

MINUTES OF FULL PARISH COUNCIL MEETING
Monday 5th August 2024 at 7pm, Coalpit Heath Village Hall



MINUTES OF WESTERLEIGH & COALPIT HEATH ADDITIONAL FULL PARISH COUNCIL MEETING
Monday 5th August 2024 at 7pm, Coalpit Heath Village Hall

Present: Cllr R McCullough (Chair), Cllr C Goddard, Cllr K Kelliher, Cllr T Clark (also ward cllr)

Clerk: R Davis

No members of the public.

3784. To NOTE apologies for absence

Cllr J Lean (also ward cllr), Cllr P King
S Simmons (Finance Officer)

3785. To RECEIVE Declarations of Interest relating to this meeting, as required by the Council's Code of Conduct for Members and the Localism Act 2011

Cllr T Clark advised the Council that as he is a member of the South Gloucestershire Development Management Committee, that he is still permitted to speak and vote on planning items and issues (see (min 3788) and would only have to declare an interest if he had a pecuniary interest or an additional non-pecuniary interest **Any contributions he makes are based upon the submitted documents available at this time and he retains an open mind should any application be subsequently referred to one of South Gloucestershire Council's planning committees for determination.**

3786. To APPROVE [Minutes](#) of Parish Council meeting held on 8th July 2024.

RESOLVED: The minutes were approved and signed by the Chair.

3787. To RECEIVE questions and comments from members of the public present with respect to business on the agenda (in accordance with Standing Orders 3 e-3 i)

NONE

3788. PLANNING

To discuss and COMMENT on any necessary Planning Applications or other Planning Matters:

- (i) [P24/01671/CLE](#) Erection of incidental garage/outbuilding. Highfield House 101 Badminton Road Coalpit Heath South Gloucestershire BS36 2TD

RESOLVED: Westerleigh & Coalpit Heath Parish Council makes no comment.

- (ii) [P24/01792/CLP](#) Installation of hip to gable roof extension to facilitate loft conversion. 10 St Annes Drive Coalpit Heath South Gloucestershire BS36 2TH

RESOLVED: Westerleigh & Coalpit Heath Parish Council makes no comment.

- (iii) [P24/01824/F](#) Raising of height and external alterations to existing building, and the erection of a side extension form enlarged body-shop repairs building, with associated works. 10-14 Stover Road Yate South Gloucestershire BS37 5JN

RESOLVED: Westerleigh & Coalpit Heath Parish Council has no objection.

ITEMS REQUIRING A RESOLUTION

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3789. To discuss South Gloucestershire Council's A432 Travel Improvements CONSULTATION and COMMENT as necessary: <https://a432improvements.commonplace.is/>

Noted that the council is disappointed by the failure of the consultation to specifically engage with the residents of Coalpit Heath village, aside from two drop in meetings.

RESOLVED: Cllr R McCullough to write to Cllr Chris Willmore (South Gloucestershire Council's Cabinet Member for Planning, Regeneration and Infrastructure) to express and expand upon the following concerns:

- There is a perception among some residents that the Council has 'already decided' so there is no point in responding. For example, no changes were made after the pre-consultation village drop-in sessions on 29th February 2024.
- Have residents living adjacent to junctions where major changes are proposed, been directly consulted about the impact on access to/ from their properties? It is unclear if this has happened.
- The consultation questionnaire covers the whole route split into four large sections, with four general questions on each. A separate tailored consultation for Coalpit Heath residents was requested by this council, but not actioned by SGC. The general questionnaire is not easily accessible for Coalpit Heath residents, who may have been confused by it, or put off responding at all.
- E.g. respondents accessing the online questionnaire must click past questions on two Yate sections of the route, in order to access later questions on the two Coalpit Heath sections. They may not have completed the questionnaire for this reason.
- The questionnaire contains no specific questions in the two Coalpit Heath sections relating to smaller sections, specific junction changes or new crossings in the village. It would therefore have been difficult for respondents to find where/how to comment on these.

