



ADVISORY MEETING of the members of Yate Town Council's Planning and Transportation Committee on 3rd May 2022

26th April 2022

This is an **advisory** meeting of members of the **Planning and Transportation Committee** of **Yate Town Council** to be held remotely via Zoom on **Tuesday 3rd May 2022** between 7.00pm – 8.00pm for the purpose of transacting the business set out in the agenda below.

This meeting has no decision-making powers as the power which enabled local councils to meet remotely during the Covid-19 pandemic has been rescinded by central government.

Therefore, this meeting will serve to advise and inform the clerk to the council, to whom delegated powers have been granted to take decisions. Members of the public are warmly welcome to join the meeting and raise any matters under Item - Public Participation.

Join Zoom Meeting

<https://us06web.zoom.us/j/98994644941?pwd=QkY4TnRvWStUN2wvcjM4Q3dHU1VBQQT09>

Meeting ID: **989 9464 4941** Passcode: **794006** Or one tap mobile **01314601196**
(Please insert your name and organisation in your Zoom name)

Hayley Townsend
Town Clerk

Agenda

In the exercise of Council functions, Members are reminded that the Council has a general duty to consider Crime & Disorder, Health & Safety, Human Rights and the need to conserve biodiversity. The Council also has a duty to tackle discrimination, provide equality of opportunity for all and foster good relations in the course of developing policies and delivering services under the public sector Equality Duty and Equality Act 2010.



1. To Elect Chair of the advisory meeting
2. Apologies for Absence
3. Declarations of Interest under the Localism Act 2011

Members who consider that they have an interest are asked to: (a) State the item number in which they have an interest, (b) The nature of the interest, (c) Whether the interest is a disclosable pecuniary interest, non-disclosable pecuniary interest or non-pecuniary interest.

4. Public Participation Session with Respect to Items on the Agenda
5. To Consider the Following Items on the Clerk's Report:

Item 1 Planning Matters

- 1/1 Planning Applications
- 1/2 13 to 9 Station Road, COM/17/0210/OD
- 1/3 Brimsham West Quarry – Quarry Expansion
- 1/4 Underground Pylon Project – North Yate New Neighbourhood

Item 2 Highways and Transportation Matters

- 2/1 Kennedy Way and Heron Way, revocation of right turn
- 2/2 Pedestrian Safety, Traffic Lights Crossing Station Road
- 2/3 Shopping Centre Carpark Queues, McDonalds Entrance
- 2/4 Bike Detectors at Traffic Lights
- 2/5 Goose Green Cycleway
- 2/6 Queens Platinum Jubilee Celebrations 2022
- 2/7 Public Transport Issues around Yate

Item 3 Consultations

- 3/1 Current Consultations
- 3/2 Consultation Responses
- 3/3 Urgent Consultations

Item 4 Joint Cycleway Group

- 4/1 Meeting of Joint Cycleway Group

Item 5 Reports from Representatives of Outside Bodies

- 5/1 Green Community Travel
- 5/2 Yate & District Transport Forum

Item 6 Outstanding Items



ADVISORY MEETING of the members of Yate Town Council's Planning and Transportation Committee on 3rd May 2022

Clerk's Report

General note about action taken between meetings:

Owing to the national pandemic situation, where action has been taken between meetings, it has been in consultation with members of the council via email and the existing below delegation invoked:

"The Town Clerk shall have the power to take action as necessary between Meetings of the Full Council, Committees, Sub-Committees, Project Steering Group Committees and Working Groups provided that such action is in accordance with the policy of Yate Town Council and is within budget."

Item 1. Planning Matters

1/1 Planning Applications

- a) To receive and consider planning applications (Appendix 1).
- b) To comment on planning applications received after the circulation of the agenda (to be circulated).
- c) To **NOTE** the Planning and Transportation meeting scheduled on 12th April 2022 was cancelled. Planning applications were reviewed and comments were submitted under delegated powers. (Appendix 2)

1/2 13 to 9 Station Road, Ref COM/17/0210/OD

To **NOTE** the latest correspondence issued to South Gloucestershire Council on 18th March 2022.

Further to your last correspondence with Councillor John Gawn, Chair of our Planning & Transportation Committee, I have been asked to obtain the latest update from you with regard to this case.

Council members are worried about the serious impact on the ability of adjoining

occupiers to use their property safely and are very concerned on the length of time it is taking to resolve this matter.

To **NOTE** the following response received from South Gloucestershire Council dated 18th March 2022.

We are currently in correspondence with the occupier who is stating they will be leaving the site by the end of May. Therefore, we are monitoring the situation and will return the matter to the courts in June if the requirements of the notice have not been complied with by then due to the timeframes taken to date.

To receive comments.

1/3 Brimsham West Quarry – Quarry Expansion

A meeting was arranged with Hanson for 15th March 2022. Councillor John Ford, Chris Willmore and Community Projects Manager attended from Yate Town Council together with Councillor Steve Spooner from Sodbury Town Council.

To receive update.

1/4 Underground Pylon Project – North Yate New Neighbourhood

To receive any update.

Item 2 Highways and Transportation

2/1 Kennedy Way and Heron Way, revocation of right turn out of Heron Way

To **NOTE** the following correspondence sent to officers at South Gloucestershire Council Strategic Road Safety Team on 18th March 2022.

Members of our Planning & Transportation Committee have asked if you could please confirm the status of the proposed works at the junction of Kennedy Way and Heron Way.

Yate Town Council responded to the consultation on the revocation of the banned right turn out of Heron Way and installation of traffic signals in July of 2021. We do not seem to have had a response from South Gloucestershire Council officers addressing the comments we made at that time, in particular the environmental impact of such proposals, noise and pollution; the proposed cycle provisions and the right turn into Heron Way from Kennedy Way by cyclists and the lack of any “pedestrian facilities” linking to Sodbury.

We notice that the local Member of Parliament (Luke Hall) has posted on social media suggesting that the signalisation of the junction is now to take place? Can you confirm if

that is the case and if so why Yate Town Council, nor the neighbouring parish of Sodbury Town Council, which immediately borders the junction, were not so advised?

Can you please provide us with the following information:-

- when and if the Executive Member decision was made to proceed with the scheme?*
- what is the anticipated costs for such works, the funding source and its relative scoring against other long standing schemes both in Yate and South Gloucestershire as a whole?*
- what stage in the design process these works have now reached?*
- and if the formal "Stage 1 Road Safety Audit" and "Exception Report" has now been completed.*

Yate Town Council would like to request copies of the "Stage 1 Road Safety Audit" and "Exception Report" as soon as possible.

Given the publicity now generated by social media that works are progressing, we would appreciate an early response to this matter.

To further **NOTE** the response from South Gloucestershire Council received 31st March 2022.

"An update regarding the scheme is due to be published shortly, it has been prepared and is currently with senior Council officials before being widely distributed; I can only apologise that information regarding the scheme has come through to you via another channel. The scheme update should answer some of your queries below.

The scheme was approved in the 21/22 Capital Programme (reference NM03/2021) with a total budget of £342,000, though following additional investigations and detailed design this may be subject to change. This is being funded through the Local Transport Plan Capital Programme and brought forward by Members as an administration priority scheme.

As requested, I have attached the Road Safety Audit including the designer's response (Appendix 3); I would ask you to bear in mind that since this was written the design has moved on and will be subject to a stage 2 audit before proceeding to construction.

Engineer (Design and Commercial) Design & Operations
Streetcare, Transport and Waste Services
South Gloucestershire Council"

To receive comments.

2/2 Pedestrian Safety, Traffic Lights Crossing Station Road

To **NOTE** the latest correspondence following up concerns at this pedestrian crossing was sent to South Gloucestershire Council on 10th March 2022.

At our recent meeting of the Planning and Transportation Committee, the light controlled crossing at the junction of Station Road (by the White Lion Pub/Swanfield area) was discussed again.

I believe we have raised the safety of this crossing previously, having had reports of motorists jumping the lights, turning left and accelerating out of Church Road.

It was noted that in January someone was hit on this crossing and we were very concerned to hear this.

As you know, the Yate Master Plan does not address specific highway issues, so members are asking if you can look at this crossing again, to assess the safety of this crossing.

To **NOTE** the response received from South Gloucestershire Council on 15th March 2022.

I'm hoping, I can help with your query below.

Please can you confirm which crossing on Station Road you are referring? Also, please can you confirm the approach which seems to be causing an issue, i.e. Eastbound or Westbound?



From your description I am assuming it is the Eastbound approach to the crossing east of the Church Road junction. Shown below:



*Once confirmed one of our engineers will visit the site to assess the installation and recommend any changes where applicable.
I will then feed this back to you and let you know which actions will be taken.*

The location of this crossing was confirmed with South Gloucestershire Council and the following response received on 15th March 2022.

“Thank you for confirming.

An engineer has visited and assessed the site and although has no concerns over the safety / operation of the site, has suggested the following improvements to the site:

- Realign secondary signal head on the eastern puffin (North Walk).*
- Replace backing boards on both crossings to improve visibility.*

I have actioned the realignment and will programme the replacement backing boards as soon as practical. I will confirm once completed.

Regarding vehicles going through red lights, this will need to be treated as an enforcement issue rather than an operation / installation issue.

However, I hope the improvements outlined above will help the situation.

Please let me know if you have any queries.”

2/3 Shopping Centre Carpark Queues, McDonalds Entrance

To **NOTE** correspondence received from the Owner/Operator of the McDonald’s Drive-Thru on 25th March 2022, following our request for an update on the installation of an additional lane.

“We are pleased to inform you that the work will commence in May , the delay has been gaining permission from Yate shopping centre. The transition to new owners has not helped to gain permission.

The addition of an extra order point will help the situation, but in addition we have discussed with Yate Shopping centre amendments to the entrance which would certainly

improve the flow of traffic.

We certainly do not want to be bad neighbours, all our employees live locally and our customers come from the immediate area, consequently we are providing a service to the community but recognise we have to minimise the impact to immediate neighbours. If visitors to the shopping centre are driving poorly and in a dangerous manner, I am sure the local police will be dealing with that situation.”

To further **NOTE** correspondence received from South Gloucestershire Council, following our request for an update on the queuing issues, and a request to trial an opening of the Armadillo carpark entrance, received 8th April 2022, 10.32am.

“Thank you for the email.

My understanding is that the drive-thru will be shut for the duration of the works. It may be helpful to have some signage up in advance, so the public are aware that the drive-thru won't be open on the dates in question. I will contact McDonald's and Andrew Lowrey at Yate Shopping Centre about the planned works and let you know more details following that – I know they have met earlier this week to discuss arrangements. Thank you for raising this.

A trial opening of the SGC car park barrier is not feasible as in order to operate safely and without completely compromising the car parking arrangements it would be necessary to introduce several of the measures required for a permanent opening – for example, the design and construction of physical measures to prevent a right turn on exit, (which may also require relocation of the bus stop outside Morrisons so that a splitter island could be constructed in Station Road). The ANPR system that detects vehicles entering / exiting the shopping centre car park would be rendered redundant without provision of additional hardware and infrastructure to pick up movements at the trial car park exit.”

To further **NOTE** correspondence received from South Gloucestershire Council, following our request for an update on the queuing issues, received 8th April 2022, 14.22pm.

“Following on from my previous email and having now spoken with the Yate Shopping Centre Manager, the works to the McDonald's drive-thru are scheduled from May 3rd with a likely duration of 3 weeks.

The drive-thru will be closed throughout this time and McDonald's have been asked to erect some temporary signs in advance of the start date to advise customers that the drive-thru will be closed.

Yate Shopping Centre will be issuing a press release and using their social media channels to communicate and update town centre users.

It is not therefore expected that any significant highway issues will be created as a result of the improvement works McDonald's will be carrying out.”

To **NOTE** the Press Release issued by Yate Shopping Centre on 25th April referring to the temporary closure to complete necessary works (Appendix 4).

2/4 Bike Detectors at Traffic Lights

To **NOTE** that an update was received from South Gloucestershire Council Principal Engineer – Traffic Signals on 10th January 2022 to confirm the following:

“I was unaware of the below map but thank you for sending.

I have asked our contractor to attend each site to increase the detector pack sensitivity. I can confirm this work has been completed today.

If anyone gets feedback regarding any these sites, I would really appreciate it if you could forward to me.

I can confirm we are yet to complete the traffic signal replacement at Church Rd Shuttle, Yate. As part of these works are intending to install above ground detection (in addition to loops) to help detect cyclist using carbon fibre cycles. Depending on how well this works, it will set the precedent for future installations.”

To further **NOTE** our request for an update was followed by the reply received 28th March 2022.

“Unfortunately, no progress from my email below – the sensitivity on the detector packs has all been increased.

Regarding the hybrid detection (above ground and loops), no further progress at Church Rd shuttle, however, we are also looking to implement this at the proposed new Heron Way signalised junction.”

2/5 Goose Green Cycleway

The following correspondence was issued to South Gloucestershire Council Asset Management Streetcare Team on 14th February 2022 was received.

“At our January 18th Meeting of the Planning and Transportation Committee, the Goose Green Way Cycle path was discussed.

Whilst it is welcomed that the repairs will be going ahead to the shared use path, we are writing to request that additional improvements are made to link this cycleway with the new residential developments in North Yate New Neighbourhood.

Could you please advise of plans to include this new residential area of Yate into the cycling network.”

To receive response received from South Gloucestershire Council Asset Team Management;

“The scheme that will go onto next years maintenance schedule will be a maintenance scheme rather than new links built or existing routes upgraded.

I will try and find the plans for the north yate development and see what cycle infrastructure is planned and how they link to the existing network.”

2/6 Queens Platinum Jubilee Celebrations 2022

To **NOTE** no objections have been submitted to temporary road closures circulated by South Gloucestershire Council.

2/7 Public Transport Issues around Yate

To **NOTE** the following letter was sent to WECA Metro Mayor on 24th March 2022, following the meeting of Yate and District Transport Forum on 21st March, to raise urgent issues discussed.

"The Yate and District Transport Forum met on 21st March 2022, and I am writing to you on behalf of the forum with two urgent issues which were raised at this meeting. The Forum is a longstanding group bringing together Councillors, Town and Parish Councils, public transport providers and residents with a particular public transport focus. As such, it regularly identifies positive steps that can be taken to improve provision and, for example, engages in joint promotion activities.

We will be writing further with issues about reliability, the challenges that unreliability is posing for modal shift, the local park and ride, fare structures and other route items.

*The Forum has requested that I write to you to outline the following **two urgent items**:*

1. We were disappointed that nobody from West of England Combined Authority (WECA) attended, particularly given the highly concerning situation we find our town in as a result of the bus cuts. We would welcome an explanation in relation to these bus cuts and hope that either yourself, or someone senior from your team, will be able to attend the next forum meeting. In the meantime, the forum has asked for an **urgent meeting of representatives of the forum with WECA** to explore local transport issues.
2. The provision of an **emergency tender** for the Y2 bus and the north Yate part of the Y4 service.

Below -is an explanation into the need of the emergency tenders.

Y2 Bus - Yate Shopping Centre to Bristol via Fishponds, Downend. Coalpit Heath

The forum has been informed that this service is to cease in April 2022.

This is of great concern as this is the only route that connects Yate and Downend. The Y1/2 service runs every half hour, most of the buses run as Y1s and go along the A4174 and down the M32. Every 2 hours one of the buses is badged as a Y2 and goes down the A432 through

Downend. The Transport Forum has consulted with the public and identified a number of serious social welfare issues with the route ceasing. The comments received are as follows:

1. Abbotswood, in South Yate, is designated as an area of priority social need. Its local surgery, which is primarily used by the most needy in that community, is an outstation of Leap Valley Surgery which is based in Downend. With services no longer going to Downend, this will result in registered patients not being able to attend their main surgery which could lead to an increase in new patients for existing Yate surgeries which are already full.

Last year the practice only provided COVID jabs at Downend, so anyone from south Yate registered with the practice could only get GP a COVID jab at Downend which they, at the time, could access by via the Y2 bus.

2. When HSBC closed in Yate last year, those customers who are not in a position to bank digitally, and this includes our most needy residents, were told that the nearest bank would be Downend, and that was accessible by bus. Without the Y2 that is no longer the case.
3. We have received some deeply troubling personal stories about the importance of the route. For example, the mother of a child who attends a special school in Downend has contacted us. School transport takes the child from Yate to the school however, the mother relies on the Y2 to get there if the child is ill during the school day or stays for after school activities etc. She will no longer be able to get to her child's school as she does not drive.

We believe these examples, justify making an emergency order to convert the Y2 into a two hourly subsidised route, which need only run from Yate to Downend, as we recognise there is another bus that covers the rest of the route.

