

*Design and Access Statement
Re-submission Update*

Final

March 2021

PICKEDMOOR
THORNBURY

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*Development at Pickedmoor will create a **sustainable and healthy neighbourhood** that helps to meet the identified local need and growing demand for new homes and primary education within the thriving market town of Thornbury. The development will be well integrated within its surroundings through **excellent local connections** and the provision of new green spaces for the enjoyment of the whole community. The design will sensitively respect the characteristics of the town and surrounding area to ensure the creation of **an attractive, high quality and locally distinctive place to live.***

Vision Objectives

Creating a Quality Neighbourhood

- » New homes to help meet identified local needs, including affordable homes.
- » Creation of central local centre formed by a primary school, local retail and community provision with a destination play space
- » A legible place where streets and buildings clearly overlook and define open spaces and movement routes to create a welcoming and attractive environment.
- » A development edge that responds to the neighbouring Park Farm development, providing accessible facilities, integrated movement links and connected green infrastructure networks.

Enabling Healthy Lifestyles

- » Safe, accessible and attractive environments that encourage active and sustainable travel within the development and into Thornbury.
- » Community facilities that bring opportunities for social interaction and community cohesion.
- » Multi-functional open space and play facilities that encourage informal recreation and active lifestyles.

Delivering a Connected Place

- » Attractive pedestrian and cycle routes throughout the development, connecting into the existing local networks.
- » Accessible and direct connection for pedestrians, cyclists, and buses into Thornbury via a new Sustainable Travel Link through the neighbouring Park Farm development.
- » Placement of the local centre in an accessible position for residents of the site, Park Farm and other areas of north west Thornbury
- » Extending the committed public transport route from the neighbouring Park Farm development into the new neighbourhood, to offer a wider choice of transport modes for residents living in the north west of the town.

Celebrating Landscape

- » The natural setting of Pickedmoor Brook will provide accessible environmental amenity with opportunity for informal recreation.
- » A network of permeable green links and spaces, bringing amenity and recreational opportunities for the enjoyment of the new and existing communities.
- » Managed natural habitats will provide a green setting for development with enhanced biodiversity value and landscaped drainage features.







1 INTRODUCTION

1 INTRODUCTION

1.1. Document Scope & Purpose

This Design and Access Statement (DAS) supports an outline planning application relating to the development of land west of Park Farm, Thornbury. It presents revised and additional content in response to post-submission engagement with South Gloucestershire Council officers following prior submission in Dec 2018 under the Outline Planning Application reference PT18/6450/0.

The proposed development would form a new neighbourhood referred to as Pickedmoor, after the Pickedmoor Brook that flows through the site.

The DAS has been produced by Barton Willmore on behalf of Barwood Development Securities Ltd and North West Thornbury Landowners Consortium (the Applicants), drawing on a specialist consultant team of:

- » Savills - Planning;
- » Peter Brett Associates - Transport, Drainage, Hydrology, Noise, Air, Utilities;
- » The Richards Partnership - Landscape;
- » EAD - Ecology;
- » BSA Heritage - Heritage & Archaeology;
- » Arbortrack Systems Ltd - Arboriculture; and
- » Kernon Agricultural - Agricultural Land.

1.2. Re-Submission Updates

The original Planning Application and DAS was submitted in December 2018. Subsequently the DAS was updated in January 2020 to reflect the amended development proposals that formed the basis of a planning application re-

submission. To assist Officers with identifying the updates at that time, relevant pages were labelled to indicate that they contained either 'revised' or 'additional' content. The table below provides a summary of the main changes included in the January 2020 re-submission update.

