 | 1237 | 1252 | 1307 | 1322 | 1337 |  |
| Service No.:                          | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   |  |
| Notes:                                |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |  |
| Doncaster Frenchgate Interchange [B4] | 1255 | 1310 | 1325 | 1340 | 1355 | 1410 | 1425 | 1440 | 1455 | 1510 | 1525 | 1540 | 1555 | 1610 | 1625 |  |
| Doncaster Royal infirmary             | 1304 | 1319 | 1334 | 1349 | 1404 | 1419 | 1434 | 1449 | 1504 | 1519 | 1534 | 1549 | 1604 | 1619 | 1634 |  |
| Armthorpe, Briar Road                 | 1312 | ---  | 1342 | ---  | 1412 | ---  | 1442 | ---  | 1512 | ---  | 1542 | ---  | 1612 | ---  | 1642 |  |
| Armthorpe, Roundabout                 | 1316 | 1328 | 1346 | 1358 | 1416 | 1428 | 1446 | 1458 | 1516 | 1528 | 1546 | 1558 | 1616 | 1628 | 1646 |  |
| West Moor Park Industrial Estate arr  | 1324 | 1334 | 1354 | 1404 | 1424 | 1434 | 1454 | 1504 | 1524 | 1534 | 1554 | 1604 | 1624 | 1634 | 1654 |  |
| West Moor Park Industrial Estate dep  | 1326 | 1336 | 1356 | 1406 | 1426 | 1436 | 1456 | 1506 | 1526 | 1536 | 1556 | 1606 | 1626 | 1636 | 1656 |  |
| Armthorpe, Roundabout                 | 1332 | 1344 | 1402 | 1414 | 1432 | 1444 | 1502 | 1514 | 1532 | 1544 | 1602 | 1614 | 1632 | 1644 | 1702 |  |
| Armthorpe, Briar Road                 | ---  | 1347 | ---  | 1417 | ---  | 1447 | ---  | 1517 | ---  | 1547 | ---  | 1617 | ---  | 1647 | ---  |  |
| Doncaster Royal Infirmary             | 1340 | 1355 | 1410 | 1425 | 1440 | 1455 | 1510 | 1525 | 1540 | 1555 | 1610 | 1625 | 1640 | 1655 | 1710 |  |
| Doncaster Frenchgate Interchange      | 1352 | 1407 | 1422 | 1437 | 1452 | 1507 | 1522 | 1537 | 1552 | 1607 | 1622 | 1637 | 1652 | 1707 | 1722 |  |

| Service No.:                          | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Notes:                                |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Doncaster Frenchgate Interchange [B4] | 1640 | 1655 | 1710 | 1725 | 1740 | 1810 | 1840 | 1910 | 1940 | 2010 | 2040 | 2110 | 2140 | 2210 | 2255 |
| Doncaster Royal Infirmary             | 1649 | 1704 | 1719 | 1734 | 1749 | 1819 | 1849 | 1919 | 1949 | 2019 | 2049 | 2119 | 2149 | 2219 | 2304 |
| Armthorpe, Briar Road                 | ---  | 1712 | ---  | 1742 | ---  | 1827 | ---  | 1927 | ---  | 2027 | ---  | 2127 | ---  | 2227 | ---  |
| Armthorpe, Roundabout                 | 1658 | 1716 | 1728 | 1746 | 1758 | 1831 | 1858 | 1931 | 1958 | 2031 | 2058 | 2131 | 2158 | 2231 | 2313 |
| West Moor Park Industrial Estate arr  | 1704 | 1724 | 1734 | 1754 | 1804 | 1839 | 1904 | 1939 | 2004 | 2039 | 2104 | 2139 | 2204 | 2239 | 2319 |
| West Moor Park Industrial Estate dep  | 1706 | 1726 | 1736 | 1756 | 1806 | 1841 | 1906 | 1941 | 2006 | 2041 | 2106 | 2141 | 2206 | 2241 | 2321 |
| Armthorpe, Roundabout                 | 1714 | 1732 | 1744 | 1802 | 1814 | 1847 | 1914 | 1947 | 2014 | 2047 | 2114 | 2147 | 2214 | 2247 | 2329 |
| Armthorpe, Briar Road                 | 1717 | ---  | 1747 | ---  | 1817 | ---  | 1917 | ---  | 2017 | ---  | 2117 | ---  | 2217 | ---  | ---  |
| Doncaster Royal Infirmary             | 1725 | 1740 | 1755 | 1810 | 1825 | 1855 | 1925 | 1955 | 2025 | 2055 | 2125 | 2155 | 2225 | 2255 | ---  |
| Doncaster Frenchgate Interchange      | 1737 | 1752 | 1807 | 1822 | 1837 | 1907 | 1937 | 2007 | 2037 | 2107 | 2137 | 2207 | 2237 | 2307 | ---  |

# Doncaster over ground Network Diagram



Partially Over Ground Services

**over ground** Services which operate at 15 minute intervals or better Monday to Saturday daytime

|           |                  |
|-----------|------------------|
| 15        | Edlington        |
| 16        | Edlington        |
| 19 19A    | Edlington        |
| 50 50A    | Adwick Le Street |
| 55 55B    | Adwick Le Street |
| 57        | Adwick Le Street |
| 63        | Adwick Le Street |
| 65        | Adwick Le Street |
| 66        | Adwick Le Street |
| 71        | Adwick Le Street |
| 76 78A    | Adwick Le Street |
| 78 78A    | Adwick Le Street |
| 81 82     | Adwick Le Street |
| 87 88 88A | Adwick Le Street |
| X78       | Adwick Le Street |

**Other services**

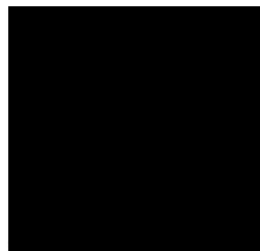
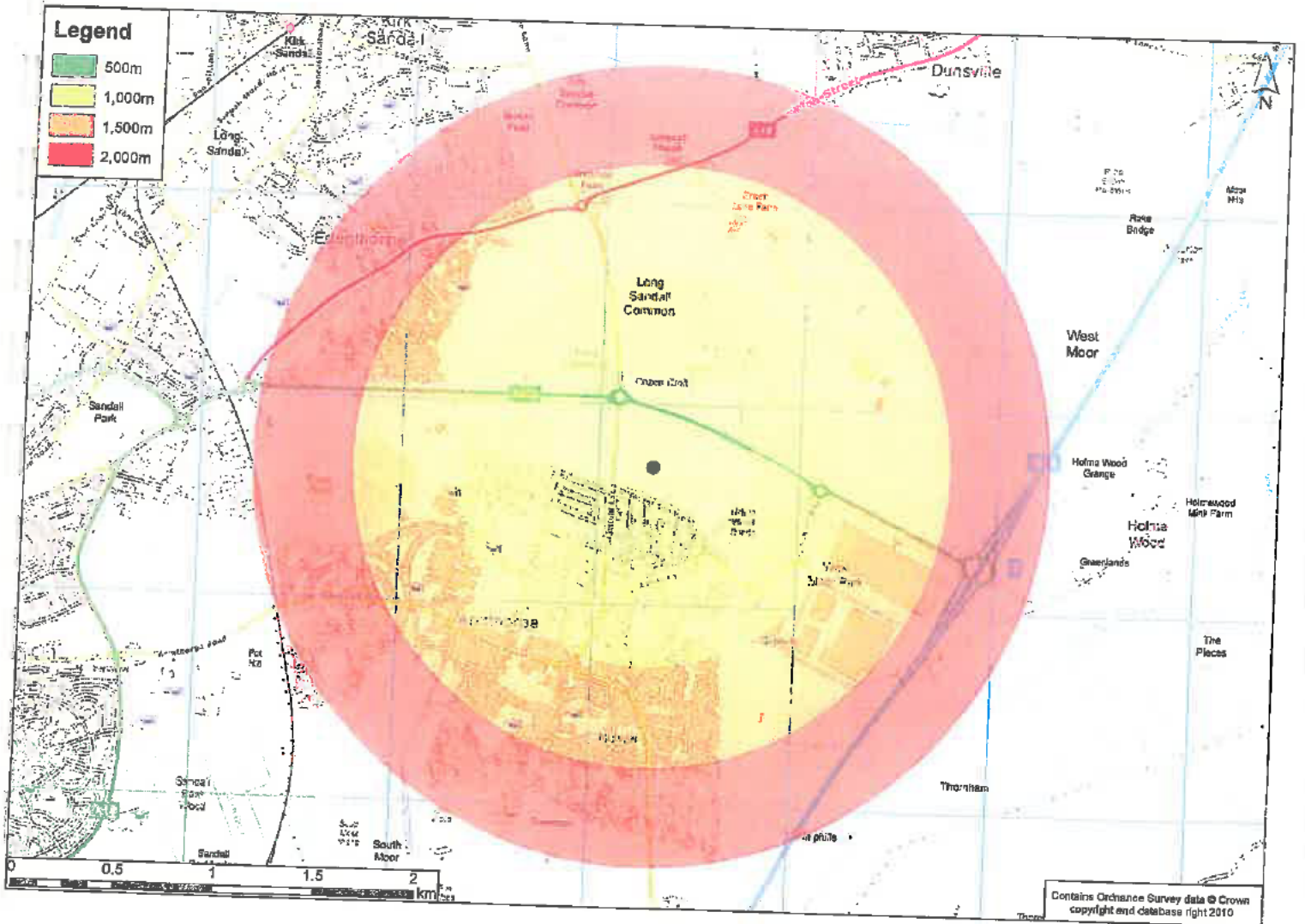
Services with a 30 minute day/line frequency or better  
54 58 65 72 75 75A 84 91

57 Terminus      Main bus stops

--- Certain journeys

← Bus runs in direction of arrow

**Appendix D - 2km Isochrone Plan**



**Appendix E – Pedestrian Travel to Bus Stops**





**5.9. Flexible Hours/ Teleworking**

Occupying companies will be encouraged to promote flexible working hours that will provide scope for staff to avoid peak traffic times when travel is least efficient. It will also provide the opportunity for those travelling by public transport to tailor their working hours to match public transport services. Encouragement will also be given to the provision of facilities that enable employees to work from home if practicable.

The Occupiers will be encouraged to use electronic network systems to disseminate information on sustainable travel opportunities amongst their staff. Employers will also encourage the use of teleconferencing to reduce the need for work related journeys.

**5.10. Timescales**

All of the measures aimed at reducing single occupancy car use will be available on the first day of occupation. Some, such as the car sharing database and the Travel Plan website will be set up prior to occupation to ensure that they are available to employees from the first day of occupation.

## Appendix 4

***Proposed Employment  
Development, Armthorpe,  
Doncaster***

***Strategic Travel Plan***

***July 2011***

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Appendix D – Pedestrian Travel to Bus Stops

**1. INTRODUCTION**

This Strategic Travel Plan has been prepared as part of the supporting documentation for a proposed employment development at a site situated to the north of Armthorpe near Doncaster. The site, which extends to almost 30 hectares, is bordered to the north by West Moor Link, to the west by Hatfield Lane, to the south by Mercel Avenue and to the east by Rands Lane and existing industrial units forming part of the West Moor Park employment area. A site location plan is presented as Appendix A.

The site is split by power lines that mark the divide between the proposed employment and residential developments. The residential development, which sits on the western part of the site, is expected to deliver 500 dwellings with access being taken from a new roundabout on Hatfield Lane. A separate Travel Plan has been prepared for the proposed residential development and will be submitted as part of the supporting documentation for a planning application.

Access to the employment site will be taken directly from West Moor Link by means of a left in/ left out junction and this part of the site is expected to deliver 240,000 sq.ft. (22,297m<sup>2</sup>) of mixed employment uses in two separate units. MPSL Planning and Design Ltd. has indicated that the expectation is for both units to be occupied by B8 users (warehousing and distribution). However to retain an element of flexibility in terms of prospective occupiers it is assumed for assessment purposes that there will be an equal split between B1(c)/ B2 (light and general industry) and B8. The proposed site layout plan, which also shows the residential development, is presented as Appendix B.

It is envisaged that this Strategic Travel Plan (STP) will provide a framework within which the occupiers of the two units on the site will produce detailed Travel Plans following occupation. The STP is a "live" ongoing document, which will in turn be influenced by the content and performance of the individual site Travel Plans in an iterative way. The occupying companies will be required to adhere to the sustainable transport requirements set out in the STP.

## 2. POLICY CONTEXT

The Government's Integrated Transport White Paper *New Deal for Transport: Better for Everyone* was published in July 1998. The White Paper highlights the importance of transport in the consideration of developments within the planning system. It outlines the Government's transport policies for the future, with an emphasis on the need for a sustainable and integrated transport system; travel by foot, bicycle and public transport is being encouraged. The White Paper states that,

*We look to business to ensure that it makes the most effective use of transport in a way that supports sustainable development. This means reducing the impact on the environment and reducing congestion.*

Planning Policy Guidance Note 13 Transport (PPG13) was subsequently published in March 2001. In essence the objectives contained within PPG13 are to integrate planning and transport to promote more sustainable transport choices and reduce the need to travel, especially as a single car occupant. Key themes within PPG13, which are of direct relevance to the Travel Plan process include:

- The need to ensure accessibility and promote travel by public transport, walking and cycling;
- The need to control parking;
- The need for appropriate traffic management; and
- The adoption of travel plans.

PPG13 also suggests that Travel Plans should support the delivery of sustainable transport objectives through:

- Reducing car usage (particularly single occupancy trips);
- Promoting walking, cycling and use of public transport;



- Reduced traffic speeds and improve road safety and personal security particularly for pedestrians and cyclists; and
- More environmentally friendly delivery and freight movements, including home delivery services.

Further emphasis is given on the accessibility to jobs, shopping, leisure and services. The Government considers that travel plans should be submitted alongside planning applications in order to help mitigate the effects of development. For example, they can assist in reducing traffic congestion and pollution, make a real contribution to the achievement of sustainable transport objectives, and have the potential for employer and employee benefits in site facilities and travel options.

In terms of the Travel Plan, a document titled *Using the Planning Process to Secure Travel Plans* was published by the Office of the Deputy Prime Minister (ODPM) and the Department for Transport (DfT) in July 2002 to set out best practice guidance on securing travel plans through the planning process. This document provides guidance to local authorities and applicants with respect to both speculative and committed development. It highlights the need for a consistent but flexible approach to travel plans and recommends a staged process, in which framework travel plans inform the more detailed travel plans once the end-user is confirmed.

In its publication Circular 02/2007 '*Planning and the Strategic Road Network*' the DfT gives further emphasis to the importance of demand management techniques in order to minimise the amount of traffic generated by new development. Paragraph 33 of Circular 02/2007 states that,

*Demand management covers the range of techniques used to reduce traffic generation. Having regard to the guidance set out in PPG13, paragraph 89, developers, working in partnership with local authorities (where appropriate), must submit plans for the implementation and maintenance of measures that will minimise the traffic generated by their development. This is likely to through Travel Plans. These will include, but will not be limited to, measures to manage car use, particularly by single occupants. Examples of such techniques may*

*include tailored provision of public transport, car sharing/ pooling, parking control, and the encouragement of cycling and walking.*

South Yorkshire Local Transport Plan (LTP) is jointly prepared by four South Yorkshire local authorities and the South Yorkshire Local Passenger Transport Authority. Referred to as the Second LTP, the plan covers a five year period from 2006 to 2011. Travel Plans are seen as key to contributing to the objectives of the LTP. The LTP sets out measures to address four main objectives which are:

- Tackling congestion;
- Addressing accessibility;
- Better road safety; and
- Improving air quality and respecting other quality of life issues.

DMBC has prepared a Commuter Plan. The targets set in this document aim to help achieve the overall modal shift targets set in the LTP. The Commuter Plan offers strategies to encourage alternative modes of travel to single occupancy car journeys. It considers information and advice as key to raising awareness about sustainable modes of travel and notes that the Internet is instrumental in this process. The Commuter Plan is also used as a tool by the Council to encourage local businesses to adopt similar sustainable methods of travel, whilst emphasising the importance of travel issues when planning new developments.

**3. OBJECTIVES**

This STP has been prepared in support of the proposed development to the north of Armthorpe near Doncaster. It will act as a framework within which occupiers of the units will prepare detailed Travel Plans and co-operate with each other in order to create sustainable transport patterns for the site as a whole. The STP will secure a co-ordinated approach to transport policy and will provide potential occupiers with the standards that will be required of them.