Y4- Yate Shopping Centre to Bristol via Frenchay. Hambrook, Winterbourne, Frampton Cotterell, Coalpit Heath

The recent changes involve stopping the Y4 at the Yate Park & Ride. This is problematic for a number of reasons:

1. This is the only local bus service that goes through the centre of Frampton Cotterell (Church Road) and Coalpit Heath (village). Alternative routes go either up to the A432 or along the 84058. There is an elderly population in Frampton Cotterell and Coalpit Heath who will not be able to get to these -locations to catch a bus. As someone who is local to the area, we hope that you will be able to appreciate the issues that those local residents will now face.

2. *By terminating the Y4 bus at the Yate Park & Ride, this provides more difficulties for elderly and vulnerable residents who will no longer be able to get a bus into the town centre. Instead, they will have to catch an additional bus into the centre, resulting to a total of 4 bus journeys (there and back). It will also remove the access to Yate Bus Station, located in the shopping centre for those resident.*
3. *The proposed changes will also result in no buses from north Yate to/ from Bristol during the day. Residents will be able to get into Bristol via Y3 but will have no transport back to north Yate. As bus would have fed into the large north Yate development (Ladden Garden Village), and as a result has left around 2,600 dwellings (with around 6,500 residents) without access to a local bus route. One third of the homes in Ladden Garden Village are of priority social needs.*

The nearest bus stop for these residents will be over a mile away. An official statement from First Bus, available to view on their website, says that "customers for Yate can change at the Park & Ride to the Y1 bus service." The Y1 bus travels through south Yate and therefore is not a suitable alternative to suggest to customers.

As people move into their new homes, they develop new travel patterns. By removing the option of travelling by bus, it will continue to encourage the use of cars for main modes of transport.

4. *The intention of the Yate Park & Ride is for it to be a two-way operation designed for people living in Yate/Sodbury to park there and travel onwards, but also for people travelling to Yate to park there and get the bus into town. The Yate Masterplan highlighted the inability of the town centre to cope with growing parking demand making the Park & Ride an essential facility. By cutting the Y4 route, this will reduce the frequency of the buses into the town resulting in a vacant role for the Park & Ride. It also increases private vehicle traffic into Yate which is already struggling with A432 Station Road traffic.*

For these reasons, the forum believes both routes (Y2 & Y4) need an emergency contract to enable them to continue, at least until the July route revamp, where we hope we can have a considered discussion between WECA the bus companies and the Yate Transport Forum to ensure our work locally to promote active travel and public transport use can be furthered."

To **NOTE** the response received 6th April 2022:-

"Thank you for your letter about upcoming changes the Y2 and Y4 bus services.

Unfortunately, as part of the Transport Act 1985 bus services were de-regulated and no longer under the control of Local Authorities. The majority of bus services in the West of England area are operated on a commercial basis the Combined Authority has no control or power over these services. The Y2

and Y4 are operated on a commercial basis by First Bus, apart from a few specific late-night journeys on the Y4, which will continue to the bus station. This means the operator, in this case First, are free to amend/withdraw routes or timetables as they see fit so long as they give at least 70 days' notice to the Traffic Commissioner (the industry regulator). The Combined Authority receives a copy of the registration for consultation purposes, but we have no power to compel the operator to change their proposals.

The reason given by First Bus to change the route of the Y4 was due to the reduction in passengers before and during the pandemic as well as the increase in fuel and driver costs making the service too expensive to operate in its current form. Although there are only a few stops between Yate Park and Ride and Yate Shopping centre the time taken to complete this section of route would mean additional buses and drivers which unfortunately First Bus and other operators in the region do not have currently. The Combined Authority asked for the Y4 to make sure it serves Yate Park and Ride for a suitable interchange bus stop instead of First Bus terminating the service in Coalpit Heath. The Y2 suffered from low patronage, even prior to the pandemic, and following the withdrawal of the bus recovery grant from the government, it is no longer viable for them to run the service.

It is deeply unfortunate to see the withdrawal of a bus service and the Combined Authority has been able to alleviate some of the service changes. The Combined Authority does have a limited budget to support bus services, which complement the commercial bus network and would not otherwise be provided, but this is unfortunately fully committed. As you mention in your letter, there are alternative bus services available to travellers in Yate, even if not ideal. As you may be aware, we are currently tendering contracts for supported bus services in Yate and across the region, and longer term solutions for Yate are being assessed as part of that process.

While I cannot guarantee that I or one of my officers will be available to attend the next Yate & District Transport Forum, please do send me an invitation.

I am sorry this may be a disappointing response."

To **NOTE** response to the above submitted on 8th April 2022.

"Thank you for response to my emails and letter. Following this, I have been asked to contact you again with the following.

The Yate & District Transport Forum are aware of the context but are also aware of the criteria for emergency support services. These emergency support services are not in competition with commercial services which address acute social need. In the letter, the Forum stated the reasons for asking for emergency support to the two service because of their impact of the complete loss of service. The cuts to the Y2 and Y4 mean there are no services from Yate to Downend (conveyed by the examples stated in the letter - no return service to anywhere in North Yate and to travel to the Downend Surgery). This will cut services for around 6000 houses which will negatively impact on these residents accessing the town centre and from all centres of employment.

The Forum was asking for both services to be formally assessed against the criteria for emergency support. [REDACTED] suggested this route as a way to help people affected. Therefore, the Forum would like to ask again that these axed routes are assessed against the criteria and informed of the decision that is concluded. If this emergency support is not going to be provided, please can we request your reasoning for rejecting this specific request.

I look forward to hearing from you soon."

A response is awaited.

To **NOTE** on 25th April the Town Clerk requested availability of the Metro Mayor to attend a meeting so that Councillors could work together with WECA to restore bus access as referred to above. We are awaiting the response.

Item 3 Consultations

3/1 Current Consultations

No current consultations to report

3/2 Consultation Responses

Consultation Name	Link / Appendix	Date circulated	Closing date	Notes
Yate Spur Transport Scheme	Click here for consultation Click here for questionnaire		20.4.22	Report prepared and submitted by Cllr. Chris Willmore (Appendix 5)
SGC Proposed A432 and A4174 walking, cycling and bus travel improvements. Feedback on proposals to improve the A432 Badminton Road, from Yate to the A4174 Avon Ring Road, and along a section of the Ring Road, from Wick Wick roundabout to UWE/ Coldharbour Lane in Frenchay.	Click here for consultation	30.3.22	20.4.22	Report prepared and submitted by Cllr. Chris Willmore & Cllr. Tony Sharp (Appendix 6)

To **NOTE** pre-consultation letter and associated drawings for the site **SGL18620** for proposed 5G Telecommunications Installation for H3G UK (Appendix 7a and 7b).

The following comments were submitted on 14th April 2022.

"We have some concerns regarding the information in this pre-consultation for site SGL18620.

The proposal is for 5G Telecommunications Installation for H3G UK. The Town Council has previously expressed concerns about over-head power cables which were planned for the North Yate New Neighbourhood – they are now being placed underground. This application is for a 16m mast to be placed along the same approach as those for

the North Yate New Neighbourhood. In light of this, and changes now being made to

the development, please can information of how the proposed site will be serviced be shared.”

3/3 Urgent Consultations

To receive any urgent consultations

Item 4 Joint Cycleway Group

4/1 Meeting of Joint Cycleway Group

The next meeting of the Joint Cycle Way Group is due to take place in June/July 2022.

Item 5 Reports from Representatives on Outside Bodies

5/1 Green Community Travel

Nothing to Report.

5/2 Yate and District Transport Forum

The next meeting of the Yate and District Transport Forum to be arranged once key members of group availability has been confirmed.

Item 6 Outstanding Items

To **NOTE** items shown on the pending list (Appendix 8).

YATE TOWN COUNCIL

Planning Applications Received for Review and Comment

Ref. Number	P22/02110/HH
Description	Demolition of existing conservatory, single storey side/front extension and rear lean-to extension. Erection of single storey side/front extension and two storey side and rear extension to provide additional living accommodation. Installation of 1 no. first floor dormer window to front elevation. Erection of 1 no. ancillary annexe.
Location	School House The British Yate South Gloucestershire BS37 7LH
Expiry Date	
YTC Comments	Neighbouring Parish (Iron acton)

Ref. Number	P22/02395/HH
Description	Erection of single storey side and rear extension to form additional living accommodation.
Location	36 York Close Yate South Gloucestershire BS37 5XB
Expiry Date	17th May 2022
YTC Comments	

Ref. Number	
Description	
Location	
Expiry Date	
YTC Comments	

Ref. Number	
Description	
Location	
Expiry Date	
YTC Comments	

YATE TOWN COUNCIL

Planning Applications Received for Review and Comment

Ref. Number	P21/07156/F
Description	Replacement entrance doors to front elevation and provision of outdoor seating area to facilitate Change of use of restaurant (Class E(b)) to a mixed use restaurant and hot food takeaway (sui generis) as defined in the Town and Country Planning (Use Classes) Order 1987 (as amended)
Location	Unit 9 Yate Riverside Link Road Yate South Gloucestershire
Expiry Date	The above planning application is to be considered by the Development Management Committee on the 31st March 2022 at 11.00am.
YTC Comments	Noted

Ref. Number	P22/01835/HH
Description	Erection of single storey front, single storey rear and two-storey side extensions to form additional living accommodation.
Location	28 Cabot Close Yate South Gloucestershire BS37 4NN
Expiry Date	13th April 2022
YTC Comments	No comment Submitted 13.4.22

Ref. Number	P22/01887/F
Description	Change of use of waste transfer station and yard (sui generis) into storage (Class B8) by retention of Building A as storage unit and demolition of Building B, to be replaced with 22no. storage containers (Class B8) as defined in Town and Country planning (Use Classes) Order 1987 (as amended)
Location	Popes Storage Broad Lane Yate South Gloucestershire BS37 5ZZ
Expiry Date	16th April 2022
YTC Comments	<p>Objection</p> <p>There is a lack of a traffic and transport plan. We need a comprehensive plan for the entire site as the site is access via an important, quiet road which is well used by school pupils who either cycle or walk over the bridge.</p> <p>We request a condition which limits the height of storage. This would be that storage will be no more than one container in height.</p> <p>The flood risk assessment, which was submitted with the plans, circles an area in red which is within the applicants ownership. The site which is subject of this application is north of the circled area and is within the highest flood risk zone. The waste transfer station is permeable (a row of containers is not) and any structures must be laid out so that they do not form a flood block which will prevent the</p>

	<p>movement of waters due to the impact this may have on residential properties opposite.</p> <p>Submitted 14.4.22</p>
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Ref. Number	P22/02019/F
Description	Construction of Temporary Haul Road to link Southfields and Brinsham West Quarries with subsequent restoration.
Location	Land Between Gravel Hill Road And Brinsham Lane Yate South Gloucestershire BS37 7BT
Expiry Date	27 th April 2022
YTC Comments	Submitted 26.4.22 See Appendix 1

Tabled Items

Ref. Number	P22/02034/HH
Description	Erection of single storey rear extension to form additional living accommodation.
Location	22 Argyle Drive Yate South Gloucestershire BS37 5TZ
Expiry Date	30 th April 2022
YTC Comments	No comment Submitted 14.4.22

Ref. Number	P22/02039/TRE
Description	Works to fell 8 no. Ash trees covered by Tree Preservation Order 308 dated 15 November 1978.
Location	Lawns Inn Church Road Yate South Gloucestershire BS37 5BG
Expiry Date	29 th April 2022
YTC Comments	Object unless condition for replanting, where adjoining residents want replanting to screen them from noise etc. Submitted 14.4.22

Ref. Number	P22/02089/F
Description	Alterations to include the installation of external cladding, installation of replacement roof, windows and doors. Installation of external hardstanding.
Location	Unit C Stover Trading Estate Millbrook Road Yate South Glos.
Expiry Date	
YTC Comments	Neighbouring Parish No comment



YATE TOWN COUNCIL

South Gloucestershire Council
Strategic Planning
planningapplications@southglos.gov.uk

FAO Case Officer Simon Ford

Date: 26th April 2022
Our Ref:
Enquiries to:
Tel: 01454 866506
E-mail: info@yatetowncouncil.gov.uk

Dear Simon

P22/2019/F Land Between Gravel Hill Road and Brinsham Lane, Yate Yate Town Council Formal Objection

The Town Council is unanimous in **objecting in the strongest terms** to this application which seeks to change the access to Brinsham West Quarry northeast of Yate Rocks from the consented route to one which will destroy an SNCI and have a serious adverse impact on the residents of Yate Rocks, seriously affect the integrity of sites of high heritage importance and significantly adversely affect local ecology, purely to save money. The applicant has consent for access using a conveyor tunnel with no ecological impact and indeed some ecological gain and no harm to residents, amenity, or heritage. The losses can never be replaced.

The scale of objections, so far over 125, shows how valued this valley is, to residents, walkers and those who use adjoining land – in addition to the strong ecological and historic heritage status of the site, which will be destroyed by the scheme. This is an application of massive significance, and we are troubled by all of the expert reports, which in each case only present part of the picture.

Process Concerns

Our first concern is about the failure to comply with legal procedures for publicising the application. No resident was notified, in particular, those residents in Yate Rocks who own land adjoining the applicant's land were not notified. None of the properties mentioned in the applicant's noise survey (and therefore by definition properties even the applicant thinks are affected) were notified. A careful check has shown that at no time have there been site notices anywhere on the boundary of the application site where it adjoins the public highway in Brinsham Lane. This complete failure to provide public notification has caused considerable concern amongst local residents and councillors and calls into question whether the consultation process has been legally compliant. We have raised this with South Gloucestershire Council and await their response.

Summary of Objections

1. The application will destroy an SNCI and as such it is contrary to policy PSP 19 which states that

"Development proposals, where they would result in significant harm to sites of value for local biodiversity,"... (such as SNCIs) "which cannot be avoided by locating it on an alternative site with less harmful impacts, adequately mitigated or, as a last result, compensated for WILL BE REFUSED" (our capitals).



Here the application is contrary to this policy at the first hurdle. The applicants are trying to argue that they are offering adequate compensation, but this is not a case where we get to compensation, as this is a site where significant harm CAN BE AVOIDED completely, by simply implemented the 2011 consent access route. This will result in ZERO harm to any habitats, ZERO harm to any heritage assets, ZERO harm to residential amenity. However much the lengthy ecological reports seek to mask it, and provide mitigation, they cannot conceal the fact this is doing significant harm to a valley that is a site of value for local biodiversity, long recognised by South Gloucestershire Council as such through its SNCI designation for example. This can and should be avoided.

There are other material considerations which contribute to our objection to this proposal:

2. Policies such as PSP23, referred to by the applicant are irrelevant as the applicant has consent to work Brinsham West with a consented access mechanism. So refusal of this application will have no impact on the applicant's ability to realise the stone asset in Brinsham West.
3. Current consented access was approved in 2011 using a conveyor belt in the same way as is currently done further along the road just the other side of Wickwar by the applicants. No case has been made for needing to change it. Were such a case to be made, an at grade light-controlled crossing would be a non-destructive alternative to the consented conveyor, and the traffic flows the applicant uses in their modelling could be sustained without adverse impact on traffic flows. Without a full evaluation of that option the applicant has not demonstrated the need to destroy the SNCI
4. The application will take a 12m+ wide road through an SNCI over a 1km corridor, with 3 m cutting or embankment along almost the entire 1km length, on top of the 12m+ wide road, destroying an SNCI, the valley of the Brinsham Brook which is a quiet and loved walking location, harm the amenity of residents in the rural hamlet of Yate Rocks from noise and dust, and lead to the permanent loss of a vital wildlife link, when there is an already agreed alternative, with full consent.
5. The existing, agreed alternative has full planning consent, does not involve any interference with the SNCI or indeed any habitats or heritage sites , and would result in the creation of a long-term linking wildlife tunnel under the Wickwar Rd, offering an ecological gain.
6. The applicants' arguments about climate change are, at most, marginal, but are based on a poor analysis of the data. We are passionate about climate action, but in this case only a fraction of the impact is being considered resulting in false comparisons.
7. The differences in operational distance are LESS than the distances between whether a load is stored on a stockpile in Southfields or Barnhill. These are small distances per load, and stockpile storage locations are MORE significant, even if we use the applicants' own analysis of distances.

