

Lee Walton
Malvern Hills District Council
The Council House
Avenue Road
Malvern
WR14 3AF

**Economy and
Infrastructure**
Development Control
Engineer
County Hall
Spetchley Road
Worcester
WR5 2NP

Date: 11th April 2024
Your ref: 23/01711/OUT
Our ref: RJB

Dear Lee,

**TOWN AND COUNTRY PLANNING ACT 1990
(DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2015
ARTICLE 18 CONSULTATION WITH HIGHWAY AUTHORITY**

PROPOSAL: Outline planning permission for up to 55 dwellings (with means of access to the site be considered at this stage and all other matters reserved)
LOCATION: Land At (OS 7500 5952), Berrow Green Road, Martley
APPLICANT: Hayfield Homes

Worcestershire County Council (WCC), in its role as the Highway Authority, has undertaken a full assessment of this application. Based on the appraisal of the development proposals and the additional information that has been submitted, the Transport Planning and Development Management Team Leader, on behalf of the County Council under Article 18 of the Town and Country Planning (Development Management Procedure) (England) Order, 2015 recommends **no highway objection subject to conditions and financial obligations.**

The justification for this decision is provided below.

Context

The application site, with a developable area of 3.86 hectares, is located within the village of Martley, to the west of the B4197 Berrow Green Road. Martley is a large village in Worcestershire, approximately 11km north-west of Worcester and 15km west of Droitwich Spa. The application site benefits from an existing access, in the form of a vehicle crossover from the B4197 Berrow Green Road, in the north-eastern corner of the site.

The Applicant seeks outline planning consent for a residential development of up to 55 dwellings. Only the principle of development and access are to be considered, with all other aspects reserved for future consideration.

The Highway Authority previously reviewed the submitted Transport Statement (TS), proposed site access arrangements and indicative Masterplan drawing and identified concerns with the scheme, subsequently requesting a deferral, dated 14 March 2024, seeking further clarification, supporting evidence and revised drawings. The Applicant's transport planning consultant has subsequently submitted a revised site access drawing,

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together with written confirmation with regard to off-site highway works. This additional information provides the basis of this response.

Vehicular Access Strategy

The vehicle access to the proposed residential development would be from the B4197 Berrow Green Road. An existing vehicle access from the unnamed highway running along the site's northern boundary would be retained and improved with a bound surface to serve the existing allotments.

The submitted T, prepared by Rappor and dated November 2023, states the site will be served by a new vehicular access, in the form of a simple priority junction. The TS states the new access would have a 5.5m carriageway and 6.0m radius kerbs. Within the TS appendices, Drawing No. 230520-RAP-XX-XX-DR-TP-3201/P01 shows the proposed site access junction, as described above.

The Highway Authority noted the above vehicle access strategy and had no objection to the principle of a new vehicle access at this location, subject to an acceptable layout being provided, with the junction meeting minimum visibility splay and stopping sight distance provision. However, the Highway Authority previously noted the proposed junction layout, as shown on Drawing No. 230520-RAP-XX-XX-DR-TP-3201/P01 was not the same layout as shown on the submitted Link Engineering Drg. No. BGM-LE-GEN-XX-DR-CE-001 'Proposed Site Plan'. As the two drawings provided conflicting layouts, clarification was requested.

The Applicant, via Rappor, has now submitted Drawing No. 230520-RAP-XX-XX-DR-TP-3201/P02, which shows a revised site access arrangement. This is acceptable to the Highway Authority and its provision can be covered by an appropriate condition if planning consent were subsequently granted.

Drawing No. 230520-RAP-XX-XX-DR-TP-3202/P02 shows the same proposed visibility splays of 2.4m x 57.8m to the north and 2.4m by 81.4m to the south, as previously proposed within the TS. As these are based on the 85th percentile speeds, which are used to calculate appropriate visibility splays, they are acceptable to the Highway Authority.

Gateway Feature

The TS notes that, in the vicinity of the proposed site access, Berrow Green Road is subject to a 40mph speed limit., Adjacent to the proposed site access location, there is an existing gateway feature with road markings indicating a change in speed limit from 40mph to 30mph. However, accompanying signage indicates a 40mph speed limit in both directions. As part of the development proposals, it is proposed that the 40mph speed limit would be relocated south of the proposed site access, with the speed limit to the north into Martley being reduced to 30mph. It is proposed that the existing speed limit signage, as well as the existing gateway feature will be removed. A new gateway feature is proposed at the relocated change in speed limit.