January 2020 Update	Page Numbers
Description of development proposal and illustrative masterplan	6-7, 82-83
Assessment of local distinctiveness	22-29
Wessex Water foul sewer diversion	42-43, 58-59
Description of post submission engagement	54-55
Post submission design evolution	64-65
Glimpsed views of St Mary's church	68, 90-91,
Mixed-use activity area including school site, destination park, retail and community uses	69, 84-85
Description and revised development parameters, with introduction of the school site and reduced building heights	74-79
Revised illustrative green infrastructure plan	91
Frontage character and placemaking	90-91, 104-117
Oldbury Lane arrival experience	92-101
Illustrative SuDS design	128-129
Play strategy	130-133

Following the January 2020 re-resubmission, further dialogue was had with Officers which led to amendments contained in the DAS dated August 2020. The pages containing the amendments are also annotated, but with dates now included to assist with identifying when the changes were made. The table provides a summary of the substantive elements:

August 2020 Update	Page Numbers
Landscape principles for Parkland in the south of the site	86-87
Design principles for the north west development edge facing Oldbury Lane	92-97, 100-101
Introduction of design principles for a Priority Vista	90-91, 102-103, 124-127
Adjustments to material examples	105
Refined 'Green Frontage' character description	114
Adjustments to street hierarchy and illustrative cross sections	124, 126, 127

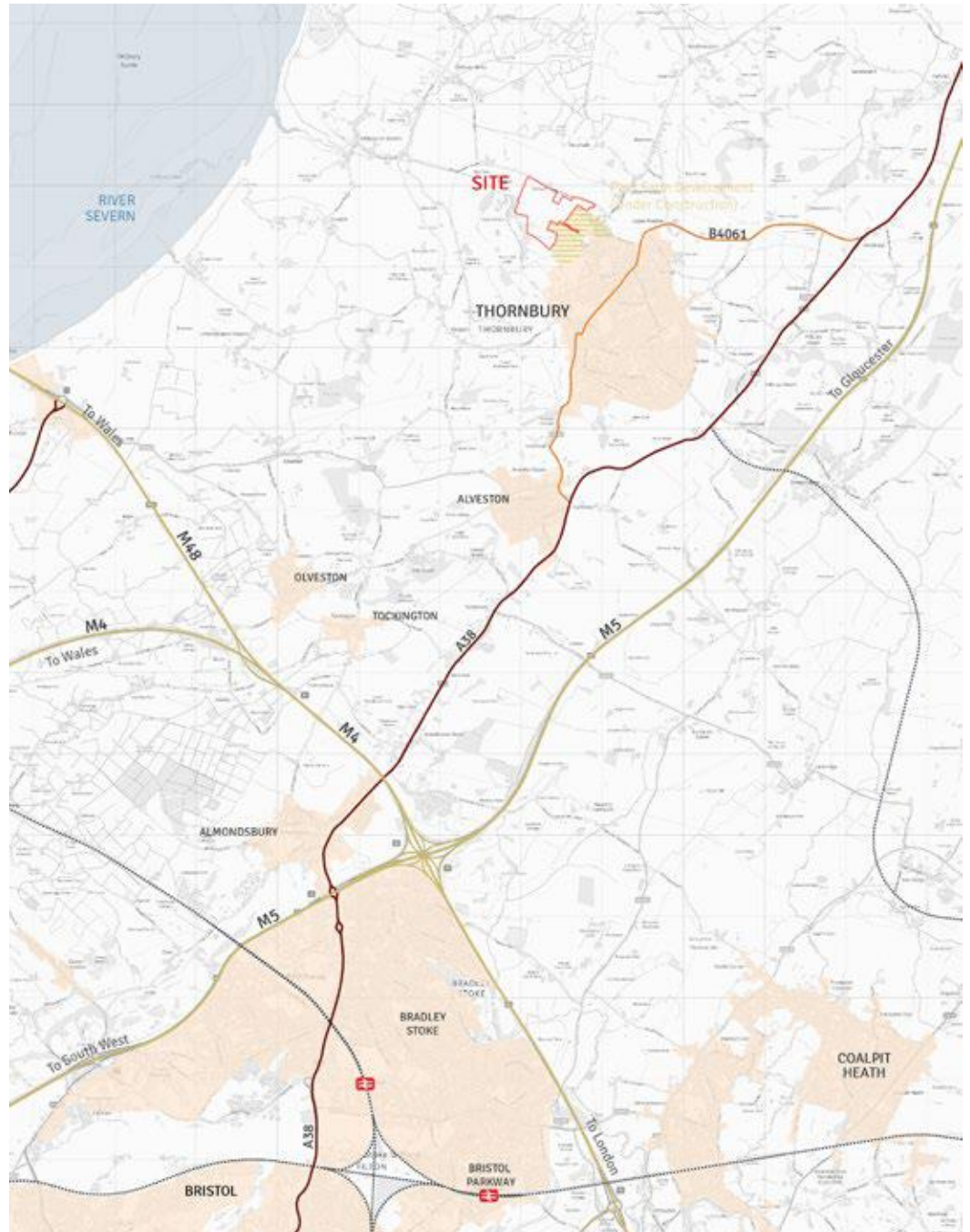
One final round of minor amendments was made in March 2021, where, following Transport Officer comments, clarification was provided for:

