



Land West of Park Farm, Butt Lane, Thornbury, Bristol, South Gloucestershire

Statement of Common Ground with National Highways

Covering Transportation and Highway Matters

Planning Inspectorate Reference:

APP/P0119/W/21/3288019

LPA Reference: PT18/6450/O


On behalf of Barwood Development Securities Ltd
and North West Thornbury Consortium

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For and on behalf of Stantec UK Limited				

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Statement of Common Ground

This Statement of Common Ground (SoCG) has been prepared by Stantec UK Limited (Stantec) on behalf of Barwood Development Securities Ltd and North West Thornbury Consortium (the Appellant) and presents a summary of key agreed facts drawn from the Transport Assessment (December 2019, updated January 2020) and subsequent post-application works undertaken in support of planning application Ref: PT18/6450/O, including the following:

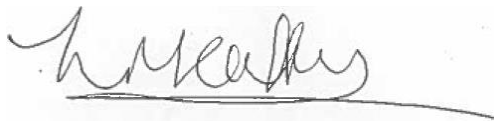
- Stantec Technical Note '39209-STN-ZZ-XX-RP-T-0001_M5J14ForecastNote' (dated January 2020)
- Stantec TN006 'M5 Junction 14 VISSIM Forecast Modelling Note – Update', dated 31st March 2020
- Stantec 'M5 Junction 14 and A38 / B4509 Signalised Junction Stage 1 Road Safety Audit Response Report', dated 2nd September 2020.

The key facts and findings set out within this SoCG have been agreed with National Highways (formerly, Highways England), herein abbreviated as NH.

We can confirm that this statement represents common ground between the parties.



Neil Thorne
Stantec UK Limited



Lisa McCaffrey
National Highways

1 Summary and Conclusions

- 1.1.1 This SoCG has been prepared by Stantec on behalf of Barwood Development Securities Ltd and North West Thornbury Consortium (the Appellant).
- 1.1.2 The Appeal proposal is the subject of an Appeal for non-determination. Prior to submission of the non-determination Appeal, National Highways provided a formal technical consultation response in a HEPR dated 11th November 2020 to the planning application and this topic based Statement of Common Ground is intended to explain the up to date conclusions reached and to avoid the need for any oral evidence to be provided on these matters.
- 1.1.3 All matters relating to transport and impacts on the Strategic Road Network (SRN) are agreed between the Appellant and National Highways (NH).
- 1.1.4 Resulting mitigation required to mitigate development impacts is agreed and will be delivered by a planning condition and ensuing design and technical approvals. NH liaised with SGC prior to issuing the final Planning Response (dated 11th November 2020) to agree the scheme and position.
- 1.1.5 Subject to the agreed mitigation (drawing number 39209/5501/SK31) NH agree that there are no transport related matters which would prevent a planning consent being granted.

2 Principle of Development

- 2.1.1 NH acknowledge that the current 'West of Park Farm' proposals do not currently form a Local Plan allocation. NH does however believe the proposals are generally provided in accordance with Local Plan policy which identifies Thornbury as a growth location, on the basis that proposals integrate well and promote sustainable transport provision. This position was made known to SGC in the consultation response on the application, dated 5th February 2019.

3 Development Impacts

- 3.1.1 Stantec has determined the forecast vehicle trips generated by the development and the resulting impact at M5 J14. Residential two-way vehicular trip rates (excluding any internalisation as a result of the proposed Primary School) of 0.614 (morning peak) and 0.591 (evening peak) have been derived for the development, which are comparable with other local developments and accepted by NH.
- 3.1.2 Trip distribution has been undertaken using a Gravity Model agreed by NH and South Gloucestershire Council (SGC) with approximately 23% of work-based trips and 70% of non-work trips remaining internal to Thornbury. It is predicted that 18% of all external trips generated during the peak periods will distribute via the M5 J14.
- 3.1.3 NH is satisfied that the development proposals are forecast to generate an additional 85 movements at the M5 J14 during the morning peak hour, and 86 two-way movements during the evening peak hour. On the basis that the development proposals would result in a significant traffic impact at M5 J14, NH required capacity assessments to be undertaken to determine if and when highway improvements would be required to ensure an unacceptable safety impact does not occur on the SRN.
- 3.1.4 Stantec undertook a 2021 'opening year' capacity assessment of the development proposals at the M5 J14, utilising NH's VISSIM model, which is an approved platform for testing development impact at the junction. The modelling assumptions, including growth rates and committed developments, were accepted by NH at the time that Stantec undertook the modelling assessment. The modelling assessment demonstrated that the development proposals would result in a vehicle queue increase of 3m on the northbound off-slip from 1,184m to 1,187m (less than one car length) during the morning peak period compared to the 'without development' scenario.
- 3.1.5 However, since this work was undertaken by Stantec, there had been material changes to the committed developments used as part of the forecast assessment. Consequently, forecast year demand and traffic flows at the M5 J14 had also changed resulting in a change to the assessment baseline. As such, to understand the impact of development traffic at the junction, NH undertook up-to-date testing utilising revised growth assumptions in line with recent consents granted/allowed.
- 3.1.6 NH's modelling assessment demonstrated that on the northbound off-slip, the development proposals would result in a vehicle queue increase of 24m from 1,241m to 1,265m (approximately 5 car lengths) during the morning peak period compared to the 'without development' scenario.
- 3.1.7 On the basis of the development impact on the northbound off-slip, which exacerbates an existing mainline queue (contrary to Circular 02/2013 para 9), mitigation is necessary to ensure that the development does not result in an unacceptable highway safety impact at M5 J14.

4 M5 J14 Improvement Scheme

- 4.1.1 The Appellant is proposing to provide an improvement scheme at the M5 J14 to mitigate the impact of development traffic at M5 J14 and as part of a package of measures to mitigate the wider impact of the development on the local area.
- 4.1.2 The proposed improvement comprises lengthening the two lane off-slip to 350m (from 150m) with a localised widening into the verge (Stantec drawing reference 39209/5501/SK31 - M5 junction 14 mitigation scheme 350m 2 lane n/b off-slip).
- 4.1.3 The mitigation scheme has been tested for a 2021 opening year scenario utilising NH's VISSIM model. The assessment demonstrates that for a 'with development' scenario the improvement would result in an average maximum queue reduction on the northbound off-slip from 1,266 to 1,046m (-220m) during the morning peak period.
- 4.1.4 NH accepts that the proposed scheme mitigates the impact of the development and provides some betterment for the Strategic Road Network (SRN) over the existing operation and performance of the junction during the morning peak period.
- 4.1.5 NH liaised with SGC prior to issuing the final Planning Response to agree the scheme and position.
- 4.1.6 A Stage 1 Road Safety Audit (RSA) of the proposed improvement at the M5 J14 has been undertaken. A GG104 safety risk assessment has also been provided, which has been accepted by NH.
- 4.1.7 NH therefore consider that the proposed improvement is acceptable in highway safety terms with detailed matters to be considered at the next design and RSA stage.
- 4.1.8 It is agreed that the following planning condition should be attached to any permission in respect of application PT18/6450/O:
 - 1. No more than 100 dwellings of the development hereby permitted shall be occupied unless or until the improvement scheme identified for M5 Junction 14, as shown on Stantec drawing reference 39209/5501/SK31, titled 'M5 junction 14 mitigation scheme 350m 2 lane n/b off-slip', or an alternative scheme that provides equal or greater benefit, is completed to the written satisfaction of the Local Planning Authority (in consultation with National Highways) and is open to traffic.

Reason: To off-set development traffic impacts at the M5 J14. To ensure the safe and efficient operation of the SRN.