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BUILDING 3

PLOT 2

MAYDWELL INDUSTRIAL PARK

SLINFOLD

PLANNING CONDITION 6

TRAVEL PLAN

Context

Slinfold Business Park is well established, based upon a former corporate industrial complex undergoing re-development for several years to serve smaller commercial uses on three plots with housing on a fourth.

Remaining buildings on Plot 2 in 2011 were a warehouse Building 1 occupied by Griffiths and Nielson and a Factory Building 2 occupied by tenant.

Griffiths and Neilson Ltd obtained Planning permission DC/13/2288 in 2016 to extend the two buildings subject to a 106 agreement. This was commenced October 2020 following the completion of the agreement and final document issue, but only the extension of Building 1

Griffiths and Neilson Ltd obtained Planning permission DC/21/0156 in October 2021 for Building 3 at the rear of the site.

The permission contained basic, pre-commencement and pre-occupation conditions including Condition 6 as follows:

Pre-Occupation Condition: No part of the development hereby permitted shall be occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document.



Building 3 - West Unit

This Building was commenced February 2022; that commencement precluded any works on Building 2 as approved.

The building was occupied without that prior submission, we do not have a date, but works were completed by March 2023; we seek to rectify that now:

Original Travel Plan

Planning Permission DC/13/2288 was supported by a comprehensive Travel Plan, which appears to have been deemed satisfactory for that development. That travel Plan was the basis for the Highways based Section 106, the contribution for which has been paid, which was acknowledged at the time.

This Permission is for a reduced development overall; it precludes implementation of the works to Building 2 as it occupies part of the parking and turning space associated with that. It has been acknowledged there is still an over provision of parking if it is all implemented.

Travel Plan for the Development

This development results in a reduced pressure on the Transport Infrastructure, thus we do not see the need for a Travel Plan other than the existing.

Andrew Vanags for Manhire LLP

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