- » Street Cross Sections – 2m footways with cycle provision now provided in the carriageway (see pages 125–126)
- » Car Parking – level of provision to be determined in line with current Policy standards at detailed (Reserved Matters) design stage (see page 112)
- » Electric Vehicle Charging – confirmation that a suitable strategy will be controlled by a planning condition (see page 112)

1.3. Document Structure

The document is structured as follows:

- » Chapter 1 introduces the site and its key features;
- » Chapter 2 presents an overview of the planning context;
- » Chapters 3 & 4 describe the site’s local and site-specific contexts, including sections covering transport, landscape, ecology and local distinctiveness;
- » Chapter 5 summarises the involvement process, including consultation undertaken with the public, key stakeholders, and the Council;
- » Chapter 6 evaluates the issues identified within the context appraisal and summarises them into a set of constraints and opportunities;
- » Chapter 7 describes how the design has evolved throughout the project and the rationale for the design principles that are key considerations in the granting of outline planning permission;
- » Chapter 8 presents the Parameter Plans, which are to be fixed as part of the outline planning consent;
- » Chapters 9 & 10 present illustrative design material that demonstrates how the proposals could develop, including the Illustrative Masterplan; and
- » Chapter 11 summarises the key benefits of the proposals conveyed within the document.



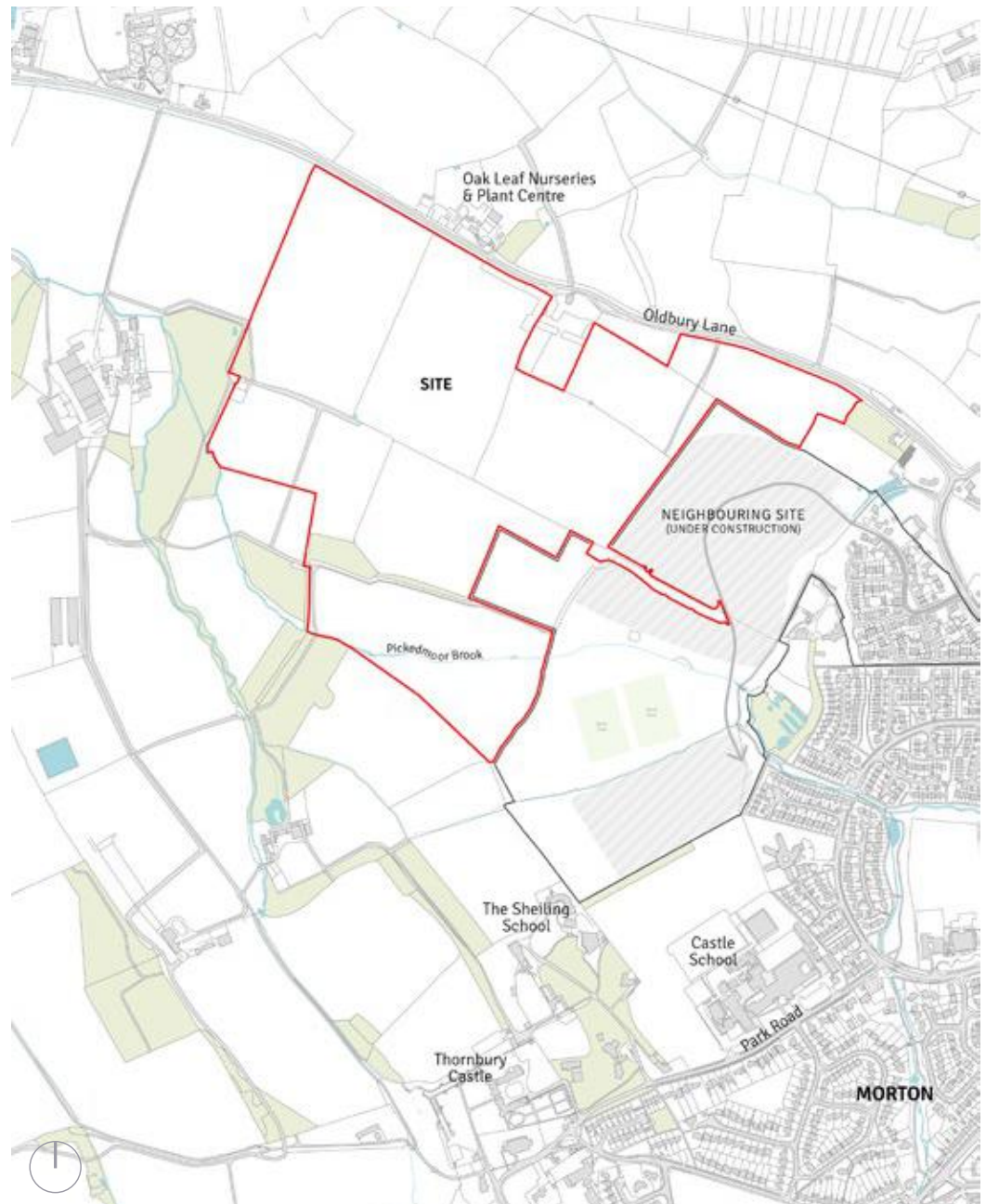
Site Location Plan

1.4. Site Location & Description

The site is situated on the north-western edge of Thornbury, within the low-lying landscape of the Severn Vale. It comprises approximately 36ha of predominantly agricultural fields of an irregular pattern. The Pickedmoor Brook runs from east to west within the southern area.

The site is bound by Oldbury Lane to the north, linking Thornbury and Oldbury-on-Severn, by dense woodland areas and field boundaries with hedgerows to the south and west, and by a consented housing scheme to the east ('Park Farm' c. 500 dwellings) which is partly occupied with the remainder under construction.

The land is relatively level, gently sloping eastwards from approximately 16m AOD to 9m AOD.



Location Plan: Site on OS Base



Oak Leaf Nurseries & Plant Centre

Oldbury Lane

SITE

NEIGHBOURING SITE (UNDER CONSTRUCTION)

