

Stuart Choak

From: Stuart Choak
Sent: 28 October 2008 13:23
To: Frank Cashmore
Subject: RE: Land at Severn Road, Avonmouth

Frank,

Happy to accept the suitability of the junction is established by virtue of current numbers of HGVs related to the existing land-use.

I note your comment that signals would bring about a benefit to the network.

Existing site movements are unconfirmed but are possibly likely to be similar to that being proposed. Traffic figures will be refined to reflect the end occupier within any future traffic assessment. However, for the time being we've been working on 50 staff split over a mix of day and shift-workers (I think its 3 shifts we're working to at the moment). Hence, some employees arrive in the am peak but not in the pm peak.

Regards

-----Original Message-----

From: Frank Cashmore [mailto:frank.cashmore@bristol.gov.uk]
Sent: 28 October 2008 13:16
To: Stuart Choak
Subject: RE: Land at Severn Road, Avonmouth

Thanks.

Fine, except that I'd be glad if you'd insert the word "current" before "HGV" in "is adequate for HGV movements", as that was definitely my meaning! There's a long history of accidents around that junction, and we've just put in a 40mph limit on the whole stretch of road. So signals would be a real benefit.

Thanks for clarification about the flow diagram. I assume there's very little traffic in and out of that site at present? I assume also the 30 non-HGVs that enter before 8:30 leave before 17:00, do they? On the telephone I thought you mentioned 35 staff in 5 shifts, but that didn't sound right?

Regards
Frank

>>> "Stuart Choak" <schoak@slrconsulting.co.uk> 28/10/2008 12:56 >>>
Frank,

Thanks for the clarification of the points within the meeting note - we will amend accordingly.

Re the traffic signals, this is something that is likely to be firmed up in the near future and will be dependant upon the end occupier (which is still not fixed). I note that the discussions undertaken at our meeting concluded that the existing junction was adequate to accommodate HGV movements, particularly in the context of the site's existing use, and so any proposed signalisation would not be expected by the Highway Authority. Once we firm up on this issue, I will liaise with you on the matter.

Re the flow diagrams, they show the surveyed flows along Severn Road and the initial estimate of site movements into and out of the site - so no other diagrams were intended.

Many thanks for confirming your initial stance on the proposed access design and in particular, your prompt response.

Kindest Regards

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-----Original Message-----

From: Frank Cashmore [mailto:frank.cashmore@bristol.gov.uk]
Sent: 28 October 2008 12:48
To: Stuart Choak
Subject: Re: Land at Severn Road, Avonmouth

Hello Stuart

Thanks for the new info.

Yes, looking at the documents from our July meeting, I recall the details of this proposal. What you said on the phone got me thinking the development was on a different site, within the port estate! (the Severn Road site is well outside it). There's no need to talk to the Port Company if the site isn't within the port estate.

Your notes on the meeting are not quite accurate -

a it wasn't the wind turbines that will attract significant vehicle trips from the North, because they won't - new warehouse developments in the Cabot Park area probably will, however.

b by "Crooks Marsh junction" I assume you mean Severn Road / Chittening Road. My notes record that at this junction your clients proposed to install traffic signals and a right turn lane from the south - is this still the case? I'm sure we would be looking for this, as essential to reduce collision risk on the bend.

c I don't think I said there would be no S106 contribution required - only that there was no "blanket" requirement for contributions in this area, as there is in other areas in Avonmouth. I still don't think we'd be looking for anything else big, if we get the Chittening Road/ Severn Road signals, but maybe some footway and the like - have to look in detail.

Other comments

a flood risk assessment - when the application is submitted, it must include one of these, otherwise the Environment Agency will direct refusal, as they have done in other sites in the area recently

b The site access drawing looks ok. I note the junction is moved slightly from the existing, to a slightly better location - the sightlines you've drawn on are useful, and the clients must ensure they don't do any planting that would obscure these, with it being on the inside of a

bend. I assume the pipes that currently go across the road will be removed.

c Is there another diagram of future traffic flows that you should have sent? The one you sent (402.0036.00374) only seems to have survey data on it, assuming the figures in brackets are HGVs?

Regards
Frank

>>> "Stuart Choak" <schoak@slrconsulting.co.uk> 28/10/2008 11:02 >>>
Frank,

Further to our telephone conversation this morning, I attach a junction layout (Drawing P1) which shows a potential improvement to the site access junction at Land at Severn Road, Avonmouth. You may recall that we met on 7th July 2008 to discuss the potential development of the site to a HGV based industrial operation, and to scope out any future traffic assessment - and for your convenience I have attached a copy of our notes from that meeting.

I would be very grateful if you could take the time to look at the potential site access and provide any initial thoughts/comments that you may have as this would then be fed back into the evolving development plans - it will also hopefully ensure that any forthcoming planning application runs smoothly.

To aid your consideration of the layout I also attach flow diagrams indicating preliminary junction movements. Obviously, any junction improvements would be assessed for capacity within any transport assessment but given the volume of traffic envisaged at this time, no capacity issues are foreseen and hence no further assessment has been made.

Please do not hesitate to contact me should you have any queries.

Kindest Regards
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Associate

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Meeting Note



Date	Time	Location	Persons Present	Description/Key Matters
Monday 7 th July 2008	09:30	Bristol, Wilder House	SC – Stuart Choak FC – Frank Cashmore JB – Jon Bevan	Preliminary scoping meeting to address basic issues/concerns of the development

SC – outlined expected 110 HGVs per day, 50 day staff / 50 shift staff

FC – Identified J18 / 18a as a possible issue with HA due to future expected flows in the area. It was pointed-out that there is a current application for a wind turbine in the area, which would attract significant vehicle trips from the North.

SC – raised Crooks Marsh junction and possible improvements to accommodate HGV movements.

FC – stated that the current Crooks Marsh junction geometry “is adequate for HGV movements”.

FC – brief overview of accident records. Identified one fatal incident in the immediate area.

SC – questioned as to the need of Road Safety Audit requirement for any improved junction.

FC – “Stage 1 RSA needed for improved junction”

FC – mentioned the point of COMA sp? implications for industrial safety. Existing works raises safety issue over area.

SC & FC – agreed that there is no significant trip generation further east from the site access and that “no routing agreements are needed”

SC – suggested assessment years of 2012 and +5 (2017), with TEMPRO business use category to be used. All met with FC’s approval.

FC – mentioned the flood risk and drainage issues that are a concern for the wider Avonmouth area – and that there has been a previous assessment carried-out on the major junctions of the A403 south of the site towards the M5 / M49.

FC – confirmed that there would be no requirement for any section 106 contribution or the like – “contribution only for residential/built-up zones”.

FC – in response to SC’s points on Travel Plan – “Framework Travel Plan will be OK”

SC – raised the issue of collecting traffic count data due to proximity of school summer holidays.
FC – stated that it would be “fairly safe” to carry-out a survey during the summer holidays due to the industrial nature of the area.

FC – Rail access would be a feasible future option for the site due to a link in the area to existing rail in the area.

FC – final point that the Traffic Signal department will need to be consulted on any proposed junction improvements.
