
Planning Statement Addendum

Land to the West of Park Farm, Thornbury

Savills on behalf of Barwood Development Securities Ltd
& the North West Thornbury Landowner Consortium

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1. Introduction

Introduction

- 1.1 This Planning Statement Addendum (the 'Planning Addendum') has been prepared by Savills on behalf of Barwood Development Securities Ltd (BDSL) and the North West Thornbury Landowner Consortium ('the Applicants') in support of an outline planning application, with all matters except access reserved, for a residential-led development to the West of Park Farm, Thornbury.
- 1.2 It is intended to be read as an addendum to the Planning Statement which was submitted with the planning application in December 2018. It accompanies a submission amending the planning application, and is complemented by an updated plan pack, and a number of revised documents and figures.
- 1.3 Information previously submitted within the original Planning Statement has not been repeated, and as such, this Planning Addendum only deals with matters raised as a result of the proposed amendments to the submitted plans, and the additional/revised information submitted in support of the planning application.

Statement Structure

- 1.4 This Statement is split into the following five sections:

- **Changes to the Application Proposals**

The changes to the application proposals have come about following constructive and positive dialogue with the local planning authority and key stakeholders. Section 2 of this Addendum sets out in detail the changes made to the submitted planning application and the rationale for these changes.

- **Planning Policy Context**

The Planning Statement (dated November 2018) provides a detailed overview of the national and local planning policies and guidance relevant to the determination of this planning application proposal. Since then, the emerging local plans context has changed, and the updated National Planning Policy Framework (2019) has been published. Section 3 of this Statement updates the relevant policy context.

- **Revised Planning Application Documentation.**

The changes to the application proposals outlined in Section 2 of this Statement and the Policy Context explained in Section 3 have a number of direct and indirect impacts upon the planning application submission. Section 4 of the Statement sets out the changes that have been made and how these have been addressed through the updated submission to which this Statement relates.

- **Implications of the Changes**

The original Planning Statement addressed each of the Planning Considerations relating to the application. Section 5 of this Statement takes each of these considerations and updates the assessment to reflect the changes to the application proposals and policy context.

- **Benefits of the Development**

The updated proposals change the public benefits of the development. This section of the Statement updates the list of benefits.

- **Conclusions and Planning Balance**

The final section of this Statement revisits the conclusions of the original Planning Statement and updates the conclusions and planning balance in light of the changes to the application proposals and the policy context.



2. Changes to the Application Proposals



Changes to the Application Proposals

- 2.1 Since the outline planning application was submitted there have been a large number of consultation responses by statutory consultees, local authority officers, and the local community. All of the relevant planning considerations raised have been picked up and formed the basis of constructive and positive dialogue between the applicants and the officers. The output from these discussions has been a number of substantive changes to the application proposals. These changes are listed below.
- 2.2 In addition to these changes, the updated application material provides further evidence and justification for the application proposals. Whilst this has not resulted in changes to the proposals it is nevertheless material to the determination of the planning application. Details of the updated material are provided at the beginning of each document and ES Chapter which has been updated.

Introduction of the School	At the time the outline planning application was submitted the education requirements arising from the development were not known, nor was there an up to date assessment of the capacity of local schools to accommodate growth in pupil numbers. This uncertainty has now been resolved and as a consequence, the application proposals have been amended to incorporate a site of 1.3ha to facilitate the delivery of a new one form entry primary school, pre-school nursery and associated playing fields. Careful consideration has been given to the location of the primary school within the site. The location selected to the west of Parcel B will enable the school to come forward early in the delivery programme. Furthermore, the colocation of the school with the relocated retail and community hub places these importance community facilities at the heart of the combined Park Farm development, improving access for all existing and future residents of the local area, improving access for all existing and future residents of the local area.
Relocation and definition of the Retail and Community Hub (the 'Hub')	On the original Land Use Parameter Plan, the location of the Hub was denoted by an asterisk on the Primary Street within Parcel D. Whilst this is central to the application site, it has been decided that it would deliver the maximum public benefit to existing residents by bringing it closer to the existing residential area and making local services and facilities more

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	<p>accessible to those living in the wider north west Thornbury area.</p> <p>This change also collocates the proposed hub with the new primary school, facilitating linked trips and enhancing accessibility for all future and existing residents.</p>
Quantum of development	<p>The capacity of the application site was determined at the time of the outline planning application on the basis of a total net developable area of 17.35ha and an average density of 36.3dph. The introduction of the primary school site has resulted in a reduction of 0.98ha in the net residential land. Based on the same blended density, the total quantum of development has reduced by circa 35 dwellings from 'up to 630' to 'up to 595' dwellings.</p> <p>Whilst the total number of new homes proposed has reduced, this nevertheless represents a considerable scale of development and should be afforded substantial positive weight in the determination of the planning application.</p>
Building heights / scale of development	<p>The Scale Parameter Plan submitted with the outline planning application (Drawing Reference: 27982/9602 Rev F) proposed development ranging from 'up to 11m' to 'up to 14m'. The updated Scale Parameter Plan submitted (Revision G) reduces the scale of development within each of the three zones, with no building now proposed to be higher than '12.2m'.</p> <p>This change responds directly to comments received in response to the application that the scale of development was not appropriate to its context. The scale of development is now considered to be entirely appropriate to and in-keeping with the context of the locality. The rationale for the heights proposed within each of the three zones is explained in the updated Design & Access Statement. It is this reduced scale of development which has now been tested in the revised Landscape Chapter of the Environmental Statement.</p>
Design and Character	<p>Whilst the application is in outline (with all matters reserved other than access) officers sought further information on the design and materials in order to understand the scheme and inform the determination of the planning application. Although this has not lead to changes to the parameter plans, this information on the appearance and character of the scheme has been incorporated into the updated Design and Access Statement which will then be used to inform the detailed design proposals in</p>

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	future reserved matters applications.
Increased width of the green corridor along Oldbury Lane	<p>The approach to and treatment of the Oldbury Lane frontage has been the subject of detailed discussions with officers. The approach adopted in the application is to screen the development from the approach along Oldbury Lane to the west. As cyclists and drivers (there is no footpath) travel from west to east, there will be a gradual reveal of the development. This design response took inspiration from the approach that is common to other roads into Thornbury and is now explained in further detail in the updated DAS.</p> <p>In order to reinforce this effectiveness of this design response, the green corridor to the south of Oldbury Lane in the western part of the site has been widened. The Design and Access Statement has also been updated to better articulate this strategy.</p>
Recreation and Play Strategy	<p>Pages 104-105 of the original Design & Access Statement set out the design strategy for play provision. This explained that the scheme proposals had been designed to accommodate the prescribed play space provision throughout the site, including 1 no. Neighbourhood Equipped Area of Play, 4 no. Local Equipped Areas of Plan and 10 no. Local Areas of Play. Officers questioned the overall strategy and approach to play provision within the site.</p> <p>In response, this section of the DAS and the GI Parameter Plan have been updated to better explain the strategy and to organise the play provision into three constituent categories – ‘The Destination Park’, ‘Neighbourhood Greens’ and ‘Natural Play’. Each category is accompanied by a set of design principles which can be used to inform the design of these spaces. The overall quantum of play provision on site is unchanged and achieves the required standards. It is agreed by all parties that this is a more effective articulation of the play strategy for the site and will improve the overall scheme.</p>
Green Infrastructure Enhancement	<p>The update to the application proposals enable the retention of a greater proportion of the existing hedgerows within the site. All of the hedgerows within the site are categorised as either being retained, removed or potentially removed. Only where it is known to be absolutely necessary are the hedgerows shown to be definitely removed. Similarly, there are some locations where it is possible to conclude with sufficient certainty that the hedgerow can be retained and incorporated into the development in such a</p>

