

**Appendix C** [39209-5540-TN001 Rev.A 'Walking Distances to Key Facilities and quality of Routes'](#)

## TECHNICAL NOTE

**Job Name:** Land West of Park Farm, Thornbury  
**Job No:** 39209  
**Note No:** 5540/TN001/A  
**Date:** September 2019  
**Prepared By:** J. Price / K. Stock  
**Subject:** **Walking Distances to Key Facilities and Quality of Routes (Sent Without Prejudice)**

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- 1.1. This note has been prepared by Peter Brett Associates, now part of Stantec (PBA), to summarise the works carried out in calculating walking distances from the Land West of Park Farm, Thornbury (the site) to key facilities located in Thornbury.
- 1.2. Following consultation, comments were provided by South Gloucestershire Council (SGC) in March and June of 2019 on the Transport Assessment (TA) and Transport Assessment Addendum (TAA) produced by PBA in support of the Land West of Park Farm outline planning application (REF: PT18/6450/O). The comments can be summarised as follows:
- Notwithstanding SGC's adopted Core Strategy Policy CS8 and Policies Sites and Places DPD Policy PSP11, SGC's comments raised that walking distances should be measured as real walk distances; despite the sub-text to policy PSP11 specifically stating that distances should be measured "*as the crow flies*";
  - SGC requested that two measurements be considered, including those walking routes from both the north-west (farthest) and south-east (nearest) corners of the site;
  - SGC also requested that walk distances be measured to specific locations, which do not directly correlate to the edges of the recognised retail and employment areas in the town. This note therefore provides this information, although it does not constitute our agreement to this method; and
  - Finally, SGC raised that the walking strategy should have regard to the quality and the suitability of the routes. This is in the context that the site will have a strong Sustainable Transport Link to the neighbouring Park Farm development, which has itself recently been granted planning permission, based in part on the quality of walking routes to key facilities.
- 1.3. Whilst we set out the details requested by SGC in this note, this does not imply in any way that we agree with SGC Highways' interpretation of Policy PSP11. Our evidence and position on this matter is set out in Section 3.5 of the TA and Section 2.2 of the TAA.

### DOCUMENT ISSUE RECORD

Technical Note No	Rev	Date	Prepared	Checked	Reviewed (Discipline Lead)	Approved (Project Director)
39209/5540/TN001	-	16.08.19	JP	KS	RH	
39209/5540/TN001	A	12.09.19	JP	KS	RH	MP

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## Walking Distances

1.4. SGC requested that walking distances be measured to the following specific destinations:

- Education – to nearest primary and secondary schools;
- Town Centre – to Co-Op on High Street; and
- Employment – to a point within Midland Way employment area.

1.5. These distances are summarised in **Table 1** below and illustrated on Figures 1 to 3 enclosed.

Table 1: Proximity to key service and facilities (actual walking distances)

Key services and facilities (PSP11)	Appropriate walking and cycling distances (PSP11)	Distance from nearest residential area	Distance from furthest residential area
Retail (comparison) shops and services and/or Market towns and Town Centres (CS14 of Core Strategy)	1,200 metres	1,910 metres to edge of town centre (24 min walk, 6 min cycle)	2,680 metres to edge of Town Centre (34 min walk, 8 min cycle)
(Weekly) Superstore or supermarket		*Potential on-site provision	*Potential on-site provision
(Day to Day) Smaller food (convenience) shops			
Retail – Aldi	1,200 metres	2,015 metres to Aldi front entrance (25 min walk, 6 min cycle)	2,788 metres to Aldi front entrance (35 min walk, 9 min cycle)
Local health services	800 metres	1,485 metres to Thornbury Hospital & Health Centre (19 min walk, 5 min cycle)  *Potential on-site provision	2,250 metres to Thornbury Hospital & Health Centre (28 min walk, 7 min cycle)  *Potential on-site provision
Pharmacy	800 metres	1,670 metres (Eastland Road) (21 min walk, 5 min cycle)  *Potential on-site provision	2,440 metres (Eastland Road) (31 min walk, 8 min cycle)  *Potential on-site provision
Community Centre	800 metres	1,865 metres (23 min walk, 6 min cycle)  *Potential on-site provision	2,635 metres (33 min walk, 8 min cycle)  *Potential on-site provision
Post office	800 metres	1,910 metres (24 min walk, 6 min cycle)  *Potential on-site provision	2,680 metres (34 min walk, 8 min cycle)  *Potential on-site provision
Public House	800 metres	1,443 metres (18 min walk, 5 min cycle)	2,215 metres (28 min walk, 7 min cycle)