pickedmoor Brook

The Sheiling School

Castle School

Manorbrook Primary School

Thornbury Castle

Park Road

MORTON

St. Mary's CEVA Primary School

The Castle School

THORNBURY TOWN CENTRE



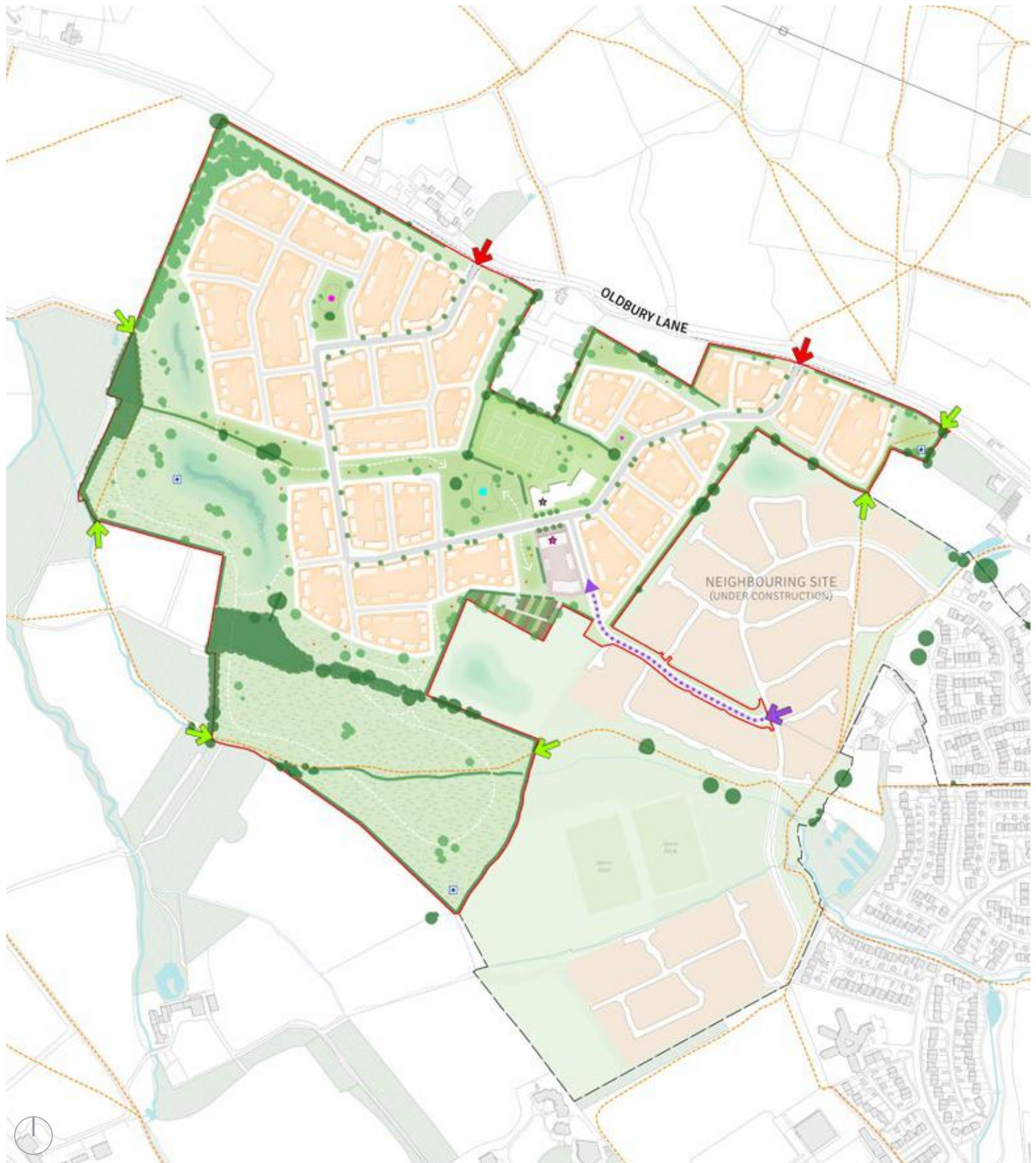
1.5. The Proposal





















The Illustrative Masterplan, presented opposite, shows how the emerging proposals for Pickedmoor could be brought forward to provide the following:

- » Up to 595 high quality dwellings that include a mix of types and tenures.
- » An integrated new neighbourhood with facilities and amenities to benefit the wider Thornbury community, including a primary school with adjacent retail and community hub.
- » Attractive and connected green infrastructure that's shaped by existing site features including the Pickedmoor Brook, existing trees, woodland areas, and public footpaths.
- » Provision of connected and multi-functional green spaces that provide well defined areas for recreational use and civic amenity, habitat creation and sustainable drainage, linking into Thornbury's existing green infrastructure.
- » A legible hierarchy of streets and spaces that encourage active travel and public transport access throughout the development, providing sustainable connections into Thornbury.
- » Delivery of a Sustainable Travel Link, which provides direct pedestrian, cycle, and public transport connection into Thornbury's town centre and its wider facilities, services and employment opportunities.