With regard to the village gateway feature, the Highway Authority agrees that this shall be relocated to the south, away from the proposed new junction. However, the Highway Authority is not convinced that there is a need for the speed limit to be altered. As noted within the TS, the 30/40mph change was previously at the existing gateway location but the 30mph location was subsequently changed some years ago, being moved closer into the village. Whilst there might be some benefit in changing the location again, it is not clear if that would result in any significant reduction in vehicle speeds to comply with the

speed limit. Hence, it is not considered necessary to move the 30mph to where the TS suggests.

S278 Agreement

As part of the access strategy, the proposed site access junction includes alterations to the existing public highway, which will require the Applicant to enter into a separate S278 Agreement with the Highway Authority. Two sections of new 2.0m wide footway are to be provided on the west side of Berrow Green Road, running north and south, respectively, from the site access. Two new uncontrolled dropped kerb pedestrian crossings, with tactile paving, are to be provided across Berrow Green Road, located at the end of each new section of footway. The crossings connects to the existing footway on the east side of the carriageway, a section of which is to be widened to 2.0m, where feasible, towards Martley Memorial Hall. Proposed tactile paving is to be installed at the existing Berrow Green Road uncontrolled pedestrian crossing point, located to the east of the Mortlake Drive junction.

In addition, the new site access will require the existing verge ditch to be culverted. This will form a new structure within the existing highway boundary so will need to be included within the S278 Agreement. The culvert would also need to be subject to a full structural design check.

As mentioned previously, the existing gateway feature is proposed to be moved southwards away from the position of the proposed site access. The physical works, associated with moving the signs, poles and carriageway markings, shall be included within the S278 Agreement.

The Applicant has submitted Drawing No. 230520-RAP-XX-XX-DR-TP-6000/P02, which shows the proposed off-site highway works to be undertaken, in order to accommodate the proposal. The Highway Authority is of the opinion the extent of works are appropriate. All works associated with the S278 Agreement will be subject to the Road Safety Audit (RSA) process. The Applicant has amended the Stage 1 RSA Brief, which is now acceptable. The Applicant is also liable for all reasonable fees associated with processing the S278 Agreement.

Principle of Development

In terms of considering if the principle of development is acceptable to the Highway Authority, consideration needs to be given to (i) if the site is deemed to be a sustainable location, (ii) what impact it would have on the local highway network, in terms of capacity and (iii) what impact it would have, in terms of highway safety.

Road Collision Data

The Applicant obtained Personal Injury Collision (PIC) data from WCC for the five-year period up to July 2023 and focused on the study area comprising Berrow Green Road along the site frontage to its junction with Mortlake Drive to the north and its junction with the Maylite Trading Estate access to the south. The data shows there were no recorded PICs during the period. The TS concludes the analysis has demonstrated that the PIC record does not give rise to any significant concerns nor demonstrate any discernible pattern or trends which could require further study or mitigation.

The Highway Authority accepts this conclusion. Whilst the introduction of a new priority junction would result in the risk of potential collisions occurring, a junction designed to standard helps minimise such risk. The Highway Authority is of the opinion the proposed development would be unlikely to result in any significant detrimental impact on highway

safety. Hence, there is no reason to justify any recommendation of refusal on highway safety grounds alone.

Traffic Generation

The TS notes there have recently been two planning applications within the vicinity of the site that have been granted planning consent and that the Highway Authority agreed trip generation for both sites. The most recent application was the Lioncourt development to the south-east of the application site. Given its trip generation assessment was undertaken recently, has been approved by the Highway Authority and granted planning consent at Planning Committee, the TS considers it suitable to utilise the same trip rates to forecast trip generation for the application site.

The Lioncourt development undertook a TRICS assessment based on Privately Owned Houses, this is a robust assessment for the proposed development, given that a proportion of the dwellings will be affordable. Using the Lioncourt data, the TS estimates the 55 units would generate 29 two-way vehicle trips in the AM peak hour and 25 two-way vehicle trips in the PM peak hour.

The TS then discusses trip distribution, stating the forecast residential development traffic has been distributed across the highway network based on 2011 Census Origin/Destination Travel to Work data, using MSOA area – Malvern Hills 002. It is estimated 87% of traffic will head north along Berrow Green Road, with 13% heading south. For the northbound traffic, 37% is estimated to continue north on the B4197, with 50% turning east on to the B4202.

The TS states that, given the low volume of vehicles generated by the development and distribution of trips onto the local highway network, the development proposals will not result in a significant impact on any particular link. On this basis, no further junction assessments are required. The Highway Authority agrees with this conclusion.