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Key services and facilities (PSP11)	Appropriate walking and cycling distances (PSP11)	Distance from nearest residential area	Distance from furthest residential area
Secondary school <ul style="list-style-type: none"> <li>The Castle Secondary School</li> </ul>	3 miles	1,141 metres (14 min walk, 4 min cycle)	1,910 metres (24 min walk, 6 min cycle)
Primary school <ul style="list-style-type: none"> <li>Manorbrook Primary school</li> </ul>	2 miles	1012 metres (13 min walk, 3 min cycle)	1,780 metres (22 min walk, 6 min cycle)
Major employers. Designated Town Centres and Safeguarded Employment Areas (CS12 of Core Strategy) <ul style="list-style-type: none"> <li>Thornbury Town Centre<sup>1</sup></li> <li>Thornbury Industrial Estate</li> </ul>	2,000 metres	1,910 metres (24 min walk, 6 min cycle) 2,820 metres (35 min walk, 9 min cycle)	2,680 metres (34 min walk, 8 min cycle) 3,590 metres (45 min walk, 11 min cycle)

*Note: walk time 80m per minute, cycle time 320m per minute*

- 1.6. The distances set out in **Table 1** have been measured using the following committed and established routes at the specific request of SGC officers:
- Education<sup>2</sup> – West of Park Farm estate roads, Park Farm estate roads, Alexandra Way link, Alexandra Way, Park Road;
  - Town Centre<sup>1</sup> - West of Park Farm estate roads, Park Farm estate roads, Alexandra Way link, Alexandra Way, PRow to Gloucester Road, Gloucester Road; and
  - Employment<sup>3</sup> - West of Park Farm estate roads, Park Farm estate roads, Alexandra Way link, Alexandra Way, PRow to Gloucester Road, adopted footpath link to St David’s Road, Gillingstool, Rock Street, Midland Way.
- 1.7. For illustrative purposes we show on **Figures 1 to 3** the relationship between the designated retail and employment areas, and the locations SGC has requested we measure walking distances to.
- 1.8. It should be noted that the development proposals include a Retail and Community Hub which provides an opportunity to deliver a range of the key services and facilities on site. The planning application is not prescriptive on the precise nature of the uses which would be delivered, with this a matter for future reserved matter applications, however, the provision of up to 700m<sup>2</sup> of A1, A2 and D1 Uses could support the delivery of a community building, small-scale retail unit(s), a children’s nursery and / or health provision within the Application Site.
- 1.9. As set out in the TA, whilst MfS suggests that the greatest potential to replace short car trips is for those under 2km, this is not a maximum distance to which pedestrians are willing to walk. The NTS (at Table NTS0308) also identifies that 26% of walking trips are over 1 mile (1.6km) and 4% over 2 miles (3.2km) in length.

<sup>1</sup> Taken to Co-Op on High Street, as requested by SGC

<sup>2</sup> Taken to Manorbrook Primary School, The Castle School and St Marys C of EVA Primary School

<sup>3</sup> Taken to Midland Way employment area, as requested by SGC

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- 1.10. Based on the distances to local facilities detailed above, and in the context of these national statistics, we consider that the great majority of facilities within Thornbury are accessible on foot or by cycle.
- 1.11. As set out in the TAA, the Planning Inspector at Land east of Park Lane, Coalpit Heath (17/3191477, dated 6<sup>th</sup> September 2018) confirmed that distances greater than those set out in PSP11 are acceptable. There have also been a number of recent Planning Appeals for sites within Thornbury, through which the acceptability of walking distances similar to those for West of Park Farm has been established.
- 1.12. It is therefore clear that distances greater than those set out in PSP11 are acceptable, and in particular, that schemes within Thornbury have been acceptable on the basis of greater walking and cycling distances. Table 1 above confirms that a wide range of facilities and amenities are located within 2,000 metres (2km) of the proposed development site and, whilst in excess of the recommended distances set out in PSP11, this is consistent with SGC's previous agreement on Cleve Park and Land West of Gloucester Road and the findings of the Inspectors at Coalpit Heath and Land South of Gloucester Road.
- 1.13. PSP11 makes it clear that where facilities will not be within the standard walking distances, development will be acceptable where they "*are an appropriate distance to a suitable bus stop facility, served by an appropriate public transport service*". As we have demonstrated in the Bus Service Business Case (report ref 39209-5534-001), our public transport strategy will connect the site to those key facilities by way of public transport.

