

Nick Matthews

Subject: FW: Land West of Park Farm, Thornbury - PT18/6450/O [EXTERNAL]

Please note that the comments below are made Without Prejudice.

Rebecca Mitchell

Planning Director

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From: Christopher Rose <Christopher.Rose@southglos.gov.uk>

Sent: 06 October 2020 15:05

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Subject: RE: Land West of Park Farm, Thornbury - PT18/6450/O [EXTERNAL]

Hi Cat.

Further to this response I've considered the new National Design Guidance for cycle infrastructure LTN 1/20 and how this affects the Street Hierarchy in the DAS.

The new guidance indicates that where there are around 2,000 vehicle movements per day or less along a 20mph road, cyclists can be accommodated with general traffic.

The 595 dwellings plus the school divided between the two points of access would generate less than 2,000 vehicle movements per day on the spine road.

Therefore I recommend that the 3m shared cycle / footpath is changed to a 2m footway.

Your comment is noted, with thanks. If it is the Council's preference to replace the 3m shared cycle/footway with a 2m footway at the reserved matters stage, we have no objection to that. If you would like this to be highlighted at the outline planning permission stage, the local planning authority could add an Informative to the decision to this effect. It is not necessary to update the DAS because the street sections in Section 10.2 of the updated DAS (August 2020) are illustrative only, with the text making clear that, "the fixed details of street dimensions will be determined at the reserved matters design stage. There will also obviously be the requirement for S38 approval from the highway authority."

Thanks.

Kind regards

Chris

Chris Rose

Senior Engineer

Transport Development Control
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From: Christopher Rose

Sent: 24 September 2020 16:12

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Subject: RE: Land West of Park Farm, Thornbury - PT18/6450/O [EXTERNAL]

Hi Cat.

Comments on the revised details as follows:

Items flagged up in my response 07/05/20 which have not been revised.

Please note that a response to these comments is provided in Stantec's technical note, issued on 30th April 2020 (ref. 39209/007) and is attached again here.

2.2. Local walking distances.

Although the distances set out in table 3.1 in the revised TA are agreed the supporting text from 3.5.1 to 3.5.13 is inconsistent with the table and should therefore be revised or corrected in the TN. Thank you for confirming that the distances set out in Table 3.1 of the revised TA are agreed. I agree that there are some inconsistencies in the distances stated in the supporting text in that chapter and appreciate that you are looking to avoid any confusion. I would therefore propose that we simply update Chapter 3 of the updated TA and reissue that to be appended to the TA, and therefore supersede and replace that chapter of the TA, which is approved. Can you confirm your agreement to this approach please?

3.2 and 3.3. It is our view that the revised TA is misleading on the current public transport provision in the vicinity of the site as the referenced bus stops are so distanced that they do not provide any local benefit. We would prefer wording that we can agree, but if not revised then we will highlight this in our response to the Planning Officer for inclusion in the Committee Report. It is our view that the site is not currently in a sustainable location from a transport perspective but can be made to offer sustainable travel options with the proposed public transport mitigation strategy, sustainable travel infrastructure, car club and Travel Plan all of which will contribute to reducing dependence on the private car. We do have a different view on the current sustainability of the location from a transport perspective and are therefore not willing to amend the TA on that basis. However, it does not affect the conclusions and based on your comments here, I believe we are agreed that, with the proposed mitigation and sustainable transport measures (including the travel plan and public transport measures) that it will offer and promote opportunities for sustainable transport and reduce reliance on the private car, in accordance with local planning policy and the NPPF, including Paras 108 and 109.

4. Committed Infrastructure.

4.1. The list of committed infrastructure in the TA is incomplete. The TN should complete the list as per the further information and clarification provided in my email of the 2nd April. As set out in para 4.2 of the April 2020 Stantec technical note, the additional committed developments you have highlighted are noted. However, they do not affect the transport assessment undertaken or change the conclusions for this proposed development and so it is not necessary to update the TA to include these commitments.

Public Transport Strategy.

Because there are two options for the bus services for this site depending in the Alexandra Way Bus link, details of future bus stops and relocation of existing bus stops on Barley Fields need to be covered in the s106. Subject to agreeing appropriate condition and/or s106 wording for this, we do not object to this in principle

Junctions and highway link improvement Works.

The site accesses have been modelled and geometric details checked and agreed. Access arrangements also includes a reduction in the speed limit on Oldbury Lane from 60 mph to 40mph and the provision of Street Lighting from the accesses up to Butt Lane. A stage 1 RSA has been completed. Thank you for your confirmation on this.

