

Nick Matthews

From: Felicity Tozer
Sent: 12 May 2020 9:36 AM
To: Catherine Loveday
Cc: Nick Matthews; rebecca.mitchell@barwoodland.co.uk
Subject: PT18/6450 - Land West of Park Farm, Thornbury

Hello Cat

I hope you had a good weekend.

Following our call last week, please find below our responses to a number of the matters raised during the current consultation.

In terms of next steps, I summarise my understanding from the call below:

- Education and Noise: CL to chase internal consultants for responses;
- Highways: noted that SGC Highways have a number of documents to review, including the bus strategy, Butt Lane note, and a recent Technical Note (30th April). Further, the discussions on J14 are now awaiting SGC's input on the A38 modelling/RSA. CL to discuss with SGC Highways.
- Landscape/Conservation/Urban Design: noted that CL is holding Conservation and Urban Design comments at present, pending the Landscape Officer's review, and a subsequent internal meeting, with the intention that these are drafted to ensure a consistent response. It was discussed that ideally these would be circulated prior to our next call (20th), to enable an informed discussion at this time.
- Ecology: FT noted that EAD and SGC Ecology Officer have discussed the response, and a further note will be submitted next week to address the outstanding point.
- Planning Policy: CL noted that internal discussions are ongoing as a consistent response is required to a number of applications; and
- Dev Management Committee: no virtual DM Committees have taken place yet. CL to provide an update at the next meeting.

Public Open Space: Quantum

For ease, the quantum of public open space are set out below – they are also detailed in the submitted ES (see Chapter 6).

Type	Requirement (ha)	Quantum (ha)	Surplus/Deficit (ha)
Informal Recreation	1.64	4.40	+2.76
Play	0.357	0.340	-0.017
Natural and Semi-Natural Green Space	2.14	12.08	+9.94
Allotments	0.28	0.30	+0.02

Whilst we note the comments made in regard to excluding the surface water drainage infrastructure from the calculations, we consider that the scale of the surplus provides sufficient certainty at this outline stage, that notwithstanding the exclusion of the surface water drainage infrastructure from the final open space figures, the open space requirements for Natural Space/Informal Recreation will be met on-site. It is therefore considered that this provides sufficient clarity/certainty at the outline planning application stage.

Play

The play strategy for the site was subject to detailed discussions with Officers over the course of 2019, and as a result the revised scheme presents a comprehensive play strategy for the site – as set out in the DAS (p124-127). This intentionally seeks to move away from the typical planning based prescribed standards to deliver a bespoke designed play strategy which responds, and contributes to, the character of the place, and reflects best-practice in terms of play provision.

This play strategy is set around three distinct play provisions, as set out in the DAS:

- Destination Park
- Neighbourhood Greens

- Nature Play

The play strategy can deliver the policy compliant level of play space. We note that the 170 sqm deficiency within the ES is capable of being delivered within the Nature Play area.

The outline planning application provides a sufficient basis upon which a detailed Play Strategy can come forward at a later date; and we note that the more detailed comments raised by the Open Space Officer in terms of design and materials can be discussed at that stage.

Whilst we note that this bespoke approach to play provision was agreed with Officers, should the Authority seek to revert back to the strict policy requirements, and the resultant dispersed play strategy, the above quantum of open space confirms that this is possible, and can be addressed at the reserved matters stage.

Park Farm: Sustainable Transport Link (STL)

The January 2020 submission includes a revised design for the STL reflecting discussions undertaken with SGC over the course of 2019 – this includes the removal of a separated footpath, thus reducing the width, and minimising further the loss of landscape features.

The STL Concept Plan provides an overlay of the proposed link and the consented scheme at Park Farm. There is no impact on the proposed play space at the road junction with the main spine road through Park Farm. There is a loss of a small area of amenity space through the widening of the road, however, this relates to a narrow corridor which sat between a hedgerow and the road/parking provision. The AIA considers the impact of the link on the trees and hedgerows, noting the removal of one tree at the site boundary, and partial removal of the hedgerow currently within the Park Farm site – a Category U.

Rights of Way: North West Corner

Following the comments made in 2019 on the submitted planning application, we considered the request for a new site entrance in the north west corner of the site onto Oldbury Lane. This was not taken forward in the revised submission, as this area is identified as structural woodland, and forms an integral part of the landscape strategy and character of the site. The creation of a pathway through this woodland, and the width required to facilitate a multi-user route, would undermine its purpose, and would compromise its functionality. It is therefore not considered acceptable.

Notwithstanding its acceptability, we note that no planning justification has been provided as to why a link is required in this location, and what it would be seeking to accomplish, ie whom would it be catering for, and what is it providing a link to and from. Adopted Policy PSP10 is explicit that *“new development proposals will be expected to provide links to an existing or proposed ATR”*: there is neither a relevant existing nor proposed ATR to the north-west of the Application Site.

There is no planning justification for the provision of an additional site entrance in this location, and no clear rationale for its provision.

Rights of Way North East Corner

We are aware that there is a difference between the formal designated footpath, and the route currently used in practice in this location. There is a ditch along Oldbury Lane and as with the vehicular accesses, there is the potential that a new culvert will be needed in this location, however, the means of crossing the ditch is a matter for detailed design/construction, and can be dealt with at a later stage of the development proposals.

I look forward to catching up with you again next Wednesday when I hope we will be able to discuss the comment from landscape, heritage and urban design.

Kind regards,

Felicity