### Quality of Walking Routes

- 1.14. PBA note that PSP11 item 3 states that development will be acceptable where there are "*safe, useable walking and, or cycling routes, that are an appropriate distance to key services and facilities*". The Policy sub-text confirms that distances above the levels set out in the table will be considered appropriate where they are "*high quality, safe routes or dedicated walking and cycling routes*".
- 1.15. There is a wider network of footpaths throughout the existing residential area in north Thornbury which facilitate pedestrian movement from northwest Thornbury to the Town Centre. These routes follow Pickedmoor Lane Rhine and segregated routes running between residential streets or through wooded areas with connection points at Victoria Close, Alexandra Way and Gloucester Road. These are formal routes which are lit, of generous width at 1.5-2.0m wide, and are generally of good quality, with some localised unevenness. Where the footpaths meet the carriageway, dropped kerbs are provided to facilitate crossing.
- 1.16. SGC highway officers requested a plan of the walking routes to key facilities with an assessment of the suitability of each route in terms of the surface, lighting and crossing provision.
- 1.17. The walking routes between the site and key destinations (education, town centre and employment) are shown at **Figures 1 to 3**. These Figures demonstrate that key destinations can be accessed from the site via existing routes which are of good quality, with appropriate width, surfacing and lighting. It should be noted that these routes are the same as those considered suitable for the now consented Park Farm scheme.

## TECHNICAL NOTE

### Summary

- 1.18. It is accepted that walking / cycling distances from the furthest point in the site to some facilities in the town exceed 2km. However, national and local planning policy (including Core Strategy Policy CS8 and Policies, Sites and Places Policy PSP11) makes clear that accessibility of a site should not be judged on distance alone. We would also direct Officers to the recent appeal decisions on other sites in Thornbury<sup>4</sup>, where Planning Inspectors have reached the same conclusion.
- 1.19. The quality of committed and existing routes between the site and key destinations are of a good quality via existing footways and dedicated footpath connections and were considered suitable for the purposes of the consented Park Farm scheme. In addition, a local centre is proposed to be delivered on site, which could include small-scale retail, healthcare, nursery and/or other uses within Use Classes A1, A3 and D1. The development will also be served by an appropriate public transport service connecting the site to Thornbury Town Centre, together with key employment, retail and leisure destinations including in the North Fringe of Bristol.
- 1.20. It is therefore concluded that regardless of whether measured as the crow flies or the route option chosen, the proposed development will be served by appropriate, safe, accessible, convenient and attractive routes to key facilities both on and off site by multiple sustainable modes of transport, including walking, cycling and public transport. As such, the proposals accord with the relevant development plan policies including Core Strategy Policy CS8 and Policies, Sites and Places Policy PSP11.

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<sup>4</sup> APP/P0119/W/17/3189592 (Land South of Gloucester Road), APP/P0119/W/17/3182296 (Cleve Park)

