

Transport Assessment Addendum.

Land at Snow Capel, Matson, Gloucester, GL4 6HY.

**Residential development of 190 dwellings (Class C3);
vehicular, pedestrian and cycle access from Winnycroft
Lane; public open space and landscaping; drainage
attenuation and other associated works (the Proposal)**

On behalf of Bromford Developments Limited.

Date: December 2022 | Pegasus Ref: P20/1432/TR/04

LPA Ref: 22/00519/FUL



Document Management.

Version	Date	Author	Checked/ Approved by:	Reason for revision
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1. Introduction

- 1.1. This Transport Assessment Addendum has been prepared by Pegasus Group on behalf of Bromford Developments Limited to address the transport issues associated with the proposed development of 190 dwellings at Snow Capel. It is prepared further to dialogue with highway officers and subsequent to preparation of a revised on-site layout provided by the Applicant.

2. Agreed Issues

Winnycroft Lane Footway Proposals

- 2.1. GCC has confirmed that it intends to separately implement a pedestrian connection along Winnycroft Lane between Matson and the Motorway Service Area (MSA) to the south of the site. It is understood to include a 30mph speed limit and street lighting on Winnycroft Lane from an existing built up area to a point within the vicinity of the proposed principal access point for the site. The Applicant has agreed to offer the internal footpaths within the site for adoption to help facilitate the route. It is understood that GCC will seek funding from the Applicant for the GCC footway between the site and the built-up area in the north.
- 2.2. **Figure 7.2 Revision A** shows the revised footway proposals along Winnycroft Lane, with a crossing point suggested approximately 12 metres north of the Matson Lane junction. This will help facilitate the GCC proposals for accessing the MSA located to the south of the site, providing a crossing point for pedestrians to utilise the footpath provision within the site.
- 2.3. It is understood that the following is agreed with GCC further to recent dialogue:
 - i. there is no objection in principle to the development proposal from the highway authority;
 - ii. the off-site traffic modelling impact work contained in the Transport Assessment dated May 2022 (ref: P20-1432/TR/O2) is comprehensive and robust, and the traffic impact of the scheme can be accommodated off-site;
 - iii. the ratios of parking spaces within the scheme are agreed in principle for residents and visitors;
 - iv. the emergency access junction in the southwest corner of the site is agreed and it is to be constructed to an adoptable standard;
 - v. the PRoW proposals within the scheme should be revised to avoid extinguishing PRoW EUL23, with a diversion of both EUL23 and EUL24 now proposed via the footpaths to be provided around the moat, which are shown in Figure 7.2 Revision A;
 - vi. the connection through to the Barratt Homes site is agreed in principle with GCC confirming that powers are available to make surfacing improvements and widening to EUL23 within the Barratt Homes land; and
 - vii. the Winnycroft Lane footway proposals are agreed in principle.

Public Right of Way Proposals

- 2.4. The Applicant is willing in principle to provide reasonable funding for the legal and physical work that GCC would need to do, in order to help facilitate an improved surface and widening of the PRoW within the Barratt Homes land.
- 2.5. It is understood that GCC can replace the existing footbridge, which it currently owns, with a new and wider bridge. The replacement would ideally be between two and three metres in width.

3. Internal Layout

- 3.1. The proposed site layout has been revised by the Applicant. The transportation principles remain unchanged. As a result on the layout revisions, the following Figures submitted as part of the initial Transport Assessment (reference P20-1432/TR/O2) have been updated:
- i. Figure 5.1 – Proposed Site Access Arrangement, with Revision A included at **Appendix A;**
 - ii. Figure 5.3 – Swept Path Analysis of a 11m Refuse Vehicle Entering and Egressing Site, with Revision A included at **Appendix B;**
 - iii. Figure 7.1 – Existing and Proposed Routes of Public Rights of Way, which was superseded by SK/11, with SK/11 Revision A included at **Appendix C;**
 - iv. Figure 7.2 – Winnycroft Lane Proposed Footway Arrangement, with Revision A included at **Appendix D.**
- 3.2. **Figure 5.1 Revision A** includes the revised site access arrangements, which no longer proposes footways at the bellmouth. Pedestrian and cycle access is now proposed to the north.
- 3.3. **Figure 5.3 Revision A** shows revised Swept Path Assessments of a GCC refuse vehicle, following the amendments to the layout.
- 3.4. **SK/11 Revision A** shows the proposed diversion of the PRoW paths which route across the site at the request of the Public Rights of Way officer.