Cumulative Impact

The TS advises a cumulative trip impact assessment has been undertaken at the key local highway links to take account of the cumulative impact of the proposed development and the approved Lioncourt Development and Jessup Development. The TS concludes the three developments could generate 97 two-way vehicle trips in the AM peak hour and 87 two-way vehicle trips in the PM peak hour.

The TS also considers trip distribution of the cumulative impact of all three developments, estimating AM and PM peak hour trips on the local network. The Highway Authority notes the suggested cumulative trip distribution but would question if the values shown in Table 7.4 are correct, as some values seem on the high side and do not match the suggested trip generation values. Whilst it would be desirable for the Applicant to clarify or correct the values, the Highway Authority is of the opinion the cumulative impact can still be accommodated onto the local highway network without causing any significant detrimental impact on highway operation or congestion. Whilst it is unclear if the network baseline traffic flows are reflective of most neutral months, as a result of the ATC being undertaken in August during the school holidays, thereby missing some school-related trips, the Highway Authority is generally satisfied the local highway network has relatively low existing baseline flows. This means that, whilst impact of development traffic is high in terms of percentage increases, the cumulative trips can still be accommodated on to the local highway links and junctions without causing any significant detrimental impact to the capacity or operation of the local highway network.

The Highway Authority accepts the TS conclusion that no computer junction modelling is required and there is no justification to consider recommending refusal of the application on the grounds of highway operation or capacity.

Sustainable Travel

Martley is classed as a Category 1 settlement by the Local Planning Authority and the application site benefits from being in proximity to some services, amenities and facilities that are predominantly located to the east of the site generally within the centre of the village. The TS sets out distances to a number of local facilities. There is a convenience store and post office within approximately 620m of the middle of the site, which is well within the recommended 800m value. Both a primary school and a secondary school are within 1.1km of the site, with generally acceptable walking routes available. There is a part-time GP surgery, two employment estates, a pub and other leisure facilities. Hence, residents will be able to viably access a range of local facilities from the development site on foot.

In the vicinity of the development site, there is an existing footway on the east side of Berrow Green Road, which is approximately 1.0-1.2m wide. The footway runs north into the middle of Martley, connecting to other footways in the village, which does not have street lighting. The existing Berrow Green Road footway also connects to the existing footway provision on Ryecroft Way, providing an alternative pedestrian route into the rest of Martley. There is also a network of public rights of way in the surrounding area, providing walking routes to the village, surrounding rural areas and leisure routes throughout the countryside.

As mentioned previously, the Highway Authority is of the opinion residents of the proposed development would benefit from a section of existing footway, on the east side of Berrow Green Road, being widened.

The surrounding highway network within Martley is subject to a 30mph speed limit and does not carry high traffic volumes, making it suitable for use by cyclists with a range of abilities and experience. Hence, it is possible some residents might choose to cycle to local facilities. Some residents may opt to cycle further but such trips are likely to be more for leisure.

The nearest bus stops are "The Crown Inn" bus stops, located on the B4197 Berrow Green Road, to the north of Central Stores, approximately 690m from the centre of the site. The northbound bus stop comprises of a simple flag and pole whilst the southbound bus stop is equipped with a wooden shelter, bus timetable and community noticeboard. The bus stops are served by the 308, 309, 310, 420, and S310 bus routes, with destinations including Worcester, Clifton upon Teme, and Great Witley. Whilst the Highway Authority notes the walking distance is more than the desirable maximum 400m distance, it is accepted many users are prepared to walk longer distances to bus stops in rural locations, with up to 800m being deemed acceptable. The Highway Authority is of the opinion the available bus service provision is reasonable for a village location and that residents would have the opportunity to use buses, rather than the private car, for some trips.

Under the 1985 Transport Act, WCC has a duty to consider the transport needs of elderly and disabled residents. A service must be provided for all elderly and disabled residents where no suitable bus service exists for those unable to access a bus due to disability. WCC analyses this using historic trip need, DfT mileage rates and census data (for population per dwelling, disabled population statistics and age data) based on five years

calculated cost. The service provides access to vital services, particularly acute health where it is no longer policy to offer appointments at the nearest facility to the resident's home address. On this basis, if planning consent were subsequently granted for the development, WCC would request a contribution of £12,474.00 towards community transport for this site. This would be a financial obligation within a suitable legal agreement.

