



James Reynolds
Strategic Planning
South Gloucestershire Council
PO Box 1954
Bristol
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By email only to: planningapplications@southglos.gov.uk

18 September 2020

Dear James,

APPLICATION NUMBER: P20/14647/F

PROPOSAL: Demolition of existing plant building, existing garage and stable building and partial demolition of existing cottage. Closure of existing access to Catchpot Lane and erection of brick wall to match existing. Erection of cottage and art gallery with installation of associated plant. Formation of car park and installation of gate.

LOCATION: Dodington Park Estate, Dodington Lane, Dodington, South Gloucestershire BS37 6SF

Thank you for consulting the Cotswolds Conservation Board ('the Board') on the above planning application.

The Board recognises the significant benefits of making a nationally important art collection accessible to the public. We also recognise the high design standards that have been used in the proposal and that the development has the potential to provide some limited, beneficial landscape and visual effects compared to the current baseline.

However, the Board is very concerned about the potential adverse impact of the proposed development on the tranquillity of the Cotswolds Area of Outstanding Natural Beauty (AONB), in relation to the traffic that the proposal would generate. The potential adverse impact of the proposed development on the quiet recreational use of the AONB is of particular concern, most significantly with regards to the Cotswold Way National Trail.

The Board recognises that these impacts would, in theory, only occur for 28 days per year, primarily within the month of August. However, during this period these impacts would potentially be a significant issue.

The Board does not consider that the applicant has adequately addressed these issues. For this reason, the Board objects to the development as currently proposed. Before any planning decision is

Cotswolds Conservation Board

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The Cotswolds National Landscape is a designated
Area of Outstanding Natural Beauty (AONB),
managed and looked after by the Cotswolds
Conservation Board.

cotswoldsaonb.org.uk

Chairman:
Brendan McCarthy

Vice Chair:
Rebecca Charley

made, the applicant should be required to comprehensively review and address relevant issues, as outlined below.

The applicant's supporting information indicates that there would be a maximum of 76 vehicle movements per day associated with the proposed development, once the art gallery is open to the public. However, this only takes account of the visitors that have a pre-booked space in one of the 19 car parking spaces available on site.

It is highly likely that the demand to visit such an important art collection in an attractive, parkland setting in a nationally important landscape would far outstrip the limited visitor numbers that would be provided for with the limited on-site parking. With very limited public transport options in the local vicinity (and no bus services in the local area on a Sunday), the vast majority of these additional visitors would probably arrive in the local area by car. They would then park on local, narrow roads and walk or cycle to the art gallery from their vehicles. Catchpot Lane and the area of open land at the junction of Catchpot Lane and Chapel Lane are likely to be particularly badly affected by this visitor 'overflow'.

Traffic congestion and parking problems on Catchpot Lane in the local area, and the associated safety hazards that this creates, is particularly significant given that the nationally important Cotswold Way National Trail runs along this section of Catchpot Lane.

One of the 'special qualities' of the Cotswolds AONB is '*an accessible landscape for quiet recreation for both rural and urban users, with numerous walking and riding routes, including the Cotswold Way National Trail*'. As such, any adverse impacts on this quiet recreational use, particularly for users of the Cotswold Way National Trail, would also represent an adverse impact on this special quality.

The applicant's supporting information pays very little, if any, attention to this issue of visitor 'overflow' and the potential, associated adverse impacts. Before any decision is made with regards to this planning application, the applicant should be required to comprehensively address this issue. In particular, the applicant should be required to address any potential adverse impacts for users of this section of the Cotswold Way National Trail.

Users of the Cotswold Way National Trail are also affected by cars using the access road to the site, as the Cotswold Way crosses this access road.

The applicant's supporting information indicates that there would be a peak of 12 two-way vehicle trips on this access road in the morning peak hour (an average of one every five minutes) and 14 in the afternoon peak hour (an average of one every four minutes).

However, it seems logical that most visitors arriving on-site by car would arrive within a narrow window of time at the start of – just before – their allocated visiting time, in order to make the most of their time-limited visit. As such, there could potentially be 19 vehicles arriving within, say, a 10-20 minute period. This potentially poses a safety risk to users of the Cotswold Way at the point where the trail crosses the road. Before any decision is made with regards to this planning application, the applicant should be required to address this issue and put measure in place to minimise any risk to users of the Cotswold Way National Trail.

The applicant's supporting information provides no indication of the baseline traffic levels on Catchpot Lane and other local roads during the likely arrival and departure hours. It also provides no indication of the % increase in traffic flows on these roads that would occur as a result of the proposed development. This is a significant omission. This is because increase in traffic flows is a key consideration when assessing the potential impact of proposed development on the tranquillity of the

Cotswolds AONB. For example, the Board's Tranquillity Position Statement indicates that an increase in traffic flows of 10% or more would be a significant issue.¹

This is particularly significant because one of the special qualities of the AONB is '*the tranquillity of the area, away from major sources of inappropriate noise, development, visual clutter and pollution*'.

Therefore, before any decision is made with regards to this planning application, the applicant should be required to fully assess the anticipated % increase in traffic flows on the local road network, particularly Catchpot Lane, during likely arrival and departure hours.

Finally, the applicant should also be required to identify measures to ensure that a high proportion of visitors arrive in the local area by public transport and to address the shortfall in public transport provision on Sundays. For example, the applicant could potentially provide reduced-price tickets for visitors who can prove that they have arrived in the area by public transport.

Yours sincerely

A handwritten signature in black ink that reads "John Mills". The signature is written in a cursive style with a long, sweeping underline.

John Mills
Planning & Landscape Officer
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¹ <https://www.cotswoldsaonb.org.uk/wp-content/uploads/2019/06/Tranquillity-Position-Statement-FINAL-June-2019.pdf>. Section 4.5.