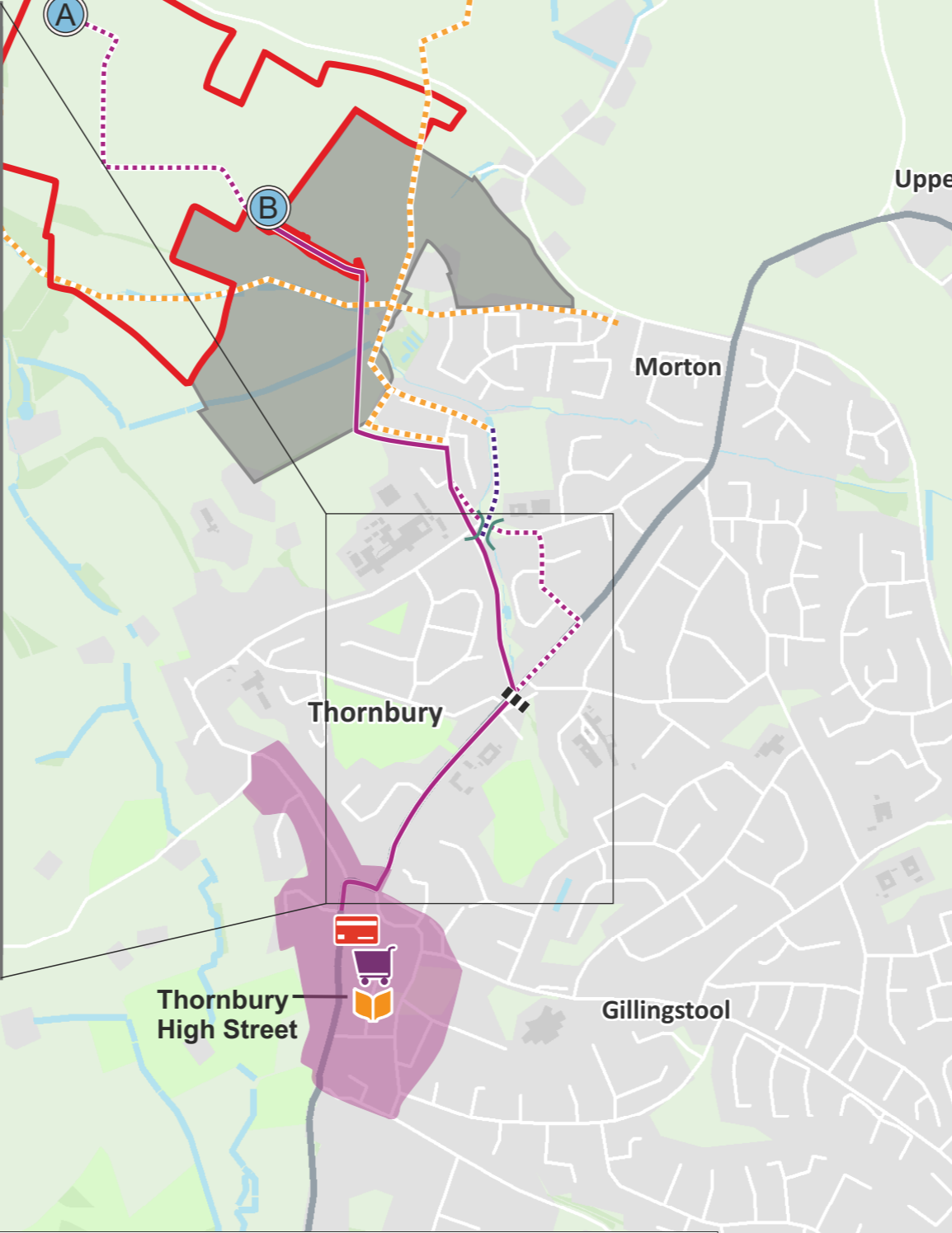
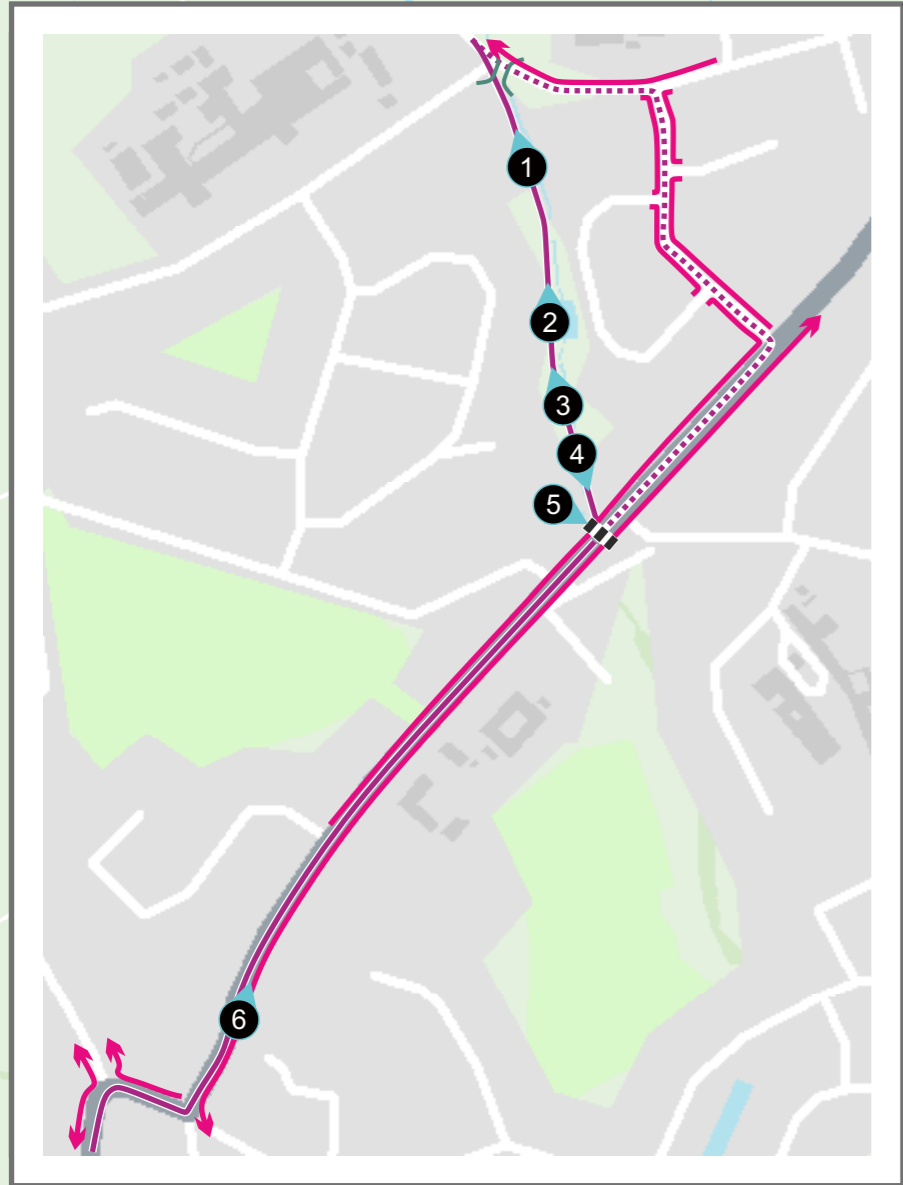
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# Figures