8. Nonetheless, if something is going to be made of the carbon footprint, a proper life cycle analysis needs to be carried out, rather than cherry picking just one aspect of the carbon footprint of the application. A provisional full life cycle analysis of the application shows the impact of creating and then removing the road, cuttings, and embankments, removing existing carbon sinks set against a small saving in vehicular travel by quarry vehicles, results in an INCREASE in carbon emissions compared to the consented scheme. If any weight is to be placed on carbon issues, then we would expect South Gloucestershire to insist on a full life cycle carbon footprint analysis carried out using government methodologies, as is carried out on many road building schemes.
9. We object to the lack of a full restoration plan giving gradients and showing what will be created. It means we have not been able to fully appraise the aftercare. We are concerned not just at how you try to create a new habitat in this location ie in Brinsham valley to replicate this nuanced historic landscape and try reintroducing the species that will have been lost – but also how to deal with the large soil movements and their restoration. Questions have been raised about slope stability, profiling and the process of levelling which are not answered by the application bundle. The existing aquifers and water flows cannot be reinstated underground as the soil will have been changed, but there is no mention of the long term impact on water flows.
10. Object to the lack of profiling information and drainage information. The application does not give the sort of detailed plans we would expect to show the full profiling of a considerable number of cross sections to enable us to seek professional appraisal of slope stability and impact, to assess the full width of the corridor of land affected. Nor does it give drainage information. There are major aquifers all along the scarp slope and you cannot carry out major reprofiling of such a location without a major impact on water flows. Without independent modelling we are deeply concerned about flood risks as a result of altered water flows.
11. We object on the grounds of the impact of noise and dust on properties in Yate Rocks, and the breaching of the carefully agreed and planted screening that has been in place 20+ years designed to protect Yate Rocks and the valley from noise and dust from Brinsham West. We set out our justification for this objection below. Given the availability of the 2011 consent which has ZERO impact on noise and amenity for residents arising from the haulage of materials, we consider great weight should be placed on preserving their amenity. They should not suffer simply to enable the developer to cut costs.
12. We object on landscape grounds. The landscape assessment as set out the Planning Statement is seriously flawed. It manages to describe the landscape without MENTIONING the hamlet of Yate Rocks and the beauty of the hamlet clustered around a ford where three lanes drop down to meet at the ford. The tranquillity of this hamlet, compared to the urban areas nearby is special - it is a unique survival and needs to be very carefully protected to avoid its destruction. This application adds a nail in the coffin of that unique character. That character was recognised and the LGV housing development was kept well back from the hamlet, so that its character would be preserved. It is not acceptable for an unnecessary quarry haul road to destroy it. There is

no mention the landscape report of the role of this area of limestone scarp as an important aquifer and the impact on drainage and therefore ecology of these massside changes of land profile.

13. We object on heritage grounds. Consent would be contrary to policy in the PSP17 and L2 in relation to the heritage landscape. We strongly support the view of the South Gloucestershire Heritage Conservation Officer who concludes the location is of high value as an historic landscape, and that the works proposed are of large adverse significance. **Once gone, however 'temporary' the works, that historic landscape cannot be recreated.** Given the availability of the 2011 consent which has ZERO impact on historic landscapes, we consider great weight should be placed on preserving this high value historic landscape.
14. The length of the list of mitigations that would be needed set out in Section 11 of the application gives an indication of how problematic this proposal is. We would add to that list a set of further concerns and areas for work to do with restoration and land stability. Returning to PSP 19, there is here an easy alternative, the existing haulway coupled with the conveyor belt which already has full planning consent as part of the 2011 review of conditions. The only justification the developers give for wanting to change that is that they argue this alternative will be cheaper. But the destruction of an SNCI, serious damage to the integrity of the historic environment and noise, landscape and dust impacts on residents and people who have used the valley historically are not to be dismissed just to save Hanson money. They have a consent, and back in 2011 that consent was the result of a careful balancing act. By disturbing the balance reflected in that agreement they are trying to cherry pick the trade-offs that were done.

Site Visit

If there is any possibility of a consent recommendation, we ask in the strongest possible terms that a site visit of Councillors on the Development Management Committee takes place to the Brinsham Valley for them to walk part of the route and assess the uniqueness of this valley and the impact of the plan.

Explanatory argument

1. Existing Consented access

Under Pk11/0612/MW updated conditions attached to the old IDO consent (NA/IDO/004) for the Brinsham West Quarry were agreed. If anything, concern to protect habitats has increased since 2011.

Condition 13 of that 2011 consent was

*"Prior to the commencement of operations in Brinsham West, details shall be submitted for the approval of the MPA of the access to be created onto the B4060, which will provide service access to Brinsham West. **The access details shall be based upon the access location illustrated on plan 102, of the approval plans.** The use of Brinsham West access shall be confined to movement associated with the installation and servicing of plant and access for associated personnel, and for*

temporary movements associated with the transfer of soil to Southfields and/or Barnhill for restoration works.”

That consent condition required access for service vehicles etc to come directly off the Wickwar Road. No environmental or other harm will occur in delivering that. It is away from the SNCI and residential properties. They have consent to do it, subject only to detailed layout approval. So there is no need for the destruction of the SNCI, heritage landscape or impact upon residents.

Condition 18 required the quarrying to be carried out in accordance with plans 101,102, 103.

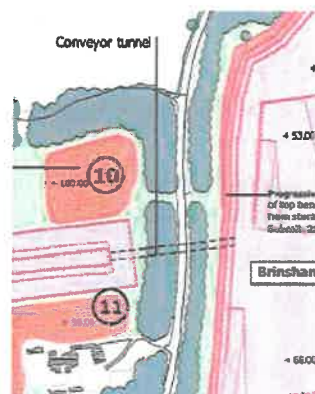
Condition 23 sets conditions about the conveyor tunnel that were a requirement of the consent under Condition 18

“Brinsham West Conveyor Tunnel. Prior to the construction of the conveyor tunnel between Brinsham East and Brinsham West, the details of the tunnel shall be submitted and approved by MPA. The scheme shall draw upon the principle of the tunnel design set out in Chapter 3.0 of the ES and shall confirm

- (i) The dimensions of the tunnel*
- (ii) The invert level below the B4060*
- (iii) The method and anticipated timescale for construction.”*

There is no requirement for restoration of the tunnel. Nor was the process of tunnelling seen as a problem, as long as the methods were approved.

That consent showed a simple tunnel from the upper shelves of Brinsham East to the eastern edge of Brinsham West:



No case has been made for this 2011 consent now being unworkable. The applicants have the skills, the equipment and control over the land to do this. In the absence of any evidence that this can no longer be done, the applicants have a perfectly satisfactory means of access, which they themselves chose as recently as 2011.

The conveyor approach is tried and tested, and operates for example just along the B4059 at Wickwar Quarry (see consent P20/16114/MW)

2. SNCI and ecological protection

A significant part of the application site forms the core of the Brinsham Brook valley SNCI. This is a distinctive habitat (not simply 'grass and scrub' as the applicants state in their

Planning Statement) -at least it was until the applicants started clearing it rather vigorously this spring. A high percentage of the SNCI will be removed for the roadway, cut and then embankment. And it will significantly adversely affect the rest of the SNCI, by forming a wildlife barrier through the middle of this quiet location and vital wildlife corridor.

- 2.1. In their application statement, the applicants firstly seek to divert attention from the destruction of the SNCI but referring to the other SNCIs within 2km of the site. Secondly, they minimise the significance of PSP 19, which is the PSP policy which governs applications which affect an SNCI.
- 2.2. We are surprised by the ecological report from the applicants, which dismisses the SNCI as being of little value, and easily addressed by compensation elsewhere. Our own LNAP developed in consultation with residents has identified the Brinsham Brook corridor as being a crucial wildlife corridor on the east west route, linking areas west of the quarries through the corridor of the Brook to land to the east. Working together on our LNAPs the local councillors and environmental groups have produced not only LNAPs but also a town wide strategic green loop, which is designed to identify and protect a green corridor around the town, so that wildlife, wherever it encounters the urban area has a corridor to move around the urban form, until it finds a route into the urban or to enable wildlife in the urban area to be able to move around once they leave the urban area. We attach the latest version of the strategic corridors plan, which shows that this site is a crucial part of that circular link. The only other link is the very narrow way along the south side of Southfields Quarry, but that is less than 1 tree deep, so not comparable.
- 2.3. The works will have a shock impact on the SNCI which goes well beyond the actual physical land disturbed but will disrupt surrounding ecosystems.
- 2.4. We are aware of species present in the SNCI in the valley which are not mentioned in the ecological reports done for the consultants, **including the Marsh Tit, which has been photographed in the valley regularly, and is red listed.** As such its habitat needs very careful protection.
- 2.5. We are aware of the careful work that has been done by local residents, and local wildlife groups and **we adopt and endorse their concerns.**
- 2.6. **We are troubled by many aspects of the ecology report, for example, it makes passing reference to bats roosting, but says they did not access the area.** By their own admission, there were places on that site that they did not visit because they were too steep or were covered in dense scrub. **We are aware from the land occupiers that the visit and inspection was extremely limited.** In other words, they just did another incomplete survey that missed existing bat roosts. The occupiers could have provided full information about the scale of bat roosting, particularly on the exposed rock face in the valley, which will be destroyed. This is a significant habitat, but does not feature at all in the report. This is one example of the weakness of the ecological report.

- 2.7. The surveys for bats in flight was better and that picked up 9 bat species (all protected by law) and that the bats were reported as feeding for insects along the hedgerows and woodland edge. These are exactly the same two feeding habitats that are now going to be destroyed and disrupted by this very planning application. Indeed, a total of 7,257 m² (1.8 acres) of wildlife habitat will be lost, over half of which, 57% will be broadleaved woodland with 22% of that loss being grasslands. In particular, it will be the existing Ladden Brook & Brinsham Bridge Site of Nature Conservation Interest that will adversely affected.
- 2.8. South Gloucestershire does not lightly award SNCI status and should not lightly discard the reasons for that status.
- 2.9. **Trees** All of the trees on the application route have TPOs, so a substantial number of TPO'd trees would be lost. This is not just a road it is a 1.1km corridor over 12m wide (significantly wider in places) with the addition of land take for the embankments for the cutting for part of the route and the embankment for others, meaning that for over 80% of the route the land take will be substantially more than the 12m corridor. Given the consequences of Ash die back no unnecessary loss of trees in this valley can be considered acceptable. In addition, as the applicant makes a lot of carbon impacts, the loss of this important carbon sink has to be opposed.
- 2.10. The applicant's arboricultural report comments that more work is needed to assess the tree loss, beyond the two large sections of landscaping at Southfields and Brinsham West that are being removed. That work needs to be done before a full evaluation of the impact can be carried out. We are opposed to ANY loss of protected trees. We are losing enough to Ash dieback, without losing more. Hanson have an access route with planning consent that involves ZERO tree loss and should use that.
- 2.11. The applicant's arboricultural report is comprehensive but it is **entirely contradictory**. It states that there are plenty of moderate to good trees present on the site in question but the conclusion then states that: *"The proposal will not cause a long term adverse impact onto the local amenity of the area through tree loss. Mitigative tree, hedgerow and shrub planting and aftercare will be required for the loss of the trees on this site through a combination of different tree/shrub species and diverse nursery aged stock"*.
- 2.12. The loss of existing well established trees will cause an adverse impact in terms of local amenity loss, visual amenity loss and wildlife loss that will last decades. That is because mature trees support hundreds of insect, mite, lichens and other species in a way that newly planted young whip trees just do not do.
- 2.13. The TetraTech surveys are even worse. They went for a crude, simple and cheaper Phase 1 botanical survey which cannot in any way reveal the true plant richness present in the woodlands, hedgerows and grasslands. They should have done a full, complete and proper Phase 2 botanical survey of National Vegetation

Classification standard. Some of their reports indicate only half a dozen or plants presents whereas a truly professional survey would probably find 20+ plants.

2.14. TetraTech data relied too much on desk surveys and they did not even bother to conduct a bird survey which is something that the local residents did. The survey data from the local residents was clearly presented and it showed that some ancient woodland indicator species were present on site including wild garlic, native British bluebell and wood anemone, and showed the presence of red list species including marsh tits.

2.15. The proposal also contravene national policy guidelines. For example, UK national policy guidance on designated local nature conservation sites is that not only should they be protected from destructive developments such as this one, they should be enhanced by, for example, connecting them to wider ecological networks. Indeed, national policy guidance specifically calls for local authorities to protect local wildlife-rich habitats such as the ones threatened by this development.

2.16. **Culvert.** We are concerned at the culvert proposals. Whilst a hydrology analysis has been submitted, then design appears to be wholly driven by water flows, and not by wildlife needs. This road is going to create a new and a substantial barrier to wildlife. It is therefore essential that rather than creating a culvert any crossing is designed so as to be a wildlife corridor for aquatic and land species, welcoming and encouraging them, not putting them in, effectively, a 12m long pipe. The current plan shows no landscaping within the connecting corridor, but rather a general and vague 'backfill'. If by any chance this application gets consent, it must have a condition relating the ensuring any bridge over the stream is designed to maximise the integrity and continuity of the wildlife corridor.

2.17. **Conveyor Tunnel as ecological gain.** The conveyor tunnel, which is the current approved mode of moving stone will provide an important wildlife corridor, enabling species movement under the Wickwar Road which is a wildlife barrier at present. The tunnel will address that giving a net ecological gain.

3. Transport

3.1. The applicants argue that it is environmentally better in terms of climate change to construct an entirely new road for an 11-year period over 12m wide with embankments or cuttings along most of the 1km length, to stone lorry standards, felling trees, and then removing that construction. They do that by arguing that the distance each lorry travels from Brinsham West to Southfields will be 0.5km less in each direction. This argument is entirely specious. It is utterly disingenuous and uses the wrong data.

- It does not compare like with like. So it compares lorry haul on the 'new road' into the nearest point of Brinsham West, with a route through the existing quarries, across Wickwar Rd and down through Brinsham West to the same point, whereas it should compare the NEAREST point of access to Brinsham West in each case, rather than comparing the nearest point on what they want with the furthest on the alternative.

- It compares the carbon for lorries using the proposed new 1km long road, with lorries crossing the Wickwar road. They do not have consent for haul across or under the Wickwar Rd by lorry.
- It SHOULD be comparing access on the proposed new road to the nearest point on the quarry , with the distance from the eastern end of the consented conveyor belt to Southfields along existed consented haulways.
- It ignores the massive carbon emission associated with the removal of the carbon sink of trees and landscaping in the SNCI and the landscaping areas around both Brinsham West and Southfields

Figure 4.1 – Proposed and consented haul routes



This plan taken from the applicants Transport Statements shows the two routes. To avoid confusion it is important to note the tunnel is part of the already consented route.

3.2. So our first objection is that they should be using the conveyor belt and existing agreed access provisions as the basis for any comparison. But secondly, they should be comparing the distance for an average origin of the stone ie the middle of the quarry, not comparing getting to the extreme southern edge with getting to a location about halfway up the quarry. Only a tiny percentage of the stone will come from the southern end of the Quarry, and stone taken from further north will reduce the difference between the two routes.

3.3. On their model, the consented route, which they show as going right into the quarry has a 1.65km length in total, whereas the route for the application new road, going to a DIFFERENT point, has a length of 1.15km. which does not compare like with like. They calculate the trip difference as 0.5km each way – a total of 63 km a day. But they do this by picking the closest point of entry to the quarry for the application route, which will never be the average starting point, as stone will be coming from the entire length of the quarry. If we compare the two routes, using the CENTRE of the quarry for in both cases If we compare the two routes but use the CENTRE of Brinsham West as the average starting point for a lorry, the difference reduces to 0.4 km and if we look at the actual haul routes of lorries, given the conveyor belt the difference is only 0.2km. At which point the differences are 200m, which in the context of the totality of

movements within the site less than the difference between whether stone is stored in one stockpile or another one.

3.4. Even using the Hanson figures, the difference is LESS than the difference between whether a load is stored in Southfields, or on the Barnhill stockpiles.

3.5. There is a complete inconsistency between the Transport study which talks about an average of 63 round trips a day and the noise study which takes of 350 vehicle movements a day. Which is it?

3.6. If for some reason the conveyor solution is no longer acceptable here, the alternative is light controlled at grade crossing the Wickwar Road with vehicles. The applicant states there will be 63 movements in each direction in each working day. That is a total of 126 single movements in the permitted hours of working, which are 12 hours a day weekdays (7:00-19:00 weekdays and 7:00 to 16:00 Sats). That is 5.5 movements per hour. (They already have consent for non-haul vehicles to access the site from the Wickwar Road without any light controls).

3.7. Even at peak times, our traffic modelling indicates an at grade light-controlled crossing for vehicles would not impose any greater traffic delays that the Southfields Way/Wickwar Rd junction does at present – and South Gloucestershire Council Highways do not think any works are needed to that junction.

3.8. In a worst case, crossing between the Brinsham East and Brinsham West at grade could be limited during the limited peak periods, as the applicant comments that the traffic flows on the Wickwar Road are primarily commuter traffic.

3.9. Given the Policy in relation to SNCIs, should there be convincing evidence the conveyor is no longer feasible (though it remains feasible and in use at Wickwar just up the road), there must be a full traffic modelling of the at grade alternative, before it can be shown that it is necessary to destroy an SNCI

4. Carbon calculation

4.1. The applicant states this proposal will reduce the carbon footprint of their haul works by 1km per round trip. We have explained above why this is not comparing things properly.

