

Comments for Planning Application PT18/6450/O

Application Summary

Application Number: PT18/6450/O

Address: Park Farm Butt Lane Thornbury Bristol South Gloucestershire BS35 1RA

Proposal: Erection of up to 630 dwellings (Class C3); up to 700sqm for Retail (Classes A1, A2, A3) and Community Hub (Class D1), network of open spaces, new roads, a sustainable travel link, parking areas, accesses and paths; and installation of services and drainage infrastructure (Outline) with access to be determined and all other matters reserved.

Case Officer: Catherine Loveday

Customer Details

Name: Mr Matt Haslam

Address: Not Available

Comment Details

Commenter Type: Internal

Stance: Customer made comments neither objecting to or supporting the Planning Application

Comment Reasons:

Comment: Application number: PT18/6450/O

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Good afternoon,

I have assessed the submitted Design and Access Statement (DAS), dated December 2018 (Pickedmoor, Thornbury), produced by Barton Wilmore, and have the following comments. This is in addition to my previous comments on the application, dated 8th February 2018.

Character areas work is quite vague at this stage and the applicant has noted that much of the detail will be covered under the Reserved Matters application. The only main difference between the two proposed areas would be a Thornbury Town Centre vs rural. There are limited other indications of what would be appropriate. If the town centre of Thornbury is suggested as a reference, the applicant needs to be clear about this as there is a range of different typologies, forms, materials etc. For the record, I would suggest that the High Street and a number of the historic routes which directly connect with the High Street, should be used as the main reference

for the Picked Moor character area, or a higher density area. Much of the High Street is characterised by runs of terraced properties, generally with vertically separated materials which change from property to property. The vast majority are placed at the back of pavements and have varying roof forms.

Page 84 of the DAS shows a useful placemaking framework plan. Based on this approach, it is the primary circulation route through the development which becomes the key defining element of the site, so I feel that instead of the two slightly unjustified character areas shown on page 64 of the DAS, a more appropriate approach would be to firstly treat the primary circulation route as a distinct area (with some required variation within that). The areas either facing outwards towards the rural landscape or facing POS areas would be the secondary character areas (the 'green' character). This would link more closely with the concept of Thornbury High Street (a long, linear character area) and a more generalised non-linear rural character.

The applicant has shown an indicative layout comprised of what look to be detached and semi-detached properties and it is going to be to be very hard to actually reference Thornbury High Street is this type of development. However, there would be opportunities in various parts of the site, for example around the local centre, where a higher density approach would be reasonably justified, given proximity of shops.

Page 72 of the DAS notes various land use figures. From this, the overall density of the developable area can be calculated at around 36 d/h (630 dwellings divided by 17.35 Ha of development land). This is very much expected and aligns with the majority of developments of this type which I have seen to date within this type of setting. Anything even at 40 d/h using primarily semi-detached and detached properties becomes impossible to design with adequate parking provision and appropriate planning impacts. If areas around the edge of the development are to be lower density (rural edges), this would imply that other areas would need to be higher than 36 d/h density. This is discussed on page 102 of the DAS. These higher density areas should be focussed around the local centre services and the primary route through the site, where better and more direct access can be created.

There will need to be detailed work carried out relating to character, use of materials, building forms etc at the Reserved Matters stage. I would suggest a more considered rationale is developed along the lines noted above and that a characterisation study for each character area is developed, linked with the stated character of Thornbury High Street and a 'rural' character. The use of standard house types should not be considered appropriate given the easily referenced, distinctive and positive local architectural and landscape character elements.

Areas of public realm and boundary treatments will be key to developing a high quality and locally distinctive scheme. An important part of that process will involve integrating the bus route into the layout as well as the standard delivery, emergency services and waste vehicle movements. Parking and bin storage issues will need to be carefully considered.

Many thanks,

Matt Haslam

Senior Planning Officer (Urban Design)