4. Draft Heads of Terms

- 4.1. The dialogue with GCC has confirmed draft Heads of Terms (HoTs) for future schemes. These are the Winnycroft Lane footway proposals and the PRoW improvements within the Barratt Homes land. GCC are to confirm contribution sums being sought for these where applicable.
- 4.2. The draft HoTs are now set out below:
- i. implementation of a new footpath to adoptable standards within the site prior to occupation between the principal access point in the northeast and the emergency access point in the southwest;
 - ii. a financial contribution towards GCC implementing a new footway/footpath and associated ancillary works along the section of Winnycroft Lane between the site and Matson, including a speed limit extension and street lighting as appropriate;
 - iii. a financial contribution towards GCC carrying out the legal processes and implementing an improved route on the existing PRoW link for non-motorised users between the site and the PRoWs within the residential development to the immediate north;
 - iv. implementation of a Travel Plan prior to occupation.



Appendix A – Figure 5.1 Revision A



2.4m x 119.3m visibility splay to nearside kerbline, commensurate with recorded 5-day 85th percentile speeds of 43.7mph of southbound traffic.

2.4m x 43m visibility splay, commensurate with proposed 30mph speed limit

2.4m x 43m visibility splay, commensurate with proposed 30mph speed limit

Proposed location of 30mph speed limit change. Exact location to be agreed with highway authority.

2.4m x 114.4m visibility splay to nearside kerbline, commensurate with recorded 5-day 85th percentile speeds of 42.6mph of northbound traffic.