The Council went on to discuss its response to the consultation questionnaire.

RESOLVED: To approve the response to the A432 Travel Improvements Consultation questionnaire attached at Appendix 1.

RESOLVED: To extend the meeting to enable the Council to consider the remaining items.

3790. To reconsider and take a DECISION on a request from South Gloucestershire Council to adopt part of the Kendleshire triangle as highway (to accommodate a proposed shared use cycle track and footway as part of the A432 Travel Improvements project)
<https://a432improvements.commonplace.is/en-GB/proposals/beforeafter-photos/step1> (3rd image)

Noted that the Council has expressed reservations about the benefits of the A432 Travel improvements project and these will be fed back via the consultation response. Also noted that the Council has no objection in principle to the release of the land identified because it will have a negligible impact on the green space as a whole.

RESOLVED: If South Gloucestershire Council approves the A432 Travel Improvements Scheme, to grant permission to adopt part of the Kendleshire triangle as highway. (Land as identified in the A432 Travel Improvements consultation documentation – see plan at Appendix 2).

3791. To RECEIVE a memo from the Joint Parishes Consultative Committee and take a DECISION on a request to sign a joint letter to Claire Young MP, requesting a meeting with the Police and Crime Commissioner

RESOLVED: To defer this item to the September meeting (out of time).

ITEMS TO NOTE

3792. To NOTE items considered urgent by the Chairman

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NONE

3793. To CONSIDER any exempt items

NONE

3794. Dates of future Parish council meeting

NOTED

Monday	9 th September	Full Council Meeting	Henfield Hall
Monday	14 th October	Full Council Meeting	Mafeking Hall, Serridge Lane,
			Coalpit Heath BS36 2UF

(Full list at www.westerleighcoalpitheathparishcouncil.gov.uk/meeting-dates)

The meeting was closed at 9.20pm.

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**Appendix 1 - Westerleigh & Coalpit Heath Parish Council – A432 Travel Improvements
Consultation Response (approved 5th August 2024)**

For the reasons explained in the questionnaire responses that follow, Westerleigh & Coalpit Heath Parish Council regrettably withdraws its support for the section of the scheme from Frog Lane Coalpit Heath extending to the M4 overbridge.

Section 2: Your feedback on the improvements

P3 North Road to B&Q roundabout section

No response, as not in the parish.

P5 Frog Lane Coalpit Heath to North Road Junction Yate

- 1. To what extent are you in favour of creating separate cycle lanes, making it safer for those walking, wheeling or cycling between Frog Lane Coalpit Heath and North Road Yate?**
Somewhat against
- 2. To what extent are you in favour of introducing new crossings and improving existing junctions between Frog Lane Coalpit Heath and North Road Yate?**
Somewhat supportive
- 3. To what extent are you in favour of improving bus stops between Frog Lane Coalpit Heath and North Road Yate to make travelling by bus more pleasant?**
Neutral
- 4. Please share any feedback in relation to the proposals for the Frog Lane Coalpit Heath to North Road Yate section of the route:**

As a general point, it is essential that residents living adjacent to junctions where changes are proposed are consulted directly about the impact on access to and from their properties, and that appropriate access is assured.

Specific comments:

(i) Nibley Lane junction

The Parish Council questions whether the eastbound priority crossing is necessary.

Have residents living adjacent to the Nibley Lane junction been consulted directly about the impact on access to and from their properties, and appropriate access assured? This is essential.

(ii) Stover Road junction –

The plans simplify the junction and improve it for walking, wheeling and cycling. There do not appear to be any real issues for vehicles with the proposed layout.

Have residents living adjacent to the Stover Road junction been consulted directly about the impact on access to and from their properties, and appropriate access assured? This is essential.

(iii) North Road junction

The proposals remove a right turn, but a suitable alternative route is available.