4.2. We have worked with climate experts to assess the climate impact of the proposal against the carbon saving the applicants claim. We calculate the loss of carbon sink from loss of trees to be over 70,000 kg of CO₂, over the lifetime of the project, including the time for any replacement trees to reach average maturity.

4.3. Whilst a reasonable amount of detail about the proposed construction of the cutting, embankment, bridge and 1km of 12+m wide road is given in the application, the precise carbon costs of the construction require more information, but our expert estimate is in excess of 150,000 kg of CO₂.

4.4. These cumulatively negate even the applicant's own claims about any potential carbon saving from slightly shorter journeys. (The applicant claims c 216,000 kg of CO₂ during

operation). Our data, when like is compared with like makes the carbon damage vs carbon benefit even starker.

- 4.5. Given the applicant has made great play of the potential carbon saving from a shorter route, we believe a full carbon assessment of their proposal should be carried out, using recognised validated tools, covering the full life cycle of construction, use and restoration of the application site, before any weight is placed on the applicant's carbon claims, which are at best limited in their scope.

5. Restoration

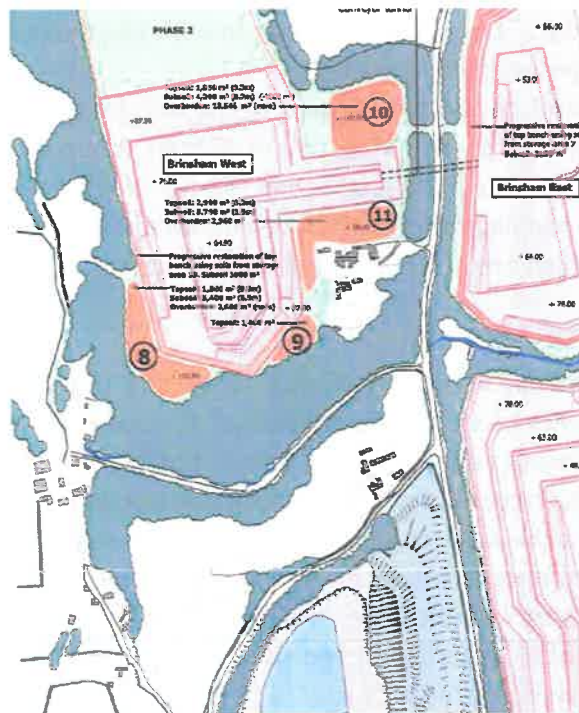
- 5.1. The applicants argue in more than one document, that the proposed new road 'will not be a permanent feature like the tunnel, it would be removed during the reclamation process and the ground reinstated'
- 5.2. The tunnel is not necessarily a permanent feature. It can easily be filled with stone, if necessary, from the adjoining quarries. However, ecologically there is good reason NOT to fill the tunnel. If left in situ it would provide a long-term connecting corridor for wildlife, getting round the potential barrier of the Wickwar Road
- 5.3. The 'restoration' of a site in which over .8km of deep cuttings and embankments have taken place is not the restoration, it is the destruction of old and the creation of new. The road will be 12m wide in general, but wider on bends plus cuttings and embankments.

6. Landscape

- 6.1. The landscape appraisal carried out by the application (para7.3 of their submission) is odd, in that it mentions the housing development at LGV and the golf course the other side of Hampstead Quarry to the east, but completely fails to mention the historic hamlet of Yate rocks, with its cluster of old buildings, ford, and poo sticks footbridge. It is the character of the valleys leading down into Yate Rocks, meeting at the ford, and the footbridge which give this area its character. Somehow the applicants have completely ignored that. Any officer or councillor from South Glos visiting the site would be bound to notice the quiet rural character of Yate Rocks and its beauty. To submit a landscape appraisal which DOES NOT EVEN MENTION Yate Rocks calls into question the reliability of the appraisal.
- 6.2. The key features of this landscape which we value hugely, and make it a popular route for walkers is the hamlet clustered around the ford, the poosticks bridge that still looks the same as photos 100 years ago, and the tranquil valley going up along the stream, through the SNCI

7. Noise

- 7.1. The approved plan 101 conditioned as part of the 2011 consent shows the significance of the woodland cover in the valley of the Brinsham Brook, ie the SNCI.



- 7.2. Whilst the applicant says they carried out baseline assessments at various properties, none of the residents in those properties were approached and most work from home, so they would have noticed someone carrying out noise assessments on their land. From figure 3.4 of the Noise Report it looks as if these were not actually at the properties but were on the applicant's land as close to the properties as their land reaches. They are all very tightly in the lee of the hill, so for example RO4 is located right in the shelter of the cliff face there, not at the property which is more exposed to noise from uphill.
- 7.3. We note that a noise attenuation bund is proposed adjoining Brinsham Farm, over whose land the proposed road will run, but no attenuation is proposed for the residents living nearby who will be affected. However this bund serves to increase the landscape and ecological damage.
- 7.4. We are shocked at the noise survey report, which at table 4.2 claims that you can hear Southfields Quarry noise at the cottages by the ford in Yate Rocks. And distance road traffic noise. That has never been our experience as councillors. Yate Rocks is a tranquil spot, away from modern noise.
- 7.5. We note that figure 5.2 and table 5.5. gives an operational noise contour and shows an increase in background noise for all the properties in Yate Rocks. This disturbance is not acceptable, given Hanson already have a consent which generates NO additional background noise from stone movements.
- 7.6. We note that a different, higher noise criterion has been used to define what is acceptable during the construction phase in tale 5.4. This is not acceptable Residents need AT ALL TIMES to have the current background noise levels ie table 4.5.
- 7.7. But we require the acceptable noise levels to be split into before 9am, daytime and after 5pm, and Saturdays, so that noise levels are set that reflect the difference in the noise people can cope with at 7am, 10am and 6pm – set at the current noise levels measured in Yate Rocks, So, we would want the strictest noise conditions limiting the noise at any property in Yate Rocks to the level measured as baseline background actually at the properties, not merely on the applicant's land in the

morning, daytime, after afternoon and Saturday measurements found in the baseline monitoring, at all stages of the project, including during construction, and restoration. With stricter limits on hours of construction than the current proposal from Hanson, in particular limiting early morning and evening working.

- 7.8. We stress this is currently a very quiet rural location and ANY noise intrusion would have a significant impact.
- 7.9. BY moving the quarry entrance from the conveyor belt on the Wickwar Rd to the middle of the Brinsham valley the entire centre of gravity of the development moves. And crucially a massive section of the deep landscaping that was planted specifically in anticipation of this quarrying to screen the hamlet and valley from noise and dust will be removed to form the entrance and its embankment. This will puncture the noise bund so carefully designed and agreed in the 2011 consent, and its predecessors.
- 7.10. We are particularly concerned about the impact of noise from the elevated section that is to be built up in the valley, which will not have tree protection and creates a new elevated noise source.

8. Dust and Mud

- 8.1. There has been no appraisal of the dust and mud that will result from this haulway, and from the new contours both embankments and cuttings, which will have bare earth surfaces at least for a year or so. There is no proposal for any wheel washing conditions for where the vehicles cross both public highways. Yet we know the serious impact of mud and dust on roads and the distances they spread. On rural lanes a considerable area of quarry mud and dust will become a hazard to pedestrians and motorists. Any wheel washing conditions would have to be of very high standard, to ensure they really are clean.
- 8.2. But even if that is done, we know how far the dust from existing movements of lorries to and from the Barnhill Stockpiles travels. The applicants have done nothing to map the areas that are going to be affected by quarry dust, but in relation to the Barnhill stockpiles properties up to half a mile from the stockpiles experience dust problems. So, in the absence of good evidence to consider otherwise, we anticipate that Yate Rocks and even part of Ladden Garden Village will be affected by dust from this new access and from the breach in the tree cordon associated with it. Over twenty years ago considerable work was put in to identify a suitable depth of landscape protection and a comprehensive tree bund installed. This is now being driven right through and destroyed across a 12 – 13m section for the new road. That will undermine the integrity of the bunding for both noise and dust. We are particularly concerned about the impact of dust from the elevated section that is to be built up in the valley, which will not have tree protection and creates a new elevated dust source.

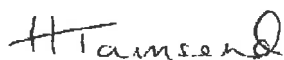
9. Heritage

- 9.1. The South Gloucestershire Conservation Heritage Officer has noted that the proposed development will have SERIOUS negative impact on the integrity of the Brinsham and Little Brinsham Farm sites. We cannot stress sufficiently how important this is. These are listed buildings of an important local character, but beyond the buildings themselves, yate was three manors, Yate, Stanshawes and

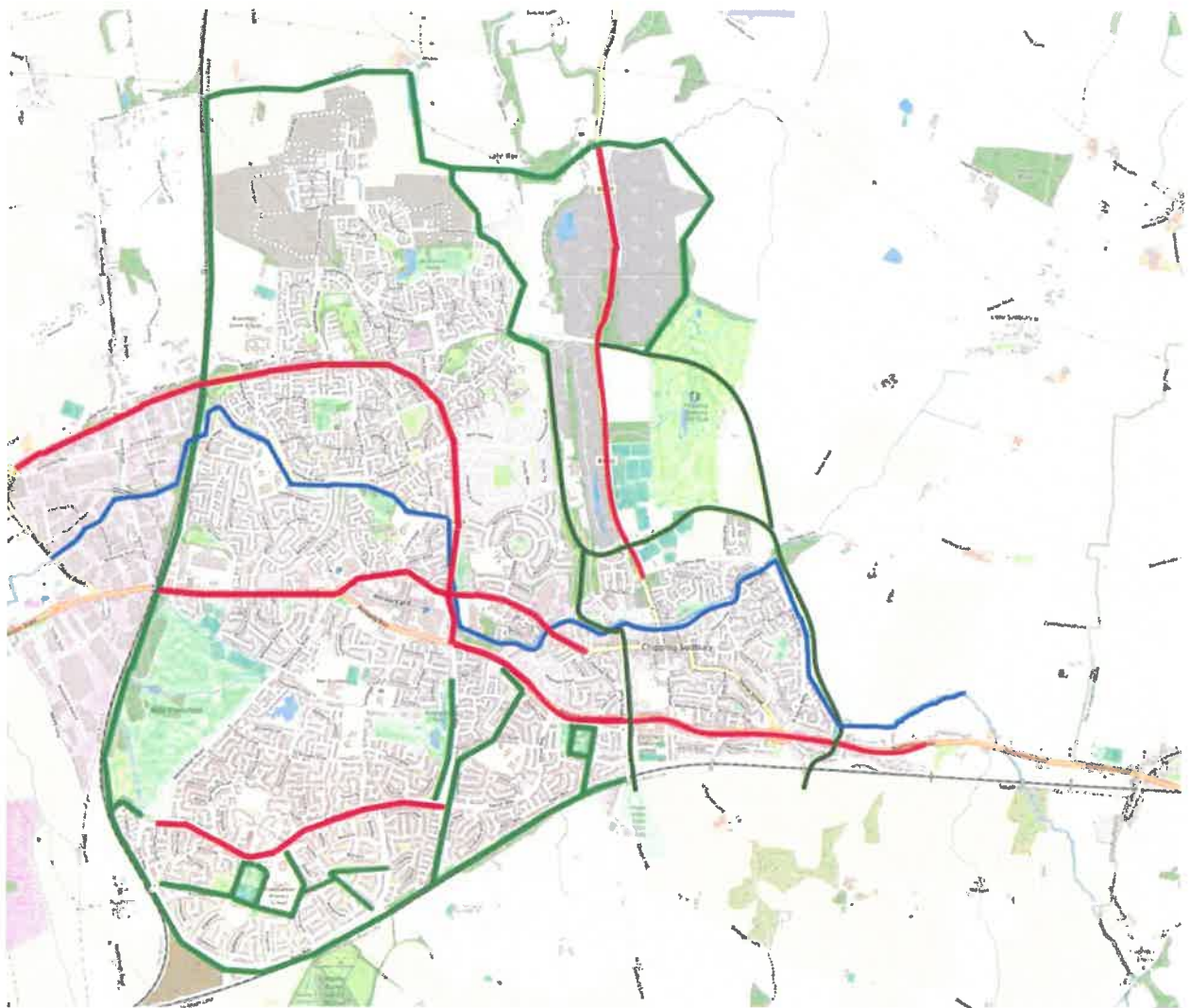
Brinsham. Brinsham manor was centred on these farms, and the Brinsham Brook and its valley. We have estate plans from the 1700s with detailed reports on every building in the locality and estate management plans for all the fields. The fields have never undergone significant change and represent one of the last surviving areas of historical farm character in the parish.

- 9.2. The applicant argues that the severity of effect can only be determine if it can be shown the historic landscape does have the significance identified in the study. This seems to be trying to put the onus on the community to show the significance, whereas it is for the applicant to show their application foes do not have that impact.
- 9.3. The South Gloucestershire Council Heritage and Conservation officer has submitted a strong response. He identifies that the proposal does not even follow the historic holloway, showing disregard for the historic context. He comments it will require substantial land regrading which will obliterate the holloway and evidence of features such as strip lynchets identified by the applicant's own Heritage Consultant.
- 9.4. **The South Gloucestershire Council expert concludes the historic landscape is of high value - and the works proposed as of large adverse significance.**
- 9.5. Historic landscapes like this cannot be recreated. Once gone, for this temporary purpose it has gone forever. Our descendants will rightly criticize us if we allow their heritage to be destroyed for a temporary cost saving.
- 9.6. The applicant's own consultants talk about the need for further research. No consent should be given unless a full assessment has taken place funded by the developer, by someone approved by South Gloucestershire. It is not about mitigating harm. It is about avoiding it, by the simple mitigation step – of using the existed consented access.

Yours sincerely



Hayley Townsend
Town Clerk



Wildlife Corridors and Barriers Sodbury, Yate and Dodington


- Green corridor
- River Frome
- Barrier

1. INTRODUCTION

- 1.1 This report describes a Road Safety Audit carried out on the proposed changes to the junction of Heron Way / A432 Kennedy Way, Yate by the Road Safety and Sustainable Travel Team, StreetCare, South Gloucestershire Council in August and September 2021.
- 1.2 The Audit Team Members, who comprise the Council's in-house Road Safety Audit team, were as follows:
- ██████████, Lead Road Safety Officer - CIP, South Gloucestershire Council,
██████████, Road Safety Technician., South Gloucestershire Council.
- 1.3 The road safety audit brief was supplied by ██████████ (Design & Operations).
- 1.4 The audit comprised an examination of the drawings relating to the scheme supplied by the design office. The Audit Team visited the site together at 11:00 hrs on 26th August 2021. The weather was clear, fine and dry and there was light traffic with few cycles or pedestrians in the area.
- 1.5 In the last 5 years (between 2016 and 2021), there were 2 personal injury collisions at the site. These were both shunt type collisions involving vehicles waiting to turn left from Heron Way onto the A432.
- 1.6 This safety audit has been carried out in accordance with South Gloucestershire Council's Safety Audit Procedures. The Audit Team has examined only those issues within the design relating to the road safety implications of the scheme and has not examined or verified the compliance of the design to any other criteria.
- 1.7 The drawings supplied for audit were:
- | | |
|--------------|---------------------|
| T438-709-011 | General Arrangement |
| T438-709-012 | General Arrangement |
| T438-709-015 | Signs |
- 1.8 All of the problems described in this report are considered by the Audit Team to require action in order to improve the safety of the scheme and minimise collision occurrence. The locations of specific problems are referenced on the plan in **Appendix A**.
- 1.9 The scheme consists of the removal of the prohibition of right turn for general traffic from Heron Way / A432 Kennedy Way Junction. Two options have been provided to the audit team. One proposal will see signalisation of Heron Way / A432 Kennedy Way junction, and the second will see the existing restrictions removed without signalisation.

2. ITEMS RESULTING FROM THIS STAGE 1 SAFETY AUDIT (Either Proposal)

2.1	Problem
Location	Junction of Heron Way / A432 Kennedy Way, Yate
Summary	Risk of injury to cyclists
	<p>It is likely that the numbers of drivers using Heron Way will increase once the restrictions at the junction are removed and all traffic is able to turn right onto the A432. There are currently no cycle facilities along Heron Way to connect those on the A432 and Rodford Way. The lack of direct cycle facilities, either on or off carriageway, to help protect cyclists using the route is likely to increase the risks to cyclists using Heron Way once the volume of traffic increases post scheme.</p> <p>It should also be noted that roads with a 40mph speed limit and high traffic volumes are unlikely to be appropriate for cyclists without adequate cycle facilities.</p>
Recommendation	
It is recommended that existing cycle provisions on the A432 and Rodford Way are connected with appropriate cycle infrastructure along the length of Heron Way.	
Designer Response	
<p>Rejected. The possibility of providing advisory cycle lanes along Heron Way was investigated but there is insufficient carriageway width available along most of its length. An off-carriageway facility would be expensive and is beyond the scope of the current scheme.</p> <p>A proposal for a 30mph speed limit on Heron Way has been through consultation and is due for implementation.</p>	

2.2	Problem
Location	Heron Way, Yate
Summary	Risk of injury to cyclists
	<p>The auditors are concerned that cyclists approaching Kennedy Way along Heron Way, intending to turn right would be vulnerable to collision and injury from vehicles traveling at higher speeds. Cyclists moving from the nearside of the carriageway to adopt the correct position within the carriageway to turn right would be doing so without any protection or road markings to assist them transition safely.</p> <p>The width and nature of the road makes this a potentially high-risk manoeuvre for cyclists.</p>
Recommendation	

It is recommended speed data is obtained to establish vehicle speeds and that the design and provision for cyclists is revisited to offer additional protection when adopting a suitable position to turn right from Heron Way.