Scale 1:1000
Visibility Splay at Proposed Access

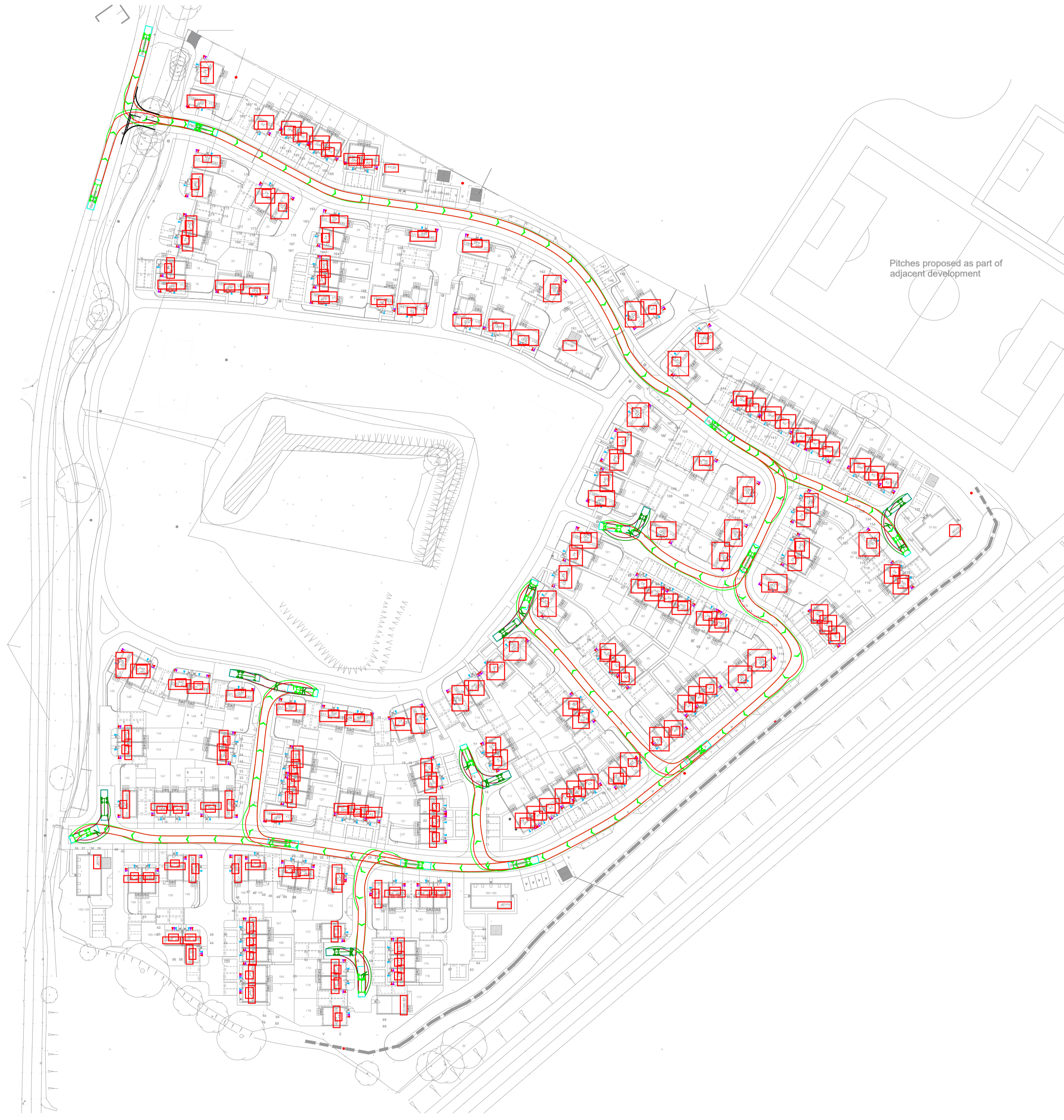
Scale 1:250
Proposed Access Arrangement

- Key:
- Site Boundary
 - Approximate Extents of Adopted Highway
 - Approximate Extents of Common Land
 - Visibility Splay
 - Proposed area of berm / rollover to accommodate level change
 - Proposed Footway Extents

First Floor, South Wing, Equinox North Great Park Road, Almondsbury, Bristol, BS32 4QL 		REV	DATE	BY	DESCRIPTION	CHK	APD
		A	14/12/2022	ADWS	ARRANGEMENTS REVISED TO REMOVE PREVIOUSLY PROPOSED FOOTWAY PROVISION AROUND BELLMOUTH	CMR	CMR
CLIENT:		SCALE @ A3:		CHECKED:	APPROVED:		
BROMFORD DEVELOPMENTS LTD		AS SHOWN		KSS	CMR		
PROJECT:		DATE:	DESIGN-DRAWN:	DRAWING-STATUS:			
LAND AT SNOW CAPEL		04/04/2022	JAN	SK			
TITLE:		PROJECT No:	DRAWING No:	REV:			
PROPOSED SITE ACCESS ARRANGEMENT		P20-1432	FIGURE 5.1	A			