	<p>way that it will provide a positive contribution to the character and form of the development. In those instances the hedgerow is shown as being retained on the parameter plans.</p> <p>Given that the application is submitted in outline there is a need for some flexibility for the detail to be determined through the design process and agreed through future reserved matters applications. In order to embed flexibility there are certain hedgerows identified as being 'potentially' removed. Hedgerows falling within this category will be retained where it is possible to do so and consistent with the design quality objectives for the site.</p>
<p>Ecology</p>	<p>The application was submitted alongside a comprehensive suite of ecology surveys. These surveys informed the ecological mitigation strategy which was then in turn reflected in the parameters plans. Since the submission of the outline application, in order to ensure the evidence base remains up to date and robust a further update to the newt survey was undertaken during Summer 2019. These updated surveys revealed a small population of newts on the western side of the site. The Ecology Assessment and Chapter 12 of the ES have therefore been updated accordingly. Furthermore, in order to mitigate the impact of the development new habitat in the form of a new newt pond is now proposed within the site. The location of the new pond is shown on the parameter plans.</p>
<p>Design of the Sustainable Drainage</p>	<p>The application proposals incorporate a sustainable drainage system designed to attenuate surface water run off at a rate slower than the existing green field run off rates. It achieves this by capturing water in 'attenuation basins' before it enters the Pickedmoor Brook watercourse to the south of the site. These basins are sized and designed in accordance with modelling which has been agreed with the authority officers.</p> <p>Concerns had been raised by officers that the attenuation basins delivered as part of residential development proposals would appear as heavily engineered and unattractive features in the green infrastructure. In order to overcome this concern further design work was undertaken to demonstrate that there was sufficient land within the selected locations to deliver attractive and well landscaped attenuation.</p> <p>Officers have also asked whether part of the application site could be made available to provide attenuation and improve drainage on Oldbury Lane.</p>

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	<p>This is not required by the proposed development but the applicant is willing to offer the land sought by the officers to the authority for a nominal sum in order to enable these improvement works to take place. This change has been reflected in the draft Heads of Terms for the Section 106 Agreement.</p>
Redesign of the Sustainable Transport Link (STL)	<p>The STL provides a walking, cycling and public transport connection from the permitted Park Farm development to the east to/from this site. The configuration of the STL originally incorporated a pedestrian and cycle path to the north of the road in addition to the footpath to the south. It was agreed through discussions with planning and highways officers that the northern footpath was not necessary as the road would be relatively lightly trafficked and that this land would be better used as a landscape corridor. This change has been reflected on the updated plans.</p>
Transport Assessment and Mitigation	<p>There have been ongoing discussions with the highways authority on the application proposals and the supporting Transport Assessment includes a number of highways focused meetings with the authority officers in order to resolve these issues. Full updates to the Transport Assessment and the Traffic and Transport Chapter of the ES have been produced.</p> <p>These changes are not listed in this Planning Statement but there is a summary schedule of the changes at the beginning of these documents. It is our understanding that all of the outstanding transport issues have been resolved and that there is now therefore no objection to the application proposals from a transport or highways perspective.</p>

2.3 In addition to the changes listed above, updates have been made to a number of the submission documents in order to provide further information and clarify matters raised by consultees on the application. The majority of this material has been shared with the relevant consultees and the case officer in advance of this formal submission. In order to provide an understanding of the changes that have been made, Section 4 of this Statement explains where changes have been made to the each of the submission documents and how these changes have been articulated.

Description of Development

2.4 The original application proposals were based on the following description of development:

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Outline planning permission with all matters except vehicular access reserved, for:

- *Erection of up to 630 dwellings (Use Classes C3);*
- *Up to 700m² for a Retail and Community Hub (Use Classes A1, A2, D1);*
- *A network of open spaces including parkland, footpaths, allotments, landscaping and areas for informal recreation;*
- *New roads, a sustainable travel link (including a bus link), parking areas, accesses and paths;
and*
- *The installation of services and drainage infrastructure.*

2.5 The majority of the changes listed above do not impact upon this description of development. Those that do are the introduction of the primary school and the consequential reduction in the maximum quantum of housing. The updated description of development is therefore as follows:

Outline planning permission with all matters except vehicular access reserved, for:

- *Erection of up to 595 dwellings (Use Classes C3);*
- *Land for a Primary School (Use Class D1);*
- *Up to 700m² for a Retail and Community Hub (Use Classes A1, A2, D1);*
- *A network of open spaces including parkland, footpaths, allotments, landscaping and areas for informal recreation;*
- *New roads, a sustainable travel link (including a bus link), parking areas, accesses and paths;
and*
- *The installation of services and drainage infrastructure.*



3. Planning Policy Context

Planning Policy Context

- 3.1 At the time the Outline Planning Application was submitted (December 2018) the four authorities of the West of England were at the Examination Stage of the Joint Spatial Plan. The Submitted Draft JSP proposed the delivery of 105,500 dwellings during the plan period (2016-2036) and included 12 Strategic Development Locations to support the achievement of this target.
- 3.2 The Examination hearing sessions for the JSP took place in Summer 2019. Following the hearings the Inspectors wrote to the joint authorities on 1 August 2019 and 11 September 2019 raising fundamental objections to the soundness of the Submitted JSP. At the time of writing the joint authorities have yet to formally respond to the Inspectors, however, one possible, indeed likely outcome, is that the JSP will be withdrawn from the examination process and attention instead focused on the preparation of individual Local Plans.
- 3.3 Should the JSP be withdrawn, there are a number of implications for planning policy in South Gloucestershire. Of particular relevance to the application for Land West of Park Farm are that:
- a) The JSP will no longer provides the strategic level planning framework that it was envisaged for the emerging Local Plan. These strategic matters will nevertheless need to be resolved and there is likely therefore to be a significant delay to the programme for adoption of the Local Plan.
 - b) The Draft JSP was submitted in advance of the transition date for the updated 2018 National Planning Policy Framework (from hearing referred to as the 'Framework'). As such the housing requirement was predicated upon the output of a Strategic Housing Market Assessment produced by ORS on behalf of the authorities. The emerging Local Plan will fall outside of the transitional arrangements prescribe in the Framework and the housing requirement will therefore need to reflect, as a minimum, the Local Housing Needs Assessment (LHNA). Further details of the implications for this are explained later within this Statement.