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As above, have residents living adjacent to the North Road junction been consulted directly about the impact on access to and from their properties, and appropriate access assured? This is essential.

P6 Coalpit Heath viaduct to Frog Lane section

1. **To what extent are you in favour of creating separate cycle lanes, making it safer for those walking, wheeling or cycling between Coalpit Heath viaduct and Frog Lane?**
Strongly opposed
2. **To what extent are you in favour of introducing new crossings and improving existing junctions between Coalpit Heath viaduct and Frog Lane?**
Strongly opposed
3. **To what extent are you in favour of improving bus stops between Coalpit Heath viaduct and Frog Lane to make travelling by bus more pleasant?**
Somewhat against
4. **Please share any feedback in relation to the proposals for the Coalpit Heath viaduct to Frog Lane section of the route:**

The Parish Council response is separated into general comments on this section of the scheme and comments on specific proposals for crossings and junctions.

General comments

This section of the route includes the residential section of the Badminton Road (A432) which goes through the centre of Coalpit Heath village, with Frampton Cotterell village just to the west. Although the proposals would provide some benefits to local residents and commuters, particularly improved safety and a better experience for those walking, wheeling and cycling (more detailed comments below), **on balance the proposals are not appropriate for this residential village location.**

The Parish Council welcomes the increase in the number of signal-controlled crossings on this section of the route (from three to eight) which would notably increase safety and improve the experience for those walking, wheeling and cycling. The proposed changes to the Beesmoor Road/ Roundways junction and the Church Road junction would bring some improvements for those walking, wheeling and cycling.

HOWEVER, the likely benefits are outweighed by the negative ripple effects of the proposed segregated cycle lanes and junction changes required to accommodate them, on village residents, businesses and community facilities. Comments on specific elements of the scheme are expanded upon below, but in general these negative ripple effects include:

- Vehicle access to the numerous residential and business properties fronting the Badminton Road will become more difficult.
- Vehicle access to/ from side roads and at key junctions along the Badminton Road will be de-prioritised and will become more difficult.
- Several junctions look to become significantly more dangerous for vehicular movements (see specific comments below).
- All on-street parking on the Badminton Road will be lost, negatively impacting residents, businesses and community facilities fronting the road and on adjacent side roads, where parking will be displaced to.
- Vehicle road space along the Badminton Road will be reduced, which will likely lead to increased vehicle congestion, also impacting buses travelling along this route. More traffic lights will lead to more stopping and congestion. Although the desired outcome is to increase cycling,

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wheeling and walking along this route, there is no clear evidence that the increase will be enough to offset the increase in traffic congestion through the centre of the village.

- The majority of village bus stops will become less safe for disabled users as the cycleway crosses behind them, restricting access.

Specific comments

(i) Station Road junction

There is a short section of double width cycleway across this junction. Query, is this necessary especially as the stop line is so far back? The stop line is too far back, such that vehicles will be forced to stop over the priority crossing to get appropriate visibility to turn on to Badminton Road. Car drivers will be unable to see left when turning out from Station Road onto Badminton Road. This is unsafe.

(ii) Beesmoor Rd junction

This crossing is undoubtedly better/ safer for walking, wheeling and cycling. The addition of light-controlled crossings on Roundways/ Henfield Hall and on Beesmoor Road are welcome as they will provide safer walking access to the nearby Manor Primary School, Manor School Field and Manor Hall and facilities along Beesmoor Road.

However, the junction arrangement is not better for vehicles. For large vehicles negotiating the junction it is very narrow, with the turning space at the junction drastically reduced.

(iii) Southview Crescent junction

This is a single track road. Visibility for turning right into this road travelling north is poor and is obscured by a bus shelter and vegetation. The narrowing of the Badminton Road and loss of the central road space for vehicles waiting to turn right into Southview Crescent, will make this right (easterly) turn much less safe i.e. vehicles have nowhere to wait to see if the road is clear before turning. There will also be no room for a vehicle to wait at the entrance to Southview Crescent, where the new cycleway will be, to allow vehicles turning on to the Badminton Road to pass.