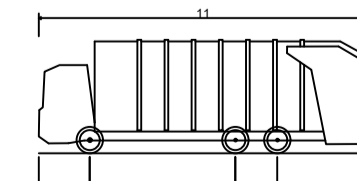
Appendix B – Figure 5.3 Revision B



Swept Path Analysis of a 11m Refuse Vehicle Entering Site



Swept Path Analysis of a 11m Refuse Vehicle Egressing Site



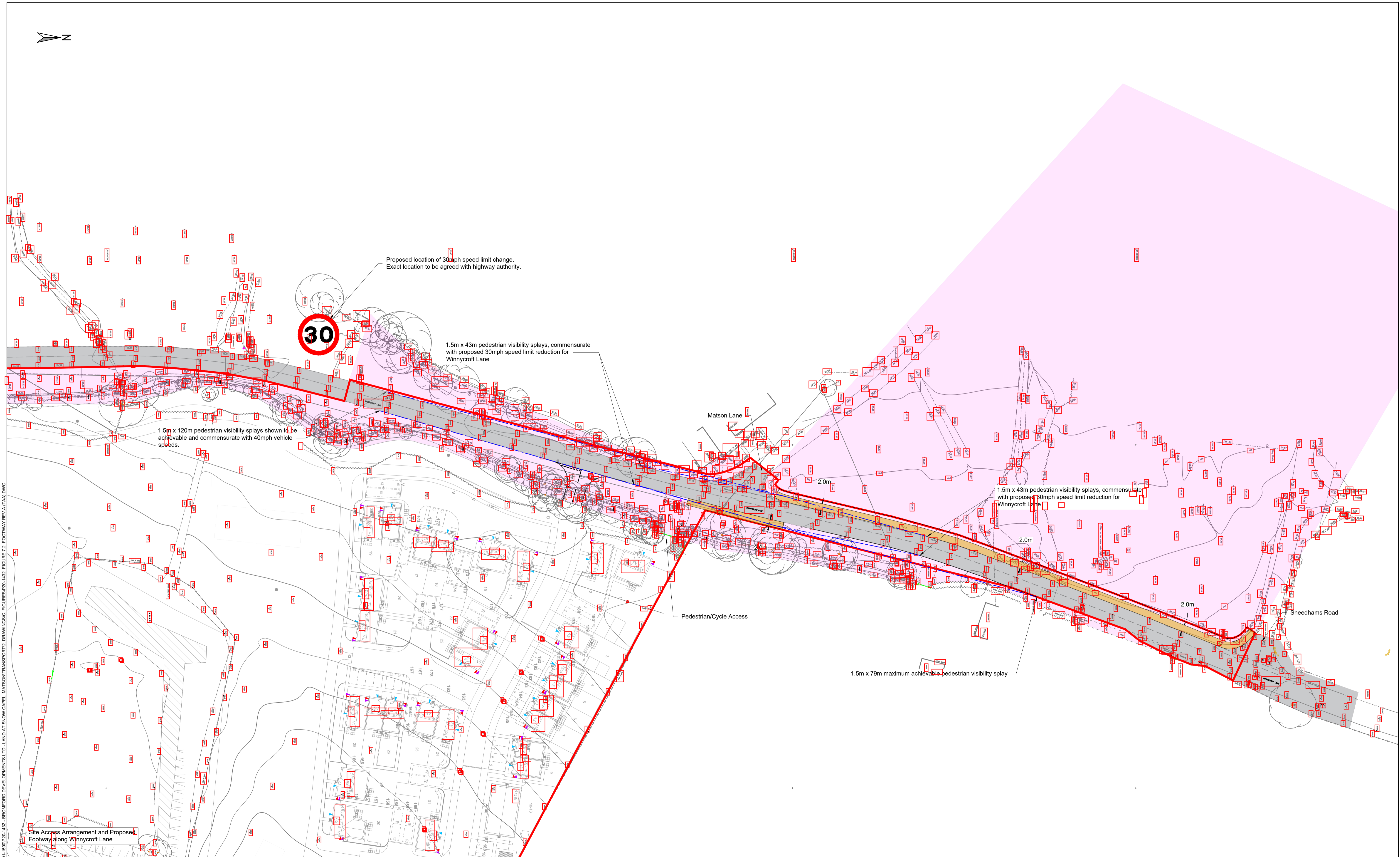
11m Phoenix 2 One-Pass (with Elite 6x4 chassis)
 Overall Length 11,000m
 Overall Width 2,500m
 Overall Body Height 3,750m
 Min Body Ground Clearance 0,304m
 Track Width 2,500m
 Lock to lock time 4,00s
 Kerb to Kerb Turning Radius 9,000m

First Floor, South Wing, Equinox North Great Park Road, Almondsbury, Bristol, BS32 4QL www.pegasusgroup.co.uk Planning Design Environment Economics	Pegasus Group	REV A	DATE 14/12/22	BY ADWS	DESCRIPTION REVISED LAYOUT INSERTED, TRACKING AMENDED TO SUIT	CHK CMR	APD CMR
CLIENT: BROMFORD DEVELOPMENTS LTD	SCALE @ A1: 1:1,000	CHECKED: KSS	APPROVED: CMR				
PROJECT: LAND AT SNOW CAPEL, MATSON	DATE: 28/03/2022	DESIGN-DRAWN: JAN	DRAWING-STATUS: FOR INFO				
TITLE: SWEEP PATH ANALYSIS OF A 11M REFUSE VEHICLE ENTERING AND EGRESSING SITE	PROJECT No: P20-1432	DRAWING No: FIGURE 5.3	REV: A				