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

- » Erection of up to 595 dwellings (Use Class 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 transport corridor (including a bus link), parking areas, accesses and paths; and
- » The installation of services and drainage infrastructure.



 Site Boundary	 Natural / Semi-Natural Open Space	 Drainage	 PROW
 Residential	 Primary Vehicle Access Point	 Existing Trees / Proposed Trees	 Allotments
 Mixed-Use	 Retained Pedestrian Access (PROW)	 Destination Park	 Potential Wildlife Pond Location
 Public Open Space	 Pedestrian, Cycle and Bus Access Point	 Neighbourhood Greens	 School Building
 1FE School	 Sustainable Transport Connection	 Opportunities for Natural Play	 Indicative Location of Retail & Community Hub

Illustrative Masterplan



2 PLANNING POLICY CONTEXT

2 PLANNING POLICY CONTEXT

2.1. South Gloucestershire Local Planning Context

In line with Section 38(6) of the Planning and Compulsory Purchase Act 2004, regard must be had to the relevant policies of the Development Plan and other material considerations in determining the planning application. At the time of writing, the adopted Development Plan in South Gloucestershire comprises:

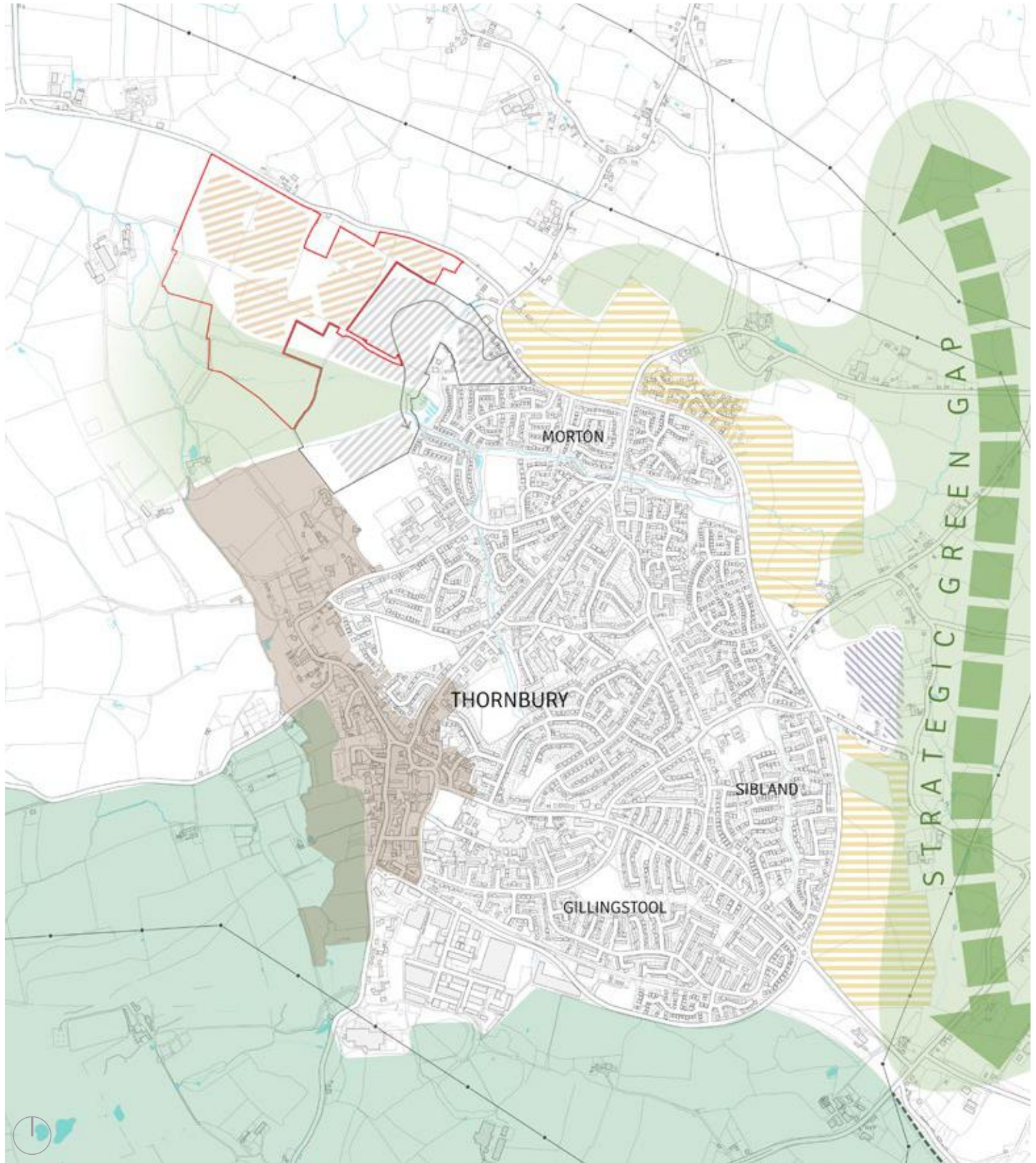
- » Core Strategy (adopted December 2013);
- » Policies, Sites and Places Plan (adopted November 2017); and
- » West of England Joint Waste Core Strategy (March 2011).