Designer Response


Rejected. The existing turning restriction allows for cyclists to make this movement currently so is not changing for them.

As per item 2.1 the speed limit on Heron Way is due to be reduced to 30mph which will assist with adopting the right turn position.

3. ITEMS RESULTING FROM THIS STAGE 1 SAFETY AUDIT (Without signals)

3.1	Problem
Location	Junction of Heron Way / A432 Kennedy Way, Yate
Summary	Risk of junction type collisions including injury to cyclists
	<p>The current restriction for vehicles turning from Heron Way onto the A432 was implemented in 1994 following a number of collisions involving drivers turning right from Heron Way into the path of vehicles heading westbound towards Yate. This included nine collisions between 1988 (the earliest year in the SGC collision database) and 1994, four of which resulted in occupants being killed or seriously injured. The collisions also involved vulnerable road users, including cyclists and motorcyclists. Moreover, there have been two further collisions which follow the same pattern occurring at the junction which involved drivers contravening the banned right turn since the restrictions were put in place.</p> <p>This collision record is consistent with this type of junction layout, including at nearby junctions. Although relatively good over recent years, the junction of Rodford Way/Shire Way has a historic record of collisions, mostly involving drivers turning onto Rodford Way from Shire Way, a number of which involving cyclists.</p> <p>The auditors are aware this scheme was implemented as a collision reduction scheme as a way to engineer out collisions involving right turning drivers being hit from the right by those travelling towards Yate and so are concerned that allowing that movement without control is likely to lead to similar collisions in the future.</p>
Recommendation	
It is recommended that traffic signals are installed at the junction to reduce the risk of junction collisions and help to maintain or improve the safety of cyclists travelling along the A432 towards Yate.	
Designer Response	
Accepted. The SGC Design Team has prepared a briefing note for senior council officials stating the safety issues regarding the priority junction layout and recommended that the scheme does not progress without signals.	

4. ITEMS RESULTING FROM THIS STAGE 1 SAFETY AUDIT (With signals)

4.1	Problem
Location	Junction of Heron Way / A432 Kennedy Way, Yate
Summary	Risk of shunt type collisions
	The auditors are concerned that there is potential for vehicles to stack back in the right turn lane, especially if long vehicles are also waiting to turn right in the designated lane. This could result in vehicles overhanging into the left turn lane increase the risk of rear end shunt type collisions.
Recommendation	
It is recommended the design is revisited to ensure vehicle capacity is sufficient for vehicles wishing to turning right.	
Designer Response	
Accepted. An increase in traffic on Heron Way would be expected due to the changes and modelling should be undertaken to ensure that the junction operates within appropriate parameters. The auditors comment about vehicles stacking back in the right turn lane and overhanging the left turn lane, increasing the risk of rear end shunt type collisions is noted, however, given the weight restriction on Heron Way, it is expected that this may not be common. The existing bus stop also restricts the length of right turn that can be provided.	

4. AUDIT TEAM STATEMENT

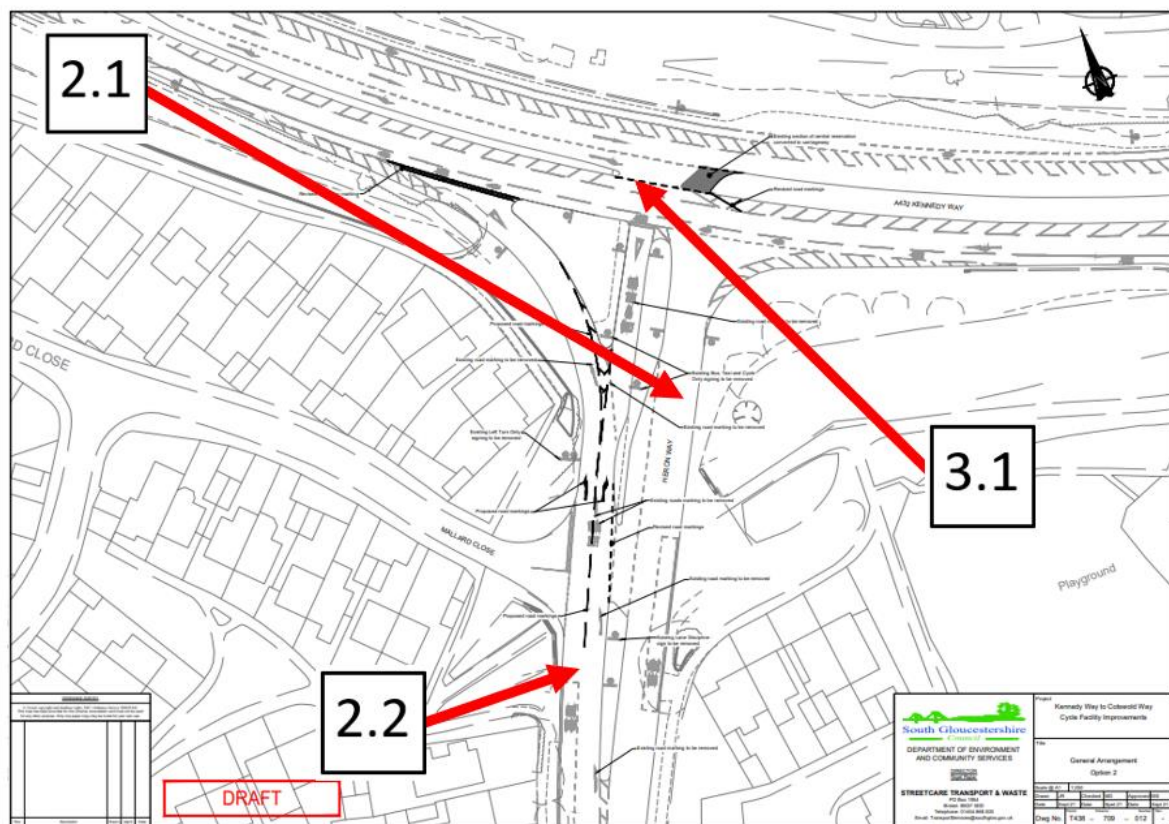
We certify that this audit has been carried out in accordance with South Gloucestershire Council's Policy and Procedure for Road Safety Audit.	
Road Safety Audit Leader	
Name	██████████
Position	Lead Road Safety Officer - CIP
Organisation	South Gloucestershire Council
Signed	
Date	28 th September 2021
Road Safety Audit Team Member	

Name	██████████
Position	Road Safety Technician
Organisation	South Gloucestershire Council
Signed	
Date	28 th September 2021

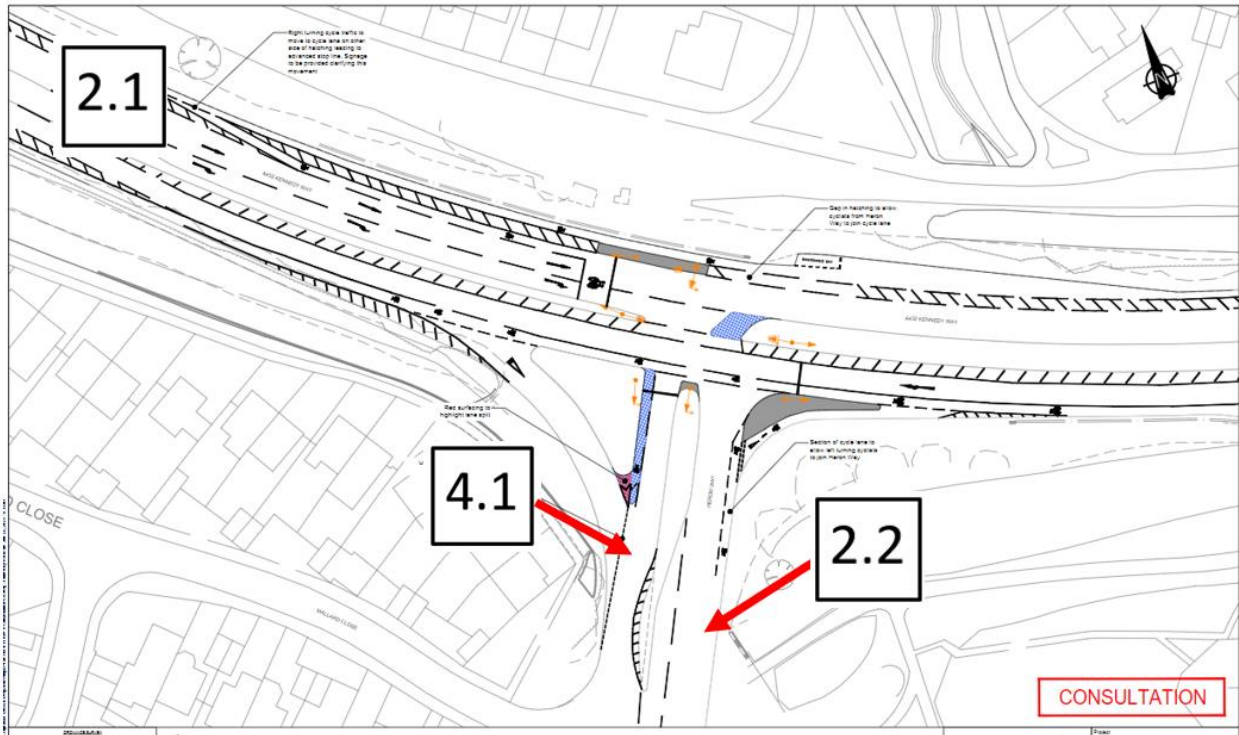
Others Involved - No one else attended.

APPENDIX A – LOCATION PLAN

1 of 2 = Unsignalised



2 of 2 = Signalised





PRESS RELEASE

Thursday, 21st April 2022

MCDONALDS DRIVE THRU IMPROVEMENTS WORKS

Works on improving Yate's McDonalds Drive Thru take away access will be taking place during May.

The Drive Thru access is due to close on 3rd May for three weeks, re-opening on the 24th May, during which time there will be no drive thru service operating.

Over this period, the existing Drive Thru will be refurbished and a second lane incorporated to improve service efficiency, speed-up ordering times and reduce queues at peak times. Works will also include the installation of additional ordering points and new signage.

Centre Manager, Andrew Lowrey: "It is essential customers are pre-warned of the closure period to prevent traffic trying to access the Drive Thru and causing unnecessary tailbacks and other car park management issues. Signage will be in place during this period to remind customers of the temporary closure".

A spokesperson for McDonalds said: "Our Drive Thru offering will be closed for approximately three weeks as we undertake work to improve the service to our Drive Thru customers. During this period, we will be open for dining in, take away, Click & Serve and McDelivery. We look forward to welcoming you back to a new improved McDonald's in a few weeks."

The main restaurant will continue to operate as normal throughout this period.

Yate Shopping Centre is asset managed by Ellandi and the property management is headed by Cushman & Wakefield.

ENDS

Notes to Editors

1. For further information, please contact Dan Bramwell, Bramwell Associates (Public Affairs) Mobile: 07968 304237 or e-mail: dbramwell0724@outlook.com.
2. Full details about the Yate Shopping Centre can be found at www.yateshoppingcentre.co.uk

Comments on Yate Spur Transport Consultation

Yate Town Council response

GENERAL POINTS

The completion of the cycle link is something yate Town Council has long argued for and formed an important part of our cycling strategic submission in 2020.

The Town Council strongly supports the project but has specific concerns about details, as below. The whole of the route needs to be suitable for disability scooters, as well as already shown for cyclist, walkers and horse riders. We consider the concerns we have raised below are capable of being addressed, and some of them are requests for evidence to show the solutions in more detail. So we hope the project will proceed, but it is essential the concerns are dealt with. We do not want to be left with a scheme which has cut corners, and gets negative response when reviewed by Sustrans post implementation. This needs to be done PROPERLY in the interests of the safety of ALL road users.

Our biggest concern is that the proposed route stops at the Rodford Way roundabout. It is essential that works are carried out to improve the route from there to Yate Station / A432, otherwise we will still have an effective gap in the network.

The route needs to be completed – with a safe entrance onto the common, which works for cycles of all kinds, including ones with bags/ carriers but which excludes motorbikes. We know cyclists have encountered problems with the current entrance barriers, and this needs to be solved.

The route then needs to be completed right the way to Yate Station or across the railway to the industrial zone. The current track along the back of the common is in poor condition and needs extensive repairs, if that is going to remain the route. However, a number of cyclists have expressed serious concerns about using that track, as it goes through the woods and is isolated. Commuters need to travel in the dark for part of the year and there have been attacks on users on this path, so it needs to be brought back up to standard, and then the issues addressed. In a way that does not affect biodiversity or amenity use. An alternative would be to provide a cycle route in a more visible location which had better lighting than a woodland, and/or a cycle / foot bridge over the railway from the Road to Nowhere to centres of employment.

SPECIFICS – The numbers refer to the numbers on the consultation maps.

- (1) A further length of the east-west route need upgrading all the way to Broad Lane. The upgrading is only shown going as far as a footpath to the centre of Westerleigh. The surface of the section not shown is in reasonable condition, but due to encroachment parts of it are less than 1.5 metres in width.
- (8) The Nibley Lane junction is a major concern due to restricted sightlines both ways for traffic coming from Shire Way. We are deeply worried about the safety of that junction for all users, and this proposal is very vague about how the junction will be upgraded to make it safer for pedestrians, cyclists and other users. There is a possibility of conflict between traffic turning right into Nibley Lane and cyclists and pedestrians crossing Nibley Lane. The island is being introduced into an already very narrow lane. We want to see more detailed proposals about how this junction is being designed before we can comment fully, as the aspirations to make it safer for everyone are right, but without adding more space into the junction we are concerned about people on the new off road path waiting to cross Nibley Lane finding cars are too close to them on the verges to avoid the island.
- (10) The previous proposal used the second arch under the railway bridge rather than narrowing the carriageway - the infill was checked and found not to be structural. Whichever arch is used, the approach to the mini-roundabout is still likely to need a short bridge over the drainage ditch. Again, we want to see the drawings to be reassured there is room within the single arch for pedestrians, cyclists and vehicles. This bridge is a busy exit route from Yate and large vehicles use it regularly, so we need assurance the full safety width for pedestrians and cyclists, with orcas / kerbs to protect them from vehicles can be provided within the single arch. If not, then one of the other arches needs to be used. We note the proposed 3m wide cyclepath, but are worried that the peak hour flow under this arch requires a higher width – we had thought the peak hour flow

was over 1000 vehicles, which would point to a 4m cycleway. And it is a very dangerous point to underdesign widths.

- (11) "Minor narrowing" of an already cramped mini-roundabout will create additional hazards. It will also increased delays for the Y1 bus – another current consultation is aimed at Rodford Way junction improvements to reduce Y1 delays, and this proposal works against this objective. In addition the Y5, 620 and 967 services do a right angle turn at this mini-roundabout and any narrowing will be problematic. It would be safer for pedestrians and cyclists if the cyclepath was separated from the road and used verges in this location rather than roadway. As the minroundabout is tight already, vehicles experience problems and as they turn will overhang the cycleway – particularly longer vehicles such as buses. Before we could say we are happy with an on street design we would want to see more detail and vehicle tracking to reassure cyclists that there is sufficient space.
- (12) The map does not show where the shared use path starts south of Brockworth, and how cyclists travelling west on Shire Way join it. The footway along Shire Way sweeps away from the road at the end of Brockworth, is it proposed to create a new footway / cycleway along parallel to Shire Way to join the footway along the front of Rodborough? It needs to connect up, but on the drawing at point 14 there looks to be a sudden gap, which may inadvertently encourage pedestrians to cross there, rather than going along to the traffic island crossings at point 15.
- (14) The parallel crossing may be so close to the mini-roundabout that traffic coming from the Westerleigh direction will only see it at the last moment. Drivers will be looking right for traffic at the mini-roundabout rather than left for upcoming crossing users – particularly because of the extent to which traffic coming down Shire Way tends not to stop at the roundabout. Also, if the parallel crossing is too close, northbound traffic might back up towards the mini-roundabout. We suggest that the parallel crossing should be moved a few metres northwards. When the existing crossing points were installed, they were deliberately not located close to the roundabout for safety reasons, so we are concerned to know what has changed to make this the safe point for pedestrian and cycle crossing?
- (16) The route the A432 / Yate Station/ Park and Ride needs to be upgraded to a 3.5m shared use cycling and walking path. The route was originally constructed to a reasonable standard but it has been neglected for many years. It was built as a leisure/ commuting route but currently is more like a medium grade off road route and is quite unsuitable for commuting which is after dark for much of the year. This has to be done consistently with the wildlife and amenity value of the common, but we believe it can be done sensitively. We would also / instead strongly urge the construction of a CYCLE and FOOT bridge over the railway from the Road to Nowhere to the industrial estate road. This would be a modest cost, but would enable cyclists to avoid Station Road, and give a quick pedestrian access from residential areas to centres of employment.