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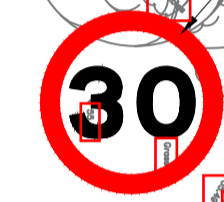


Appendix C – SK/11 Revision A



X:\Bristol Projects\Bristol - Live Projects\2020-143 - Bromford Developments Ltd - Land at Snow Capel - Matson Transport 2 - Drawings - Figures 7.2 - 143 - Figure 7.2 Footway Rev A (TA) DWG

Proposed location of 30mph speed limit change.
Exact location to be agreed with highway authority.



1.5m x 43m pedestrian visibility splays, commensurate with proposed 30mph speed limit reduction for Winnycroft Lane

1.5m x 120m pedestrian visibility splays shown to be achievable and commensurate with 40mph vehicle speeds.

Matson Lane

2.0m

1.5m x 43m pedestrian visibility splays, commensurate with proposed 30mph speed limit reduction for Winnycroft Lane

2.0m

2.0m

Pedestrian/Cycle Access

Sneedhams Road

1.5m x 79m maximum achievable pedestrian visibility splay

Site Access Arrangement and Proposed Footway along Winnycroft Lane

Key:

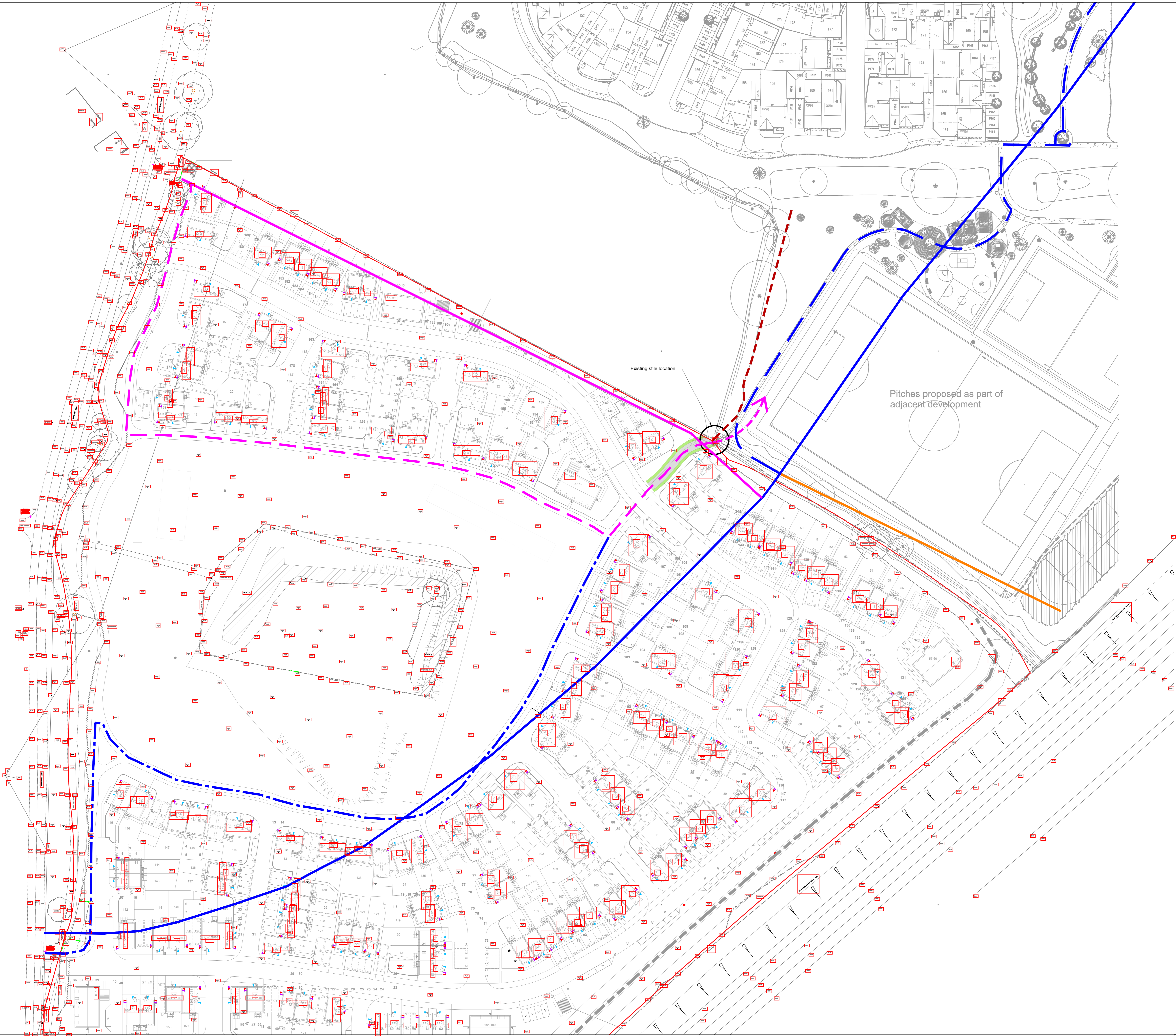
- Site Boundary
- Approximate Extents of Adopted Highway
- Approximate Extents of Common Land
- Proposed Footway Extents
- Pedestrian Visibility Splay
- Proposed area of berm / rollover to accommodate level change