This Plan demonstrates the commitment of the Developer and occupiers to take all reasonable steps to minimise the impact of travel on the environment by reducing the level of unnecessary travel and encouraging those who have to travel, to do so in a more environmentally friendly way.

The aim of the Travel Plan is to promote greener, cleaner travel choices, reducing reliance on the private car. The Travel Plan is primarily aimed at the journey to and from work or journeys made during the course of the working day. It also considers travel issues relating to visitors.

The principal objectives of the Travel Plan are:

Objective 1 – to increase the role of walking and cycling as transport modes, in support of wider transport, health and social policy objectives.

Objective 2 – to develop a safe, convenient, efficient and attractive transport infrastructure which encourages and facilitates the use of walking, cycling and public transport and which minimises reliance on and discourages unnecessary use of private motorised vehicles.

Through changes in travel habits this Travel Plan will provide benefits for:

- **Individuals** - through improved health, reduced stress and potential cost savings;
- **The Businesses** - through healthier and more motivated staff, reduced congestion and improved access to the site for employees and visitors; and

*Proposed Employment Development, Armthorpe, Doncaster  
Travel Plan*

---

- **The Environment** - through improved air quality with less noise, dirt and fumes, as well as by reducing the impact of other national and global environmental problems such as photochemical smog and global warming.

#### **4. SITE CONTEXT**

##### **4.1. Site Details**

The proposed development site sits to the north of Armthorpe, a suburb of Doncaster and is located some 5km to the north east of the town centre. It is a greenfield site currently in arable use and has a total site area of almost 30 hectares. There is an existing field access approximately half way along the site frontage on Hatfield Lane. Hatfield Lane marks the western border of the site and is the main route into Armthorpe from the north.

An existing residential area joins the site to the south along Mercei Avenue while to the north the site boundary is formed by West Moor Link. West Moor Link, which joins the M18 at Junction 4 approximately 1km to the east, is a major radial route into Doncaster. Rands Lane forms the eastern border of the site and this is part of the West Moor Park employment area.

There are allotments in the south east corner of the site. These are outside the application boundary and are to be retained. Also outside the application boundary and abutting the allotments to the south east are a children's play area and a temporary site compound. The allotments, the play area and the site compound are all accessed from Mercei Avenue.

Further to the west and south of the site are the main urban areas of Doncaster and Bessacarr respectively. Further north are the smaller urban areas of Edenthorpe, Kirk Sandell, Dunsville, Hatfield and Stainforth. Areas to the east beyond the M18 are largely agricultural in nature.

##### **4.2. Existing Public Transport, Pedestrian and Cycle Facilities**

The proposed development site is currently served by two bus services. Routes 81 and 82, which are part of the Over Ground network operated by First, run between Doncaster town centre and Armthorpe. A route map and the relevant timetables are presented in Appendix C while the main features of both services are summarised in the table below.

**Table 4-1: Summary of Routes 81 and 82 – Monday to Friday**

| Service  | Frequency |         |         | First Bus | Last Bus |
|----------|-----------|---------|---------|-----------|----------|
|          | AM Peak   | PM Peak | Daytime |           |          |
| Route 81 | 3         | 3       | 3       | 05:06     | 22:40    |
| Route 82 | 3         | 3       | 3       | 06:53     | 23:30    |

Within Armthorpe Routes 81 and 82 travel on a loop in opposite directions before returning via a common route to Doncaster town centre via Intake. In Armthorpe Route 81 operates in a clockwise direction while Route 82 provides the same service in a counter clockwise direction. With both Routes operating at a 20-minute frequency, this effectively provides the residents of Armthorpe with a 10-minute service into Doncaster throughout the day. In the vicinity of the site both services operate on Hatfield Lane and Mercel Avenue. They also serve the West Moor Park Employment area, Armthorpe town centre and the primary and secondary schools situated on Mere Lane.

There are two pairs of bus stops located within comfortable walking distance of the site. One pair is on Mercel Avenue just to the east of Sycamore Avenue where a shelter is provided for westbound services. The other pair is on Hatfield Lane just to the south of Hawthorne Avenue and here there is a shelter provided for southbound services. There is also a bus turn around situated at the junction of Mercel Avenue and Rands Lane and this also benefits from a shelter. This stop is approximately 350 metres from the centre of the proposed employment development.

During the week Route 81 operates between 5am and 11pm and up until 6pm maintains a 20-minute frequency. During the evening the frequency reduces to between one or two buses per hour. Route 81 serves the West Moor Park employment area and as such is scheduled to provide for the needs of people working shifts with shift changeovers typically occurring at 6am, 2pm and 10pm.

Route 82 operates a similar service to Route 81 during the week although services begin operating approximately two hours later between 7am and 8am.

From then a 20-minute frequency is maintained until 6pm from when the frequency reduces to one service per hour until the last service between 11pm and midnight.

The operating schedules for Routes 81 and 82 are designed to complement one another so that during the week a 10-minute service is maintained between Armthorpe and Doncaster town centre. Routes 81 and 82 also operate on Saturday and Sunday. Saturday services operate a similar service pattern to the weekday schedule and although there is a reduced timetable on Sunday there are still up to four buses per hour between 9am, when the service begins, and 6pm. After 6pm an hourly service is maintained until around 11pm.

Trains serving Doncaster railway station, located in the town centre, provide opportunities for multi modal public transport journeys to and from Armthorpe. The station is served by several operators including, National Express East Coast trains, Northern Trains, Cross County Trains and First TransPennine Express. These operators provide regular daily services to a range of local, regional and national destinations including many suburbs of Doncaster, Sheffield, York and Leeds, and London, Glasgow and Edinburgh. Travel by train is possible for people travelling to and from Armthorpe because the 81 and 82 bus services depart from the Interchange, which is located immediately adjacent to the railway station. The scheduled journey time between Armthorpe and the Interchange varies between 20 minutes and half an hour.

When considering the distance over which walking is an effective mode of transport, PPG13 states that, *'walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under two kilometres'*.

A two-kilometre catchment from the centre of the site includes large parts of Armthorpe including the town centre and the West Moor Park Employment area. It also includes the residential area to the west of Hatfield Lane which is significant in that it contains the two closest schools to the site. The bus stops on Mercel Avenue and Hatfield Lane are also comfortably within the two-kilometre catchment.

The local road network provides a fully integrated system of footways that combine to provide direct and safe links to the facilities described in the paragraph above. There are footways on both sides of most roads in the built up area of Armthorpe. Street lighting is provided throughout and convenient crossing points including the provision of dropped kerbs are provided to encourage safe pedestrian behaviour. There is a pedestrian refuge on Hatfield Lane between Mercel Avenue and Hawthorne Avenue.

Cycling is an important mode of travel at the local level and is identified in PPG13 as having the potential to replace short car trips, especially those under five kilometres. Home to work trips are a particular target for local authorities seeking to encourage cycling as an alternative to car travel.

As well as the whole of Armthorpe, there are many areas that are within five kilometres of the site including large parts of the eastern suburbs of Doncaster, villages to the north including Edenthorpe, Kirk Sandall and Hatfield and areas to the south and east including, Auckley, Bessacarr, Branton, Cantley and Rossington. Local Transport Note 1/86 suggests an average cycling speed of 24.14km/h (15mph). With this assumption the site is a maximum of 20 minutes by bicycle from the localities listed above.

The local highway network within the vicinity of the site contains several advisory cycle routes and a traffic free cycle path that runs along the south side of West Moor Link to the Sainsbury's roundabout. The cycle facilities are presented on the Doncaster Cycling Map (4<sup>th</sup> Edition) published by DMBC.

#### **4.3. Proposed Development**

The part of the site being proposed for employment development covers an area of 10.67 hectares and is expected to deliver 240,000 sq.ft. (22,297m<sup>2</sup>) of mixed employment use in two separate units. The expectation is for both units to be occupied by B8 users (warehousing and distribution). However to retain an element of flexibility in terms of prospective occupiers it is assumed for assessment purposes that there will be an equal split between B1(c)/ B2 (light and general industry) and B8.



The number of employees in each unit will not be fixed until occupiers are finalised and their requirements in terms of the workforce are confirmed. However based on a study by Arup Economics & Planning for use by English Partnerships and the Regional Development Agencies (September 2001) an estimate of the size of the workforce based on different land use types can be provided. For the proposed development the relevant employment densities are 50 square metres per workspace for general warehousing and 34 square metres per workspace for general industry. Applying these densities to the proposed development would result in the following employee numbers. These figures are only indicative as occupiers have not been identified.

- Proposed B1(c)/ B2 development (11,149m<sup>2</sup>) – 328 employees
- Proposed B8 development (11,148m<sup>2</sup>) – 223 employees
- **Total – 551 employees**

The proposal is to access the employment development directly from West Moor Link by means of a left in/ left out junction. The form and location of the junction were agreed in principal with DMBC at the scoping meeting where it was also agreed that a deceleration lane and short length of single lane dualling would be provided to prevent the right turn out of the development.

The details of the floor area and number of car and HGV parking spaces for each unit are shown on the Site Layout Plan contained within Appendix B. Parking will not be permitted on the estate roads within the employment area and this will be stringently enforced by the Employment Park Travel Plan Co-ordinator.

In the event that one of the units remains unoccupied locked barriers will be provided to prevent unauthorised parking in either the car or HGV parking areas.

The occupiers will implement a parking management regime to ensure that the maximum permitted level of parking is not being exceeded. Each car park will also contain a certain allocation for the mobility impaired, car sharers and visitors and these spaces will be monitored on a daily basis to ensure that they are not being misused. Staff parking spaces will be allocated to ensure that only those employees with a guaranteed space arrive by car. Spaces will be allocated to

essential users in the first instance. Specific details of the parking management regime will be agreed with DMBC prior to occupation.

Focusing specifically on the buildings, two units of similar size are being proposed and these would effectively form an extension to the West Moor Park employment area which abuts the development site to the east

Unit 1 is the northernmost building on the site and has a proposed floor area of 120,000 sq.ft. (11,148m<sup>2</sup>). The floor area consists of a large warehouse and a small office located at the southern end of the building. The office will provide managerial and administrative support.

The main parking area is to the east of the office building and a total of 52 spaces are being proposed including 7 for the mobility impaired. These are conveniently located close to the office building. Access to the car park will be provided midway along the employment access road.

A cycle shelter will be provided and this is also conveniently located close to the office building. The shelter will be covered well-lit and secure. Showers will be provided within the building. Clear pedestrian routes will be provided within the site to ensure the safe movement of pedestrians through the car and HGV parking areas.

A dispatch yard is proposed along the eastern edge of the building and here 31 HGV parking spaces are proposed. A further 24 HGV spaces are proposed in an area to the east of the car park giving a total of 55 spaces. Access to the dispatch yard is taken from the eastern end of the employment access road. It will be controlled by a security gatehouse and is separate from the access to the car park.

Unit 2 also has a floor area of 120,000 (11,148m<sup>2</sup>) and as with Unit 1 the floor area consists of a large warehouse and a small office. The office, which is located in the north west corner, will provide managerial and administrative support.

The main parking area is to the east of the office building and a total of 52 spaces are proposed including 7 for the mobility impaired. These are conveniently located adjacent to the main office building. The dispatch yard for Unit 2 is to the south and east of the car park and in total 55 HGV parking spaces are proposed.

Access to the car park for Unit 2 is also midway along the employment access road where it forms a crossroads with the access to the car park for Unit 1. Access to the dispatch yard is controlled by a security gatehouse and as with Unit 1 is at the eastern end of the employment access road.

A cycle shelter will be provided and will be conveniently located adjacent to the office building. The shelter will be covered, well-lit and secure. Showers will be provided within the building. Clear pedestrian routes will be provided within the site to ensure the safe movement of pedestrians through the car and HGV parking areas.

There are several pedestrian routes that will link the employment area to the adjoining areas including three connections to the proposed residential development to the west. The first of these is just south of the main access from West Moor Link, the second is the road that links the employment and residential developments and the third is at the southern end of the development between the allotments and the cemetery.

The third route forms a part of the network of footways that link all parts of the development to the bus turn around at the eastern end of Mercel Avenue. These have been designed to minimise walk distances and an analysis of the distance to the nearest bus stops demonstrates that both employment units are within 400 metres of the bus turn around on Mercel Avenue. This is shown on the colour coded plan contained within Appendix D.

At a meeting with the South Yorkshire Passenger Transport Executive (SYPTTE) it was agreed on the basis that Bus Routes 81 and 82 offer a frequent and comprehensive service (every 10 minutes during the day into Armthorpe and Doncaster town centre), passengers may be more inclined to accept walk distances that are longer than the typical 400 metre threshold. Accordingly

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SYLTE indicated that it would not be appropriate to divert Routes 81 and 82 into the site and that the development could utilise existing bus stops on Mercel Avenue and Hatfield Lane providing that these are linked to the development by high quality pedestrian routes that are both direct and well-lit.

**5. DELIVERING THE PLAN**

**5.1. Travel Plan Co-ordinator**

The Developer will appoint an Employment Park Travel Plan (EPTP) Co-ordinator for the proposed development. The role of the EPTP Co-ordinator will last for a period of not less than five years from full occupation of the development.

Once the official role of the EPTPC ends, the responsibility to maintain the Travel Plans will be passed to the individual co-ordinators. After five years they will be familiar with the role and as a minimum they would be expected to maintain the travel plan website, promote and operate the car sharing scheme, organise and report the monitoring schedule (for a period to be agreed with DMBC) and hold annual meetings with DMBC to review the Travel Plan and agree ways in which it could be improved.

The EPTP Co-ordinator will have the support of senior management of the Developer and will have the authority to implement the Strategic Travel Plan. Wherever practicable, the EPTP Co-ordinator will liaise with co-ordinators serving other employment parks in the area to investigate the potential for joint initiatives.

The EPTP Co-ordinator will be responsible for liaising with new occupiers to pass on the details and objectives of the Strategic Travel Plan. Contact will be made with new companies prior to occupation and if required assistance will be provided to initiate the detailed Travel Plans.

In the first instance, the Developer proposes to nominate URS Corporation Ltd. to fulfil the EPTP Co-ordinator role. The role will start no later than six months prior to first occupation and will continue for five years following full occupation.

Each individual Occupier will also be required to appoint a Travel Plan Co-ordinator, who with the support of senior management will have the authority to implement the Travel Plan for their company. This requirement will either be secured by condition or as part of the Section 106 Agreement.

The Travel Plan Co-ordinators for each individual company will be based on site and their contact details will be provided to DMBC and the EPTP Co-ordinator. Each individual Travel Plan Co-ordinator will be required to become a member of the Travel Plan Committee with responsibility for site-wide initiatives to help generate ideas and assist in implementing the Plan. The Committee will normally be chaired by the EPTP Co-ordinator.

The Travel Plan Committee will meet at least once a year with representatives of DMBC and the Highways Agency to review progress in achieving the objectives of the Travel Plans and consider actions, which may be necessary. If targets are not being met and a need for corrective action is identified the Travel Plan Committee may meet more regularly. Targets will only be modified with prior written agreement of DMBC in consultation with the HA.

The EPTP Co-ordinator will also develop links with the Travel Plan Co-ordinator at the residential development through invitations to all formal and informal meetings. This will help to maximise the potential for joint initiatives and to ensure that the measures being provided at both sites complement one another.

In summary the EPTPC will have a strategic role with overall responsibility for the development and continual promotion of the sustainable transport initiatives at the site. Specific responsibilities of the EPTPC will be to:

- liaise with co-ordinators serving other employment parks in the area to investigate the potential for joint initiatives;
- liaise with new occupiers to pass on details of the Strategic Travel Plan;
- normally chair the Travel Plan Committee;
- develop links with the co-ordinator of the residential development to maximise the potential for joint initiatives;
- administer the overall monitoring framework for the site as a whole; and
- implement and update the Travel Plan website.

By contrast each individual co-ordinator will be responsible for organising, delivering and reporting the detailed aspects of their own Travel Plan. For instance the individual co-ordinators will:

- be responsible for the monitoring of the progress achieved by their own companies and reporting this to the Travel Plan Committee;
- be responsible for the creation and maintenance of a database of car sharers within their own company;
- provide guaranteed and convenient spaces for car sharers;
- provide an emergency 'get you home' service;
- promote Car Share South Yorkshire;
- provide practical advice on car sharing; and
- provide spaces on general notice boards for potential car sharers to communicate.