4. Revised Planning Application Documentation

Revised Planning Application Documentation

- 4.1 The changes to the application proposals outlined in Section 2 of this Statement and the Policy Context explained in Section 3 have a number of direct and indirect impacts upon the planning application submission. As explained in Section 2, there are also further changes to the application documentation which provide additional information and clarify matters raised by consultees on the application.
- 4.2 This section of the Statement sets out the changes that have been made and how these have been addressed through the updated submission to which this Statement relates. For completeness, the schedule below lists all of the planning application documents and explains where changes have been made and how these changes appear in the relevant documents.

Submission Document / Plan	Change	Summary of Changes Made Through the Resubmission
Plans		
Topographical Survey Plan	No	The topographic survey provides factual baseline information only.
Site Boundary Plan	Yes	The application boundary remains unchanged but the scaling reference has been updated. Drawing replacement reference 9000/RevH.
Land Use and Access Parameter Plan	Yes	This plan has been replaced by drawing reference 9601/RevG.
Scale Parameter Plan	Yes	This plan has been replaced by drawing reference 9603/RevI.
Green Infrastructure Parameter Plan	Yes	This plan has been replaced by drawing reference 9604/RevL.
Concept Site Access Layout	No	This plan has not been updated since the original submission.
Illustrative Landscape Masterplan	Yes	This plan has been replaced by drawing reference 16-10-PL-201/RevE.
Illustrative Masterplan	Yes	This plan has been replaced by drawing reference 9410/RevL.

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Submission Document / Plan	Change	Summary of Changes Made Through the Resubmission
Sustainable Transport Link Plan	New	This new plan has been produced to show the arrangements for the Sustainable Transport Link. Plan reference: 39209/5501/SK25/RevA
Application Documents		
Application Form	No	The description of development has changed but this has not been updated on the application form.
Planning Statement	Yes	The original Planning Statement is supplemented by this Addendum. The two Statements should be read together as both are relevant.
Design and Access Statement	Yes	The Design and Access Statement has been updated with the addition of supplementary material. There is a schedule at the beginning of the document which identifies the proposed changes and each of the pages that have been changed / updated.
Statement of Community Engagement	No	The Statement of Community Engagement represents a point in time explanation of the community engagement undertaken as part of the planning application preparation. This remains up to date and no changes are therefore proposed.
Affordable Housing Statement	No	The evidence presented in the Affordable Housing Statement of need and supply is largely up to date. The Core Strategy (Policy CS18) contains the most up to date policy requirement and the applicant commits to the delivery of 35% affordable housing on the application site consistent with policy.
Energy Statement	Yes	Minor changes are made to update the document to reflect the updated application proposals.
Ground Conditions Assessment	No	There are no changes to the Ground Conditions which would warrant a change to this Assessment.
Sustainability Statement	Yes	Minor changes are made to update the document to reflect the updated application proposals.
Transport Assessment	Yes	There have been a significant number of changes to the Transport Assessment. All of the changes contained within the

Submission Document / Plan	Change	Summary of Changes Made Through the Resubmission
		Assessment have been discussed and agreed with the highways authority.
Framework Travel Plan	Yes	The Framework Travel Plan has been updated as a consequence of the changes to the Transport Assessment
Draft Section 106 Heads of Terms	Yes	The introduction of the primary school and changes to the transport mitigation requires changes to the Draft Section 106 Heads of Terms.
Environmental Statement Chapters		
Chapter 1 – Introduction	Yes	Minor changes to the Introduction have been made through ‘tracked changes’.
Chapter 2 – Project Site	No	The description of the Project Site has not changed and this Chapter does not therefore require an update.
Chapter 3 – Project Description	Yes	Minor changes to the Project Description have been made through ‘tracked changes’.
Chapter 4 – Alternatives	Yes	The latest changes to the application proposals represent a further iteration / alternative to the scheme. This Chapter has been updated to reflect the addition of this new alternative. Figure 4.6 has been added to reflect the updated Chapter.
Chapter 5 – EIA Approach	Yes	The majority of the approach to the EIA remains unchanged. The only changes are to the approach to cumulative schemes which has changed in the passage of time since the outline application was submitted.
Chapter 6 – Socio-Economics	Yes	Changes to the Socio-economic assessment reflect the change in dwelling numbers and the introduction of the school. Given the number of changes to the document arising from these changes a replacement Chapter has been provided.
Chapter 7 – Archaeology and Cultural Heritage	Yes	Minor changes to the Archaeology and Cultural Heritage Chapter have been made through ‘tracked changes’.
Chapter 8 – Water	Yes	Minor changes to the Water Environment Chapter have been

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Submission Document / Plan	Change	Summary of Changes Made Through the Resubmission
Environment		made through 'tracked changes'.
Chapter 9 – Traffic and Transportation	Yes	There are a number of updates to the Traffic and Transportation Chapter and as such an entirely new chapter has been submitted. The front sheet of the new chapter explains the changes that have been made.
Chapter 10 – Noise and Vibration	No	The original submission included a scenario with the school. This provides a sufficiently robust assessment of Noise & Vibration and no update is therefore needed to the Assessment.
Chapter 11 – Air Quality	No	The original submission included a scenario with the school. This provides a sufficiently robust assessment of Air Quality and no update is therefore needed to the Assessment.
Chapter 12 – Ecology	Yes	Minor changes to the Water Environment Chapter have been made through 'tracked changes'.
Chapter 13 – Landscape and Visual	Yes	There are a number of updates to the Landscape Chapter as such an entirely new chapter has been submitted. The front sheet of the new chapter explains the changes that have been made.
Chapter 14 – Agricultural Land	No	The changes to the application proposals have no bearing upon the Agricultural Land Chapter.
Chapter 15 – Summary of Mitigation	Yes	The changes to the mitigation measures proposed earlier have been incorporated into an updated summary chapter.
Non-Technical Summary	Yes	Minor changes to the Non-technical Summary have been made through 'tracked changes'.
Environmental Statement Volumes 1 and 2		
1.1 – Statement of Competency and Experience	No	The project team inputting into the ES is unchanged and this Statement therefore remains unchanged.
3.1 – Utilities and Foul Drainage	No	The application proposals do not have a significant bearing upon the Utilities and Foul Drainage Strategy. No update has therefore been made to this document.