The proposed signalised **Butt Lane, Gloucester Road and Morton Way** junction has been modelled and accepted as being over capacity in the future year predicted am peak and over practical capacity in the pm peak. The junction is accepted on the basis of:

- site constraints;
- the provision of a Travel Plan including a car club;
- A 1.5 entry primary school being built on the site, and therefore containing some education trips;
- Bus service to run through the site supported by contributions from Park Farm and Morton Way developments as well as from this site. Extra dwellings on this site will provide additional public transport patronage and therefore make the service more financially viable.
- A stage 1 RSA has been completed.

Thank you for your confirmation on this. I do not believe it will change your conclusions but would note only that, as agreed in principle with the Council/local education authority, the school site will be a 1 form entry school (including early years).

A38 junction with the B4509 junction improvements have been modelled and agreed. A stage 1 RSA has been completed. Thank you for your confirmation.

A localised widening scheme has been submitted and agreed for sections of **Butt Lane and Oldbury Lane** to accommodate the proposed bus route. Thank you for your confirmation.

M5 NB off slip at J14. Modelling has been checked by HE and mitigation scheme submitted. HE to respond and make recommendation for improvements if required. Thank you for your confirmation. Highways England has now formally confirmed its agreement to the proposed mitigation scheme.

Design and Access Statement (DAS) resubmission update August 2020.

10.2. Street Hierarchy.

On a point of clarification; there should be a minimum of 2 outside parking spaces for 3 and 4 bed dwellings accessed from the Main Street – five bed plus dwellings require a minimum of 3 spaces.

I believe that the parking standards set out in the Council's current policy (PSP16) requires a minimum of 2 beds from 3 and 4 bed dwellings. The DAS has been prepared in accordance with this policy and the Council's current standards. However, they are also stated to be minimum requirements and so provides the ability for additional spaces to be provided, where justified, at the reserved matters design stage. I would therefore propose that no changes to the submitted DAS or application is required at this stage and we are happy to discuss the more detailed parking requirements with you, including along the Main Street, at the reserved matters application stage.

Residential Framework Travel Plan including Car Club

Option 1. SGC Delivers and manages with contribution of £375 per dwelling plus £38,000 to fund one car club car for a minimum of 4 years. This is agreed in principle.

Option 2. Developer delivers and manages. Monitoring Fee of £1,000 per year for the lifetime of the travel Plan paid to SGC. Travel Plan to include one car club car for a minimum of 4 years. This is agreed in

principle and the detail is a matter for further discussion with you when we discuss the detail of the S106 Obligation wording. I would note that if the developer elects to deliver and manage, a cost cap of £38,000 for the developer's funding towards the delivery of a car club also needs to be included. We are willing to accept this on the basis that the £38,000 contribution/cap includes the cost of the vouchers for car club free membership and driver credits that would be included in the Travel Information Packs. I believe the principles of this approach is consistent with what SGC has agreed on other sites and so should be acceptable to you but I would be grateful for your confirmation that this is agreed?

4.2.9 Cycle parking; Please add in "or latest SGC policy" on cycle parking, as this may have changed by the time the cycle parking is implemented. **Amended**

4.2.16. Please include that the West of Park Farm Public Transport Strategy and bus route will ensure that bus stops are located within 400m of all dwellings on this development and the Park Farm development. **Amended**. Also please see para 3.8 of the submitted Stantec TN (April 2020) which confirms this principle.

4.2.23. A bus service contribution has been secured for the neighbouring Park Farm development. This will fund the extension of an existing service into Park Farm. This development will provide a bus service transition contribution, infrastructure and bus stop facilities to enable the extension of the service through this site. **Noted**.

4.3.5 Car club; please add in that the Developer will fund the car club at £38,000. This is funding on top of the funding for other travel plan measures work which is £375 per dwelling. The car club is to be in situ for at least 4 years, and free membership of the car club for the first year and £50 free driving credit are to be provided for all residents at the Land West of Park Farm development upon request. This offer, and details of the car club, should be promoted to all residents in their travel information pack. The car club bay should have an electric charging point. **This is agreed, on the basis that the £50 driving credit and free membership is included in the £38,000 contribution and/or cost cap on developer implementation. We are willing to agree this on a Without Prejudice basis and agree that a car club would help maximise opportunities for mode shift, we have not seen the evidence/justification from SGC to demonstrate CIL122 compliance of its requests relating to the car club, including the length of free membership/cost of driver credits requested.**

5.2.1. Plus £38,000 for one car club car. **Amended**

5.4.6. Please change to the uptake of incentives will be monitored and ATC's will be carried out annually for a one week period at each of the site accesses in use at the time. **Amended**

5.5.5 Please could you change the minimum survey responses to be 30% up to 100 dwelling occupancies, 25% response 100-200 dwellings and for 200+ dwellings 20%. **Amended**

Table 5.1 Please change to a decrease in single occupancy drivers of 10% (rather than 6%) **This has not been amended – Previous discussions with, and comments from, SGC agreed the 6% change for single occupancy drivers. We are not aware of any justification for changing this and we maintain that it is an effective and appropriate target this proposed development.**

Table 5.2 Action Plan.