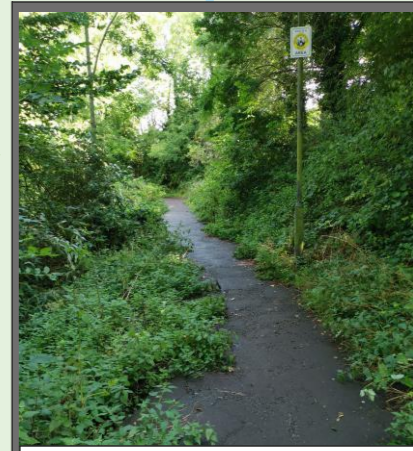


- |      |                               |                                 |                                     |  |
|------|-------------------------------|---------------------------------|-------------------------------------|--|
| Key: | Indicative Site Boundary      | Adopted Footpath                | Existing Footway (1.5m - 2.0m wide) | Point of Furthest Residential Dwelling |
|      | Indicative Park Farm Boundary | Location and Direction of Photo | Walking Route to Schools            | Point of Closest Residential Dwelling  |
|      | Public Right of Way           | Secondary School                | Primary School                      |  |





1) 2.5m wide path & bridges provide for good access and movement along the footpath.



2) Encroachment on parts of the adopted 2.2m wide footpath limits the width to 1.0m. This issue can be resolved through maintenance by the Local Authority.



3) Footpath is well lit and paved, providing inclusive accessibility.



4) Footpath is well lit and paved, providing inclusive accessibility. Spot measurements taken on site show an average width of 2.0m.