There are certain other roles that will have dual responsibility and at this stage it is best not to be too prescriptive about the roles, as once the occupiers are in situ it will soon become apparent who is best placed to provide individual functions. Responsibilities may also switch between the EPTPC and the individual co-ordinators depending upon workload and availability. The important thing is to ensure that the funds are in place to provide all the necessary measures to fulfil the co-ordinator role regardless of who provides it. This will be secured through the Hatfield Lane Travel Plan Account with the amount being agreed with DMBC prior to the signing of the Section 106 Agreement or will be a condition of tenancy upon future occupiers. The EPTP Co-ordinator and individual Co-ordinators will therefore be jointly responsible for:

- Securing the commitment and support of senior management, other employees and union representatives (where applicable);
- Promoting the objectives and benefits of the Travel Plan;

- Administering and promoting the car sharing scheme;
- Assisting with the establishment of clear, realistic and monitorable targets for the use of alternative modes of travel;
- Monitoring the success of the travel policy against the targets;
- Providing feedback to the Occupiers on the success of the Plan; and
- Acting as the point of contact for information and for exchanging ideas and best practice with other organisations including the EPTP Co-ordinator.

The individual Travel Plan Co-ordinators will be responsible for the monitoring of the progress achieved by their own companies and reporting this to the Travel Plan Committee. The nature of the monitoring process will be developed on occupation and set out in individual Travel Plan's, although the EPTP Co-ordinator will administer the overall monitoring framework for the site as a whole. Monitoring is expected to consist of an independent vehicle counting mechanism at each occupied unit.

## **5.2. Travelling by Car**

In recognition of the fact that travelling by car is sometimes the only realistic option, particular attention will be given to the encouragement of car sharing. A database of car sharers will be created and employees at the site will be encouraged to submit their names for car sharing on occupation. All new employees will be given the opportunity to join the scheme and the database will be reviewed on a regular basis to ensure it is kept up to date. The database will identify individual travel patterns and make the opportunity for car sharing more visible.

The location of the site also provides the opportunity to extend the car sharing database to include existing businesses in West Moor Park and where practicable this opportunity will be explored.

The individual Travel Plan Co-ordinators will be responsible for the creation and maintenance of a database of car sharers within their own company. the EPTP Co-ordinator will explore with individual Travel Plan Co-ordinators the potential to



create a supplementary database that includes other businesses at West Moor Park.

There is also an established car sharing scheme in the area called Car Share South Yorkshire. This scheme is part of the national Liftshare network and is supported by the councils of Barnsley, Doncaster, Rotherham and Sheffield and by the South Yorkshire Passenger Transport Executive. Individuals can register as a member and provide their journey details on the website for free. This will provide scope for car sharing to take place with individuals employed at other locations.

To maximise the potential for car sharing at the proposed development the following measures will be undertaken by the individual Travel Plan Co-ordinators unless otherwise indicated.

- Maintenance of a database of car sharers, including postcode and shift patterns; the potential to expand the database to include other businesses at West Moor Park will be explored; this would provide a more comprehensive database and maximise the possibility of making car sharing more viable for some people;
- Provide guaranteed and convenient spaces for car sharers;
- Provide an emergency 'get you home' service in the event of emergency/sickness for groups of staff not travelling to work in their own car;
- Promote Car Share South Yorkshire and provide the website address and details of membership registration to employees;
- Provide practical advice on car sharing;
- Promote the potential financial savings that employees will make by sharing their car;
- Provide space on general notice boards for potential car sharers to communicate; and
- Agree clear and realistic targets for car sharing.

The Occupiers will be encouraged to offer incentives to those who participate in the car-sharing scheme.

Car parks will also be laid out to provide allocated spaces for those who participate in the car sharing scheme. These will be conveniently located close to the main entrance and will be monitored on a daily basis to ensure compliance with the scheme. The number of spaces set aside for car sharers will be confirmed once Occupiers are identified when there will be greater certainty on the number of employees likely to participate in the scheme. However as a minimum the number of spaces allocated to car sharers will be five per cent of the total parking provision at each unit.

The opportunity will exist for the number of car sharing spaces to increase in the event that a higher number of employees join the car sharing scheme than was expected at the outset. This would be achieved by converting general spaces into allocated spaces for car sharers.

### **5.3. Public Transport**

At a meeting with the SYPTTE to discuss public transport provision, it was agreed that the development could be served by existing services operating on Hatfield Lane and Mercel Avenue. Routes 81 and 82 offer a frequent and comprehensive service and the three employment units are considered to be within acceptable walking distance of the closest bus stops.

It was also agreed at the meeting that the bus stops will be linked to the development by high quality pedestrian routes that are both direct and well-lit. Where appropriate it was also agreed that existing bus stops will be upgraded which could include the provision of shelters where they are not already provided and the provision of level boarding facilities to enhance accessibility.

Real time information will be provided within each employment unit if this information is readily available from either DMBC or SYPTTE. The information will be displayed in reception areas and other communal areas as appropriate.

The SYPTTE also indicated that travel advisors are now available who can assist in developing personalised travel plans. Salary sacrifice to assist in the

purchasing of public transport ticketing products is one example of where advice and incentives can be provided and occupying companies will be encouraged to make this initiative available to all employees.

The Travel Plan Co-ordinators will:

- Publicise existing local transport services and travel information for staff;
- Provide details for internet access of public transport information and identify sites that have local information;
- Where practicable provide access to real time bus information;
- Produce maps showing recommended walking routes from local bus stops;
- Encourage Occupiers to participate in a salary sacrifice scheme to assist in the purchase of ticketing products;
- Encourage Occupiers to provide an emergency 'get you home' service in the event of emergency/sickness for groups of staff travelling by public transport.

#### **5.4. Personal Travel Planning**

It is recognised that Personal Travel Planning techniques, in which individuals receive customised advice tailored to their journey needs, can encourage more sustainable travel patterns. A new development provides an opportunity to offer personal travel advice during the early stages of occupation. At this point, new travel habits are being established and information about services and facilities in the area are essential to achieving sustainable travel choices. The EPTPC will encourage all new employees to participate in personal travel planning upon occupation.

#### **5.5. Cycling**

As part of the development of the site, the following will be provided on occupation of the new buildings:

- Secure and well lit cycle parking facilities for employees; and
- Changing/showering facilities.

As stated previously, the number of cycle spaces will be in accordance with the most up to date guidance from DMBC (currently the UDP) and their location will be finalised once individual Occupiers and hence site layouts are confirmed.

In addition, in order to encourage cycling, the following measures will be considered:

- Set up a bicycle user group;
- Promote "bike to work" days;
- Provide interest free loans or subsidies for employees to purchase a bicycle;
- Publicise the health benefits of cycling; and
- Provide an emergency 'get you home' service in the event of emergency/sickness for groups of staff travelling to work by bicycle.

#### **5.6. Walking**

To encourage walking the following actions will be undertaken:

- Publicise the health benefits of walking;
- Produce maps showing recommended walking routes from local bus stops and nearby residential areas; and
- Provide an emergency 'get you home' service in the event of emergency/sickness for groups of staff walking.

#### **5.7. Travel Plan Website**

One of the most important aims of a detailed Travel Plan is to provide information to staff and visitors of the alternatives to using the car on their own to travel to the site. In order to provide detailed information in an easy to use and accessible format, the EPTP Co-ordinator will be responsible for implementing and updating the website, which will include the following:

- Travel Plan news;
- Information on Travel initiatives;

- Public transport timetable information and links to public transport ticket ordering websites;
- Details of safe walking and cycling routes to the site;
- Portal to the site's car sharing database;
- A link to the Car Share South Yorkshire website;
- Links to shopping at work websites;
- Links to local cycling groups; and
- Details of flexible working practices including examples and potential benefits; and
- Details of local taxi companies and if appropriate, links to their websites.

This information will be available to staff through their computer terminals and, where appropriate, via communal IT facilities located in reception or rest areas. A communal IT facility would also offer the opportunity for visitors to obtain information on sustainable travel to the site. Beyond five years, if the role of the EPTPC Co-ordinator no longer exists, it will be the responsibility of the individual Travel Plan Co-ordinators to maintain the website.

#### **5.8. New Employees**

The Occupiers of the proposed development will make known the existence of the Travel Plan to all new employees who will be issued with an induction pack on or before the first day of working at the site and will be encouraged to submit their names to the car sharing scheme. The induction pack will include details of the Travel Plan and information on sustainable travel. The EPTPC will be responsible for assembling all the relevant information to be included in the induction packs. Individual co-ordinators will have the opportunity to review the information and add any information that is company specific.

## **6. TARGETS**

One of the prime objectives of an active Travel Plan is to set clear and realistic targets. This will be achieved through the Occupiers of the site undertaking a travel survey of all its employees prior to occupation. The travel survey will provide the baseline information from which mode share targets can be established. A summary of the main findings will be available within three months of completion of the survey.

Once the results of the travel survey are known the target will be reviewed for the number of employees travelling to work as single occupancy car drivers. In setting the targets a balance will need to be struck between local circumstances, including likely employee residence locations, public transport accessibility and the achievability of each target. The targets will be set in consultation with DMBC and will be included within the final Travel Plan produced by each occupier and relate to the targets set out in this document.

At this stage an indicative target has been set to ensure that there is a commitment from the developer and the Occupiers to achieve a reduction in single occupancy car trips. This target will be reviewed once the results of the travel survey are known.

The target has been informed by the mode split information, which is included in the Transport Assessment. Table 6-1 displays the initial modal split and the target modal split for the proposed development. Over the first five years of occupation the target is to achieve a 10% reduction in single occupancy car trips measured against the initial modal split. After this point these levels will at least be maintained unless a new target is agreed with DMBC.

**Table 6-1: Initial and Target Modal Splits for the Proposed Development**

| Mode of Travel | Initial Modal Split | Target Modal Split |
|----------------|---------------------|--------------------|
| Car Driver     | 71.80%              | 64.60%             |
| Car Passenger  | 8.10%               | 10.20%             |
| Bus            | 4.90%               | 6.10%              |
| Motorcycle     | 0.40%               | 0.50%              |
| Bicycle        | 3.40%               | 4.30%              |
| On Foot        | 11.40%              | 14.30%             |
| <b>Total</b>   | <b>100%</b>         | <b>100%</b>        |

The initial modal split indicates a reliance on single occupancy car trips for journeys to work. The target modal split proposes a reduction in single car occupancy trips and a redistribution of the methods of journeys to work to show an increase in the use of sustainable modes of transport. This target will be achieved through measures including those outlined in Section Five above.

Occupiers will be required to provide detailed modal targets for their employees' travel to work, within their individual company travel plans. This will allow each individual plot the required level of flexibility and at the same time provide assurance that the overall trip generation assumptions will not be exceeded. This will be secured through the Section 106 Agreement.

To provide a trigger for appropriate corrective action an upper threshold has been set based on the target trip rates presented in the Transport Assessment. The trip rates plus the maximum permissible level of trip generation to each unit is presented in the tables below. To maintain an element of flexibility in terms of prospective occupiers, three options are presented:

**Option 1** – Both units occupied by B1(c)/ B2 uses;

**Option 2** - Both units occupied by B8 uses; and

**Option 3** - One unit occupied by B1(c)/ B2 and one by B8.

The level of trip generation relates to the number of cars arriving at and departing from each unit during the traditional peak hours (8am to 9am and 5pm to 6pm). The procedure for monitoring is set out in the following section.

**Table 6-2: Peak Hour Baseline and Target Trips – Cars Only**

| Option | AM Peak Baseline |       | PM Peak Baseline |       | AM Peak Target |       | PM Peak Target |       |
|--------|------------------|-------|------------------|-------|----------------|-------|----------------|-------|
|        | Arrs.            | Deps. | Arrs.            | Deps. | Arrs.          | Deps. | Arrs.          | Deps. |
| 1      | 116              | 21    | 15               | 108   | 105            | 18    | 14             | 98    |
| 2      | 25               | 6     | 8                | 25    | 21             | 6     | 8              | 21    |
| 3      | 70               | 14    | 12               | 68    | 64             | 12    | 11             | 60    |

Should either or both of the units be developed for B8 purposes, very low peak hour flows are predicted and an increase in flows as low as five vehicles per hour could lead to the thresholds being exceeded. This could occur as a result of daily variations in traffic flows. Therefore, before any corrective measures are considered, the level of activity at the units developed for B8 uses should be viewed in the light of the collective performance of both units on the site rather than focusing on a single unit in isolation. The peak hour thresholds not to be exceeded are therefore the combination of the individual unit performance and the site as a whole.

In the event that observed traffic flows exceed the figures given above during the five years beginning with the first occupation of units on the development, then the actions described in the following section will be taken.



**7. MONITORING, REVIEW AND RESOURCING**

Upon occupation for trading purposes of the first unit on the application site, the Developer will deposit with DMBC a sum of money to be placed in a separate interest bearing account. The amount will be agreed with DMBC prior to the signing of the Section 106 Agreement. This account is to be designated the Hatfield Lane Travel Plan Account (HLTPA). Drawings from the account will require the authority of a specified officer of DMBC and the EPTP Co-ordinator.

The HLTPA will be applied as follows:-

- (i) to cover the costs required for annual trip monitoring;
- (ii) Costs associated with the annual staff travel surveys;
- (iii) For measures to be introduced in the event that the peak hour trips specified in section 6 above are exceeded.

It is important that each Travel Plan is monitored on a regular basis to ensure that the key objectives are being met; that each Travel Plan evolves to adapt to changing circumstances; and that realistic targets are being set. The success of the actions contained within the Travel Plans can also be reviewed and modified as necessary.

The staff travel survey carried out prior to occupation will be repeated on an annual basis in order to measure the success of the Travel Plans and the progress achieved towards the targets. The organisation of the surveys will be the responsibility of the EPTPC in consultation with each individual Travel Plan Co-ordinator and the results, and if appropriate the need for any corrective action, will be discussed with DMBC, the Highways Agency and with the Travel Plan Committee. Results of the travel survey will be displayed in communal areas for the interest of employees. Costs associated with the annual staff travel surveys will be met by the HLTPA.

Vehicle counts will also be undertaken on an annual basis to assess performance against the trip generation thresholds set out in Section 6. The

expectation is that DMBC will undertake the traffic surveys with the cost being met by the HLTPA.

The results of the staff travel survey and the vehicle monitoring can then be used to modify the targets and actions contained within the Travel Plans to ensure that each Travel Plan is an ongoing process. By continually reviewing the Plans it will help to develop and improve them and ensure that the measures introduced are consistent with the Occupiers requirements. Any modification to targets would be subject to prior written agreement of DMBC in consultation with the HA.

Monitoring will continue for a five year period from occupation of each unit and the Occupiers will prepare a report on an annual basis summarising the main findings from the monitoring and identifying the main issues that have arisen during the previous year. Results of the monitoring process will be displayed in communal areas at the site for the interest of employees and will be shared with DMBC and the HA.

The monitoring process will be agreed and carried out in consultation with DMBC and the EPTP Co-ordinator. Monitoring will take place within six months of occupation and then at regular intervals to be agreed between all interested parties.

The EPTP Co-ordinator will also prepare an annual review of performance against targets for the development as a whole. The review will be issued to all Travel Plan Co-ordinators and to the sustainable travel contact at DMBC. The review will, where appropriate, include revised targets for the use of sustainable transport to reflect changing patterns of work and transport options.

In the event that the targets in section 6 above are not being met the following will apply:

- An action plan will be prepared by the individual Travel Plan Co-ordinator of the company that is not meeting the targets;

- This will then be discussed with the EPTP Co-ordinator prior to meeting with DMBC within two months of the review being issued to the sustainable travel contact at DMBC;
- The need for an additional monitoring survey to assess the effectiveness of the agreed action plan will be discussed with DMBC

In consultation with the Travel Plan Committee referred to in section 5.1 drawings may be made from the HLTPA to fund measures to achieve the objectives of the Travel Plans.

If as the result of monitoring additional measures are required to achieve the targets set out in the Travel Plans further drawings may be authorised from the HLTPA to meet or contribute towards the cost of measures such as:

- The provision of subsidies for public transport users;
- The provision of incentives to encourage registration to the car sharing scheme; and
- The provision of additional cycle parking should a demand be identified;

Any funds remaining in the Travel Plan Account after the 5-year period commencing with occupation of the last unit on the application site will be returned to the Developer.

