

08 September 2020
Covering Letter - Final



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Via email only

Dear Cat,

**PLANNING APPLICATION: LAND TO THE WEST OF PARK FARM, THORNBURY
BARWOOD DEVELOPMENT SECURITIES LTD & THE NORTH WEST THORNBURY LANDOWNER
CONSORTIUM
APPLICATION REFERENCE: PT18/6450/O**

Savills submit the enclosed revised documents on behalf of Barwood Development Securities Ltd & North West Thornbury Landowner Consortium in respect to the above planning application, submitted in December 2018 and revised in January 2020, for land to the west of Park Farm, Thornbury.

This submission does not change the description of development (as revised in January 2020), and there is no material change to the planning application as submitted. This submission relates to two revised documents which have been subject to amendments following recent discussions with South Gloucestershire Council Officers. In addition, we include a revised Illustrative Landscape Masterplan (16-10-PL-201 Rev F). We also use this letter to provide an update on the highway matters which have been progressing over the last few months.

Illustrative Landscape Masterplan

The revisions made to the Illustrative Landscape Masterplan reflect the comments/discussions with the Urban Design, Landscape and Conservation Officers. The three 'vistas' to St Mary's Church tower are now shown on the plan, with the Priority Vista explicitly identified. The location of additional tree planting along the southern boundary, and within the existing woodland belt within the northern area of the Parkland are illustratively identified, and the area of existing vegetation which will require management to facilitate these vistas, and provide screening is identified.

Design and Access Statement (Update)

The DAS is updated in response to comments from, and subsequent discussions with, SGC's Urban Design, Landscape, Conservation and Highway Officers. For ease of reference, the changes made are explicitly identified on p3 of the document, and subsequently at the top of any altered page.

The key changes are:

Offices and associates throughout the Americas, Europe, Asia Pacific, Africa and the Middle East.

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- North West Corner – p92-97 of the DAS comprise new and revised design principles for the North West Corner of the site. These reflect the discussions undertaken with relevant Officers, and incorporate the changes requested from Officers following their review of the draft document.
- Priority Vista – p102 is a new insert into the DAS to reflect the additional level of design detail associated with the three vistas towards St Mary’s Church Tower (p68/p87); and in particular the ‘Priority Vista’. This also reflects the discussions, and Officer review, and the requested changes are included.
- ‘Green Frontage’ Character Area – in response to comments made from the Conservation Officer, an additional design principle is added to this character area (this is explained fully in our earlier response – dated 24 June 2020) and following a request from the Urban Design Officer, the suggested materials have been revised.
- South Parkland – as identified above, the Illustrative Landscape Masterplan has been revised (with this updated at p87 of the DAS. This is supported by an explicit recognition in the DAS (at p86) that the future LEMP for the site would need to accord with these principles, and also that relevant Officers would need to be consulted as part of the approval process for the LEMP.
- Street Hierarchy – p124-127 are revised following comments received by the Highway Officer (dated 2nd April 2020). The Street Hierarchy (and DAS) should be read alongside the Travel Plan, and combined, these set out the walking and cycling strategy for the site. We note the comments in regard to tracking – and this will follow at the detailed design stage.

We consider that these revisions provide a sufficient level of detail at this outline planning application stage to ensure that the amended design principles are delivered through the future detailed design. As previously discussed, we are happy to agree to a planning condition which explicitly highlights key design principles, for example:

“The development shall be carried out in accordance with the principles of the approved Design and Access Statement [August 2020] including:

- a) Vistas (in accordance with the principles set out on pages X of the approved DAS)
- b) North West Corner (in accordance with the principles set out on pages X of the approved DAS)
- c) North East Corner ((in accordance with the principles set out on pages X of the approved DAS)
- d) Xxx”

Travel Plan

We enclose a revised Travel Plan which responds to comments received from SGC’s Highway Officer on the 17th April 2020. This makes all the requested amendments.

Highways

The Applicant’s technical consultant, Stantec, have been liaising with SGC’s Highway Team, and Highways England in regard to the development proposals. Agreement has now been reached with SGC Highways and Highways England in regard to the necessary offsite mitigation pertaining to the following junctions:

- Butt Lane/Gloucester Road/Morton Way (plan ref: 39209-5501-SK08-H);
- M5 Junction 14 (plan ref: 39209-5501-SK31); and
- A38 / B4509 (plan ref: 39209-5501-SK37-B).

The three schemes have been subject to a Stage 1 Road Safety Audit, and subsequent RSA Response; which have been agreed by SGC and Highways England.

This submission does not include any new highway information; with the following submissions made since January 2020:

- Stantec TN 39209/5571/TN006 – ‘M5 J14 VISSIM Forecast Modelling Note Update’ (issued 31/03/20);
- Stantec 39209/5578/TN008 - ‘GG104 Risk Assessment - M5 Junction 14’ (issued 13/08/20);
- Stantec TN 39209/5577/007 – ‘Response to SGC Comments dated 2nd April 2020’ (issued 30/04/20);
- TMS Stage 1 Road Safety Audits for:
 - Butt Lane / Gloucester Road / Morton Way junction mitigation scheme (TMS reference 15659) – (issued 17/06/20);
 - M5 J14 and A38/B4509 junction mitigation scheme (TMS reference 15667) – (issued 23/06/20).
- Stantec TN 39209/5567/TN002 – ‘Butt Lane / Gloucester Road / Morton Way Stage 1 Road Safety Audit Response Report’ (issued 13/08/20);
- TN 39209/5567/TN002 – ‘M5 Junction 14 and A38 / B4509 Signalised Junction Stage 1 Road Safety Audit Response Report’ (issued 02/09/20); and
- Linsig Modelling for Butt Lane (issued 09/07/20).

Stantec and SGC Highways have been liaising in regard to the submitted Transport Assessment (January 2020). Comments were received from SGC on the 2nd April, and a response submitted from Stantec on the 30th April (identified above). Further comments were received from SGC on the 7th May. The Travel Plan and DAS update included with this submission, alongside the subsequent agreement to offsite mitigation schemes identified above, address a number of the comments raised. Further, on the 9th July, a re-run LinSig was submitted as per SGC’s request; with confirmation of agreement received on 7th August.

The only outstanding elements from SGC Highways 2nd April comments relate to requested revisions to the walking distances set out in the TA, wording relating to the public transport strategy and the committed infrastructure list. As set out in our 30th April Technical Note, we do not consider it necessary to revise the TA – with the walking distances those previously agreed with SGC Highways, and in relation to the other requested changes, these would not change the conclusions of the assessment. We consider that the work undertaken to date is sufficient to address concerns raised by the Highway Authority.

Environmental Statement

The planning application is supported by an Environmental Statement (revised January 2020). This submission does not change the description of development, or the quantum of development being applied for within the planning application. The EIA consultant team have considered the revised documents/plan, and the highways submissions made since January 2020 including the offsite mitigation works now agreed and confirmed that these do not require any change to the assessments within the submitted Environmental Statement. This submission does not result in new or different likely significant effects. An Environmental Statement Addendum is therefore not necessary.

Should you have any queries regarding the above please do not hesitate to contact me.

Yours sincerely,



Nick Matthews MTCP MRTPI
Director