(iv) Woodend Rd junction

This is a busy junction for vehicles which is on an incline. The stop line is too far back. Vehicles will be forced to stop over the priority crossing to get appropriate visibility to turn on to Badminton Road. This is unsafe.

(v) Heathcote Drive junction

The stop line is pushed further back than currently. Fencing on the corner (southern side of Heathcote drive) plus the bus shelter being moved closer to the junction, will reduce visibility for vehicles turning on to the Badminton Road. Vehicles may be forced to stop over the priority crossing to get appropriate visibility to turn on to Badminton Road, especially turning right. This is unsafe.

(vi) Woodside Road

The light-controlled crossing close to this junction and the Sainsburys store/ Badminton Arms is a very welcome addition and will provide safer walking access to local facilities.

(vii) Church Road junction

The addition of a light-controlled crossing just south of the junction is a very welcome addition and will provide safer walking access to this important local route. The narrowing of the junction will make it safer for walking, wheeling and cycling.

Have residents who live in the properties on the Badminton Road immediately opposite the junction been consulted directly? The plans show a new verge/ separator between the highway and the cycleway, which the residents of two properties here will have to cross to access. It is not clear from the plans how this will impact their access.

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The lane for vehicles travelling south to turn right into Church Road is reduced in size/ capacity, which is likely to lead to more congestion and queuing at peak times at this junction. Also the position of the light-controlled crossing will lead to more congestion.

(viii) On-street parking and access

Badminton Road can currently accommodate on-street parking along long stretches through Coalpit Heath village. The road is certainly not in constant use for this purpose as homes and businesses generally have off-street parking. However, visitors, delivery drivers, tradespeople and customers regularly make use of the available on-street parking, making it valuable to residents who live on the Badminton Road. With no on-street parking there will be displacement to adjacent roads which is likely to create new local parking problems. Furthermore, it is unclear what enforcement options are available if vehicles park on or temporarily block the cycleway. Is loading permissible for example? If there is not appropriate enforcement the entire cycleway will be undermined.

Two particular locations where the removal of parking will have an impact on wider village life are:

- a. Outside St Saviours Church, adjacent to Beesmoor Road. Large events like weddings and funerals often lead to parking on the Badminton Road. This is not a regular occurrence, but the removal of parking will impact the church and its visitors. Displacement of parking to side roads will become an issue.
A related issue here is roadside access to the listed Lychgate for funerals and weddings. It will be a great loss to the community if access can no longer be accommodated.
- b. Outside the Miners Social Club. Again, during larger community and private events, on-street parking is taken up. Removing this capacity could affect the viability of this valued community facility and access to events held there. Displacement of parking to side roads will become an issue.

(ix) Bus stops

There are various bus stops on this section of the route where the cycleway crosses behind the stop. This is not recognised as best practice in designing cycleway schemes. Crucially in this village location, the design will negatively affect access for disabled bus users e.g. with mobility issues, making using the bus LESS safe for them. Improving walking, wheeling and cycling facilities will be at the expense of residents with limited mobility who need to use bus services. They will no longer be able to access some stops safely.

P7 M4 overbridge to Coalpit Heath viaduct section

- 1) **To what extent are you in favour of creating separate cycle lanes, making it safer for those walking, wheeling or cycling between the M4 overbridge and Coalpit Heath viaduct?**
Strongly opposed
- 2) **To what extent are you in favour of introducing new crossings and improving existing junctions between the M4 overbridge and Coalpit Heath viaduct?**
Strongly opposed
- 3) **To what extent are you in favour of improving bus stops between the M4 overbridge and Coalpit Heath viaduct to make travelling by bus more pleasant?**
Neutral
- 4) **Please share any feedback in relation to the proposals for the M4 overbridge to the Coalpit Heath viaduct**

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The Parish Council response is separated into general comments on this section of the scheme and comments on specific proposals for crossings and junctions.