In the event that the implementation of additional measures is not working and targets are still being exceeded the Travel Plan Co-ordinator will organise a more detailed survey to examine attitudes and influences that are preventing a shift to sustainable travel modes. This will allow the introduction of more focused measures that may include a reduction in the level of parking provision and/ or an adjustment to working practices. Incentives specifically targeted at problem areas may also be introduced. The implementation of any corrective measures will be funded by the HLTPA.

In summary the role of the EPTPC will be to oversee the monitoring and review process and to offer guidance and support where necessary. One of the specific

roles of the EPTPC will be to prepare an annual review of performance against targets for the development as a whole. The review will, where appropriate, include revised targets for the use of sustainable transport to reflect changing patterns of work and transport options. The EPTPC will also be responsible for liaising with the sustainable travel contact at DMBC to discuss the performance of the Travel Plan and where necessary to agree the need and nature of any corrective actions. The EPTPC will be responsible for organising the traffic counts and annual travel surveys in consultation with the individual Travel Plan Co-ordinators.

## **8. OCCUPIER EXPECTATIONS**

This STP provides a framework within which the occupiers of each of the units will produce detailed Travel Plans and co-operate with each other in order to create sustainable transport patterns for the site as a whole. The STP will secure a co-ordinated approach to transport policy and will provide occupiers with the standards that will be required of them.

The implementation of the STP will be secured through a Section 106 Agreement, the obligations of which will be imposed on all future occupiers.

The measures which the occupying companies will be required to perform are summarised below:

- To appoint a Travel Plan Co-ordinator to be responsible for the monitoring of the progress achieved by their own company and reporting this to the Travel Plan Committee;
- To encourage membership of the car sharing scheme and if appropriate offer incentives to join the scheme;
- To ensure that all new employees are issued with an induction pack on or before the first day of working advising on the package of measures that are available to encourage travel by sustainable modes;
- To encourage flexible working hours and where practicable provide facilities to enable employees to work from home;
- To encourage the use of electronic network systems to disseminate information on sustainable travel opportunities amongst their staff;
- To encourage the use of teleconferencing to reduce the need for work related journeys;
- To organise, administer and report the annual travel survey and vehicle counts and where appropriate amend targets in consultation with DMBC; and
- Assess the need for any corrective action in the event that targets are not being met.

**9. TIMESCALES**

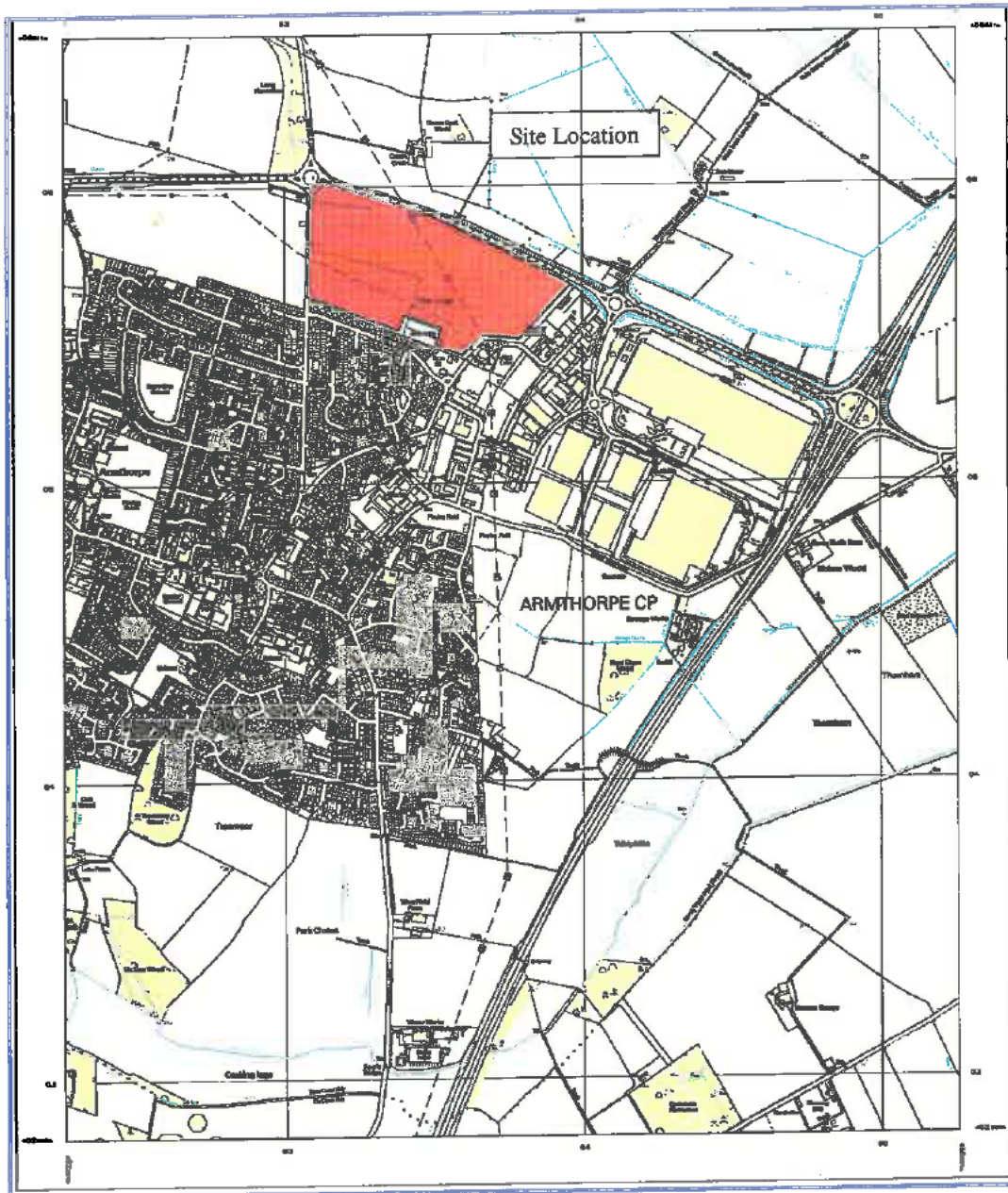
Although the Occupiers of the site are not yet known, an outline timetable for the production and ongoing monitoring and review of each Travel Plan has been produced, which details the key elements of the process and the approximate timescales. This is shown in Table 9-1 below.

**Table 9-1: Travel Plan Timetable**

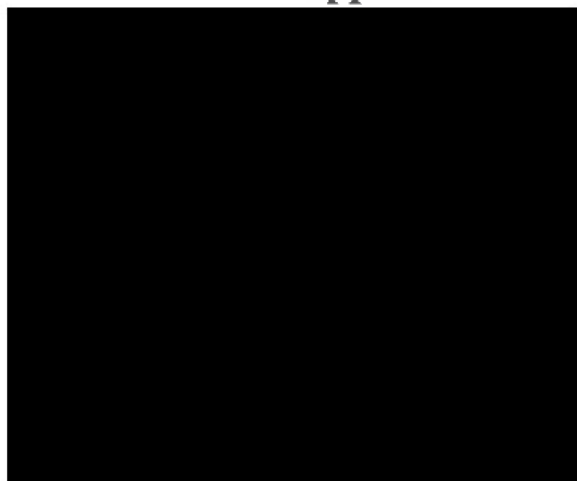
| <b>Action</b>  | <b>Timescale</b>  |
|--|---|
| Appoint Travel Plan Co-ordinators  | Prior to Occupation   |
| Undertake staff travel surveys   | Prior to Occupation   |
| Produce baseline staff travel information  | 3 months after Occupation   |
| Develop Travel Plan in consultation with DMBC and STP Co-ordinator   | 4 months after Occupation   |
| Finalise and adopt Travel Plans  | 6 months after Occupation   |
| Monitor success of Travel Plans actions and progress towards targets. Amend Travel Plans if necessary  | Ongoing following adoption of Travel Plans; monitoring intervals to be agreed in consultation with DMBC and EPTP Co-ordinator |
| Undertake staff travel surveys to measure success of Travel Plans and discuss findings with DMBC and EPTP Co-ordinator. Review Travel Plans and amend if necessary | Ongoing. Every 12 months following adoption of Travel Plans   |

As with all elements of the Travel Plan process, these timescales are not prescriptive, but should be modified according to circumstances to ensure that they allow the end occupiers to produce Travel Plans that benefit their company and all employees, and remains relevant throughout.

## **Appendix A – Site Location Plan**



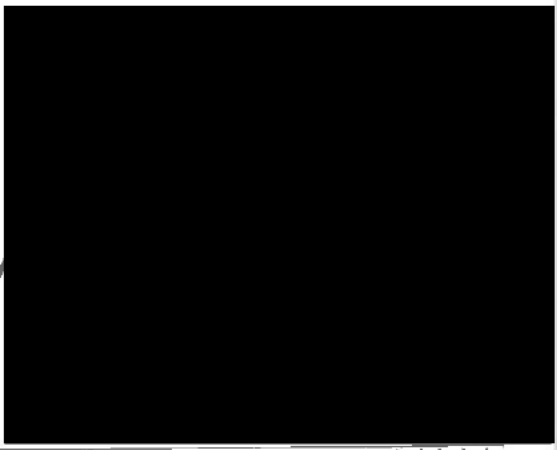
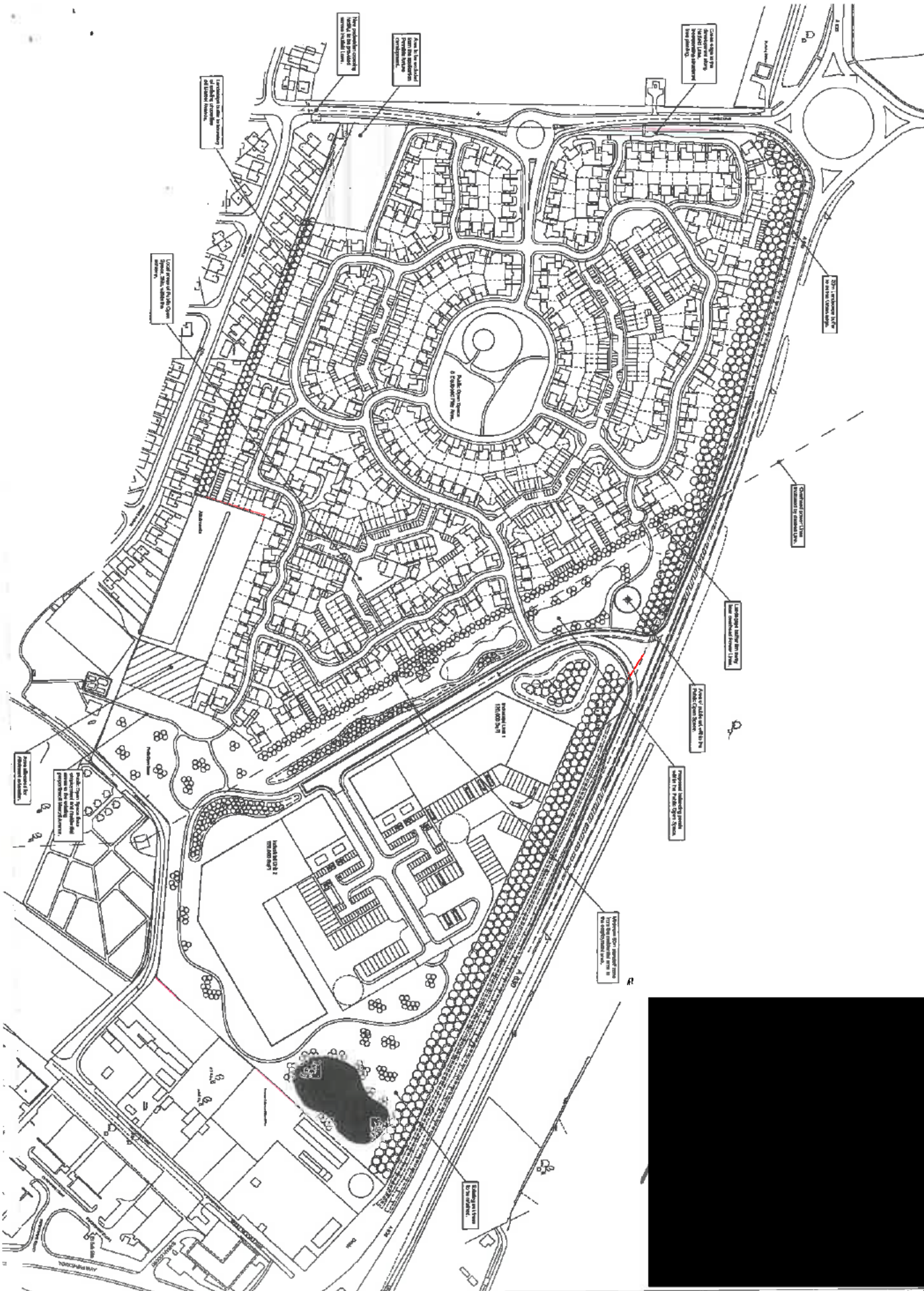
**Appendix A – Site Location Plan**





## **Appendix B — Site Layout Plan**

# Hatfield Lane, Armthorpe.



This plan is submitted in accordance with the provisions of the Town and Country Planning Act 1990 and the Town and Country Planning (Development Management) Regulations 2003. It is intended to be used in conjunction with the accompanying application form and supporting documents. The applicant warrants that the information provided is true and correct to the best of their knowledge and belief. The planning authority reserves the right to require further information or to refuse the application if it is not satisfied that the proposed development is in accordance with the relevant planning policies and the provisions of the Act and Regulations.

| PROPOSED DEVELOPMENT |                          |
|----------------------|--------------------------|
| Site Name            | Hatfield Lane, Armthorpe |
| Proposed Use         | Residential Development  |
| Number of Units      | 100                      |
| Site Area (sq m)     | 10,000                   |
| Site Address         | Hatfield Lane, Armthorpe |
| Planning Officer     | [Name]                   |
| Date                 | [Date]                   |

| PROPOSED DEVELOPMENT |                          |
|----------------------|--------------------------|
| Site Name            | Hatfield Lane, Armthorpe |
| Proposed Use         | Residential Development  |
| Number of Units      | 100                      |
| Site Area (sq m)     | 10,000                   |
| Site Address         | Hatfield Lane, Armthorpe |
| Planning Officer     | [Name]                   |
| Date                 | [Date]                   |

| PROPOSED DEVELOPMENT |                          |
|----------------------|--------------------------|
| Site Name            | Hatfield Lane, Armthorpe |
| Proposed Use         | Residential Development  |
| Number of Units      | 100                      |
| Site Area (sq m)     | 10,000                   |
| Site Address         | Hatfield Lane, Armthorpe |
| Planning Officer     | [Name]                   |
| Date                 | [Date]                   |