In terms of School Transport, the site is in the Primary School catchment for Martley CofE Primary, located 0.6 miles away. The route is acceptable so no contributions will be sought. The site is also in the Secondary School catchment for The Chantry, located within a suitable walking distance and route. Hence, no contributions will be sought for home to school transport for the site.

Whilst the overall range of local facilities might be considered limited, particularly in relation to local employment opportunities and healthcare provision, the Highway Authority accepts some daily services can be accessed by sustainable modes of transport. Although the development is still likely to be predominantly car-based, it is accepted residents do have the choice of realistic travel options for some trips. On this basis, it would be difficult to justify a recommendation of refusal on sustainability grounds alone. It is also the case, the Highway Authority accepted both the approved Lioncourt development and Jessup development could be considered as being sufficiently sustainable locations, hence a precedent has already been set for the village.

Considering the above comments, the Highway Authority has no objection to the principle of development on this site.

Site Layout

Whilst the application form suggests the intention is for the majority of the internal access roads to be put forward for adoption as prospective public highways, this has not been clearly stated within other documents. Whilst the application is for outline consent only at this time, an indicative Masterplan layout has been submitted, Drawing No. P22-1974_DE_001_C_02, together with a proposed site layout drawing.

The TS states the illustrative Masterplan demonstrates a layout consisting of 'primary residential streets' or 'shared surface streets, courtyards and mews' in line with the WCC Streetscape Design Guide (SDG) document, which might suggest an intention to put internal roads forward for adoption. However, the Highway Authority is of the opinion the indicative layout, as currently suggested, would not be suitable for adoption. The Applicant's transport planning consultant has advised adoption would be considered when the site layout is submitted as a reserved matter.

The Highway Authority notes the submitted drainage strategy suggests the internal access roads surface water drainage would be collected via piped system that flows into an attenuation pond and then discharges into the existing drainage ditch on the west side of Berrow Green Road. This would imply the road surface water system would be private, as the Highway Authority would be unlikely to adopt such a system and it is unclear if the Water Company would also be prepared to adopt it. The Applicant is advised the Highway Authority would be unlikely to adopt any roads that have private apparatus within them.

S38 Agreement

If it is the Applicant's intention for any of the internal access roads to be put forward for adoption, the subsequent finalised layout will need to conform to WCC SDG standards and the Applicant will be required to enter into a S38 Agreement with the Highway

Authority. Appropriate drawings and details will need to be submitted and a suitable layout agreed.

Parking

Residential car parking shall comply with the WCC Streetscape Design Guide (SDG) standards and this can be covered by condition. No details of cycle parking have been provided at this time. However, this can be covered by a suitable condition. All cycle parking must confirm to WCC SDG standards and be covered and secure.

Travel Plan

As part of the original application, the Applicant had submitted a draft Residential Travel Plan (TP). As part of its deferral response, the Highway Authority made some specific comments. An updated draft TP has recently been submitted and the Highway Authority has reviewed the amended version, which is welcomed, but does have comments.

It is appreciated the suggested targets are only considered to be indicative and will be updated once a baseline travel survey were undertaken. However, whilst the reduction in percentage of single occupancy car users is now 12.9% over the five-year period and, therefore, in line with the WCC guidelines, this does not match the information in Paragraph 4.14 of the Travel Plan. Hence, either the text within Paragraph 4.14 or the percentages in Table 4.1 should be updated.

It has also been noted that the total percentage for the Year 5 Target in Table 4.1 does not sum to 100%. Whilst there is an asterix next to the 100% no further information has been provided. Further, the percentage reduction of single occupancy vehicles is 12.9%, however the increase in other sustainable modes only totals 12.7%. It is also noted that Paragraph 4.15 of the Travel Plan states that 'travel by train, metro/underground and other has not been increased due to the site location and the unknown nature of other uses.' However, Table 4.1 states an increase in these modes over the five-year period. Hence, the modal split targets displayed in Table 4.1 and any text referring to the targets should be reviewed and recalculated for all modes, in line with the WCC guidelines.

Submission of a further revised and approved TP would be a recommended condition if planning consent were granted.

A Travel Welcome Pack must be prepared and provided to all residents when they move into their properties. The Travel Welcome Pack should be sent to travelpans@worcestershire.gov.uk for approval, before being provided to each dwelling.

Construction

The Highway Authority usually requires a Construction Environmental Management Plan (CEMP) to be submitted for approval. The CEMP needs to include a Construction Traffic Management Plan section that discusses the impact of construction traffic and how this will be managed to reduce the temporary detrimental impact to the satisfaction of the Highway Authority. Submission of a suitable CEMP would be a recommended condition of part of any successful planning consent.