General comments

This section of the route includes the more rural and less residential part of Coalpit Heath and the hamlet of Kendleshire. Just north of this section, the cycleway becomes bidirectional and moves to one side of the road due to limited road space. South of the viaduct and past the junction with Park Lane, it reduces to a shared use footpath and cycleway. It then becomes a separate footpath and cycleway again for a short section, before reducing back to a shared use path past the Down Road/ Ruffet Road junction all the way to the M4 overbridge. The Parish Council's view is that fewer residential properties and businesses will be negatively affected on this section, but it provides more limited benefits to local residents and commuters walking, wheeling and cycling, than the section of the route that goes through the village.

The council is concerned that the shared use sections of the path will not be safe for pedestrians. Although the shared use path will likely improve safety for cyclists (including riders of faster electric bikes and electric scooters), they are likely to travel faster along this section of the route because there are fewer driveways and side roads to cross. This could put pedestrians, especially dog walkers or carers with buggies, at risk or discourage them from using the path. Although private electric scooters cannot be ridden legally on such paths (at this point in time), in reality they will, further increasing risks to pedestrian safety because of the speeds at which they can travel. This is likely to be an issue along the whole stretch of the cycleway, but it will undoubtedly impact the shared use sections more.

Also, it is unclear whether the street lighting on this section of the route will be upgraded? Without improved lighting the shared use path will be much less safe for pedestrians during the autumn and winter months in the mornings and early evening.

There are some welcome improvements for buses along this section, but the need for buses to stop on the road makes the impact neutral overall.

Specific comments

(i) Cuckoo Lane junction

Will the proposed shared use path encroach upon the protected verge opposite the Cuckoo Lane junction? There is a no cut verge here due to the presence of orchids.

There is limited space on Cuckoo Lane before the priority crossing, for vehicles to wait for the crossing to clear before turning into Cuckoo Lane. Similarly there is limited space for a vehicle to wait where it has good visibility before turning out of Cuckoo Lane. The changes will make it less safe for vehicles turning into and out of Cuckoo Lane.

(ii) Ruffet Road/ Down Road junction

The proposed priority crossing, junction changes, crossing island and equestrian holding areas will make crossing Down Road, Ruffet Road and the Badminton Road at this point, much safer for residents and commuters walking, wheeling, cycling as well as riding a horse. However, this is at the expense of making the junction less safe for vehicles, in particular those crossing from the Down Road junction to the Ruffet Road junction. They can no longer use the northern leg of the Ruffet Road junction. Instead, drivers will need to wait in the middle of the Badminton Road until they can clear the Ruffet Road crossing. Buses will also be stopping in the road at this point for the adjacent

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bus stop. These factors, plus the position of the light-controlled crossing, will lead to increased queuing and more congestion at this junction.

(iii) Park Lane junction/ Burger lay by

The proposed puffin crossing is a welcome addition as is the bus shelter in the lay by. These measures will improve the experience of pedestrians and bus users.

However, the new layout design reduces the width of the layby road, thereby reducing capacity for large vehicles to stop here and inconveniencing those drivers of large vehicles that need a stopping place. This will impact the burger van business. A different design could retain a wider layby and accommodate the segregated shared used path.

What would the impacts be for you if the improvements were delivered?

The Parish Council recognises that the improvements will have different impacts for different residents, so this question is best left to individual residents to respond to. However, the general point must be made that the improvements will have negative ripple effects on village residents, businesses and community facilities. It is essential that these are understood fully and considered by South Gloucestershire Council when decisions are taken about amendments to the scheme and whether to go ahead with the scheme as a whole. This council is disappointed that the consultation process has failed to specifically engage with the residents of Coalpit Heath village, for example through a tailored questionnaire about the part of the route that goes through the village.

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Appendix 2 – Land from the Kendleshire Triangle identified to be adopted as highway, in the A432 Travel Improvements consultation documentation