## **Appendix C – Details of Bus Services**

# Timetables for Service Number: 81/82



**Mondays To Fridays**  
**Valid from: 25/04/2010**  
**Valid to: 24/07/2010**

- 81 Doncaster - Armthorpe Circular**  
**Via Doncaster Royal Infirmary**
- 82 Doncaster - Armthorpe Circular**  
**Via Doncaster Royal Infirmary**

| Service No.:                          | 81   | 81   | 81   | 81   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   |  |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| Notes:                                |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |  |
| Doncaster Frenchgate Interchange [B4] | ---  | 0520 | 0535 | 0555 | 0615 | ---  | 0645 | ---  | 0705 | ---  | 0725 | ---  | 0745 | 0755 | 0805 |  |
| Doncaster Royal Infirmary             | ---  | 0528 | 0544 | 0604 | 0624 | ---  | 0655 | ---  | 0715 | ---  | 0735 | ---  | 0755 | 0805 | 0815 |  |
| Armthorpe, Briar Road                 | ---  | ---  | ---  | ---  | ---  | ---  | ---  | ---  | ---  | ---  | ---  | ---  | ---  | 0814 | ---  |  |
| Armthorpe, Roundabout                 | 0506 | 0536 | 0553 | 0613 | 0633 | 0653 | 0705 | 0718 | 0725 | 0738 | 0745 | 0758 | 0805 | 0818 | 0825 |  |
| West Moor Park Industrial Estate arr  | 0511 | 0541 | 0559 | 0619 | 0640 | 0702 | 0712 | 0727 | 0732 | 0747 | 0752 | 0807 | 0812 | 0827 | 0832 |  |
| West Moor Park Industrial Estate dep  | 0511 | 0541 | 0601 | 0621 | 0643 | 0705 | 0715 | 0730 | 0735 | 0750 | 0755 | 0810 | 0815 | 0830 | 0835 |  |
| Armthorpe, Roundabout                 | 0519 | 0549 | 0609 | 0629 | 0652 | 0712 | 0724 | 0737 | 0744 | 0757 | 0804 | 0817 | 0824 | 0837 | 0844 |  |
| Armthorpe, Briar Road                 | 0522 | 0552 | 0612 | 0632 | 0655 | ---  | 0727 | ---  | 0747 | ---  | 0807 | ---  | 0827 | ---  | 0847 |  |
| Doncaster Royal Infirmary             | 0530 | 0600 | 0620 | 0641 | 0704 | 0721 | 0736 | 0746 | 0758 | 0808 | 0818 | 0828 | 0838 | 0848 | 0858 |  |
| Doncaster Frenchgate Interchange      | 0542 | 0612 | 0632 | 0654 | 0717 | 0734 | 0749 | 0802 | 0814 | 0824 | 0834 | 0844 | 0854 | 0904 | 0914 |  |

| Service No.:                          | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   |  |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| Notes:                                |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |  |
| Doncaster Frenchgate Interchange [B4] | 0815 | 0825 | 0835 | 0845 | 0855 | 0905 | 0915 | 0925 | 0935 | 0945 | 0955 | 1005 | 1015 | 1025 | 1035 |  |
| Doncaster Royal Infirmary             | 0825 | 0835 | 0845 | 0855 | 0905 | 0915 | 0925 | 0935 | 0945 | 0955 | 1005 | 1015 | 1025 | 1035 | 1045 |  |
| Armthorpe, Briar Road                 | 0834 | ---  | 0854 | ---  | 0914 | ---  | 0934 | ---  | 0954 | ---  | 1014 | ---  | 1034 | ---  | 1054 |  |
| Armthorpe, Roundabout                 | 0838 | 0845 | 0858 | 0905 | 0918 | 0925 | 0938 | 0945 | 0958 | 1005 | 1018 | 1025 | 1038 | 1045 | 1058 |  |
| West Moor Park Industrial Estate arr  | 0847 | 0852 | 0907 | 0912 | 0927 | 0932 | 0947 | 0952 | 1007 | 1012 | 1027 | 1032 | 1047 | 1052 | 1107 |  |
| West Moor Park Industrial Estate dep  | 0850 | 0855 | 0910 | 0915 | 0930 | 0935 | 0950 | 0955 | 1010 | 1015 | 1030 | 1035 | 1050 | 1055 | 1110 |  |
| Armthorpe, Roundabout                 | 0857 | 0904 | 0917 | 0924 | 0937 | 0944 | 0957 | 1004 | 1017 | 1024 | 1037 | 1044 | 1057 | 1104 | 1117 |  |
| Armthorpe, Briar Road                 | ---  | 0907 | ---  | 0927 | ---  | 0947 | ---  | 1007 | ---  | 1027 | ---  | 1047 | ---  | 1107 | ---  |  |
| Doncaster Royal Infirmary             | 0908 | 0916 | 0926 | 0936 | 0946 | 0956 | 1006 | 1016 | 1026 | 1036 | 1046 | 1056 | 1106 | 1116 | 1126 |  |
| Doncaster Frenchgate Interchange      | 0921 | 0929 | 0939 | 0949 | 0959 | 1009 | 1019 | 1029 | 1039 | 1049 | 1059 | 1109 | 1119 | 1129 | 1139 |  |

| Service No.:                          | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   |  |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| Notes:                                |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |  |
| Doncaster Frenchgate Interchange [B4] | 1045 | 1055 | 1105 | 1115 | 1125 | 1135 | 1145 | 1155 | 1205 | 1215 | 1225 | 1235 | 1245 | 1255 | 1305 |  |
| Doncaster Royal Infirmary             | 1055 | 1105 | 1115 | 1125 | 1135 | 1145 | 1155 | 1205 | 1215 | 1225 | 1235 | 1245 | 1255 | 1305 | 1315 |  |
| Armthorpe, Briar Road                 | ---  | 1114 | ---  | 1134 | ---  | 1154 | ---  | 1214 | ---  | 1234 | ---  | 1254 | ---  | 1314 | ---  |  |
| Armthorpe, Roundabout                 | 1105 | 1118 | 1125 | 1138 | 1145 | 1158 | 1205 | 1218 | 1225 | 1238 | 1245 | 1258 | 1305 | 1318 | 1325 |  |
| West Moor Park Industrial Estate arr  | 1112 | 1127 | 1132 | 1147 | 1152 | 1207 | 1212 | 1227 | 1232 | 1247 | 1252 | 1307 | 1312 | 1327 | 1332 |  |
| West Moor Park Industrial Estate dep  | 1115 | 1130 | 1135 | 1150 | 1155 | 1210 | 1215 | 1230 | 1235 | 1250 | 1255 | 1310 | 1315 | 1330 | 1335 |  |
| Armthorpe, Roundabout                 | 1124 | 1137 | 1144 | 1157 | 1204 | 1217 | 1224 | 1237 | 1244 | 1257 | 1304 | 1317 | 1324 | 1337 | 1344 |  |
| Armthorpe, Briar Road                 | 1127 | ---  | 1147 | ---  | 1207 | ---  | 1227 | ---  | 1247 | ---  | 1307 | ---  | 1327 | ---  | 1347 |  |
| Doncaster Royal Infirmary             | 1136 | 1146 | 1156 | 1206 | 1216 | 1226 | 1236 | 1246 | 1256 | 1306 | 1316 | 1326 | 1336 | 1346 | 1356 |  |
| Doncaster Frenchgate Interchange      | 1149 | 1159 | 1209 | 1219 | 1229 | 1239 | 1249 | 1259 | 1309 | 1319 | 1329 | 1339 | 1349 | 1359 | 1409 |  |

| Service No.:                          | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   |  |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| Notes:                                |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |  |
| Doncaster Frenchgate Interchange [B4] | 1315 | 1325 | 1335 | 1345 | 1355 | 1405 | 1415 | 1425 | 1435 | 1445 | 1455 | 1505 | 1515 | 1525 | 1535 |  |
| Doncaster Royal Infirmary             | 1325 | 1335 | 1345 | 1355 | 1405 | 1415 | 1425 | 1435 | 1445 | 1455 | 1505 | 1515 | 1525 | 1535 | 1545 |  |
| Armthorpe, Briar Road                 | 1334 | ---  | 1354 | ---  | 1414 | ---  | 1434 | ---  | 1454 | ---  | 1514 | ---  | 1536 | ---  | 1556 |  |
| Armthorpe, Roundabout                 | 1338 | 1345 | 1358 | 1405 | 1418 | 1425 | 1438 | 1445 | 1458 | 1505 | 1518 | 1527 | 1540 | 1547 | 1600 |  |
| West Moor Park Industrial Estate arr  | 1347 | 1352 | 1407 | 1412 | 1427 | 1432 | 1447 | 1452 | 1507 | 1512 | 1528 | 1535 | 1550 | 1555 | 1610 |  |
| West Moor Park Industrial Estate dep  | 1350 | 1355 | 1410 | 1415 | 1430 | 1435 | 1450 | 1455 | 1510 | 1515 | 1533 | 1540 | 1555 | 1600 | 1615 |  |
| Armthorpe, Roundabout                 | 1357 | 1404 | 1417 | 1424 | 1437 | 1444 | 1457 | 1504 | 1517 | 1524 | 1540 | 1549 | 1602 | 1609 | 1622 |  |
| Armthorpe, Briar Road                 | ---  | 1407 | ---  | 1427 | ---  | 1447 | ---  | 1507 | ---  | 1527 | ---  | 1552 | ---  | 1612 | ---  |  |
| Doncaster Royal Infirmary             | 1406 | 1416 | 1426 | 1436 | 1446 | 1456 | 1506 | 1516 | 1526 | 1536 | 1549 | 1601 | 1611 | 1621 | 1631 |  |
| Doncaster Frenchgate Interchange      | 1419 | 1429 | 1439 | 1449 | 1459 | 1509 | 1519 | 1529 | 1539 | 1549 | 1602 | 1614 | 1624 | 1634 | 1644 |  |

| Service No.:                          | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   |  |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| Notes:                                |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |  |
| Doncaster Frenchgate Interchange [B4] | 1545 | 1555 | 1605 | 1615 | 1625 | 1635 | 1645 | 1655 | 1705 | 1715 | 1725 | 1735 | 1745 | 1755 | 1810 |  |
| Doncaster Royal Infirmary             | 1555 | 1605 | 1615 | 1625 | 1635 | 1645 | 1655 | 1705 | 1715 | 1725 | 1735 | 1745 | 1755 | 1805 | 1820 |  |
| Armthorpe, Briar Road                 | ---  | 1616 | ---  | 1636 | ---  | 1656 | ---  | 1716 | ---  | 1736 | ---  | 1754 | ---  | 1814 | ---  |  |
| Armthorpe, Roundabout                 | 1607 | 1620 | 1627 | 1640 | 1647 | 1700 | 1707 | 1720 | 1727 | 1740 | 1747 | 1758 | 1805 | 1818 | 1830 |  |
| West Moor Park Industrial Estate arr  | 1615 | 1630 | 1635 | 1650 | 1655 | 1710 | 1715 | 1730 | 1735 | 1750 | 1754 | 1807 | 1812 | 1827 | 1836 |  |
| West Moor Park Industrial Estate dep  | 1620 | 1635 | 1640 | 1655 | 1700 | 1715 | 1720 | 1735 | 1740 | 1753 | 1757 | 1810 | 1815 | 1830 | 1838 |  |
| Armthorpe, Roundabout                 | 1629 | 1642 | 1649 | 1702 | 1709 | 1722 | 1729 | 1742 | 1749 | 1800 | 1806 | 1817 | 1824 | 1836 | 1846 |  |
| Armthorpe, Briar Road                 | 1632 | ---  | 1652 | ---  | 1712 | ---  | 1732 | ---  | 1752 | ---  | 1809 | ---  | 1827 | ---  | 1849 |  |
| Doncaster Royal Infirmary             | 1641 | 1651 | 1701 | 1711 | 1721 | 1731 | 1741 | 1751 | 1801 | 1809 | 1818 | 1826 | 1836 | 1844 | 1857 |  |
| Doncaster Frenchgate Interchange      | 1654 | 1704 | 1714 | 1724 | 1734 | 1744 | 1754 | 1804 | 1814 | 1822 | 1831 | 1839 | 1848 | 1856 | 1909 |  |

| Service No.:                          | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| <b>Notes:</b>                         |      |      |      |      |      |      |      |      |      |      |      |
| Doncaster Frenchgate Interchange [B4] | 1825 | 1840 | 1910 | 1940 | 2010 | 2040 | 2110 | 2140 | 2210 | 2240 | 2330 |
| Doncaster Royal Infirmary             | 1835 | 1849 | 1919 | 1949 | 2019 | 2049 | 2119 | 2149 | 2219 | 2249 | 2339 |
| Armthorpe, Bnir Road                  | 1843 | ---  | 1927 | ---  | 2027 | ---  | 2127 | ---  | 2227 | ---  | 2347 |
| Armthorpe, Roundabout                 | 1847 | 1858 | 1931 | 1958 | 2031 | 2058 | 2131 | 2158 | 2231 | 2258 | 2351 |
| West Moor Park Industrial Estate arr  | 1855 | 1904 | 1939 | 2004 | 2039 | 2104 | 2139 | 2204 | 2239 | 2304 | 2359 |
| West Moor Park Industrial Estate dep  | 1857 | 1906 | 1941 | 2006 | 2041 | 2106 | 2141 | 2206 | 2241 | 2306 | 0001 |
| Armthorpe, Roundabout                 | 1903 | 1914 | 1947 | 2014 | 2047 | 2114 | 2147 | 2214 | 2247 | 2314 | 0007 |
| Armthorpe, Briar Road                 | ---  | 1917 | ---  | 2017 | ---  | 2117 | ---  | 2217 | ---  | ---  | ---  |
| Doncaster Royal Infirmary             | 1911 | 1925 | 1955 | 2025 | 2055 | 2125 | 2155 | 2225 | 2255 | ---  | ---  |
| Doncaster Frenchgate Interchange      | 1923 | 1937 | 2007 | 2037 | 2107 | 2137 | 2207 | 2237 | 2307 | ---  | ---  |

# Timetables for Service Number: 81/82



## Saturdays

Valid from: 25/04/2010

Valid to: 24/07/2010

- 81 Doncaster - Armthorpe Circular  
Via Doncaster Royal Infirmary
- 82 Doncaster - Armthorpe Circular  
Via Doncaster Royal Infirmary

| Service No.:                          | 81   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Notes:                                |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Doncaster Frenchgate Interchange [B4] | ---  | ---  | ---  | ---  | ---  | 0700 | ---  | 0730 | 0745 | 0800 | 0815 | 0825 | 0835 | 0845 | 0855 |
| Doncaster Royal Infirmary             | ---  | ---  | ---  | ---  | ---  | 0709 | ---  | 0739 | 0755 | 0810 | 0825 | 0835 | 0845 | 0855 | 0905 |
| Armthorpe, Briar Road                 | ---  | ---  | ---  | ---  | ---  | ---  | ---  | ---  | 0804 | ---  | 0834 | ---  | 0854 | ---  | 0914 |
| Armthorpe, Roundabout                 | 0506 | 0606 | 0633 | 0648 | 0703 | 0718 | 0736 | 0748 | 0808 | 0820 | 0838 | 0845 | 0858 | 0905 | 0918 |
| West Moor Park Industrial Estate arr  | 0511 | 0611 | 0641 | 0654 | 0711 | 0724 | 0744 | 0755 | 0817 | 0827 | 0847 | 0852 | 0907 | 0912 | 0927 |
| West Moor Park Industrial Estate dep  | 0511 | 0611 | 0643 | 0656 | 0713 | 0726 | 0746 | 0758 | 0820 | 0830 | 0850 | 0855 | 0910 | 0915 | 0930 |
| Armthorpe, Roundabout                 | 0519 | 0619 | 0649 | 0704 | 0719 | 0734 | 0753 | 0807 | 0827 | 0839 | 0857 | 0904 | 0917 | 0924 | 0937 |
| Armthorpe, Briar Road                 | 0522 | 0622 | ---  | 0707 | ---  | 0737 | ---  | 0810 | ---  | 0842 | ---  | 0907 | ---  | 0927 | ---  |
| Doncaster Royal Infirmary             | 0530 | 0630 | 0657 | 0715 | 0727 | 0745 | 0802 | 0819 | 0836 | 0851 | 0906 | 0916 | 0926 | 0936 | 0946 |
| Doncaster Frenchgate Interchange      | 0542 | 0642 | 0709 | 0727 | 0739 | 0758 | 0815 | 0832 | 0849 | 0904 | 0919 | 0929 | 0939 | 0949 | 0959 |
| Service No.:                          | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   |
| Notes:                                |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Doncaster Frenchgate Interchange [B4] | 0905 | 0915 | 0925 | 0935 | 0945 | 0955 | 1005 | 1015 | 1025 | 1035 | 1045 | 1055 | 1105 | 1115 | 1125 |
| Doncaster Royal Infirmary             | 0915 | 0925 | 0935 | 0945 | 0955 | 1005 | 1015 | 1025 | 1035 | 1045 | 1055 | 1105 | 1115 | 1125 | 1135 |
| Armthorpe, Briar Road                 | ---  | 0934 | ---  | 0954 | ---  | 1014 | ---  | 1034 | ---  | 1054 | ---  | 1114 | ---  | 1134 | ---  |
| Armthorpe, Roundabout                 | 0925 | 0938 | 0945 | 0958 | 1005 | 1018 | 1025 | 1038 | 1045 | 1058 | 1105 | 1118 | 1125 | 1138 | 1145 |
| West Moor Park Industrial Estate arr  | 0932 | 0947 | 0952 | 1007 | 1012 | 1027 | 1032 | 1047 | 1052 | 1107 | 1112 | 1127 | 1132 | 1147 | 1152 |
| West Moor Park Industrial Estate dep  | 0935 | 0950 | 0955 | 1010 | 1015 | 1030 | 1035 | 1050 | 1055 | 1110 | 1115 | 1130 | 1135 | 1150 | 1155 |
| Armthorpe, Roundabout                 | 0944 | 0957 | 1004 | 1017 | 1024 | 1037 | 1044 | 1057 | 1104 | 1117 | 1124 | 1137 | 1144 | 1157 | 1204 |
| Armthorpe, Briar Road                 | 0947 | ---  | 1007 | ---  | 1027 | ---  | 1047 | ---  | 1107 | ---  | 1127 | ---  | 1147 | ---  | 1207 |
| Doncaster Royal Infirmary             | 0956 | 1006 | 1016 | 1026 | 1036 | 1046 | 1056 | 1106 | 1116 | 1126 | 1136 | 1146 | 1156 | 1206 | 1216 |
| Doncaster Frenchgate Interchange      | 1009 | 1019 | 1029 | 1039 | 1049 | 1059 | 1109 | 1119 | 1129 | 1139 | 1149 | 1159 | 1209 | 1219 | 1229 |