CONCLUSION

This length of the Yate Spur has been under consideration for **more than 30 years** to our knowledge. We urge South Gloucestershire Council to address the relatively minor problems outlined above and to get the through route constructed **as a very high priority** – together with the necessary works to get a decent cycleroute to the station / A432.

Yate Town Council
15 April 2022

A432 Corridor Consultation**April 2022****Yate Town Council****Overall**

1. Overall, proposals to shave very tiny amounts of time off bus routes are of far less concern to the residents of Yate than HAVING a bus. The complete loss of the bus to Downend, the Y2, and the complete loss of any bus to North Yate (some 6000 residents being cut off from ANY bus) is of far greater importance to them than the fine tuning of times to the remaining buses.

So, we find it utterly unacceptable that money can be found for proposals to rejig junctions on Rodford Way to shave seconds off bus journey times (to an area with a half hourly service) but money cannot apparently be found to provide ANY BUS AT ALL to North Yate.

We understand the difference between capital and revenue, but if the aim is to get people out of cars onto buses and active travel, then S Glos and WECA need to examine their priorities. We note the A4174 proposals include 'routing additional bus services through Bromley Heath' so why cannot the Yate section include 'routing additional bus services to the centre of Yate and North Yate'? Or is revenue spend only prohibited when it is in Yate?

Far more could be done at a stroke to increase public transport use, and decrease car reliance, if there was ANY bus from the area north of the river – frankly going ANYWHERE. We have communities in the urban area of Yate who are a mile and half from any bus whatsoever.

So our first call is for reprioritisation to focus on ensuring people have access to buses rather than making minor junction adjustments for the buses that exist.

2. All of the proposals need a business case and technical evaluation, to show they will achieve improvements in service times, provision and modal shift – and that they are the best way of using the money to achieve that goal. In particular, we would like to see a business case setting out the number of private vehicle drivers currently using the A4174 and A432 and assumed numbers switching to public transport (buses) the existing and future capacity of such etc. Given the timeline of such projects such assumptions may not have taken into account the recently announced reduction of bus services. The impact of having to change buses eg at the Park and Ride in terms of modal shift away from public transport is likely to outweigh the positive modal shift of this scheme.
3. Whilst we welcome bus stop improvements, we recall the last time this was done, when perfectly functional bus stops were removed, and replaced, at a substantial cost to the taxpayer and no benefit to the users. For much of our town having a BUS is the key to using public transport. We hear complaints about the quality of current bus shelters, the complaints are about the lack of buses. We see that real time information is potentially of use, but too often the real time boards are fictional. First Bus have explained this is because they do not necessarily show cancelled buses, so people do not know their bus has been cancelled. But it means the revision of bus shelters to include real time displays for the non-existent buses is not local peoples' priority. The map of bus stops in Yate in the consultation includes a considerable number in North Yate where there are no buses whatsoever – so how upgrading the stops can

possibly help modal shift is utterly unclear. It will actually result in serious criticism of S Glos and WECA for wasting public money.

4. Much of the information shown here isn't really detailed enough to comment on with statement like "junction improvement" but no examples of what featuring a number of times, so it is impossible to evaluate whether we think the proposed improvements are suitable. We are for example aware of the Kendleshire issues, and the extent to which some of the things the council might have in mind are completely unacceptable to local residents, so in each case we need to see specific proposals before being able to comment.
5. Similarly with cycling. We are in favour of improvements to cycling safety, but also aware that some of the schemes recently implemented have been criticised by Sustrans. We would want assurances that any new schemes would be fully compliant with Sustrans advice and scrutinised by Active Travel England for compliance with best practice designs. We have seen too many examples of South Glos treating cycling as a cheap option to deliver with a can of white paint, but we consider that cycling provision should be done properly

Within Yate

6. The slide labelled 'A432 junction improvements' does not show any A432 junction improvements, and instead shows two changes at Rodford Way – we are concerned about the impact of these proposed changes. We anticipate that buses and other users will be very cautious about behaving as if they had priority. We are not convinced through traffic will stop on what is a long straight road, certainly those of us who use those junctions will still wait for the road to be clear before turning out or at least wait until a vehicle on Rodford Way has stopped, as we will not want to risk pulling out in front of a vehicle on Rodford Way in case it does not stop. As a result, in most cases there will be no saving of time, and possibly even an increased delay, as instead of waiting for the Rodford vehicle to go past at 40mph you will be waiting for it to stop, which will take longer than waiting for it to go past. And at busy times the traffic on the other carriageway in the other direction will continue to delay the bus. Can South Gloucestershire identify other locations where this sort of change has been installed and the impact on accidents and travel times? Does South Glos have any evidence of the impact of these junctions on bus travel times, in terms of the additional seconds added to a journey? If buses do suffer delays at these junctions, then the proposal will only partially address the issue with buses still being required to give way to Eastbound Traffic (Barnwood) and West (Shire Way). If there are time savings, cars will also save those seconds, and if they are significant enough to justify spending money on them, then they will encourage more motor vehicle traffic on that route with potential increase in conflict at those junctions (especially with Motorcycles) with Crashmap indicating none 2017-21.
7. If money is available to speed up bus journey times in Yate, one of the key journey time delays is along the stretch of Station Road from B and Q to the Link Road bus station. The mini roundabout, two independent sets of pedestrian lights either side of it and McDonalds queue all add significant delays. We have for a long time been arguing for a major rethink of these ad hoc arrangements to increase pedestrian, cyclist and vehicle safety and improve traffic flows. We are deeply disappointed that this has not been included in the scheme, as it lies out of the area of Station Road from B and Q to the Station which was explicitly excluded from this project.

8. We are surprised there are no proposals to provide a safe crossing point on the A432 Station Road in the vicinity of Whirlpool.

Yate to Wick Wick

9. We are surprised that there are no proposals for the A432 Nibley Lane junction, which is a difficult junction and causes considerable problems.
10. We are surprised there are no proposals for sorting out the timing problem with people trying to use the Park and Ride EV charging bays as part of their commute.
11. The proposal for “Two-way cycle tracks” (On one side of carriageway only) from Kendleshire to Coalpit Heath requires one flow of cyclists to have to cross and re-cross the main road. This creates additional dangers for cyclists. Commuter Cyclist won’t do that and will remain on one side of the road on the main, now significantly reduced, carriageway – which will actually reduce their safety. If lots do opt to cross this will create a delay for buses and others on the carriageway as a result of additional turning movements. If the two-way route were rather longer, there might be slightly more reason for cyclists to make the double crossover to use it.
12. We understand the problems with on road cycle provision through Coalpit Heath, and any removal of right turn areas will result in queuing on the carriageway and therefore slow buses down. However we doubt cyclists would use a route that was significantly longer, and we do not see where there are routes that will not encounter drives, parked vehicles, and other hazards for cyclists. Is there no room to use the pavement and part of the carriageway to create a cycleway and pedestrian way?
13. We are deeply troubled by the traffic problems that will arise during the proposed works. We have seen the impact of works on the A432 on bus flows, cyclists, and vehicle capacity – particularly with the Iron Acton bypass the only other Bristol commuter route from yate is also subject to works. The modelling of the impact of the works phase upon traffic flows, the publication of this, and therefore the mitigation should be set out. For example, the likely diversion routes would be only routes with no provision whatsoever for cyclists, where there is no surplus carriageway width to accommodate cyclist safety. This should be part of the proposal’s evaluation ie can we do it safely, as well as the end product review.
14. We want more detail of how the approach to the Wick Wick Roundabout is to be delivered. We are worried that it will leave very narrow lanes (3.2m) on the exit lanes from the WickWick roundabout and worry about whether that is a safe width given the permitted speeds off peak.
15. Will the proposed shared use path require National Highways to carryout works on their existing “crash barrier” (the existing pedestrian guard railing over the bridge not being capable of vehicle impact.) Is this part of the project? If not, how can it be ensured that it happens? We are already aware of serious risks to pedestrians using the current A4174 crossing, with vehicles exiting the Wick Wick roundabout not stopping.
16. The shared use path will also require cyclists to cross at a cycle/pedestrian facility not currently at the junction which they are unlikely to do favouring re-joining the reduced width, carriageway.

A4174

17. Reduced speed limits are proposed along stretches of the A4174 west of Bromley Heath Roundabout. We have no problems with reducing the limits on the roundabouts, but we are concerned about suggestions of reducing the limit west of that roundabout to 40 mph. People struggle with the current 50 mph limit. It is a regular location for speed cameras, and data is available showing the speed percentiles. There are no vehicle turning movements, it has a central reservation. When we have tried to get speed limits reduced on roads in the middle of the urban area of Yate/Sodbury to 30 mph, we have been told that the monitoring of current speeds means there is not likely to be compliance with a lower limit, so we cannot have it. We struggle with the notion that roads within our town, with parked cars, vehicle manoeuvres, drives and side roads, can have the same or higher speed limit than the ring road. Reducing the speed limit on the ring road will reduce one of the reasons people use it and will increase the number of journeys taken through the lanes and sideroads, which are in some cases more direct, but slower at present.
18. Hambrook junction – We can see it looks as if it is addressing the bus operators' desire to go straight across, because of the time taken to detour via the roundabout. But has the change been modelled in terms of the extra traffic light phase and the delay that will cause to buses going straight along the A4174? The cross section of the Westbound approach is somewhat confusing as it seems to show the reinstatement of the right turn into the B4058?!
19. The proposal to put a crossing closer to Bromley Heath Roundabout will lead to increased delays at Bromley Heath Roundabout as suitable provision needs to be made for it in the signal timings. This is likely, ironically, to lead to delay in the Eastbound Buses. Whilst we welcome pedestrian improvements, the modelling needs to include the impact upon public transport as part of the evaluation.

Our Ref: SGL18620

1st April 2022

Dear South Gloucestershire Council, Yate North Ward Councillors and Yate Town Council Members,

Subject: Proposed 5G Telecommunications Installation for H3G UK

The purpose of this letter and its enclosures is to inform stakeholders of our proposed installation prior to the submission of a formal planning application. The application will be in the name of CK Hutchison Networks (UK) Ltd who will be responsible for construction of the site, the Operator will be H3G better known as Three.

As you will see we have already undertaken several steps in the site identification process having examined the Radio Communications Agency Mast Register, our record of other operators' sites and the council's own mast register. In addition, the policies in the council's development plan have been examined and any relevant planning history of the site. This has led to us identifying the following potential site:

Site Name/Address:	Eastfield Drive Streetworks Eastfield Drive Yate South Gloucestershire BS37 7YT
NGR:	NGR E: 371023, N: 184205
Type of Installation:	Proposed 16.0m Phase 8 monopole and associated ancillary works.

The exact location of the site and a detailed description can be found on the enclosed drawings.

The site identified has been rated Amber under the voluntary Ten Commitments Traffic Light Rating System.

All H3G UK Ltd installations are designed to be fully compliant with the public exposure guidelines established by the International Commission on Non-Ionizing Radiation Protection (ICNIRP). These guidelines have the support of UK Government, the European Union and they also have the formal backing of the World Health Organisation. A certificate of ICNIRP compliance will be included within the planning submission.

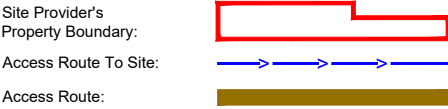
If you have any feedback on these proposals, we look forward to receiving your comments and if you are aware of any other local organisations that are not statutory consultees that you consider should be informed, please let us know and we will endeavour to consult with them.

Yours faithfully,

NOTES:

1. ALL DIMENSIONS IN MM UNLESS OTHERWISE NOTED.

DIRECTIONS TO SITE:
Head southwest on M4. At junction 18, take the A46 exit to Bath/Stroud. At Tormarton Interchange, take the 3rd exit onto Bath Rd/A46. Turn left onto Badminton Rd/A432. At the roundabout, take the 4th exit onto St Johns Way. At the roundabout, take the 3rd exit onto Wickwar Rd/B4060. Turn left onto Southfield Way/B4060. At the roundabout, take the 3rd exit onto Eastfield Dr. At the roundabout, take the 1st exit and stay on Eastfield Dr. Follow Eastfield Dr and site location is on the right hand side.



Master:	MBNL / EE:	Project:	Purpose of Issue:	Issue:
M001	MBNL	5G UNILATERAL	Planning	A
Date:	18/02/2022	Revision / Upgrade Description:		
Drawn:	CDN	First Issue - Site nomination dated: TBC		
Checked:	DH			
Approved:	SD			

CK Hutchison Networks (UK) Limited

Great Brighams Mead,
Vastern Road, Reading,
Berkshire, England,
RG1 8DJ

Design Consultant & Principal Contractor:



WHP Telecoms
Unit 1 Maple Park,
Low Fields Avenue, Leeds
LS12 6HH

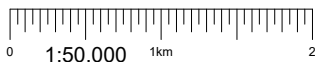
Site Name:	EASTFIELD DRIVE STREETWORKS		
Site ID:	SGL18620		
Address:	EASTFIELD DRIVE, YATE, SOUTH GLOUCESTERSHIRE, SOUTH WEST ENGLAND, ENGLAND, BS37 7YT		
Title:	002 SITE LOCATION PLAN		
Project:	5G UNILATERAL		
Purpose of Issue:	PLANNING		
EE Cell ID:	MBNL Cell ID:	Cell ID:	
N/A	N/A	N/A	
Master Drawing No:			Issue:
SGL18620_M001			A