Conclusion

The Highway Authority has undertaken a robust assessment of the planning application. Based on the analysis of the information submitted, the Highway Authority concludes that there would not be a severe detrimental impact on the local highway network and, therefore, there is **no highway objection subject to conditions**.

Yours sincerely

Karen Hanchett

Transport Planning and Development Management Team Leader

Conditions

Conformity with Submitted Details

The Development hereby approved shall not be brought into use until the vehicular access has been provided as generally shown on the Rappor Drawing No. 230520-RAP-XX-XX-DR-TP-3201/P02 'Proposed Site Access Arrangements'.

REASON: To ensure conformity with submitted details.

Vehicular visibility splays

Development shall not begin until visibility splays are provided from a vertical point 1.05m above carriageway level at the centre of the application main site access and 2.4m back from the near side edge of the adjoining carriageway, (measured perpendicularly), for 57.8m northwards and 181.4mm southwards, respectively, measured along the nearside edge of the adjoining carriageway (vertical off set of 0.6m). Nothing shall be planted, erected and/or allowed to grow on the triangular areas of land so formed which would obstruct the visibility described above.

REASON: In the interests of highway safety.

Cycle Parking

The Development hereby approved shall not be brought into use until sheltered and secure cycle parking to comply with the Council's adopted cycle parking standards has been provided in accordance with details which shall first be submitted to and approved in writing by the Local Planning Authority and thereafter the approved cycle parking shall be kept available for the parking of bicycles only.

REASON: To comply with the Council's parking standards.

Car Parking

The Development hereby approved shall not be brought into use until details of car parking to comply with the Council's adopted car parking standards has been provided in accordance with details which shall first be submitted to and approved in writing by the Local Planning Authority.

REASON: To comply with the Council's parking standards.

Off-site Highway Improvements

The Development hereby approved shall not be brought into use until the following highway improvements works comprising:-

- Alterations to Berrow Green Road to accommodate the new site access road;

- Two sections of new 2.0m wide footway is to be provided on the west side of Berrow Green Road, running north and south, respectively, from the new site access;
- Two new uncontrolled dropped kerb pedestrian crossings, with tactile paving provided across Berrow Green Road, located at the end of both new sections of footway. The crossings connect to the existing footway on the east side of the carriageway, a section of which is to be widened to 2.0m towards Martley Memorial Hall;
- Relocation of the existing gateway feature, south of the proposed site access, further to the south to a new position agreed with the Highway Authority; and
- Installation of tactile paving at the existing uncontrolled pedestrian crossing on the B4197, west of Mortlake Drive.

have been completed to the satisfaction of the Local Planning Authority and approved in writing (in discussion with the Local Highway Authority) and open to traffic.

REASON: To ensure the safe and free flow of traffic onto the highway.

Residential Travel Plan (Plan Absent or Not Approved)

The Development hereby approved shall not be occupied until the Applicant has submitted a Travel Plan in accordance with the County Council guidelines in writing to the Local Planning Authority that promotes sustainable forms of access to the development site and has been approved in writing by the Local Planning Authority. This plan will thereafter be implemented, monitored for a minimum of five years and shall be updated in agreement with Worcestershire County Council's Travel Plan Officer and thereafter implemented as updated.

REASON: To reduce vehicle movements and promote sustainable access.

Travel Welcome Pack

The Development hereby approved shall not be occupied until the Applicant has submitted to and had approval in writing from the Local Planning Authority a residential Travel Welcome Pack promoting sustainable forms of access to the development. The pack shall be provided to each resident at the point of occupation.

REASON: To reduce vehicle movements and promote sustainable access.

Refuse and Servicing Strategy

Reserved matters to include the details of a refuse and servicing strategy for the development which shall be submitted to and approved by the Local Planning Authority.

Reason: To ensure an appropriate layout is provided for refuse and servicing requirements.

Construction Environmental Management Plan

The Development hereby approved shall not commence until a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. This shall include a Construction Traffic Management Plan section but not be limited to the following:-

- Measures to ensure that vehicles leaving the site do not deposit mud or other detritus on the public highway.

- Details of site operative parking areas, material storage areas and the location of site operatives' facilities (offices, toilets etc).
- The hours that delivery vehicles will be permitted to arrive and depart, and arrangements for unloading and manoeuvring.
- Details of any temporary construction accesses and their reinstatement.
- A highway condition survey, timescale for re-inspections, and details of any reinstatement.