| Service No.:                          | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Notes:                                |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Doncaster Frenchgate Interchange [B4] | 1135 | 1145 | 1155 | 1205 | 1215 | 1225 | 1235 | 1245 | 1255 | 1305 | 1315 | 1325 | 1335 | 1345 | 1355 |
| Doncaster Royal Infirmary             | 1145 | 1155 | 1205 | 1215 | 1225 | 1235 | 1245 | 1255 | 1305 | 1315 | 1325 | 1335 | 1345 | 1355 | 1405 |
| Armthorpe, Briar Road                 | 1154 | —    | 1214 | —    | 1234 | —    | 1254 | —    | 1314 | —    | 1334 | —    | 1354 | —    | 1414 |
| Armthorpe, Roundabout                 | 1158 | 1205 | 1218 | 1225 | 1238 | 1245 | 1258 | 1305 | 1318 | 1325 | 1338 | 1345 | 1358 | 1405 | 1418 |
| West Moor Park Industrial Estate arr  | 1207 | 1212 | 1227 | 1232 | 1247 | 1252 | 1307 | 1312 | 1327 | 1332 | 1347 | 1352 | 1407 | 1412 | 1427 |
| West Moor Park Industrial Estate dep  | 1210 | 1215 | 1230 | 1235 | 1250 | 1255 | 1310 | 1315 | 1330 | 1335 | 1350 | 1355 | 1410 | 1415 | 1430 |
| Armthorpe, Roundabout                 | 1217 | 1224 | 1237 | 1244 | 1257 | 1304 | 1317 | 1324 | 1337 | 1344 | 1357 | 1404 | 1417 | 1424 | 1437 |
| Armthorpe, Briar Road                 | —    | 1227 | —    | 1247 | —    | 1307 | —    | 1327 | —    | 1347 | —    | 1407 | —    | 1427 | —    |
| Doncaster Royal Infirmary             | 1226 | 1236 | 1246 | 1256 | 1306 | 1316 | 1326 | 1336 | 1346 | 1356 | 1406 | 1416 | 1426 | 1436 | 1446 |
| Doncaster Frenchgate Interchange      | 1239 | 1249 | 1259 | 1309 | 1319 | 1329 | 1339 | 1349 | 1359 | 1409 | 1419 | 1429 | 1439 | 1449 | 1459 |

| Service No.:                          | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Notes:                                |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Doncaster Frenchgate Interchange [B4] | 1405 | 1415 | 1425 | 1435 | 1445 | 1455 | 1505 | 1515 | 1525 | 1535 | 1545 | 1555 | 1605 | 1615 | 1625 |
| Doncaster Royal Infirmary             | 1415 | 1425 | 1435 | 1445 | 1455 | 1505 | 1515 | 1525 | 1535 | 1545 | 1555 | 1605 | 1615 | 1625 | 1635 |
| Armthorpe, Briar Road                 | —    | 1434 | —    | 1454 | —    | 1514 | —    | 1534 | —    | 1554 | —    | 1614 | —    | 1634 | —    |
| Armthorpe, Roundabout                 | 1425 | 1438 | 1445 | 1458 | 1505 | 1518 | 1526 | 1538 | 1545 | 1558 | 1605 | 1618 | 1625 | 1638 | 1645 |
| West Moor Park Industrial Estate arr  | 1432 | 1447 | 1452 | 1507 | 1512 | 1527 | 1532 | 1547 | 1552 | 1607 | 1612 | 1627 | 1632 | 1647 | 1652 |
| West Moor Park Industrial Estate dep  | 1435 | 1450 | 1455 | 1510 | 1515 | 1530 | 1535 | 1550 | 1555 | 1610 | 1615 | 1630 | 1635 | 1650 | 1655 |
| Armthorpe, Roundabout                 | 1444 | 1457 | 1504 | 1517 | 1524 | 1537 | 1544 | 1557 | 1604 | 1617 | 1624 | 1637 | 1644 | 1657 | 1704 |
| Armthorpe, Briar Road                 | 1447 | —    | 1507 | —    | 1527 | —    | 1547 | —    | 1607 | —    | 1627 | —    | 1647 | —    | 1707 |
| Doncaster Royal Infirmary             | 1456 | 1506 | 1516 | 1526 | 1536 | 1546 | 1556 | 1606 | 1616 | 1626 | 1636 | 1646 | 1656 | 1706 | 1716 |
| Doncaster Frenchgate Interchange      | 1509 | 1519 | 1529 | 1539 | 1549 | 1559 | 1609 | 1619 | 1629 | 1639 | 1649 | 1659 | 1709 | 1719 | 1729 |

| Service No.:                          | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Notes:                                |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Doncaster Frenchgate Interchange [B4] | 1635 | 1645 | 1655 | 1705 | 1715 | 1725 | 1735 | 1745 | 1755 | 1810 | 1825 | 1840 | 1910 | 1940 | 2010 |
| Doncaster Royal Infirmary             | 1645 | 1655 | 1705 | 1715 | 1725 | 1735 | 1745 | 1755 | 1805 | 1820 | 1835 | 1849 | 1919 | 1949 | 2019 |
| Armthorpe, Briar Road                 | 1654 | —    | 1714 | —    | 1734 | —    | 1754 | —    | 1814 | —    | 1843 | —    | 1927 | —    | 2027 |
| Armthorpe, Roundabout                 | 1658 | 1705 | 1718 | 1725 | 1738 | 1745 | 1758 | 1805 | 1818 | 1830 | 1847 | 1858 | 1931 | 1958 | 2031 |
| West Moor Park Industrial Estate arr  | 1707 | 1712 | 1727 | 1732 | 1747 | 1752 | 1807 | 1812 | 1827 | 1836 | 1855 | 1904 | 1939 | 2004 | 2039 |
| West Moor Park Industrial Estate dep  | 1710 | 1715 | 1730 | 1735 | 1750 | 1755 | 1810 | 1815 | 1830 | 1838 | 1857 | 1906 | 1941 | 2006 | 2041 |
| Armthorpe, Roundabout                 | 1717 | 1724 | 1737 | 1744 | 1757 | 1804 | 1817 | 1824 | 1836 | 1846 | 1903 | 1914 | 1947 | 2014 | 2047 |
| Armthorpe, Briar Road                 | —    | 1727 | —    | 1747 | —    | 1807 | —    | 1827 | —    | 1849 | —    | 1917 | —    | 2017 | —    |
| Doncaster Royal Infirmary             | 1726 | 1736 | 1746 | 1756 | 1806 | 1816 | 1826 | 1836 | 1844 | 1857 | 1911 | 1925 | 1955 | 2025 | 2055 |
| Doncaster Frenchgate Interchange      | 1739 | 1749 | 1759 | 1809 | 1819 | 1829 | 1839 | 1848 | 1856 | 1909 | 1923 | 1937 | 2007 | 2037 | 2107 |



| Service No.:                          | 81   | 82   | 81   | 82   | 81   | 82   |
|---------------------------------------|------|------|------|------|------|------|
| Notes:                                |      |      |      |      |      |      |
| Doncaster Frenchgate Interchange [B4] | 2040 | 2110 | 2140 | 2210 | 2240 | 2330 |
| Doncaster Royal Infirmary             | 2049 | 2119 | 2149 | 2219 | 2249 | 2339 |
| Armthorpe, Briar Road                 | ---  | 2127 | ---  | 2227 | ---  | 2347 |
| Armthorpe, Roundabout                 | 2058 | 2131 | 2158 | 2231 | 2258 | 2351 |
| West Moor Park Industrial Estate arr  | 2104 | 2139 | 2204 | 2239 | 2304 | 2359 |
| West Moor Park Industrial Estate dep  | 2106 | 2141 | 2206 | 2241 | 2306 | 0001 |
| Armthorpe, Roundabout                 | 2114 | 2147 | 2214 | 2247 | 2314 | 0007 |
| Armthorpe, Briar Road                 | 2117 | ---  | 2217 | ---  | ---  | ---  |
| Doncaster Royal Infirmary             | 2125 | 2155 | 2225 | 2255 | ---  | ---  |
| Doncaster Frenchgate Interchange      | 2137 | 2207 | 2237 | 2307 | ---  | ---  |

# Timetables for Service Number: 81/82



Sundays

Valid from: 25/04/2010

Valid to: 24/07/2010

81 Doncaster - Armthorpe Circular ( Blue Line )

Via Doncaster Royal Infirmary

82 Doncaster - Armthorpe Circular ( Blue Line )

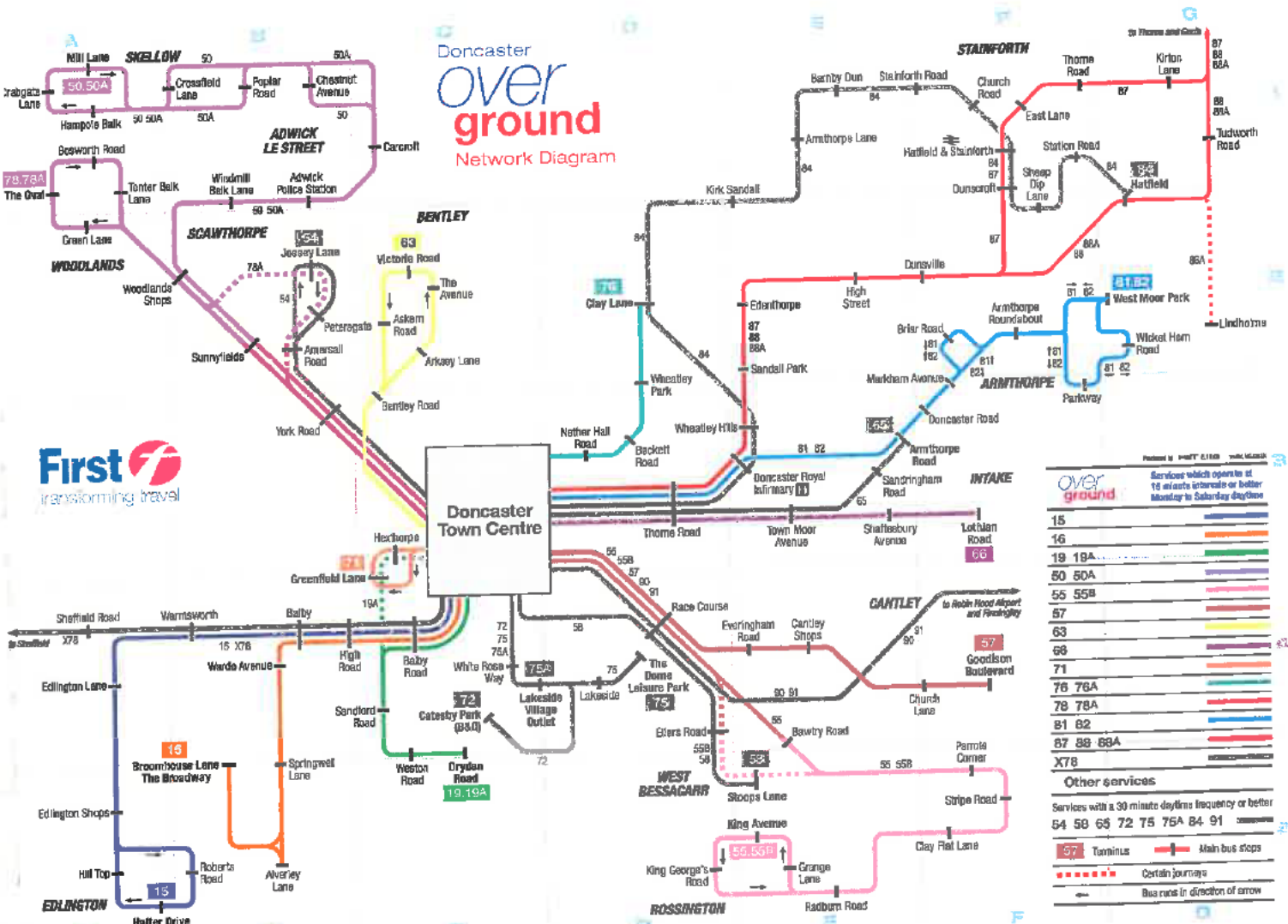
Via Doncaster Royal Infirmary

| Service No.:                          | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Notes:                                |      |      |      | 0955 |      | 1025 |      | 1055 | 1110 | 1125 | 1140 | 1155 | 1210 | 1225 | 1240 |
| Doncaster Frenchgate Interchange [B4] | ---  | ---  | ---  | 0955 | ---  | 1025 | ---  | 1055 | 1110 | 1125 | 1140 | 1155 | 1210 | 1225 | 1240 |
| Doncaster Royal Infirmary             | ---  | ---  | ---  | 1004 | ---  | 1034 | ---  | 1104 | 1119 | 1134 | 1149 | 1204 | 1219 | 1234 | 1249 |
| Armthorpe, Briar Road                 | ---  | ---  | ---  | 1012 | ---  | 1042 | ---  | 1112 | ---  | 1142 | ---  | 1212 | ---  | 1242 | ---  |
| Armthorpe, Roundabout                 | 0843 | 0916 | 0943 | 1016 | 1028 | 1046 | 1058 | 1116 | 1128 | 1146 | 1158 | 1216 | 1228 | 1246 | 1258 |
| West Moor Park Industrial Estate arr  | 0849 | 0924 | 0949 | 1024 | 1034 | 1054 | 1104 | 1124 | 1134 | 1154 | 1204 | 1224 | 1234 | 1254 | 1304 |
| West Moor Park Industrial Estate dep  | 0851 | 0926 | 0951 | 1026 | 1036 | 1056 | 1106 | 1126 | 1136 | 1156 | 1206 | 1226 | 1236 | 1256 | 1306 |
| Armthorpe, Roundabout                 | 0859 | 0932 | 0959 | 1032 | 1044 | 1102 | 1114 | 1132 | 1144 | 1202 | 1214 | 1232 | 1244 | 1302 | 1314 |
| Armthorpe, Briar Road                 | 0902 | ---  | 1002 | ---  | 1047 | ---  | 1117 | ---  | 1147 | ---  | 1217 | ---  | 1247 | ---  | 1317 |
| Doncaster Royal Infirmary             | 0910 | 0940 | 1010 | 1040 | 1055 | 1110 | 1125 | 1140 | 1155 | 1210 | 1225 | 1240 | 1255 | 1310 | 1325 |
| Doncaster Frenchgate Interchange      | 0922 | 0952 | 1022 | 1052 | 1107 | 1122 | 1137 | 1152 | 1207 | 1222 | 1237 | 1252 | 1307 | 1322 | 1337 |

| Service No.:                          | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Notes:                                |      |      |      |      | 1355 | 1410 | 1425 | 1440 | 1455 | 1510 | 1525 | 1540 | 1555 | 1610 | 1625 |
| Doncaster Frenchgate Interchange [B4] | 1255 | 1310 | 1325 | 1340 | 1355 | 1410 | 1425 | 1440 | 1455 | 1510 | 1525 | 1540 | 1555 | 1610 | 1625 |
| Doncaster Royal Infirmary             | 1304 | 1319 | 1334 | 1349 | 1404 | 1419 | 1434 | 1449 | 1504 | 1519 | 1534 | 1549 | 1604 | 1619 | 1634 |
| Armthorpe, Briar Road                 | 1312 | ---  | 1342 | ---  | 1412 | ---  | 1442 | ---  | 1512 | ---  | 1542 | ---  | 1612 | ---  | 1642 |
| Armthorpe, Roundabout                 | 1316 | 1328 | 1346 | 1358 | 1416 | 1428 | 1446 | 1458 | 1516 | 1528 | 1546 | 1558 | 1616 | 1628 | 1646 |
| West Moor Park Industrial Estate arr  | 1324 | 1334 | 1354 | 1404 | 1424 | 1434 | 1454 | 1504 | 1524 | 1534 | 1554 | 1604 | 1624 | 1634 | 1654 |
| West Moor Park industrial Estate dep  | 1326 | 1336 | 1356 | 1406 | 1426 | 1436 | 1456 | 1506 | 1526 | 1536 | 1556 | 1606 | 1626 | 1636 | 1656 |
| Armthorpe, Roundabout                 | 1332 | 1344 | 1402 | 1414 | 1432 | 1444 | 1502 | 1514 | 1532 | 1544 | 1602 | 1614 | 1632 | 1644 | 1702 |
| Armthorpe, Briar Road                 | ---  | 1347 | ---  | 1417 | ---  | 1447 | ---  | 1517 | ---  | 1547 | ---  | 1617 | ---  | 1647 | ---  |
| Doncaster Royal Infirmary             | 1340 | 1355 | 1410 | 1425 | 1440 | 1455 | 1510 | 1525 | 1540 | 1555 | 1610 | 1625 | 1640 | 1655 | 1710 |
| Doncaster Frenchgate Interchange      | 1352 | 1407 | 1422 | 1437 | 1452 | 1507 | 1522 | 1537 | 1552 | 1607 | 1622 | 1637 | 1652 | 1707 | 1722 |