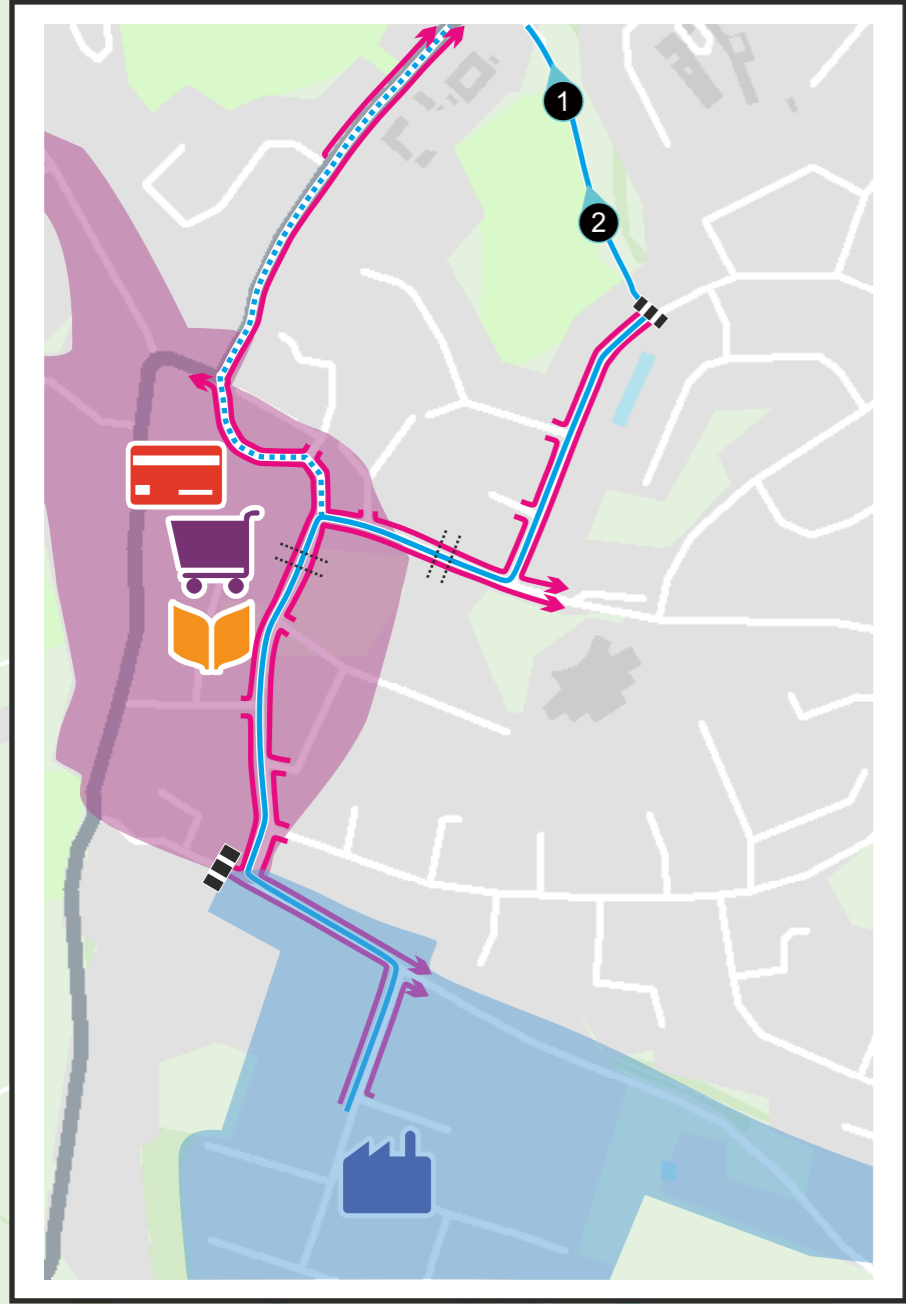


5) Zebra crossing on A38 with 2.0m wide footways on both sides of the carriageway.



6) Paved footways, predominantly 2.0m in width, are provided from the pedestrian crossing to the high street on at least one side of the carriageway.

Key:	Indicative Site Boundary	Walking Route to High Street	Point of Furthest Residential Dwelling
	Indicative Park Farm Boundary	Alternative Roadside Route	Point of Closest Residential Dwelling
	Public Right of Way	Zebra Crossing	Location and Direction of Photo
	Footway (1.5m - 2.0m wide)	Pedestrian Under Pass	PSP31 Town Centre Boundary



Indicative Site Boundary	Location and Direction of Photo
Indicative Park Farm Boundary	Zebra Crossing
Public Right of Way	PSP31 Town Centre Boundary
Footway (1.5m - 2.0m wide)	Thornbury Industrial Estate
Walking Route to Employment	CS12 Area for Economic Development
Adopted Existing Footpath	Alternative Roadside Route
Point of Furthest Residential Dwelling	Signalised Pedestrian Crossing
Point of Closest Residential Dwelling	



1) Paving changes from tarmac to gravel. Width remains at approximately 2.0m along the majority of the path and the path is well lit.



2) Footpath is well lit along the majority of its length with light fixtures approximately every 20m. Width of the footpath ranges between 2.0m and 2.5m.