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Submission Document / Plan	Change	Summary of Changes Made Through the Resubmission
3.2 – Waste Management Strategy	Yes	Minor update provided to reflect the changes to the application proposals.
5.1 – Scoping Report	No	Point in time documents which have not been updated.
5.2 – Scoping Opinion	No	Point in time documents which have not been updated.
7.1 – Archaeology and Heritage Appraisal	No	Summary of the background analysis which has not changed.
7.2 – LIDAR	No	Factual background document which has not changed.
7.3 – Geophysics	No	Factual background document which has not changed.
7.4 – Archaeological Site Investigations	No	Factual background document which has not changed.
7.5 – Plates	No	Factual background document which has not changed.
8.1 – FRA	Yes	Additional information provided to incorporate the updated material provided since the submission of the original application.
10 – Noise and Vibration	No	No changes are required to these appendices.
11 – Air Quality	No	No changes are required to this appendix.
12.1-12.13 – Ecology	Yes	The ecology survey results have been updated to incorporate the surveys undertaken since the submission of the application.
13.1 – LVIA Methodology	No	There are no changes to the approved methodology.
13.2 – AIA	Yes	Updated to reflect updated application proposals.
13.3 – Tree Growth Rates	No	Factual information which does not need to be updated.
13.4 – Photomontages	Yes	Updated to reflect updated application proposals.
14.1 – Agricultural Land Classification	No	Factual background document which has not changed.
Environmental Statement Figures		
Fig 1.1 – Site Boundary	Yes	The application boundary remains unchanged but the scaling

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Submission Document / Plan	Change	Summary of Changes Made Through the Resubmission
Plan		reference has been updated. Drawing replacement reference 9000/RevH
Fig 3.1 – Land Use and Access	Yes	Updated to reflect the latest Parameter Plan
Fig 3.2 – Scale Plan	Yes	Updated to reflect the latest Parameter Plan
Fig 3.3 – GI Plan	Yes	Updated to reflect the latest Parameter Plan
Fig 3.4 – Access Plan	Yes	Updated to reflect the latest Parameter Plan
Fig 3.5 – Illustrative Masterplan	Yes	Updated to reflect the latest Masterplan
Fig 3.6 – Illustrative Landscape Masterplan	Yes	Updated to reflect the latest Masterplan
Fig 4.1 – Constraints and Opportunities	Yes	This plan has been updated to take into account the latest information on constraints and opportunities.
Fig 4.2 – Masterplan (Dec 2017)	No	This plan shows the alternatives considered through the design development process and therefore remains relevant.
Fig 4.3 – Masterplan (March 2018)	No	This plan shows the alternatives considered through the design development process and therefore remains relevant.
Fig 4.4 – Masterplan (May 2018)	No	This plan shows the alternatives considered through the design development process and therefore remains relevant.
Fig 4.5 – Masterplan (August 2018)	No	This plan shows the alternatives considered through the design development process and therefore remains relevant.
Fig 4.6 – Masterplan (December 2019)	New	The further evolution of the development proposals since the outline planning application was submitted has been captured in an update to Chapter 4 as an additional ‘alternative’ development. This corresponds with the additional Figure 4.6.
Fig 5.1 – Cumulative Sites Plan	No	The description of the cumulative schemes has been updated in Chapter 5 of the ES but there are no consequential changes to this Figure.
Fig 7.1 – Identified	No	Background information which does not need to be updated.

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Submission Document / Plan	Change	Summary of Changes Made Through the Resubmission
Heritage Assets		
Fig 7.2 – Historic Map	No	Factual background document which has not changed.
Fig 9.1 – Study Area	No	This figure has not changed in the resubmission.
Fig 9.2 – Local Movement Plan	No	This figure has not changed in the resubmission.
Fig 9.3 – Walking and Cycling Plan	No	This figure has not changed in the resubmission.
Fig 9.4 – Public Transport Plan	No	This figure has not changed in the resubmission.
Fig 9.5 – 2028 Test Case Comparison – 18h	New	New figure which assesses the difference between the submitted and updated transport case.
Fig 9.6 – 2028 Test Case Comparison – 24h	New	New figure which assesses the difference between the submitted and updated transport case.
Fig 10.1-10.9 – Noise	No	No changes have been made to these figures.
Fig 11.1 – Air Quality	No	No changes have been made to these figures.
Fig 12.3 – Ecology	Yes	An updated figure has been provided.
Fig 13.1-13.28 – Landscape Assessment	Yes	All Figures other than Fig 13.1 (Site Location and Topographical Study), Fig 13.4 (Landscape Character Context) and Fig 13.13 (Representative Visual Receptors and Viewpoint Locations) have been updated and resubmitted. For completeness these have all been included within the updated Figures folder.
Fig 13.29 – Illustrative Landscape Masterplan	Yes	Updated to reflect the latest Masterplan
Fig 13.30 – GI Context Plan	Yes	Updated to reflect the latest Masterplan
Fig 14.1 – ALC Plan	No	Background information which does not need to be updated.

5. Planning Implications of the Changes

Planning Implications of the Changes

5.1 Section 6 of the original Planning Statement assessed the application proposals against the following considerations. This section of the Statement, updates the assessment within the Planning Statement where this has changed as a result of modifications to the application proposals.

- Principle of development;
- Conflict with the Spatial Strategy / Settlement Boundary;
- Thornbury – Sustainable Location for Growth;
- Thornbury – The Site;
- Accessibility to Services and Facilities;
- Highways;
- Landscape;
- Heritage;
- Ecology;
- Flood Risk; and
- Thornbury (Policy CS32 of the Core Strategy)

5.2 In addition to the above, compliance of the application proposals was tested against the Development Management Policies. The schedule under paragraph 6.80 of the original Planning Statement addresses each of the policy requirements in turn. The policy context has not changed and hence the assessment of the proposals against these requirements has not changed.

Principle of development

5.3 Whilst the changes to the application proposals do not impact upon the principle of development, the change to the planning policy context since the application was submitted does have a significant bearing.

5.4 As explained in Section 3, the likely abandonment of the JSP will not only put the Local Plan back to an early Regulation 18 stage but it will lead to a delay while strategic, cross-boundary issues are resolved. In all likelihood it will be at least three years before any of the authorities within the West of England will have an up to date adopted local plan.

5.5 This is particularly problematic for South Gloucestershire given the importance that the Inspector placed upon an 'early review' of the Core Strategy at the time of its Examination. Indeed, at paragraph 144 of his Report, the Inspector emphasises his belief that *"an early review of the Core Strategy is essential"*. The review, which was endorsed by the authorities through Main Modifications, is captured in paragraph 10.10 of the Core Strategy. Here it states that:

"To ensure sufficient land is made available to meet housing needs to the end of the plan period the Council will undertake a review of the Core Strategy/Local Plan to be completed before the end of 2018. This should be based on a revised Strategic Housing Market Assessment undertaken in conjunction with other relevant authorities in the West of England region."

5.6 It is now almost a year after this review clause of the Core Strategy had assumed that the replacement Local Plan would have been completed and yet, as a consequence of the likely abandonment of the JSP, the replacement Local Plan is at best in its infancy of the Regulation 18 stage. Furthermore, as noted in the second sentence of the extract from paragraph 10.10, the purpose of the review is to not only update the housing requirement for South Gloucestershire but to reflect the wider housing needs of the Bristol Housing Market Area (HMA).