| Service No.:                          | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   | 82   | 81   |  |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| Notes:                                |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |  |
| Doncaster Frenchgate Interchange [B4] | 1640 | 1655 | 1710 | 1725 | 1740 | 1810 | 1840 | 1910 | 1940 | 2010 | 2040 | 2110 | 2140 | 2210 | 2255 |  |
| Doncaster Royal Infirmary             | 1649 | 1704 | 1719 | 1734 | 1749 | 1819 | 1849 | 1919 | 1949 | 2019 | 2049 | 2119 | 2149 | 2219 | 2304 |  |
| Armthorpe, Briar Road                 | —    | 1712 | —    | 1742 | —    | 1827 | —    | 1927 | —    | 2027 | —    | 2127 | —    | 2227 | —    |  |
| Armthorpe, Roundabout                 | 1658 | 1716 | 1728 | 1746 | 1758 | 1831 | 1858 | 1931 | 1958 | 2031 | 2058 | 2131 | 2158 | 2231 | 2313 |  |
| West Moor Park Industrial Estate arr  | 1704 | 1724 | 1734 | 1754 | 1804 | 1839 | 1904 | 1939 | 2004 | 2039 | 2104 | 2139 | 2204 | 2239 | 2319 |  |
| West Moor Park Industrial Estate dep  | 1706 | 1726 | 1736 | 1756 | 1806 | 1841 | 1906 | 1941 | 2006 | 2041 | 2106 | 2141 | 2206 | 2241 | 2321 |  |
| Armthorpe, Roundabout                 | 1714 | 1732 | 1744 | 1802 | 1814 | 1847 | 1914 | 1947 | 2014 | 2047 | 2114 | 2147 | 2214 | 2247 | 2329 |  |
| Armthorpe, Briar Road                 | 1717 | —    | 1747 | —    | 1817 | —    | 1917 | —    | 2017 | —    | 2117 | —    | 2217 | —    | —    |  |
| Doncaster Royal Infirmary             | 1725 | 1740 | 1755 | 1810 | 1825 | 1855 | 1925 | 1955 | 2025 | 2055 | 2125 | 2155 | 2225 | 2255 | —    |  |
| Doncaster Frenchgate Interchange      | 1737 | 1752 | 1807 | 1822 | 1837 | 1907 | 1937 | 2007 | 2037 | 2107 | 2137 | 2207 | 2237 | 2307 | —    |  |

Doncaster  
**over**  
ground  
Network Diagram



**over ground**

Services which operate at 15 minute intervals or better Monday to Saturday daytime

|    |    |        |        |        |    |    |    |    |        |        |       |           |     |
|----|----|--------|--------|--------|----|----|----|----|--------|--------|-------|-----------|-----|
| 15 | 16 | 19 19A | 50 50A | 55 55A | 57 | 63 | 66 | 71 | 76 78A | 78 78A | 81 82 | 87 88 88A | X78 |
|----|----|--------|--------|--------|----|----|----|----|--------|--------|-------|-----------|-----|

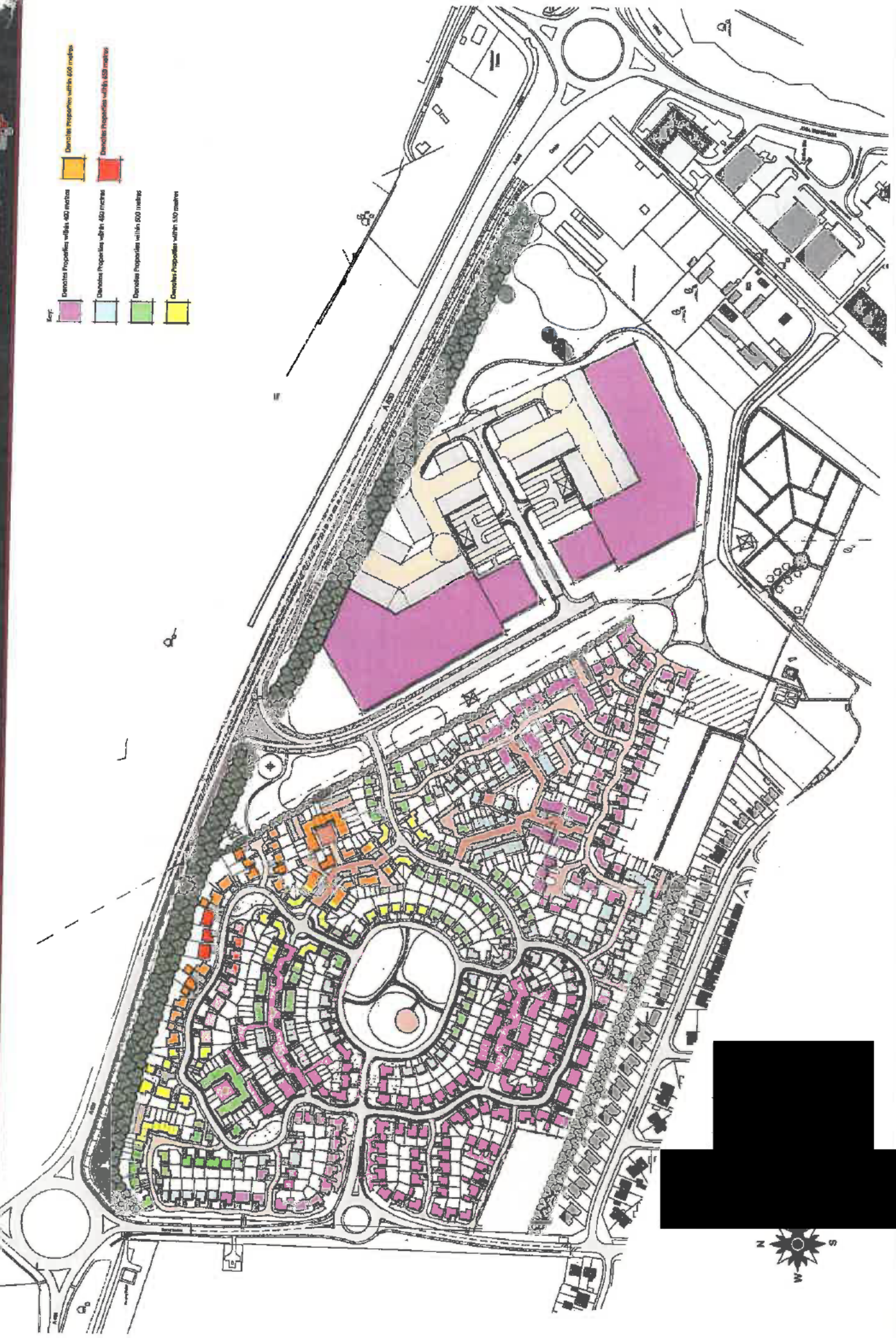
**Other services**

Services with a 30 minute daytime frequency or better  
54 58 65 72 75 76A 84 91

57 Tannins     13 Main bus stops  
  Certain journeys  
  Bus runs in direction of arrow

## **Appendix D – Pedestrian Travel to Bus Stops**

- Key:
- Denotes Properties within 400 metres
  - Denotes Properties within 450 metres
  - Denotes Properties within 480 metres
  - Denotes Properties within 600 metres
  - Denotes Properties within 650 metres
  - Denotes Properties within 680 metres
  - Denotes Properties within 750 metres



**Appendix 5**



**Doncaster**  
Metropolitan Borough Council

MPSL Planning And Design Ltd  
14 Commercial House  
West Point Enterprise Park  
Clarence Avenue  
Trafford Park  
Manchester  
M17 1QS

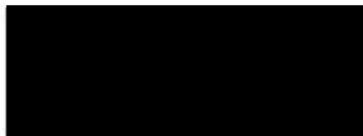
*The Council has signed up to a Government backed initiative, this being the Planning Quality Framework. This framework requires the Local Planning Authority to make a commitment to ensure we are delivering a quality, value for money service and ensuring that we are delivering what our customers want.*

*The Council will contact our Planning customers asking your opinion about our service. To find out more information and how to opt out of future surveys please log on to*

*<http://www.doncaster.gov.uk/services/planning/pgf-planning-quality-framework>*

*Please note that the full version of this document cannot be viewed on all devices. If this document does not include the Doncaster Council crest and an electronic signature please contact [tsi@doncaster.gov.uk](mailto:tsi@doncaster.gov.uk)*

12/00188/OUTM



**Scott Cardwell**  
**Assistant Director of Development**

THE DEVELOPMENT HEREBY GRANTED SHALL BE CARRIED OUT IN ACCORDANCE WITH THESE CONDITIONS AND THE DETAILS SHOWN ON THE APPROVED PLANS. YOU ARE REMINDED THAT THE COUNCIL HAS THE STATUTORY AUTHORITY TO TAKE ANY NECESSARY ACTIONS TO ENSURE COMPLIANCE WITH THE TERMS OF THIS DECISION. PLEASE VISIT THE FOLLOWING WEBPAGE "POST DECISION GUIDANCE NOTES" AT [www.doncaster.gov.uk](http://www.doncaster.gov.uk) TO VIEW GUIDANCE NOTES TO SUPPORT THE DECISION NOTICE.

Development Management Civic Office, Waterdale, Doncaster, DN1 3BU





**TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)**

**PLANNING PERMISSION GRANTED**

*Application* **12/00188/OUTM**

*Proposal* **Proposed residential and commercial/employment (B1, B2 and B8) development (being resubmission of application 10/01725/OUTM, refused on 18/10/11)**

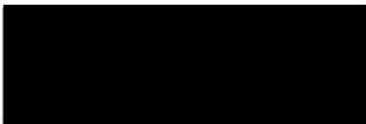
*Location* **Land On The East Side Of Hatfield Lane Armthorpe Doncaster**

*Dated:*

**Doncaster Metropolitan Borough Council** acting as the Local Planning Authority, has considered your application described above and has decided to **GRANT PERMISSION** subject to the following **CONDITIONS/DIRECTIVES** as set out below. Your further attention is drawn to any informatives attached thereafter.

**THIS DECISION IS SUBJECT TO THE TERMS OF THE AGREEMENT MADE UNDER SECTION 106, OF THE TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED).**

01. The development to which this permission relates must be begun not later than whichever is the later of the following dates:- i) The expiration of three years from the date of this permission or ii) The expiration of two years from the final approval of the reserved matters or in the case of different dates the final approval of the last such matter to be approved.



**Scott Cardwell**  
**Assistant Director of Development**

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**REASON**

Condition required to be imposed by Section 92 (as amended) of the Town and Country Planning Act 1990.

02. In the case of the reserved matters, application for approval must be made not later than the expiration of three years beginning with the date of this permission.

**REASON**

Condition required to be imposed by Section 92(as amended) of the Town and Country Planning Act 1990.

03. Approval of the details of the layout, scale, appearance and landscaping of the site (hereinafter referred to as reserved matters) shall be obtained from the Local Planning Authority before the commencement of any works.

**REASON**

The application is in outline and no details having yet been furnished of the matters referred to in the outline they are reserved for subsequent approval by the Local Planning Authority.

04. The reserved matters shall be prepared in accordance with the proposed indicative master plan and in particular the same proportion of green wedge as indicated along the northern part of the site.

**REASON**

To ensure that the development is carried out in accordance with the application as approved.



**Scott Cardwell**  
**Assistant Director of Development**

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**Development Management Civic Office, Waterdale, Doncaster, DN1 3BU**



05. Access to the site shall be in accordance with the details shown on the approved plans referenced 9118:01 C dated February 2010 and 49325065/P/001 REV C.

**REASON**

To ensure that the development is carried out in accordance with the application as approved.

06. No residential development shall take place until a scheme for the mitigation of traffic noise has been submitted to and approved in writing by the local planning authority. The residential development shall be carried out in accordance with the approved scheme.

**REASON**

To ensure that residential properties are not affected by noise.

07. No development shall take place, until a Construction Method Statement has been submitted to and approved in writing by the local planning authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for:

- i) - the parking of vehicles of site operatives and visitors
- ii) - loading and unloading of plant and materials
- iii) - storage of plant and materials used in constructing the development
- iv) - the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- v) - measures to be taken within the curtilage of the site to prevent the deposition of mud or debris on the public highway.
- vi) - measures to control noise and the emission of dust and dirt during construction
- vii) - a scheme for recycling/disposing of waste resulting from demolition and construction works

  
**Scott Cardwell**  
**Assistant Director of Development**

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**REASON**

To safeguard the living conditions of neighbouring residents and in the interests of highway safety.

08. Prior to the commencement of development, an ecological enhancement plan shall be submitted to the local planning authority for approval in writing. This plan shall include details of the following measures, all of which shall be implemented prior to the first occupation of the site or in an alternative timescale to be approved in writing with the local planning authority:
- Roosting features for Pipistrelle bat species to be incorporated into buildings adjacent to the landscaped buffers.
  - The wildlife friendly design principles that will be used within the balancing ponds.
  - The inclusion of two bee and wasp banks.
  - A species rich hedgerow to be planted along the eastern boundary of the site and a species rich hedgerow and/or tree line along the western boundary.
  - The native species mix to be used within all buffer planting.
  - The wildflower species mix to be included within the design.

**REASON**

To ensure the ecological interests of the site are maintained in accordance with policy 16 of the Doncaster Core Strategy.

09. The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) and the following mitigation measures detailed within the FRA:
- i) Residential development to be located on land greater than 5mAOD as demonstrated by the site layout plans and the topographic survey.

**REASON**

To reduce the risk of flooding to the proposed development and future users.

**Scott Cardwell**  
Assistant Director of Development

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10. No development shall take place until a scheme for the provision of drainage works has been submitted to and approved in writing by the local planning authority. The scheme shall include measures to control the infiltration and discharge of surface water to the ground. None of the dwellings shall be occupied until the drainage scheme has been implemented in respect of the residential part of the development. None of the employment units shall be occupied until the drainage scheme has been implemented in respect of the employment part of the development.

**REASON**

To ensure that the water environment and the public water supply are protected.

11. No development approved by this permission shall be commenced prior to a contaminated land assessment and associated remedial strategy, together with a timetable of works, being accepted and approved by the Local Planning Authority (LPA), unless otherwise approved in writing with the LPA.

a) The Phase 2 site investigation and risk assessment, if appropriate, must be approved by the LPA prior to investigations commencing on site. The Phase 2 investigation shall include relevant soil, soil gas, surface and groundwater sampling and shall be carried out by a suitably qualified and accredited consultant/contractor in accordance with a quality assured sampling and analysis methodology and current best practice. All the investigative works and sampling on site, together with the results of analysis, and risk assessment to any receptors shall be submitted to the LPA for approval.

b) If as a consequence of the Phase 2 Site investigation a Phase 3 remediation report is required, then this shall be approved by the LPA prior to any remediation commencing on site. The works shall be of such a nature as to render harmless the

  
**Scott Cardwell**  
**Assistant Director of Development**

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identified contamination given the proposed end-use of the site and surrounding environment including any controlled waters, the site must not qualify as contaminated land under Part 2A of the Environment Protection Act 1990 in relation to the intended use of the land after remediation.

c) The approved Phase 3 remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance. The LPA must be given two weeks written notification of commencement of the remediation scheme works. If during the works, contamination is encountered which has not previously been identified, then all associated works shall cease until the additional contamination is fully assessed and an appropriate remediation scheme approved by the LPA.

d) Upon completion of the Phase 3 works, a Phase 4 verification report shall be submitted to and approved by the LPA. The verification report shall include details of the remediation works and quality assurance certificates to show that the works have been carried out in full accordance with the approved methodology. Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the verification report together with the necessary documentation detailing what waste materials have been removed from the site. The site shall not be brought into use until such time as all verification data has been approved by the LPA.

