

Subject: Thornbury - Highways Meeting

Date: 27/11/2019 10:18

From: "Nick Matthews" <NMatthews@savills.com>

To: "Catherine Loveday" <Catherine.Loveday@southglos.gov.uk>

Cc: "James Causer" <james.causer@barwoodland.co.uk>, "Rebecca Mitchell" <rebecca.mitchell@barwoodland.co.uk>, "Thorne, Neil" <neil.thorne@stantec.com>

Dear Cat,

Thank you again for facilitating another positive meeting on the West of Park Farm application. It felt as though we made good progress in resolving the outstanding highways and access issues and over the course of the next couple of weeks I hope that we can get to a point where there are no highways objections remaining.

I made a note of the following key matters and actions. These pick up only the outstanding matters highlighted on the email from Myles Kidd to Stantec on 19 November 2019. If you could review these with colleagues and confirm or otherwise whether you agree in the next few days that would be much appreciated.

Access and off-site highways works/junctions

- Neil Thorne explained that the double mini roundabout had been designed in order to accommodate future vehicular movements in response to previous advice from SGC that the junction was required to operate within capacity. SGC advised that they had reviewed the double-mini roundabout solution and, whilst it does accommodate future traffic flows, they felt that it represents a less preferable overall solution to the signal controlled junction, which better facilitates pedestrian and cycling movements, consistent with the hierarchy in Manual For Streets. It was agreed that Stantec would investigate further changes to the junction layout and signal timing which could improve the capacity of the junction. Whilst the design is unlikely to operate as effectively for vehicles as the double mini-roundabout, SGC confirmed that the prioritisation of pedestrians and cyclists is of higher priority than the vehicle queuing and a balanced view on a reviewed signal solution would be taken. This could also take into account the availability of spare capacity outside of the immediate peak hour, to reflect the fact that people will choose to adjust their travel habits to respond to network conditions, either by choosing not to travel in the first place, to travel by another mode, or to travel slightly earlier / later.
- It was agreed in principle that a contribution was justified for improvements to the A38 / Church Lane junction at Rudgey. However, the PBA TA Addendum concluded that the impacts of the development at the A38 / Thornbury Road junction (c.2% without taking into account the revised proposals for fewer homes and a school) did not necessitate further mitigation. Notwithstanding this, in order to move towards an agreement, PBA requested further details to justify the requested contribution. Schemes for the improvement of these two junctions exist, however, financial contributions are required to enable their implementation. Chris Rose has subsequently provided an explanation for the proposed contributions based upon estimated costings for the junction improvement works. These are to be reviewed and considered by Barwood and a response provided on this matter.
- Finally, in respect of Junction 14 of the M5, Neil Thorne explained that PBA continue to liaise with Highways England in order to identify an interim solution at the junction.

Bus Strategy

- The authority would welcome further reassurance from the bus operator that the site will be serviced on a continuous basis and that there would not be 'temporal issues' with public transport provision. Neil Thorne explained that the bus operators now rarely provide the full certainty desired by public transport officers at the outline planning application stage but that he and colleagues are confident that the Strategy is robust and achievable.
- Neil Thorne therefore asked that SGC public transport team review and feedback, reiterating the conclusions of the business case work that the current Park Farm development cannot maintain a commercially viable public transport service, but the addition of the proposed West of Park Farm development enables a commercially viable extension to the T1 service to effectively serve both sites.
- Cat Loveday explained that there is a further meeting taking place with public transport colleagues and that she will provide feedback after.

Town Centre Parking

- It was agreed that a financial contribution of £4,000 towards improved cycle parking facilities in the town centre should be incorporated into the Section 106 agreement.

Walking and Cycling

- There is no objection in principle to the development making a financial contribution towards a new pedestrian crossing of Gloucester Road. However, Neil Thorne contended that the sum of £75,000 was substantially in excess of other recent contributions for such facilities elsewhere. A figure of between £20,000-£30,000 was, in his experience, sufficient to cover the cost of a new Pedestrian Crossing where the electricity connection was already available. Chris Rose agreed to provide an updated costing for this crossing.

Travel Plan

- SGC confirmed that the option of a Travel Plan contribution of £365 per dwelling represents an 'all in' figure, including the public transport vouchers, administration of the Travel Plan and any remedial actions. Barwood to consider the options and confirm.

Other Business

- Given the number of changes to the Transport Assessment and the Transport Chapter of the Environmental Statement, fresh documents would be provided as part of the resubmission, including an updated Travel Plan to reflect previous SGC comments and the preferred delivery mechanism. These will be accompanied by a schedule of the changes which have been made since the original submission.
- Myles Kidd agreed that the introduction of the primary school and reduction in number of residential dwellings did not necessitate an update to the transport modelling. It was however noted that these changes to the scheme would reduce the number of vehicles using the Butt Lane junction and that it would be worth undertaking a simple calculation of the impact in order to support the justification for the signal controlled junction.

Drainage

Prior to the meeting with the Highways Officers there was a brief session with the authority's Drainage Officers.

- The officers explained that money has been made available through 'Challenge Funding' for drainage improvements along Oldbury Lane. Barwood were asked whether there would be an opportunity to incorporate an attenuation feature in the north east part of the application site. This would capture water from the adjacent drainage ditch and slowdown run off into the drainage network to the north of Oldbury Lane. Neil Thorne agreed to discuss this opportunity with colleagues and advise.
- Whilst the officers do not object to the drainage strategy submitted with the outline planning application, the question was raised as to how the north east part of the application site drains into the attenuation feature in the south west. Neil Thorne agreed to raise this with colleagues and it was agreed that the drainage specialist at Stantec, Andy Johns, would liaise directly with Drainage Offices over the phone to clarify the strategy.
- Cat Loveday confirmed that the Authorities would set the above out in a letter to Barwood in order that they could consider the requests and respond.

If you have any queries regarding the draft note of the meeting, please do not hesitate to contact me.

Kind regards,

Nick

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