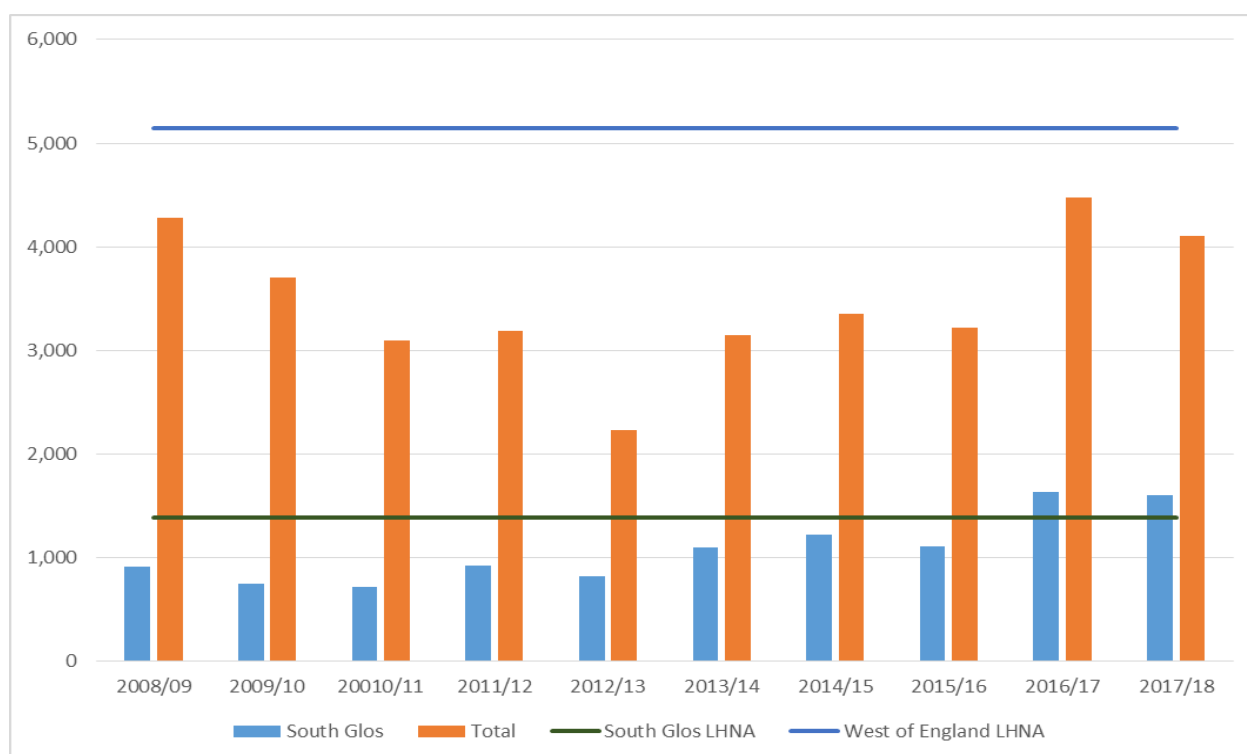
5.7 It is widely recognised (explicitly so through the JSP process) that Bristol City cannot accommodate all of its forecast growth within the tightly drawn administrative boundary. A key feature of the Duty to Cooperate process for the emerging local plans will need to be an agreement as to how the residual housing need is distributed between the neighbouring authorities in the West of England. This is more pronounced with the higher 'minimum' housing requirement based on the Local Housing Needs Assessment prescribed by the Framework than it was when based upon the SHMA supporting the submitted JSP. Figure 1 below contains a calculation of the minimum housing requirement for each of the three authorities within the Bristol HMA based upon the LHNA.

Figure 1 – Output of the Local Housing Needs Assessment

Authority	Increase in Households	Affordability Ratio	Affordability Uplift Factor	Adjusted Housing Need	Annual Need	Need over a 20 year period
North Somerset	10,109	9.66	0.35375	13,685	1,369	27,370
Bristol	18,376	8.74	0.29625	23,820	2,382	47,640
South Gos	11,030	8.16	0.26	13,898	1,390	27,796
Bristol HMA Total	39,515			51,403	5,140	102,805

5.8 Based upon the outputs of the LHNA there is a very significant minimum need arising in both South Gloucestershire and across the Bristol HMA. To put this in context, Figure 2 compares housing completions over the past 10 years against the annual requirement that now exists.

Figure 2 – Comparison of past completions against South Gloucestershire and Bristol HMA LHNA



Whilst the previous plans that have been adopted (including the South Gloucestershire Core Strategy) would not have anticipated the scale of the housing need arising from the LHNA at the time of their preparation, this Figure nevertheless demonstrates the step change in housing delivery needed across the wider HMA in order to meet future arising needs.

- 5.9 In order to make the necessary step change in housing delivery on a consistent basis within South Gloucestershire and across the HMA will require a positive response to sustainable and deliverable planning application for housing development such as the current planning application. The application proposals would provide a timely boost to housing delivery and could contribute a substantial number of additional dwellings to the housing supply within the next five years. In so doing, the development would not only deliver the social and community infrastructure to support the new residents but it would secure a number of wider public benefits. These benefits are listed later within this Addendum.
- 5.10 In addition to the open market housing, there is a considerable need for affordable housing within the West of England. Affordability challenges and the chronic shortfall in affordable housing within the area have led to the four authorities stating as their first 'Critical Issue' in the JSP that "*there is a critical need to substantially boost the housing supply, particularly affordable housing of which the need is acute across the Plan area*".
- 5.11 Even with the strategic allocations, the JSP anticipated delivery of only 24,500 net additional affordable dwellings against an identified need for 32,200 dwellings. The likelihood is that housing delivery will be delayed as a result of the fundamental failings of the JSP identified by the Inspectors. Indeed, delivery of the Strategic Allocations, which had been anticipated to make a disproportionately high contribution to the supply of affordable housing, will be substantially delayed.
- 5.12 In the context explained above, the delivery of open market and affordable housing must each be attributed substantial weight in the planning balance. For the reasons explained in the final section of this Addendum Statement, these and the other public benefits that would be delivered as a consequence of the development significantly outweigh the harm caused by the development. The principle of development should therefore be supported irrespective of whether the *presumption in favour of sustainable development* is engaged.

Conflict with the Spatial Strategy / Settlement Boundary and Thornbury – Sustainable Location for Growth

5.13 Whilst the JSP is likely to be abandoned, the supporting evidence base nevertheless highlights the strong sustainability credentials of Thornbury as a location for residential development. This is confirmed by the appeal decision at Cleve Park. As one of the larger settlements within the authority area it is reasonable to expect Thornbury to continue to contribute to the sustainable growth of the authority area.

Thornbury – The Site

5.14 The explanation of the application site remains unchanged from that set out in the original Planning Statement.

Accessibility to Services and Facilities

5.15 A significant change to the application proposals and specifically to the accessibility of services and facilities is the introduction of the site for a primary school, including a nursery within the application site and the relocation of the local centre. Whereas previously future residents would have been dependent upon education provision at schools such as Manorbrook Primary, a new school has now be located centrally within the site and conveniently located for all residents (existing and new) to access on foot.