SITE LOCATION

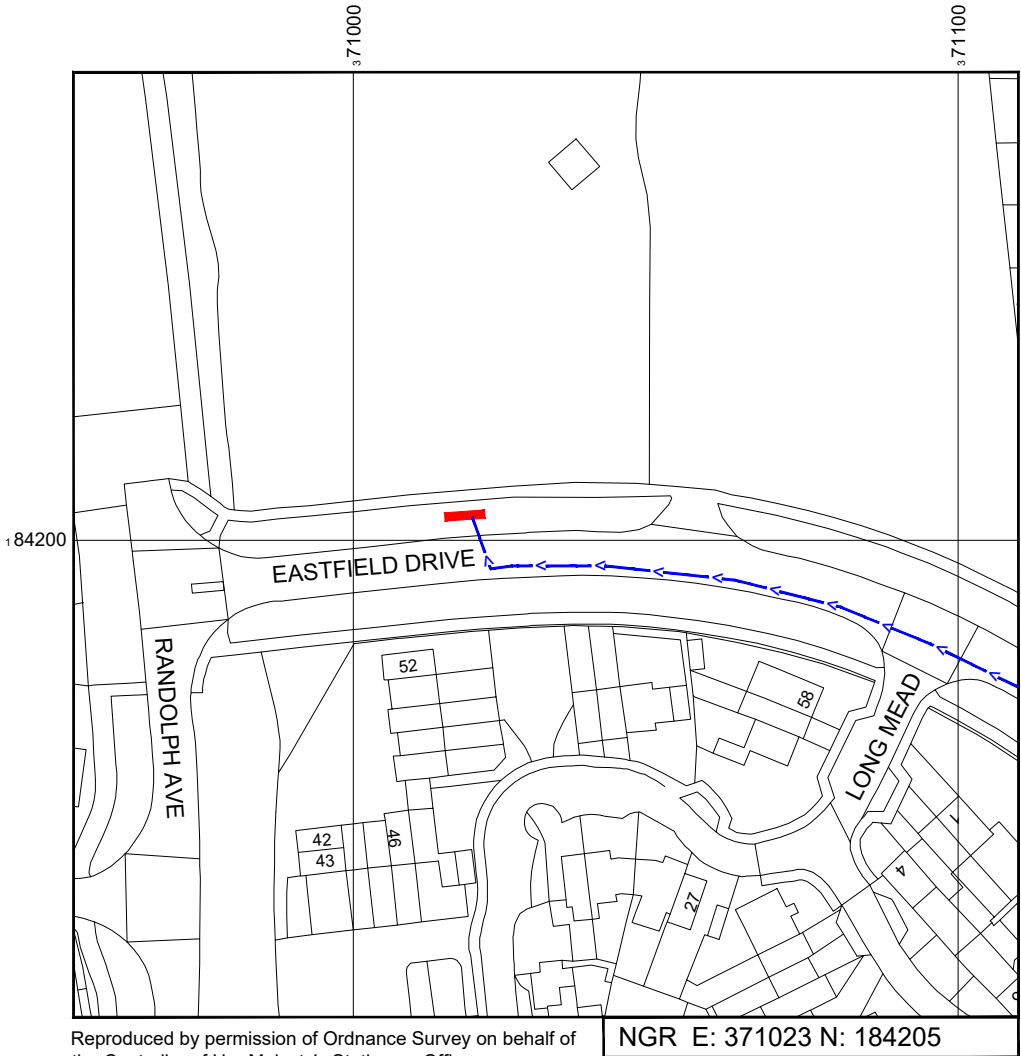


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SITE AREA PLAN

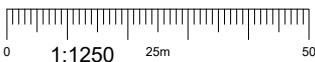


SITE PHOTOGRAPH



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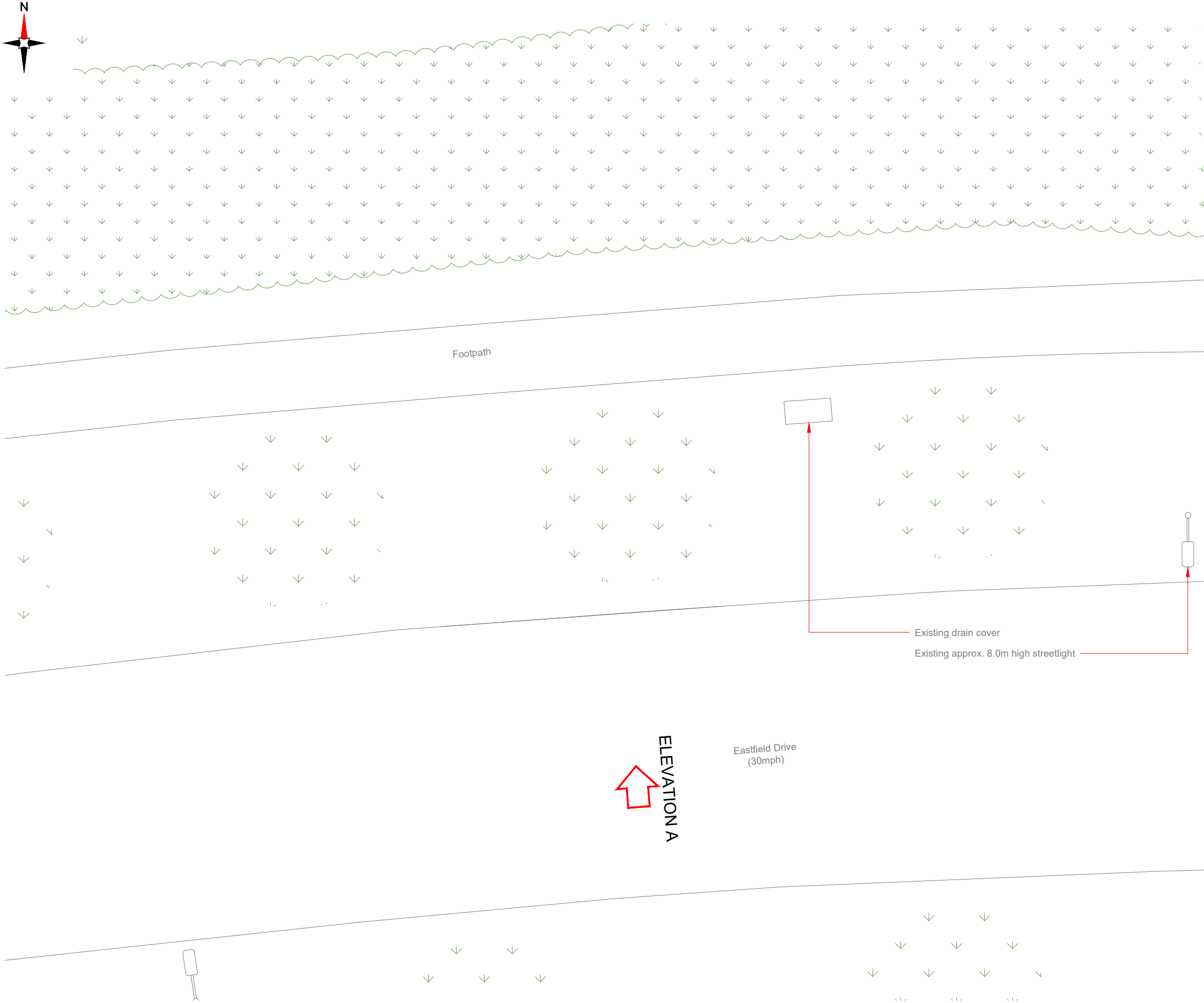
SITE LOCATION PLAN



GOOGLE MAPS QR CODE

GOOGLE MAPS - <https://goo.gl/maps/jQmTgWXbZLDSfvHb6>

GOOGLE STREETVIEW - <https://goo.gl/maps/kEjwLBhcchi4oDPC9>



NOTES:


- ALL DIMENSIONS IN MM UNLESS OTHERWISE NOTED.

Master:	MBNL / EE:	Project:	Purpose of Issue:	Issue:
M001	MBNL	5G UNILATERAL	Planning	A
Date:	18/02/2022	Revision / Upgrade Description:		
Drawn:	CDN	First Issue - Site nomination dated: TBC		
Checked:	DH			
Approved:	SD			

CK Hutchison Networks (UK) Limited

Great Brighams Mead,
Vastern Road, Reading,
Berkshire, England,
RG1 8DJ

Design Consultant & Principal Contractor:


WHP Telecoms
Unit 1 Maple Park,
Low Fields Avenue, Leeds
LS12 6HH

Site Name:
EASTFIELD DRIVE STREETWORKS

Site ID:
SGL18620

Address:
EASTFIELD DRIVE, YATE,
SOUTH GLOUCESTERSHIRE,
SOUTH WEST ENGLAND, ENGLAND,
BS37 7YT

Title:
100 EXISTING SITE PLAN

Project:
5G UNILATERAL

Purpose of Issue:
PLANNING

EE Cell ID:	MBNL Cell ID:	Cell ID:
N/A	N/A	N/A

Master Drawing No:
SGL18620_M001

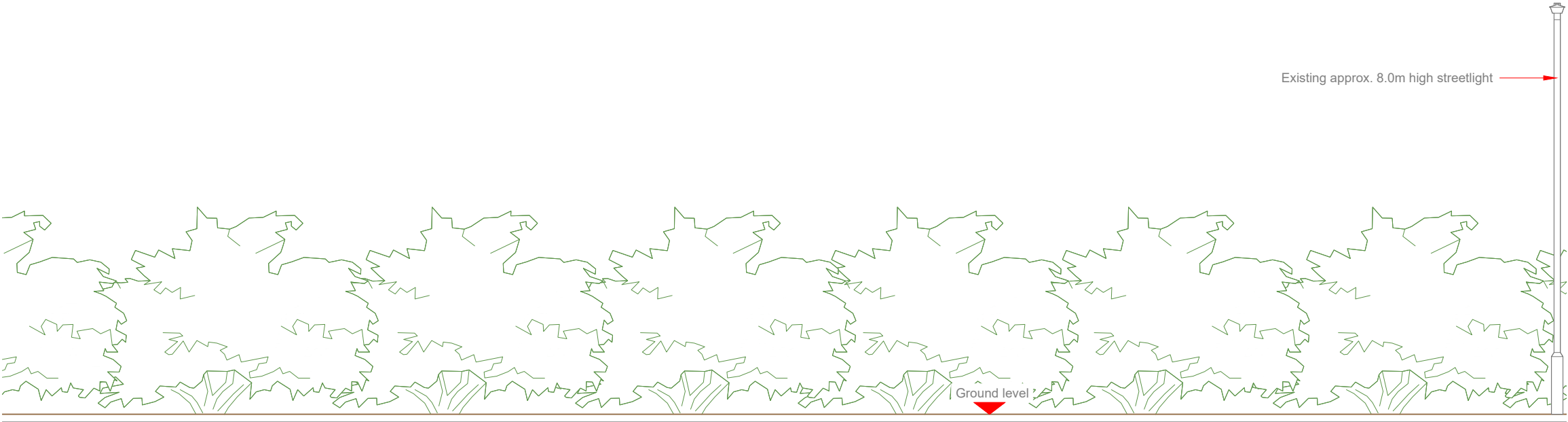
37

Issue: A

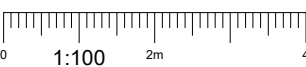
100mm

50mm

10mm



EXISTING ELEVATION A



NOTES:
1. ALL DIMENSIONS IN MM UNLESS OTHERWISE NOTED.

Master:	MBNL / EE:	Project:	Purpose of Issue:	Issue:
M001	MBNL	5G UNILATERAL	Planning	A
Date:	18/02/2022	Revision / Upgrade Description:		
Drawn:	CDN	First Issue - Site nomination dated: TBC		
Checked:	DH			
Approved:	SD			

CK Hutchison
Networks (UK)
Limited

Great Brighams Mead,
Vastern Road, Reading,
Berkshire, England,
RG1 8DJ

Design Consultant & Principal Contractor:



WHP Telecoms
Unit 1 Maple Park,
Low Fields Avenue, Leeds
LS12 6HH

Site Name:
EASTFIELD DRIVE STREETWORKS

Site ID:
SGL18620

Address:
EASTFIELD DRIVE, YATE,
SOUTH GLOUCESTERSHIRE,
SOUTH WEST ENGLAND, ENGLAND,
BS37 7YT

Title:
150 EXISTING ELEVATION A

Project:
5G UNILATERAL

Purpose of Issue:
PLANNING

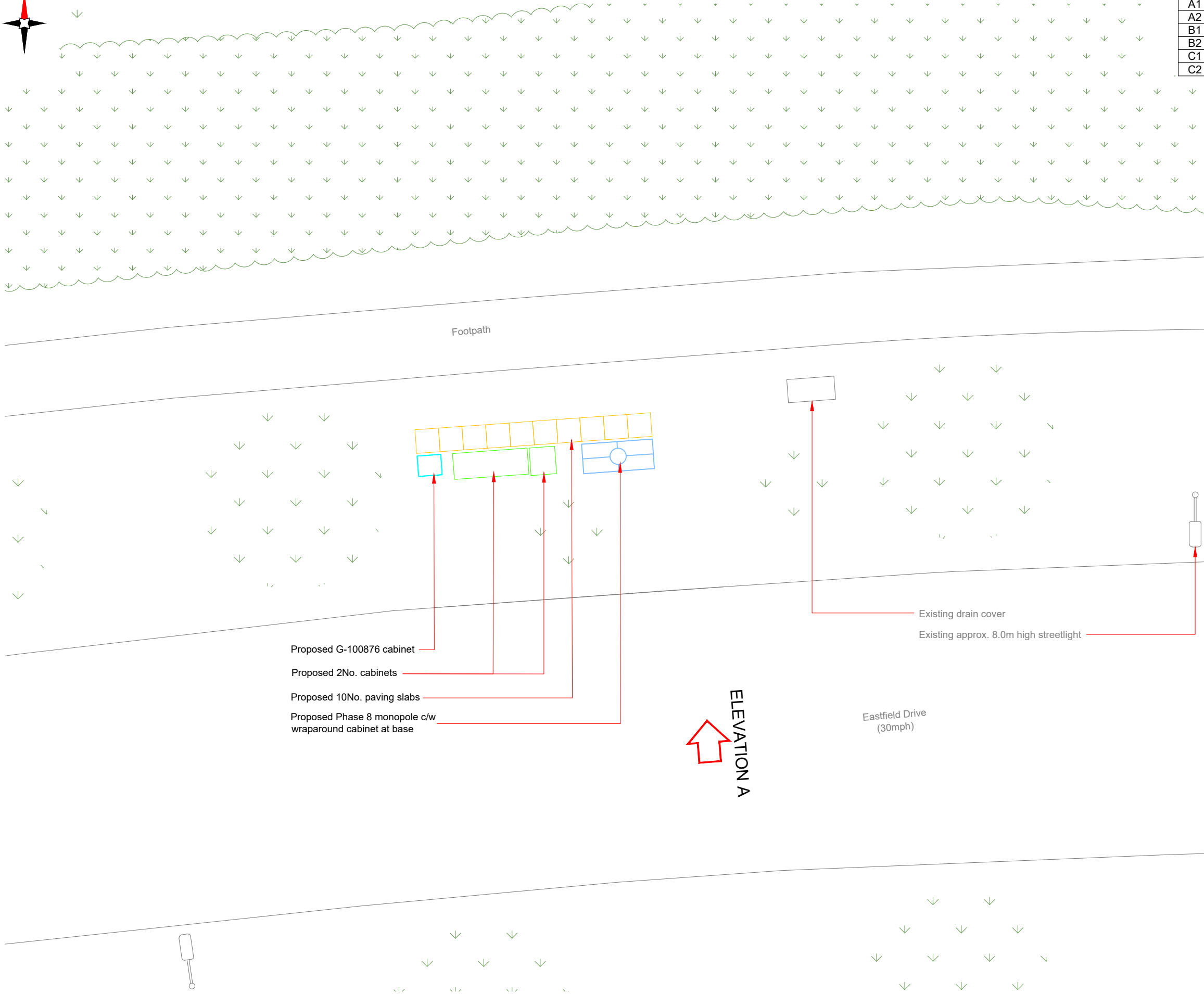
EE Cell ID: N/A	MBNL Cell ID: N/A	Cell ID: N/A
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Master Drawing No: SGL18620_M001	Issue: A
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Antenna Aperture ID	Proposed 4G/5G Bearing
A1	0°
A2	0°
B1	120°
B2	120°
C1	240°
C2	240°

NOTES:
1. ALL DIMENSIONS IN MM UNLESS OTHERWISE NOTED.



Proposed G-100876 cabinet

Proposed 2No. cabinets

Proposed 10No. paving slabs

Proposed Phase 8 monopole c/w wraparound cabinet at base

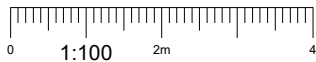
Existing drain cover

Existing approx. 8.0m high streetlight

Eastfield Drive
(30mph)

ELEVATION A

PROPOSED SITE PLAN



**CK Hutchison
Networks (UK)
Limited**

Great Brighams Mead,
Vastern Road, Reading,
Berkshire, England,
RG1 8DJ

Design Consultant & Principal Contractor:



WHP Telecoms
Unit 1 Maple Park,
Low Fields Avenue, Leeds
LS12 6HH

Site Name:
EASTFIELD DRIVE STREETWORKS

Site ID:
SGL18620

Address:
**EASTFIELD DRIVE, YATE,
SOUTH GLOUCESTERSHIRE,
SOUTH WEST ENGLAND, ENGLAND,
BS37 7YT**

Title:
210 PROPOSED SITE PLAN

Project:
5G UNILATERAL

Purpose of Issue:
PLANNING

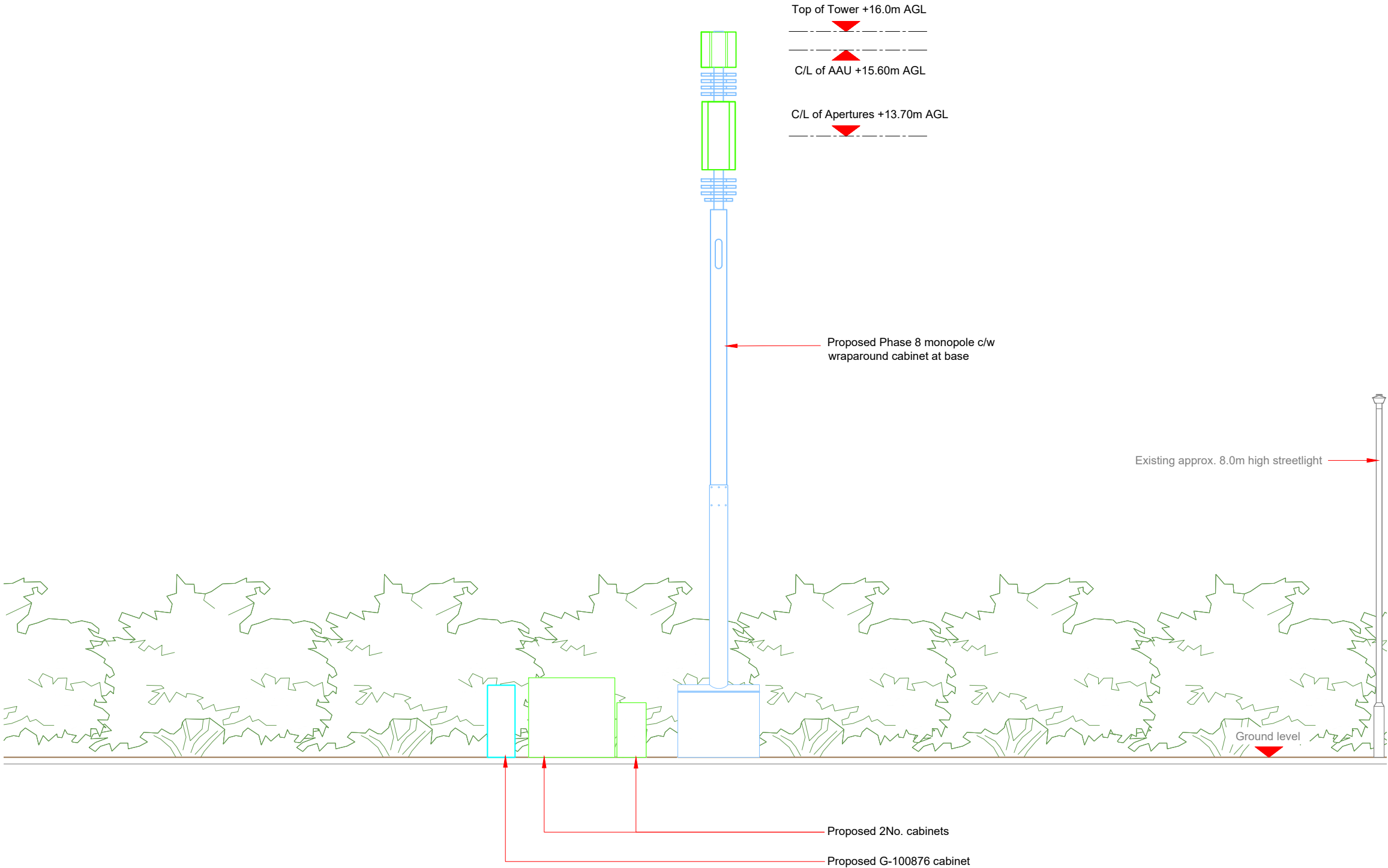
EE Cell ID: N/A	MBNL Cell ID: N/A	Cell ID: N/A
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Master Drawing No: SGL18620_M001	Issue: A
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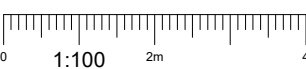
Antenna Aperture ID	Proposed 4G/5G Bearing
A1	0°
A2	0°
B1	120°
B2	120°
C1	240°
C2	240°


NOTES:

1. ALL DIMENSIONS IN MM UNLESS OTHERWISE NOTED.

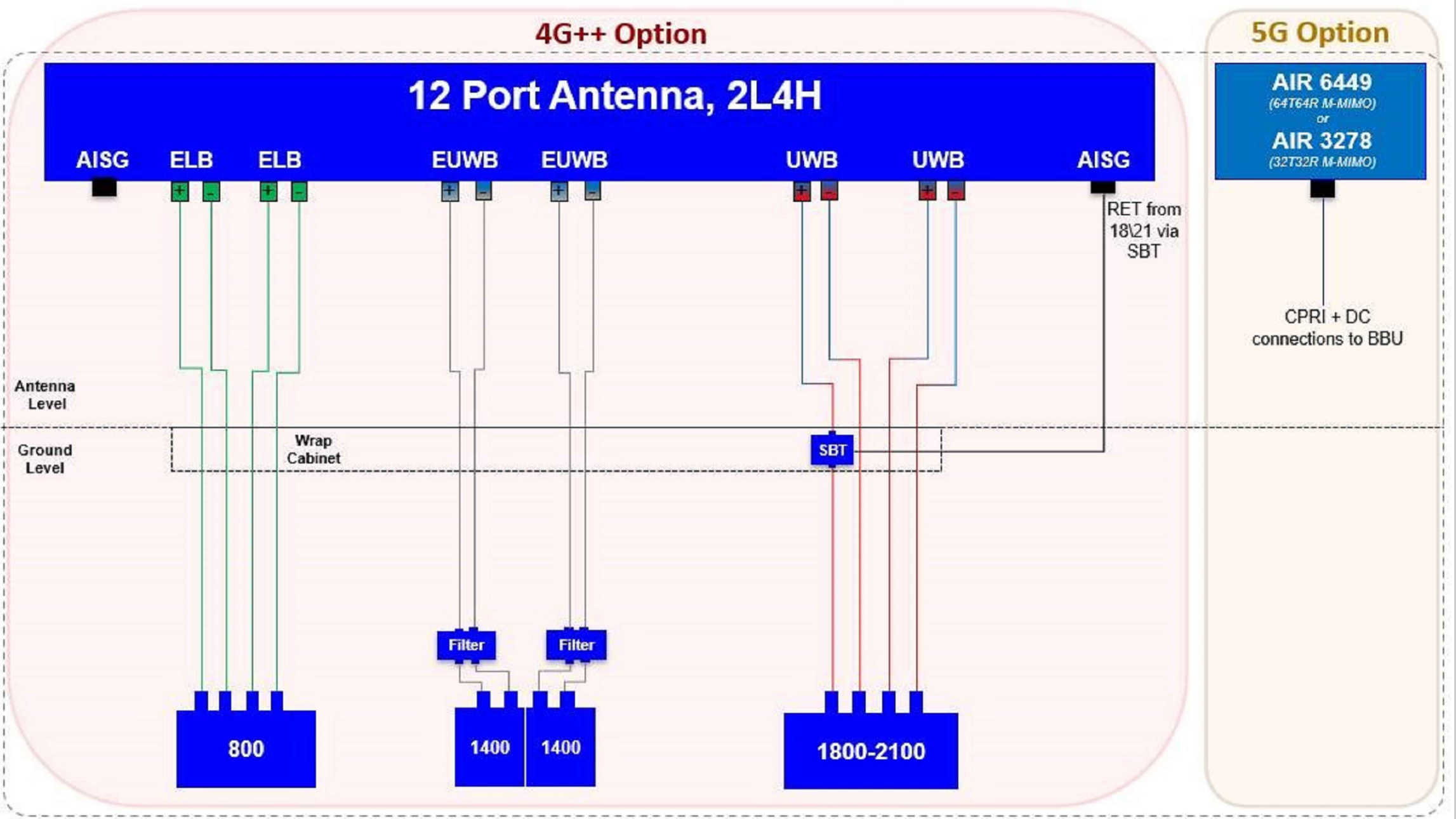


PROPOSED ELEVATION



Master: M001	MBNL / EE: MBNL	Project: 5G UNILATERAL	Purpose of Issue: Planning	Issue: A
Date: 18/02/2022	Drawn: CDN	Checked: DH	Approved: SD	Revision / Upgrade Description: First Issue - Site nomination dated: TBC
CK Hutchison Networks (UK) Limited Great Brighams Mead, Vastern Road, Reading, Berkshire, England, RG1 8DJ				
Design Consultant & Principal Contractor:  WHP Telecoms Unit 1 Maple Park, Low Fields Avenue, Leeds LS12 6HH				
Site Name: EASTFIELD DRIVE STREETWORKS				
Site ID: SGL18620				
Address: EASTFIELD DRIVE, YATE, SOUTH GLOUCESTERSHIRE, SOUTH WEST ENGLAND, ENGLAND, BS37 7YT				
Title: 260 PROPOSED ELEVATION				
Project: 5G UNILATERAL				
Purpose of Issue: PLANNING				
EE Cell ID: N/A	MBNL Cell ID: N/A	Cell ID: N/A		
Master Drawing No: SGL18620_M001				Issue: A

Proposed Antenna Aperture Schedule & RF Equipment Capacity																	
Antenna Aperture ID	Antenna Aperture Size (Length x Width x Depth)	Aperture Height C/L	Aperture Max Weight (kg)	Proposed 4G/5G Bearing	Tech: 4G/5G	Operator:	Antenna Aperture Coordinates		RRU No. <small>Max Size & Weight L=300mm W=400mm D=150mm Weight=25kg</small>	MHA No. <small>Max Size & Weight L=300mm W=300mm D=150mm Weight=10kg</small>	Main Feeder			BOB <small>Max Size & Weight (300x300x250mm & 5kg)</small>		Active Router No. <small>Max Size & Weight (370x260x150mm & 10kg)</small>	Passive Router No. <small>Max Size & Weight (350x220x150mm & 10kg)</small>
							Eastings	Northings			Size	Length	No.	No. Top	No. Bottom		
A1	778x403x268mm	15.60m	37.5kg	0°	5G	-	-	-	0	0	TBC	TBC	4	1	1	1	1
A2	1499x498x197mm	13.70m	31.8kg	0°	4G	-	-	-	3	0	TBC	TBC	4	1	1	1	1
B1	778x403x268mm	15.60m	37.5kg	120°	5G	-	-	-	0	0	TBC	TBC	4	1	1	1	1
B2	1499x498x197mm	13.70m	31.8kg	120°	4G	-	-	-	3	0	TBC	TBC	4	1	1	1	1
C1	778x403x268mm	15.60m	37.5kg	240°	5G	-	-	-	0	0	TBC	TBC	4	1	1	1	1
C2	1499x498x197mm	13.70m	31.8kg	240°	4G	-	-	-	3	0	TBC	TBC	4	1	1	1	1



STATUS KEY:


Installed: Existing

Retain: Existing and to remain

Relocate: Existing and to be relocated

Remove: Existing to be removed from site

Proposed: New on site

Master:	MBNL / EE:	Project:	Purpose of Issue:	Issue:
M001	MBNL	5G UNILATERAL	Planning	A
Date:	18/02/2022	Revision / Upgrade Description:		
Drawn:	CDN	First Issue - Site nomination dated: TBC		
Checked:	DH			
Approved:	SD			
<div>CK Hutchison Networks (UK) Limited Great Brighams Mead, Vastern Road, Reading, Berkshire, England, RG1 8DJ</div>				
Design Consultant & Principal Contractor:				
		<div>WHP Telecoms Unit 1 Maple Park, Low Fields Avenue, Leeds LS12 6HH</div>		
Site Name:				
EASTFIELD DRIVE STREETWORKS				
Site ID:				
SGL18620				
Address:				
EASTFIELD DRIVE, YATE, SOUTH GLOUCESTERSHIRE, SOUTH WEST ENGLAND, ENGLAND, BS37 7YT				
Title: 303 PROPOSED ANTENNA SCHEDULE & LINE CONFIGURATION				
Project:				
5G UNILATERAL				
Purpose of Issue:				
PLANNING				
EE Cell ID:		MBNL Cell ID:		Cell ID:
N/A		N/A		N/A
Master Drawing No:				Issue:
SGL18620_M001				A

Support Structure Schedule													
Structure ID	Status	Equipment Description / Type	Structure Manufacturer	Height AGL (m)	Colour (RAL Colour)	Headframe Details	Foundation / Support Grillage / Host Structure Details	Support Bolt Details	MBNL Ref:	Comments			
ST1	Proposed	Phase 8	-	16.0	Galvanised	-	Root Foundation	-	-				
Equipment Schedule													
Equipment ID	Quantity	Status	Equipment Description / Type	Equipment Manufacturer	Dimensions (W x D x H)	Weight (kg)	Colour (RAL Colour)	Material	Location	Power	Power cable length (m)	MBNL Ref:	Comments
CAB1	1	Proposed	Commscope - Bowler	-	1900x600x1752	-	Grey	Steel	Outdoor	-	-	-	
CAB2	1	Proposed	Ericsson - 6130	-	650x700x950	-	Grey	Steel	Outdoor	-	-	-	
CAB3	1	Proposed	G-100876	-	600x520x1585	-	Grey	Steel	Outdoor	-	-	-	
CAB4	1	Proposed	Diplexer Cabinet	-	1800x750x1600	-	Grey	Steel	Outdoor	-	-	-	

STATUS KEY:

Installed:

Existing

Retain:

Existing and to remain

Relocate:

Existing and to be relocated

Remove:

Existing to be removed from site

Proposed:

New on site

LOCATION KEY:

Outdoor:

Located outside

Indoor:

Located within an equipment cabin or equipment room

Internal:

located inside a cabinet or item of equipment

Master:	MBNL / EE:	Project:	Purpose of Issue:	Issue:
M001	MBNL	5G UNILATERAL	Planning	A
Date:	18/02/2022	Revision / Upgrade Description:		
Drawn:	CDN	First Issue - Site nomination dated: TBC		
Checked:	DH			
Approved:	SD			

CK Hutchison Networks (UK) Limited

Great Brighams Mead,
Vastern Road, Reading,
Berkshire, England,
RG1 8DJ

WHP

WHP Telecoms
Unit 1 Maple Park,
Low Fields Avenue, Leeds
LS12 6HH

Design Consultant & Principal Contractor:

Site Name:
EASTFIELD DRIVE STREETWORKS

Site ID:
SGL18620

Address:

EASTFIELD DRIVE, YATE,
SOUTH GLOUCESTERSHIRE,
SOUTH WEST ENGLAND, ENGLAND,
BS37 7YT

Title:
305 EQUIPMENT SCHEDULE &
SUPPORT STRUCTURE DETAILS

Project:
5G UNILATERAL

Purpose of Issue:
PLANNING

EE Cell ID: N/A	MBNL Cell ID: N/A	Cell ID: N/A
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Master Drawing No:
SGL18620_M001

Issue:
A

Planning and Transportation

Pending Log as of 3rd May 2022

To **NOTE** the status of the following:

1. Mud on Roads, North Yate New Neighbourhood

Ongoing complaints are being received from residents in the Brimsham area expressing safety concerns over the excessive amount of mud being deposited onto the roads around the North Yate New Neighbourhood, Ladden Brook development currently under construction. There is an ongoing failure of the housing developers wheel washing processes which has been reported to South Gloucestershire Council on several occasions.

To **NOTE** latest correspondence sent to South Gloucestershire Council 24.10.19

“.... According to the Site Management Plan for the new North Yate Development approved in 2017 as revised in 2018, the ‘Super Compound’ and wheel washing facilities were to be at the top of Randolph Avenue. Leechpool Way was to be a ‘ temporary site access for the initial six months. We are now 15 months into construction and all construction traffic continues to use Leechpool creating all sorts of problems with mud, speeding vehicles and vehicles parked inappropriately. When are they going to start using the access to the super compound as the sole site access with proper wheel washing there - to spare the residents of Leechpool and side roads ? See page 23 (Appendix 5).

In addition, there are going to be traffic calming measures on Randolph and Leechpool to slow vehicles approaching the new sites. When will these be consulted upon with the public and then installed? Residents off Leechpool are suffering from vehicles speeding along there now, and need traffic slowed urgently.”

To **NOTE** response received 25.10.19 from SGC Planning Officers.

“After liaising with relevant Highway Officers I can provide the following responses to your enquiry.

The Council’s Highway Engineer has clarified that no construction traffic has been using Leechpool Way since last December. It is not possible to access the main construction site via this route due to the main site being fenced off. All construction traffic to the main site enters via Randolph Avenue and exits through the main site compound via the wheel wash turning right towards Randolph Avenue as per the approved plan. Signage has been erected accordingly. Vehicles entering Leechpool Way may be a mixture of residents, including “moving in” lorries, smaller vehicles fitting out or servicing occupied homes or houses nearing occupation. The only heavy construction vehicles since the December date that it is expected to have accessed from Leechpool Way would be those for the final surfacing prior to official opening. There may be the odd occasion where

maintenance vehicles will have to access from this end to effect remedial works to the carriageway.

The Council's Design and Operations Engineer has confirmed that due to her workload she has not yet been able to consider traffic calming works to Randolph Avenue. She will however, be considering this issue in due course...."

To continue to monitor.

CW no complaints at the moment 1.3.22

TS ok at the moment 1.3.22

2. Highway Surface Repairs, Chatcombe

The following correspondence was issued to South Gloucestershire Council:

"At our meeting of Planning and Transportation Committee on 18th January, the state of the road surface at Chatcombe, Yate was discussed. Are you able to advise of when it is planned to make repairs to this area please?"

A response is awaited.

3. Wickwar Road / Peg Hill (Southfield Way) Junction Safety

To **NOTE** correspondence issued to South Gloucestershire Council on 27th September 2021 to request updated monitoring of the traffic at the top of Peg Hill.

"You have previously kindly provided us with data.

The members of our Planning and Transportation committee have requested that you provide us with up to date information, but specifically relating to the congestion at the junction at the top of Peg Hill (Southfield Way) with the Wickwar Road.

They are becoming increasingly concerned about congestion at the junction itself, and the increase of traffic on Peg Hill combined with the increasing traffic flow on the Wickwar Road.

We would be grateful, therefore, if you could supply this up to date information."

To **NOTE** response received from SGC 29.9.21

"That junction was not subject to survey during Covid and the data I supplied in Feb 2020 remains the latest available.

Future surveys are planned but I don't have dates as yet.

I'm sorry I can't be more helpful."