NOTE:
Funding to be provided by Applicant for off-site highways scheme to be implemented by GCC.

First Floor, South Wing, Equinox North Great Park Road, Almondsbury, Bristol, BS32 4QL www.pegasusgroup.co.uk Planning Design Environment Economics				REV A	DATE 14/12/2022	BY ADWS	DESCRIPTION FOOTWAY PROPOSALS REVISED FOLLOWING DIALOGUE WITH GCC OFFICERS AND MEMBER	CHK CMR	APD CMR
CLIENT: BROMFORD DEVELOPMENTS LTD				SCALE @ A1: 1:500		CHECKED: KSS		APPROVED: CMR	
PROJECT: LAND AT SNOW CAPEL				DATE: 17/03/2021		DESIGN-DRAWN: JAN		DRAWING-STATUS: SK	
TITLE: WINNYCROFT LANE PROPOSED FOOTWAY ARRANGEMENT				PROJECT No: P20-1432		DRAWING No: FIGURE 7.2		REV: A	
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Appendix D – Figure 7.2 Revision A



- Key:
- Site Boundary
 - Proposed 3m Footway/Cycleway & Part Diversion of Footpath EUL24
 - Proposed 1m Buffer
 - Approximate Alignment of Existing PRoW EUL23
 - Approximate Alignment of Existing PRoW EUL23 to be diverted as part of the development proposals
 - Approximate Alignment of Existing PRoW EUL24
 - Approximate Alignment of Existing PRoW EUL24 to be diverted as part of the development proposals
 - Potential Continuation of Footway/ Cycleway (exact location to be determined)
 - Approximate Alignment of Existing EUL24 to be retained
 - Approximate Alignment of PRoW EUL23 diversion understood to be coming forward as part of Barratt Scheme
 - Approximate Alignment of Trodden Route



Image 1: Picture showing trodden route, as observed during site visit undertaken 27.01.22



Image 2: Picture showing existing stile from south from the proposed site, as observed during site visit undertaken 27.01.22

Final Plot: South Wing, Eastern North Great Park Road, Aberystwyth, Brack, BS22 4GL 01454 623444 www.pegasusgroup.co.uk Planning Geology Environment Economics				REV	DATE	BY	DESCRIPTION	CHK	APP
CLIENT: BROMFORD DEVELOPMENTS LTD PROJECT: LAND AT SNOW CAPEL TITLE: PROPOSED PUBLIC RIGHT OF WAY DIVERSIONS		SCALE & NO: 1:500 DATE: 31/05/2022		DESIGNED BY: KSS	CHECKED BY: JAN	APPROVED BY: CMR	DRAWING STATUS: FOR INFO	DRAWN BY: SK/11	REV: A

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