5.16 The adjacent Park Farm development which is currently underway does not contain any retail or community facilities within the site. Not only will the introduction of the primary school and relocation of the retail-community hub provide highly accessibility facilities for the residents of the West of Park Farm development, but they would significantly enhance the accessibility for the Park Farm residents. The location of the primary school and the retail–community hub has been determined with this as an objective, and it can be clearly seen from the updated plans that these facilities are well located, centrally within the ‘wider Park Farm’ area, and adjacent to the sustainable transport link between the two sites.

5.17 The collocated primary school and retail-community hub have been consciously located adjacent to the ‘Destination Park’ in the centre of the site and connected to this location by the network of green corridors. This will have wider benefits than just providing convenient and safe access to day-to-day education, retail, community and recreational facilities; it will create a heart and community focal point for the ‘wider Park Farm’ area, to the benefit of community cohesion.

- 5.18 It is envisaged that the retail-community hub will contain local convenience facilities for residents use on a day-to-day basis. The overall quantum of floorspace and the individual unit sizes will ensure that the hub provided for local needs only and does not compete with the services and facilities within the town centre.
- 5.19 The application site remains accessible to the wide range of services and facilities in Thornbury town centre. Indeed, it is the closest and most accessible strategic scale location for development on the edge of Thornbury to the primary services and facilities of the town. Further clarification has been provided in the Transport Assessment of the pedestrian and cycling connectivity to the town centre and improvements proposed which further enhance this accessibility. These improvements include the creation of walking and cycling links and a financial contribution to improved cycle parking in the town centre.

Highways

- 5.20 The broad principles of highways and access have not changed within this resubmission. There remain two vehicular accesses onto Oldbury Lane and a separate Sustainable Transport Link to the existing Park Farm development to the east.
- 5.21 There are however a number of changes to the Transport Assessment (TA) supporting the Outline Planning Application and additional information provided in response to queries raised by the Highways Authority. The modelling work which underpins the TA has been updated to respond to changes in modal split and trip distribution. This has had consequences for the assessment of junction capacity etc and financial contributions towards junction improvement works agreed with the highways authority as a consequence. There is an update schedule at the beginning of the TA which sets out the changes that have been made and these are not repeated here.
- 5.22 Based upon the updated modelling and assessment, the TA confirms that the development would not have a severe impact upon the road network. Furthermore, the updated Chapter 9 of the ES confirms that there are no Significant effects as a result of the Proposed Development; setting out either a Neutral or Minor Adverse Effect on the environment effects considered: Severance, Pedestrian Amenity, Fear and Intimidation, Driver Delay, Accidents and Safety and Hazardous Loads. The assessment concludes a Minor Beneficial Effect on Pedestrian Amenity and Accidents and Safety as a result of the application

proposals. This accords with the findings of the Transport Assessment, which as per above, indicated that the proposals will not have a severe impact on the road network.

- 5.23 A Framework Travel Plan is included within the application, which established the principles for future detailed Travel Plans to follow; this seeks to increase further the share of trips made by sustainable modes; in accordance with Policy CS8. These details will come forward within future reserved matter applications.

Landscape

- 5.24 The general arrangement and layout of development within the site has not changed from the original outline submission, however, the introduction of the primary school site, changes to the maximum building heights across the site and the changes to the Green Infrastructure proposals all have a bearing on the assessed landscape and visual impact.

- 5.25 The assessment based on the updated application proposals is captured in Chapter 13 of the ES. Here the assessment concludes that:

“Landscape and visual effects during the occupation stage would be unavoidably adverse in nature due to the physical change from pastureland to residential development. However, locally significant effects would be limited to receptors within the Project Site and its immediate surroundings (Local Landscape Character Area 1: Edge of Settlement Floodplain Pasture, residents on Oldbury Lane and on the north western edge of Thornbury, walkers on PRow on the Project Site, and motorists travelling eastwards on a short stretch of Oldbury Lane). This is due to screening from landform to the north, built form at the Park Farm development and vegetation, in particular the woodland and mature trees to the south and west which would form a strong edge to the town. Likely effects on receptors further afield are not considered to be significant. Over time as planting matures, a new high quality character would develop within the Proposed Development, reflecting its function as a gateway approach to the town from the west, making it locally distinctive with its watercourse and open floodplain and views to the church tower, and providing a strong landscape structure linking green infrastructure across the Project Site”.

- 5.26 If there are to be sufficient homes delivered across the Housing Market Area it is inevitable that greenfield land will need to be developed. As with all developments on greenfield land, the unavoidable conclusion

of the landscape assessment is that change represents 'harm'. In this context it is notable that the significant effects of the development are limited to receptors on and within the immediate surroundings of the application site. The strategic landscaping proposed would provide and integrate with the existing landscape features to the south and west of the application site to provide a positive and effective landscaped edge to the town.

- 5.27 A significant change to the application proposals involves the reduction of the maximum building heights proposed throughout the site. Within each of the building height zones the maximum levels have been reduced by a significant degree.

Heritage

- 5.28 The update to the application proposals has no implications for the assessment of archaeological and heritage considerations.
- 5.29 The 'harm' caused by the application proposals would remain at the lower end of the 'less than substantial' range. In accordance with the test within paragraph 196 of the Framework, this harm should be weighed against the public benefit of the application proposals. As explained within Chapter 6 of this Statement, there are a large number and wide range of public benefits arising from the application proposals. The combination of these benefits outweighs the identified 'harm'.

Ecology

- 5.30 In the time since the outline application was submitted a number of further species surveys have been undertaken to ensure the assessment and proposed mitigation measures remain robust and up to date. These surveys have resulted in minor updates to the package of mitigation, which are now captured on the application drawings and in the summary of mitigation proposed as part of the application proposals. The opening paragraph of the Ecology Chapter of the ES sets out the changes which have been made.
- 5.31 With the mitigation measures proposed there are no anticipated to be any adverse impacts arising from the development.

Flood Risk

- 5.32 Following submission of the Planning Application clarification was sought from the EA and LLFA on ground levels. This led to the provision of further information that was subsequently agreed between the applicants and the consultees. This updated information has been included in the updated FRA.
- 5.33 Subsequent to the provision of updated information and confirmation of scheme acceptability, further discussions have taken place with the local planning authority and local authority drainage officers. The authority has secured Challenge Funding in order to improve highways drainage along Oldbury Lane and would like to investigate whether there is an opportunity to use part of the site to provide improved attenuation.
- 5.34 Whilst not necessary to make the development acceptable we nevertheless support the authority in the delivery of improved drainage within the Thornbury area. There is an opportunity for an area in the north eastern part of the site, adjacent to Oldbury Lane, to be used for attenuation and to positively contribute to the drainage improvement works. If the authority wish to use this area of land for improvements to drainage on Oldbury Lane, this could be secured through the transfer of the land to the authority for a nominal sum at an agreed point in time. The detailed arrangements would form part of the Section 106 Agreement and are therefore included in the updated Section 106 Heads of Terms.