#### REASON

To secure the satisfactory development of the site in terms of human health and the wider environment and pursuant to guidance set out in the National Planning Policy Framework. This is required prior to commencement to ensure that the necessary mitigation measures can be put in place should any contamination be found.

12. The development shall not begin until a scheme for the provision of public open space on site has been submitted to and approved in writing by the local planning

  
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Assistant Director of Development

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authority. The scheme shall provide for at least 15 per cent of the site area as public open space. The public open space shall be provided in accordance with the approved scheme and this shall include:

- i details showing the location and type of public open space and how the open space is to be landscaped;
- ii details of the provision of a Locally Equipped Area of Play and children's football pitch on site.
- iii the timing of the provision of the public open space and arrangements for its future maintenance.

**REASON**

To ensure the satisfactory provision of public open space in accordance with policy RL4 of the Doncaster Unitary Development Plan and the Council's Supplementary Planning Guidance on Adoption and Maintenance of Public Open Space in New Developments.

13. No development shall take place until a scheme for the extension of the allotments has been submitted to and approved in writing by the local planning authority. The scheme shall include the timescale for provision and arrangements for management. The extension to the allotments shall be provided in accordance with the approved scheme.

**REASON**

There is a need for allotments in the area and this development will create additional demand.

14. Development shall not commence until a detailed scheme for the realigned carriageway between Mercel Avenue and the West Moor Link roundabout has been submitted to and approved in writing by the local planning authority. The scheme shall include details of the design of the new roundabout to ensure capacity of a 4th arm to serve land to the west of Hatfield Lane, a new footway, a pedestrian crossing

  
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- 8) Hard and soft landscape- including street surfacing, junction treatments, street furniture, signage, management and maintenance,
- 9) Boundary treatments- details of front, side, rear and plot division boundaries for each street type / character area.
- 10) Building for Life Statement- how BFL principles are to be met by the development.

**REASON**

To ensure a consistent and co-ordinated design approach, in the interests of the satisfactory function and appearance of the development.

16. Before the development is brought into use, sight lines shall be rendered effective by removing or reducing the height of anything which obstructs visibility at any height greater than 900mm above the level of the nearside channel of the public highway. The visibility thus provided shall thereafter be maintained as such, unless otherwise approved in writing by the Highways Authority.

**REASON**

In the interest of road safety.

17. The development hereby approved shall not exceed 400 dwellings.

**REASON**

To ensure that the development accords with policies ANP1 and ANP10 of the Armthorpe Neighbourhood Plan.

18. The proposed development shall not include any B1(a) uses within the final layout.

**REASON**



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To control office uses outside of town centre locations, in accordance with the provisions of Policy CS2 of the Core Strategy.

19. Before the development commences, a BREEAM pre-assessment, or equivalent assessment, shall be submitted for approval demonstrating how BREEAM 'Very Good' will be met for the employment element of the application. Unless otherwise agreed in writing with the local planning authority, the development will take place in accordance with the approved assessment. Prior to the occupation of any of the industrial buildings, a post construction review shall be carried out by a licensed assessor and submitted for approval.

**REASON**

To accord with policy CS14 of the Core Strategy and in the interests of sustainability and to minimise the impact of the development on the effects of climate change.

20. Prior to the submission of any reserved matters application, an archaeological evaluation of the application area will be undertaken in accordance with a written scheme of investigation that has been submitted to and approved in writing by the local planning authority. Drawing upon the results of this field evaluation stage, a mitigation strategy for any further archaeological works and/or preservation in situ will be approved in writing with the local planning authority and then implemented.

**REASON**

To ensure that the site is archaeologically evaluated in accordance with an approved scheme and that sufficient information on any archaeological remains exists to help determine any reserved matters and to comply with policy ENV38 of the Doncaster Unitary Development Plan.



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## 01. INFORMATIVE

Works carried out on the public highway by a developer or anyone else other than the Highway Authority shall be under the provisions of Section 278 of the Highways Act 1980. The agreement must be in place before any works are commenced. There is a fee involved for the preparation of the agreement and for on-site inspection. The applicant should make contact with Malc Lucas on 01302 735110 as soon as possible to arrange the setting up of the agreement.

Doncaster Borough Council Permit Scheme (12th June 2012) - (Under section 34(2) of the Traffic Management Act 2004, the Secretary of State has approved the creation of the Doncaster Borough Council Permit Scheme for all works that take place or impact on streets specified as Traffic Sensitive or have a reinstatement category of 0, 1 or 2. Agreement under the Doncaster Borough Council Permit Scheme's provisions must be granted before works can take place. There is a fee involved for the coordination, noticing and agreement of the works. The applicant should make contact with Paul Evans at Email: [p.evans@doncaster.gov.uk](mailto:p.evans@doncaster.gov.uk) or Tel 01302 735162 as soon as possible to arrange the setting up of the permit agreement. Street lighting design and installation is generally undertaken by the Local Highway Authority. There is a fee payable for this service and the applicant should make contact with Mel Malee on Tel 01302 735109 as soon as possible.

Further information on the selected DNO / IDNO together with the energy supplier will also be required as soon as possible as they directly affect the adoption process for the street lighting assets.

Access arrangements including shared private drives should conform to Approved Document B Volume 1 Part B5 Sect. 11.2 to 11.5 inc. They should be constructed to withstand a minimum carrying capacity of 26 Tonnes without deflection.

The developer shall ensure that no vehicle leaving the development hereby permitted enter the public highway unless its wheels and chassis are clean. The deposition of

  
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material on the public highway is an offence under the Road Traffic Act. In the event that material is deposited on the public highway, the operator should note that only licenced operators are permitted to carry out the cleaning of the public highway. At present DMBC can remove such deposits and the operator responsible can be charged for this.

Any trees to be provided in the public highway require a commuted sum for maintenance purposes of £1500 per tree (£300 pounds per annum for a period of 5 years) to be paid to the Council, prior to the issue of the Part 2 Certificate.

A commuted sum of £5000 to be used towards the future maintenance costs of each highway drain soakaway, shall be paid to the Council, prior to the issue of the Part 2 Certificate.

DRAFT



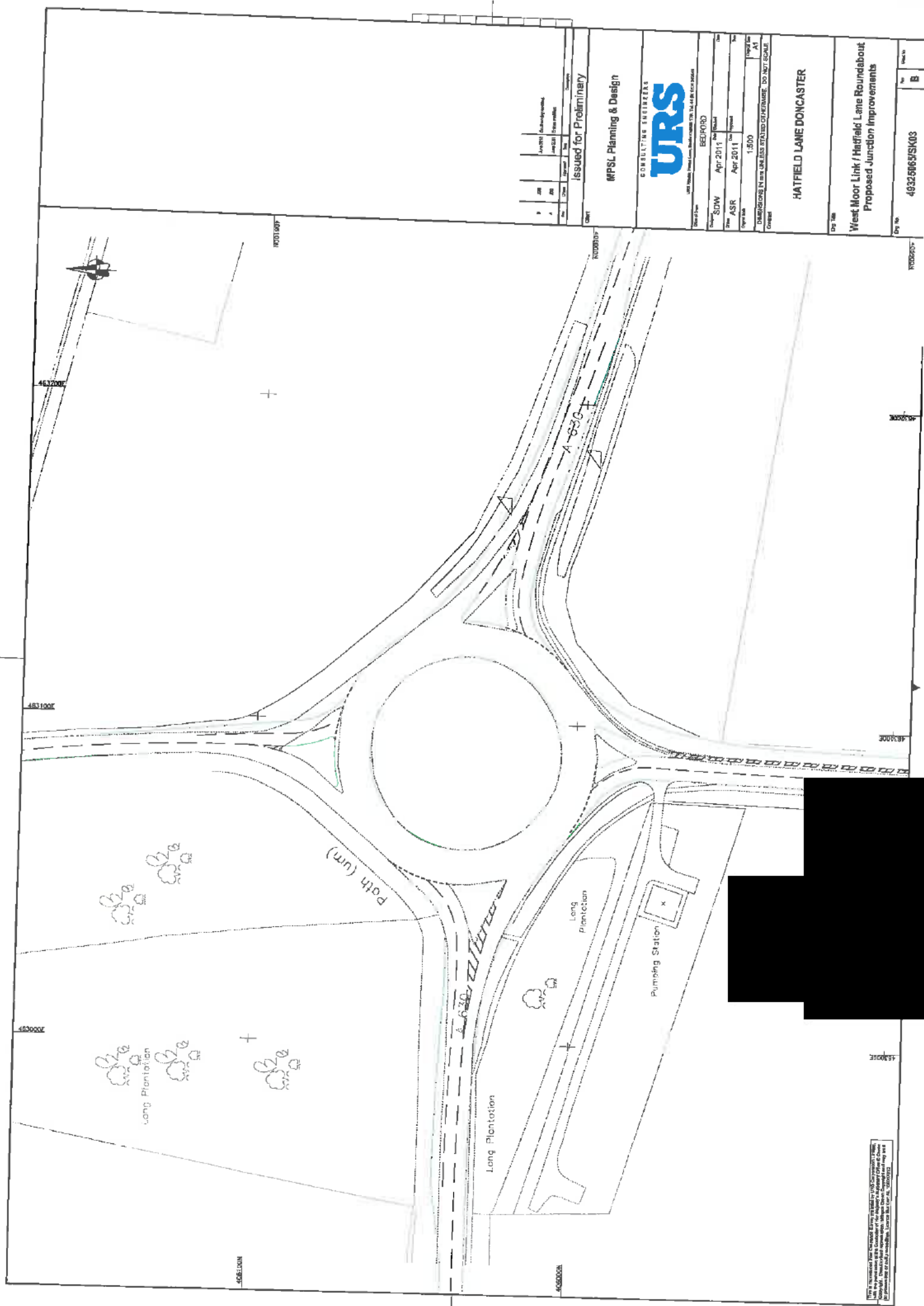
**Scott Cardwell**  
**Assistant Director of Development**

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**Appendix 6**



| Rev | Date     | Description           | By       | Check    |
|-----|----------|-----------------------|----------|----------|
| 1   | 10/01/10 | Issue for Preliminary | J. Smith | M. Jones |
| 2   | 10/01/10 | Issue for Preliminary | J. Smith | M. Jones |
| 3   | 10/01/10 | Issue for Preliminary | J. Smith | M. Jones |

Issued for Preliminary

MPSL Planning & Design

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**URS**

URS Middle East Limited, Suite 4000, 170, 160, 150, 140, 130, 120, 110, 100, 90, 80, 70, 60, 50, 40, 30, 20, 10, 0

|             |          |
|-------------|----------|
| Client      | BEIFORD  |
| Drawn       | SDW      |
| Check       | ASR      |
| Date        | Apr 2011 |
| Project No. | 1500     |
| Scale       | As Shown |
| Sheet No.   | 1500     |
| Sheet Total | 1500     |

HATFIELD LANE DONCASTER

West Moor Link / Hatfield Lane Roundabout  
Proposed Junction Improvements

|             |          |
|-------------|----------|
| Drawn       | SDW      |
| Check       | ASR      |
| Date        | Apr 2011 |
| Project No. | 1500     |
| Scale       | As Shown |
| Sheet No.   | 1500     |
| Sheet Total | 1500     |

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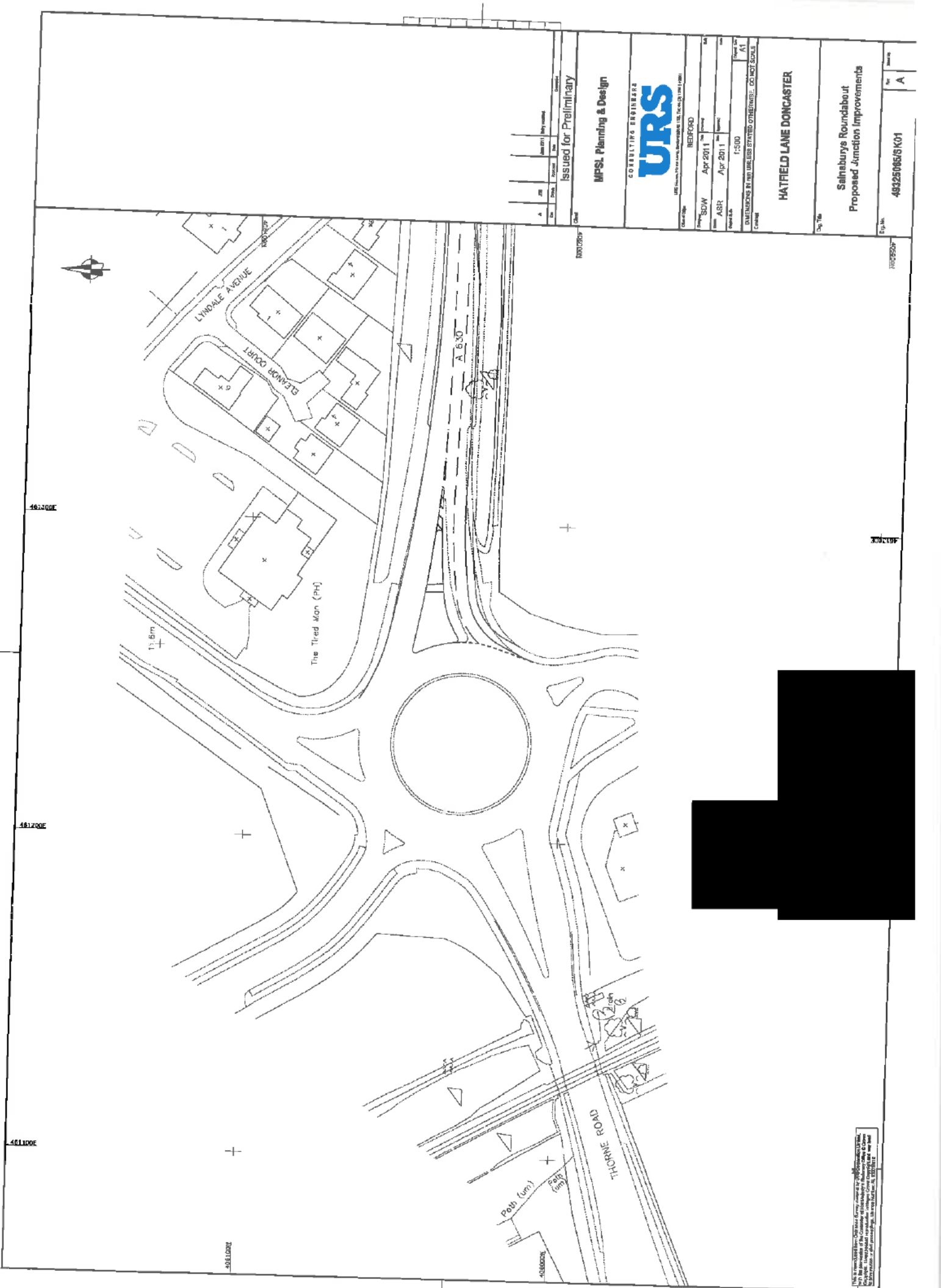
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463000E

462900N

463000N



481200E

481100E

481300E

1:500

The Tired Man (PH)

LYNDALE AVENUE

ELEANOR COURT

A 630

THORNE ROAD

Post (Cm)

Path (Cm)



|  |                        |             |                        |
|--|------------------------|-------------|------------------------|
| Drawn By   | ASR                    | Check By    | ASR                    |
| Issue Date   | Apr 2011               | Issue Date  | Apr 2011               |
| Project No.  | REDFORD                | Project No. | REDFORD                |
| Client   | MPSL Planning & Design | Client      | MPSL Planning & Design |
| Scale  | 1:500                  | Scale       | 1:500                  |
| Sheet No.  | A1                     | Sheet No.   | A1                     |
| DIMENSIONS IN METRES UNLESS STATED OTHERWISE: GO NOT SCALE |                        |             |                        |
| Contract   |                        |             |                        |
| HATFIELD LANE DONCASTER                                    |                        |             |                        |
| Salisbury Roundabout<br>Proposed Junction Improvements     |                        |             |                        |
| Drawn By   | 48325086/SK01          | Check By    | A                      |

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