The measures set out in the approved Plan shall be carried out and complied with in full during the construction of the development hereby approved. Site operatives' parking, material storage and the positioning of operatives' facilities shall only take place on the site in locations approved by in writing by the local planning authority.

REASON: To ensure the provision of adequate on-site facilities and in the interests of highway safety.

Planning Obligations

As part of this consented planning application or in association with any subsequent Reserved Matters Consent, the Applicant shall provide the following planning obligations through a suitable legal mechanism (S106).

Community Transport

Specific Purpose – There is a need for a Community Transport service to meet the transport needs of the elderly and disabled. The County Council has specific duties, under the 1985 Transport Act, to take account of the transport needs of elderly and disabled residents and further duties to residents' protected characteristics that include the elderly and disabled, under the Equalities Act 2010. There will be residents with mobility impairments who are unable to access conventional public transport, it is this group that will require access to a door-to-door transport service such as that provided by Community Transport.

Contribution - £12474.00

Trigger – Prior to first occupation.

Informatives

Section 278 Agreement

The granting of this planning permission does not remove any obligations on the Applicant to undertake a technical design check of the proposed highway works with the Highway Authority, nor does it confirm acceptance of the proposal by the Highway Authority until that design check process has been concluded. Upon the satisfactory completion of the technical check, the design would be suitable to allow conditions imposed under this permission to be discharged but works to the public highway cannot take place until a legal agreement, under Section 278 of the Highways Act 1980, has been entered into and the Applicant has complied with the requirements of the Traffic Management Act 2004.

The Applicant is urged to engage with the Highway Authority as early as possible to ensure that the approval process is started in a timely manner to achieve delivery of the highway works in accordance with the above-mentioned conditions.

The Applicant should be aware of the term “highway works” being inclusive of, but not limited to, the proposed junction arrangement, street lighting, structures, and any necessary traffic regulation orders.

Section 38 Agreement Details

If it is the Applicant's intention to request the County Council, as Highway Authority, to adopt the proposed roadworks as maintainable at the public expense, then details of the layout and alignment, widths and levels of the proposed roadworks, which shall comply with any plans approved under this planning consent unless otherwise agreed in writing, together with all necessary drainage arrangements and run off calculations shall be submitted to the County Council's Network Control Manager, Worcestershire County Council, County Hall, Spetchley Road, Worcester, WR5 2NP. No works on the site of the development shall be commenced until these details have been approved by the County Council as Highway Authority and an Agreement under Section 38 of the Highways Act, 1980, entered into.

Drainage Details for Section 38

It is not known if the proposed roadworks can be satisfactorily drained to an adequate outfall. Unless adequate storm water disposal arrangements can be provided, the County Council, as Highway Authority, will be unable to adopt the proposed roadworks as public highways.

No Drainage to Discharge to Highway

Drainage arrangements shall be provided to ensure that surface water from any private driveway and/or vehicular turning area does not discharge onto the public highway. No drainage or effluent from the proposed development shall be allowed to discharge into any highway drain or over any part of the public highway.

Construction Environmental Management Plan (CEMP)

It is expected that contractors are registered with the Considerate Constructors scheme and comply with the code of conduct in full, but reference is made to "respecting the community" this says:-

Constructors should give utmost consideration to their impact on neighbours and the public

- Informing, respecting, and showing courtesy to those affected by the work.
- Minimising the impact of deliveries, parking, and work on the public highway.
- Contributing to and supporting the local community and economy.
- Working to create a positive and enduring impression and promoting the Code.

The CEMP should clearly identify how the principal contractor will engage with the local community; this should be tailored to local circumstances. Contractors should also confirm how they will manage any local concerns and complaints and provide an agreed Service Level Agreement for responding to said issues.

Contractors should ensure that courtesy boards are provided and information shared with the local community relating to the timing of operations and contact details for a site coordinator in the event of any difficulties.

This does not offer any relief to obligations under existing Legislation.

Travel Plan Requirements

Worcestershire County Council has published guidance on how it expects travel plans to be prepared, this guidance is freely available from the County Councils Travel Plans Officer. As part of this process the applicant must register for Modeshift STARS Business and ensure that their targets have been uploaded so that progress on the implementation of the Travel Plan can be monitored. Worcestershire County Council can assist applicants with this process should they need.

Modeshift STARS Business is a nationally accredited scheme which assists in the effective delivery of travel plans, applicant can register at www.modeshiftstars.org