Thornbury (Policy CS32 of the Core Strategy)

- 5.35 Core Strategy Policy CS32 outlines the over-arching priorities for the town of Thornbury. The original Planning Statement submitted with the outline planning application explains how the proposed development will contribute to delivering each of the objectives set out in the policy. This contribution will be strengthened as a result of the amendments to the application. Given the importance of this policy, the table below is an updated version of that provided in the Planning Statement to reflect the amended application proposals.

Objective	Proposed Development
Secure better use of Thornbury's network of open spaces, including the Streamside Walk, through improved signage, legibility and accessibility.	The proposed development secures significant open space, and extends the strategic Green Infrastructure Network identified within the emerging nLP. The Streamside Walk is an identified Active Travel Route



	<p>which follows PROW OTH/18, and as such, crosses the top of the Application Site. This route is retained in situ, and will be located within the proposed open space network.</p> <p>The proposed development's location enables the delivery of an extended Thornbury open space network, by linking existing provision to the new streamside walk along the Pickedmoor Brook, which will sit within the proposed parkland within the south of the Application Site. As set out in the DAS, this area will be actively managed, and will deliver new pedestrian routes through the public open space, securing an enhanced network of open spaces within Thornbury.</p>
<p>The character and setting of Thornbury's open spaces will be maintained and enhanced.</p>	<p>As set out above, the Application Site sits outside the identified key open space network; beyond the Green Belt, Conservation Area and the emerging Green Infrastructure Network. The proposals will extend and link into the existing open space network, and provide a valuable new area of parkland for Thornbury.</p>
<p>Support opportunities to retain and enhance the arts, cultural and community provision.</p>	<p>The proposals include potential space for additional community uses. The Community Infrastructure Levy (CIL) enables CIL receipts from the proposed development to be spent on delivering improvements to existing community facilities within Thornbury, which are identified as within acceptable walking distance of the proposed development.</p>
<p>Conserve and enhance the special character and significance of Thornbury's historic assets and their setting.</p>	<p>As explained in the Heritage Assessment supporting the application, the proposed development will have a negligible impact on designated heritage assets and their setting.</p>
<p>Support the provision of extra care housing and the improvement of health facilities through the provision of a hospital and a new health centre to meet the requirements of the local population</p>	<p>Chapter 6 of the Environmental Statement indicates that the need for additional health facilities as a result of the proposed development will be low, and that CIL receipts can be used to support the delivery of new healthcare infrastructure as may be required.</p> <p>Nevertheless, in response to comments from the local community, the Retail-Community Hub includes sufficient</p>

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	<p>space which would enable the delivery of an onsite health centre (and/or dentist) should a provider come forward in the future.</p>
<p>Promote development of high quality housing and associated infrastructure</p>	<p>The vision for the new neighbourhood is the delivery of a healthy and sustainable community; with a range of housing, alongside supporting infrastructure.</p> <p>The applicants have met with the urban design and planning officers on a number of occasions since submission of the outline planning application in order to develop and evolve the proposals for the site. This positive dialogue has resulted in a number of changes to the application proposals such as an updated play strategy, improvements to the form and layout of the north eastern parcel, redesign of the sustainable transport link and enhanced landscaping of the drainage features.</p> <p>These changes, which are detailed in the Design & Access Statement, enhance many aspects of the scheme and cumulatively they substantially improve the overall quality of the proposed development. With these changes to the proposals it is considered that the application will facilitate the delivery of the high quality housing and infrastructure sought by the Core Strategy.</p> <p>The additional design material submitted within the updated DAS strikes the appropriate balance between detail and flexibility and will control future reserved matters applications to ensure the applicant's and Council's high design quality aspirations are delivered.</p>
<p>Supporting the continued excellence, viability and quality of all the educational provision and seeking to increase pre-school nursery provision in Thornbury</p>	<p>Following discussions with the education officers at SGC the decision has been taken to incorporate a primary school site within the revised outline planning application. This school, which is located in the heart of the development, will ensure that (a) residents of the proposed development will have access to excellent, modern education facilities; and (b) there is no increase in the pressure on existing education facilities at the town.</p>



	<p>The new primary school will incorporate a new pre-school on the same site, thereby contributing directly to an increase in the provision of pre-school nursery provision in Thornbury.</p>
<p>Maximising opportunities for sustainable travel by improving the legibility and publicity of bus routes through the town and enhancing opportunities for walking and cycling to, from and within the town and town centre</p>	<p>The Access Strategy for the Application Site provides a link to the existing pedestrian and cycle network. Through the offsite mitigation proposals, a new pedestrian crossing is proposed on Gloucester Road and enhancements to the Butt Lane / Gloucester Road junction. The combination of these facilities will enhance pedestrian connectivity across Thornbury.</p> <p>A further change since the application was submitted is the commitment to a financial contribution towards enhanced cycle parking within the town centre will help achieve the objective of enhancing cycling to, from and within the town centre.</p> <p>The Public Transport Strategy sets out proposals which would enable the extension of the committed bus service into the development site, and this will be supported by a contribution secured through the S106 Agreement. The additional patronage would enhance the long-term viability of this bus route, adding a further 595 households to those within the Park Farm development. In so doing, the new service would enhance the accessibility of the north western part of Thornbury providing public benefits beyond just the development itself.</p> <p>In addition, a contribution is proposed to deliver improvements to existing bus waiting facilities within the Town Centre.</p> <p>CIL receipts from the proposed development can be used to deliver the strategic transport proposals set out in Policy CS7.</p>
<p>Demonstrating through the preparation of appropriate Flood Risk Assessments, surface water management plans and</p>	<p>Flood risk and drainage are important matters and have been key considerations in the development of the application proposals. The updated FRA and associated</p>



<p>drainage strategies, how flood risk will be managed.</p>	<p>drainage strategy demonstrate that the development would limit peak flow run-off rates into the local watercourses and would therefore result in a reduction in flood risk downstream (see Section 6.5, FRA).</p> <p>Since the application proposals were submitted further work has been undertaken on the design of the drainage basins in order to improve their appearance and provide an enhanced integration with the landscape. The proposed attenuation basins will therefore contribute to the green infrastructure when not in use but will function effectively and with ample capacity during peak flow events.</p> <p>Whilst not a change to the application proposals, the applicants have agreed that an area of land in the north eastern part of the site adjacent to Oldbury Lane will be made available to the authority for a nominal fee should this be of benefit in improving the drainage along Oldbury Lane. Not only will the development deliver flood risk benefits itself but it will also enable the authority to deliver wider benefits to Thornbury.</p>
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5.36 For the reasons set out above, it is our contention that the application proposals would make a substantial contribution towards achieving the authorities stated objectives for Thornbury.