Point 3;

- The smarter travel vouchers to be a minimum of £100 per dwelling **Amended**
- Minimum of 50% of residents to claim **Amended as a monitoring target.**
- Minimum period to claim to be 2 years **Amended**
- Only one STV to be offered to each household. This can be offered to 2nd/3rd occupants at the same address if the first resident hasn't claimed their voucher or there are sufficient funds still available if other residents have not made a claim with two years of moving in. **Amended but on the basis that it is to 1st, 2nd or 3rd occupants at the same address within the 2 year period, after which opportunities to recycle those funds into other sustainable travel plan measures.**
- Any unspent voucher funding will be recycled into other travel plan measures which will benefit the site as a whole and help achieve the reduction in single occupancy vehicle travel. **Amended**

Point 18 Please change the wording to "Provision of the car club on site", instead of "investigation of..." **Car club operators are private (commercial) businesses and it is not possible to compel them to operate from any location and we therefore do not feel it is appropriate to state "provision of". I do appreciate why you are looking for a stronger commitment to its provision in writing and so I have updated the text to strengthen this, in order to make clear that all reasonable efforts will be made to provide a car club to ensure that. A suitably worded s106 obligation can secure this commitment.**

Please also add annual questionnaire travel surveys and ATC/Manual surveys (details to be agreed with SGC prior to being carried out). **Amended**

Draft S106 Heads of Terms.

Contributions

Town Centre bus stops £20,500. **Agreed**

Town Centre cycle parking £4,000. **Agreed**

Gloucester Road Zebra Crossing. £75,000. Whilst we do not agree that a zebra crossing is necessary to make this proposed development acceptable in planning terms, we are willing to agree to fund its provision in principle. As we have agreed the principle, we believe this is sufficient for you to complete your final comments on the application and for the planning committee report.

We do however have questions about the requested contribution that we need to discuss when agreeing the detailed wording of the S106 obligation. The requested sum is significantly higher than our experience and evidence from our cost consultants would indicate a zebra crossing in this location would cost and we are not aware of any abnormal costs that would apply here. If the Council maintains its request at £75k, we would ask to see the evidence to demonstrate this cost is reasonable and justified.

A38 junctions with B4061 and Church Road £171,208 **Agreed**

Bus service extension £10,000. **Agreed**

Works. I don't believe you need a response from Barwood Land on the comments below?

Site access works Dwg 39209/5501/SK15 Rev A. To include provision for a reduction in the speed limit from 60mph to 40mph and street lighting along Oldbury Lane from western site access to the existing lighting on Butt Lane.

Sustainable Travel Link to include a bus gate with camera control and cctv. Dwg 39209/5501/SK25 Rev A. Provision of bus stops with shelters and RTI to suite either.

Option 1. Alexandra Way bus link route. Fig 5.1 B

Option 2. Loop route around Park Farm, LWOPF and Oldbury Lane. Fig 5.2 B

Widening scheme at localised points along Butt Lane and Oldbury Lane. Dwgs. 39209/5501/SK24 Rev A. and 39209/5501/SK23 Rev A.

New signalised junction at Butt Lane, Gloucester Road and Morton Way to include pedestrian crossing facilities and ASL's for cyclists. Dwg 39209/5501/SK08 Rev H.

Junction improvements at A38, B4509. Dwg 39209/5501/SK37 Rev B.

Travel Plan.

To include options for either the Developer to implement with a monitoring fee for SGC or SGC to implement with a management contribution of £375 per dwelling. **Agreed, subject to agreeing suitable s106 wording.**

Both options to include a car club car for a minimum of four years. **Agreed, subject to agreeing suitable s106 wording.**

Thanks.

Kind regards

Chris

Chris Rose

Senior Engineer

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Strategic Infrastructure
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Subject: Land West of Park Farm, Thornbury - PT18/6450/O [EXTERNAL]

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Hello all,

I hope you are well.

Following our various meetings and discussions, we are now formally submitted the updated DAS, Travel Plan and Illustrative Landscape Masterplan.

The attached cover letter explains the submission. For clarity, I have also included the three highway schemes now agreed – these are the same plans as previously submitted via the separate emails on highways.

Documents here –

<https://savillsglobal.box.com/s/49wprci17jpopwcdmp3i5tpjndq1647>

Chris/Myles – I have included an extra copy of the Travel Plan which has the track changes shown, so you can see where the changes have been made. These reflect the comments made by SGC on the 17th April.

Cat – I hope you had a good holiday. If you can update on the discussions with Education, that would be appreciated.

Thanks
Felicity

Felicity Tozer
Associate

Planning

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