6. Public Benefits of the Development

Public Benefits of the Development

- 6.1 The Outline Planning The original Planning Statement included a section on the Public Benefits of the proposed development. Individually these public benefits can be attributed varying amounts of weight according to their importance and the magnitude of the benefit, however, it is the overall cumulative weight of these benefits which is important in the determination of this outline planning application.
- 6.2 In addition to those stated in the original Planning Statement, the changes to the application proposals introduce further public benefits. In order to provide a comprehensive and up to date list, the following bullet points show in 'tracked changes' the amendments to the list of public benefits arising as a result of the resubmission:
- Up to ~~630~~ 595 dwellings providing a significant source of housing land supply for South Gloucestershire over the (emerging) plan period to 2036;
 - The delivery of 240 dwellings within the next five year housing land supply period (~~2019~~2024-~~2024~~2025) which would make a significant contribution towards addressing the existing shortfall;
 - Up to ~~220~~ 208 affordable housing units providing a substantial benefit to Thornbury, South Gloucestershire and the wider West of England region. There is a widely recognised and accepted housing crisis in the West of England, as set out in the accompanying Affordable Housing Statement. Affordability has worsened substantially in the past decade. The challenge facing the West of England is so acute that despite allocating a number of Strategic Development Locations, that the JSP is explicitly acknowledging that not all of the need for housing will be met during the plan period. In this context, the delivery of an additional ~~220~~ 208 affordable dwellings will significantly increase the level of supply and thereby deliver a planning benefit of substantial weight;
 - Delivery of housing in a demonstrably sustainable location at the market town of Thornbury – a location identified by SGC as a sustainable location for growth;

- The application site represents the best opportunity to meet the housing needs at Thornbury: lying beyond the identified constraints (Green Belt, emerging Strategic Green Infrastructure Network and Conservation Area) and within a location which provides for access to key services and facilities by sustainable travel modes;
- The Retail-Community Hub provides space for a range of uses including retail, and potentially community and health care uses, meeting an identified need locally and minimising the need for future residents to travel by car. It will provide local, day-to-day facilities, not only for future residents of the proposed development, but also the existing households in north west Thornbury;
- Land for a primary school with early years provision has been included in the application proposals. This school site has been included within the heart of the proposed development, collocated adjacent to the local centre. The location of the primary school site will also help to facilitate its delivery at an earlier stage. This change to the application proposals will ensure that (a) future residents have access to modern, purpose-built education facilities; and (b) that the development would not increase the pressure on the existing schools in the local area.
- The proposals provide for the substantial provision of green infrastructure and open space. A total of 17.93ha of open space is identified on the application site; including a destination parkland incorporating recreational walking routes around the Pickedmoor Brook; natural green space; allotments; and a range of play spaces including LAPs, LEAPs and NEAPs. The new housing is linked to the open space through a network of safe pedestrian routes, and cycle links, which will encourage its use as a recreational resource, and supporting healthy lifestyles;
- The proposed open space extends Thornbury's emerging strategic Green Infrastructure Network, and provides a direct link to the established Thornbury Streamside Walk, and the identified Active Travel Route. Integrating the open space in this manner provides a wider recreational resource for the benefit of the town as a whole;
- The proposals will result in a net biodiversity gain through the retention and enhancement of existing habitats, and creation of new habitats alongside delivery of a range of ecological mitigation and enhancement measures;

- The Sustainable Travel Link enables direct pedestrian and cycle connectivity to the services and facilities of the town centre, benefiting the future residents and also increasing the net spend in the town centre, thereby enhancing its vitality and viability. The link will also enable the routing of existing bus services through the application site and will increase the patronage of the buses operating in North West Thornbury, thereby supporting long-term viability. This service will be supported by a financial contribution;
- A financial contribution is proposed to improve existing bus waiting facilities within Thornbury town centre enhancing the appeal and attractiveness of sustainable modes of travel;
- A financial contribution has been agreed to provide improved cycle parking within Thornbury Town Centre. The improved facilities will enhance the attractiveness of cycling as a mode of travelling between the application site and the town centre;
- Improvement works to the existing junction at Butt Lane/Morton Way/Gloucester Road have been identified. These include the provision of a new pedestrian link providing safe and convenient pedestrian and cycling opportunities at the junction primarily for the benefits of the residential of the Post Farm development. As demonstrated in the Transport Assessment, these works will deliver an overall improvement to the future baseline highway situation in the local area;
- The proposals include a sustainable drainage strategy which will restrict site runoff to the greenfield 1 in 10 year rate and provide long-term storage, thus reducing downstream flood risk by reducing peak flow rates in the Pickedmoor Brook;
- The contribution of land to assist the authority with the delivery of improved attenuation connected with the drainage on Oldbury Lane;
- A total of 97121 operational jobs will be created by the development on-site comprising workers from the proposed retail/community uses and home workers;
- Construction jobs for 100 on-site workers per annum (over 8 years) and 32 off-site workers per annum (over 8 years) which would make a significant contribution to the local economy. This will likely result in a number of apprenticeships for young people throughout the construction period;

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- The development will support the existing local economy through additional residential expenditure; with this estimated at ~~£1 million~~ £9,444,000 per annum equating to ~~29~~ 2927 new jobs. A significant proportion of this local expenditure is likely to be spent in Thornbury; supporting its existing services and facilities;
- Estimated CIL revenue for the local authority of ~~£3.5 million~~ £3,532,718¹; and
- ~~£730,000~~ £717,111 in additional council tax revenue per annum once fully operational (Band D, 2018 rates, market housing only - £1,853).

¹ based upon 390387 market homes at national average property size of 92.3m² and an index linked CIL rate of £98.9 per sqm.

7. Conclusions and Planning Balance

Conclusions and Planning Balance

- 7.1 The Outline Planning Application was submitted in December 2018. In the 12 months since, BDSL and their appointed team have worked hard to adapt and amend the proposals to address the comments on the application from stakeholders, the community and internal and statutory consultees. This positive dialogue has enhanced the application proposals and the resultant scheme represents the best form and approach to development on the site.
- 7.2 This Addendum Statement explains the amendments made to the application proposals since submission. Key changes to the application, such as the introduction of the primary school site and the relocation of the local centre to the heart of the new community, will benefit not only the residents of the proposed development but will also enhance the availability of amenities and facilities for the residents living in the wider north western area of Thornbury.
- 7.3 In the context of a significant need for housing within the Bristol Housing Market Area and the delays to the plan-making process, there are substantial benefits to the development of land which is sustainably located, not subject to technical or environmental constraints and which is available for development. Indeed, should planning permission be granted there would be an opportunity to commence development in the short-term and positively contribute to the delivery of open market and affordable housing within the next five years. This contribution to the long-term housing land supply will help address the chronic housing shortfall in the West of England and provide new homes close to jobs, education and the existing local community.
- 7.4 There are many public benefits to the proposed development. This Addendum updates the section of the Planning Statement to reflect the amended proposals for the site and show the full range of social, economic and environmental benefits that would arise as a consequence of the application proposals. The combined weight of these benefits is considerable and should be attributed substantial weight in the planning balance. It is our contention that these benefits significantly outweighs the limited 'harm' caused by the proposed development and that, in the context of the housing crisis facing the Housing Market Area, the application should be approved without delay in order to facilitate the delivery of sustainable development.