South Gloucestershire Council together with Bristol and Bath & North East Somerset, are jointly progressing the West of England Spatial Development Strategy. This is at an early stage, and nothing has been published at this time. Alongside this, the new South Gloucestershire Local Plan 2020 is progressing, which will sit beneath this SDS. This is targeting adoption in 2023.

These emerging Plans follow the earlier work undertaken on the Joint Spatial Plan which was considering the appropriate strategy to meet the future housing needs of the region. This focused growth on existing towns, including Thornbury, with the town identified as a sustainable location for development both in respect to its existing facilities and services, and also given its strategic location on the A38 corridor.

The site represents a logical extension to the permitted Park Farm development. It is not constrained by the Green Belt, the setting of Thornbury Castle or the proposed Green Infrastructure Network. Indeed, it represents the nearest unconstrained land parcel to the town's Market Centre and its facilities and services, and is in close proximity to key education facilities and employment opportunities.

The site represents a suitable and deliverable opportunity to sustainably increase the scale of housing development within South Gloucestershire; together with opportunities for a number of other material benefits including the delivery of affordable housing, substantial open space, a net biodiversity gain alongside sustainable travel improvements.



- | | | | |
|---|--|---|---|
|  | Site Boundary |  | Consented Development Site |
|  | Conservation Area |  | Emerging Employment Allocation |
|  | Green Belt |  | Adjacent Park Farm Development Indicative Area (under construction) |
|  | Strategic Green Infrastructure Network |  | Proposed Development Area |



3 LOCAL CONTEXT

3 LOCAL CONTEXT

3.1. History and Settlement Growth

Thornbury is a market town with a historic core that was established during medieval times. Today, the central conservation area has examples of 15th and 16th Century buildings on Castle Street (Porch House) and the High Street (Bristol and West building).

The layout of the streets, lanes, and burgage plots remained largely unchanged into the 1950s, until Thornbury undertook rapid expansion in the late 1950s through to the 1980's.

Thornbury has expanded further over the last decade, with several new developments under construction around its northern fringes, including Park Farm, which sits to the south east of Pickedmoor. Consented development sites are present elsewhere, as demonstrated on the plan opposite.

Development at Pickedmoor would continue this growth within an unconstrained, sustainable location that benefits from good access to the town centre and other facilities and services.



Urban Extents 1905



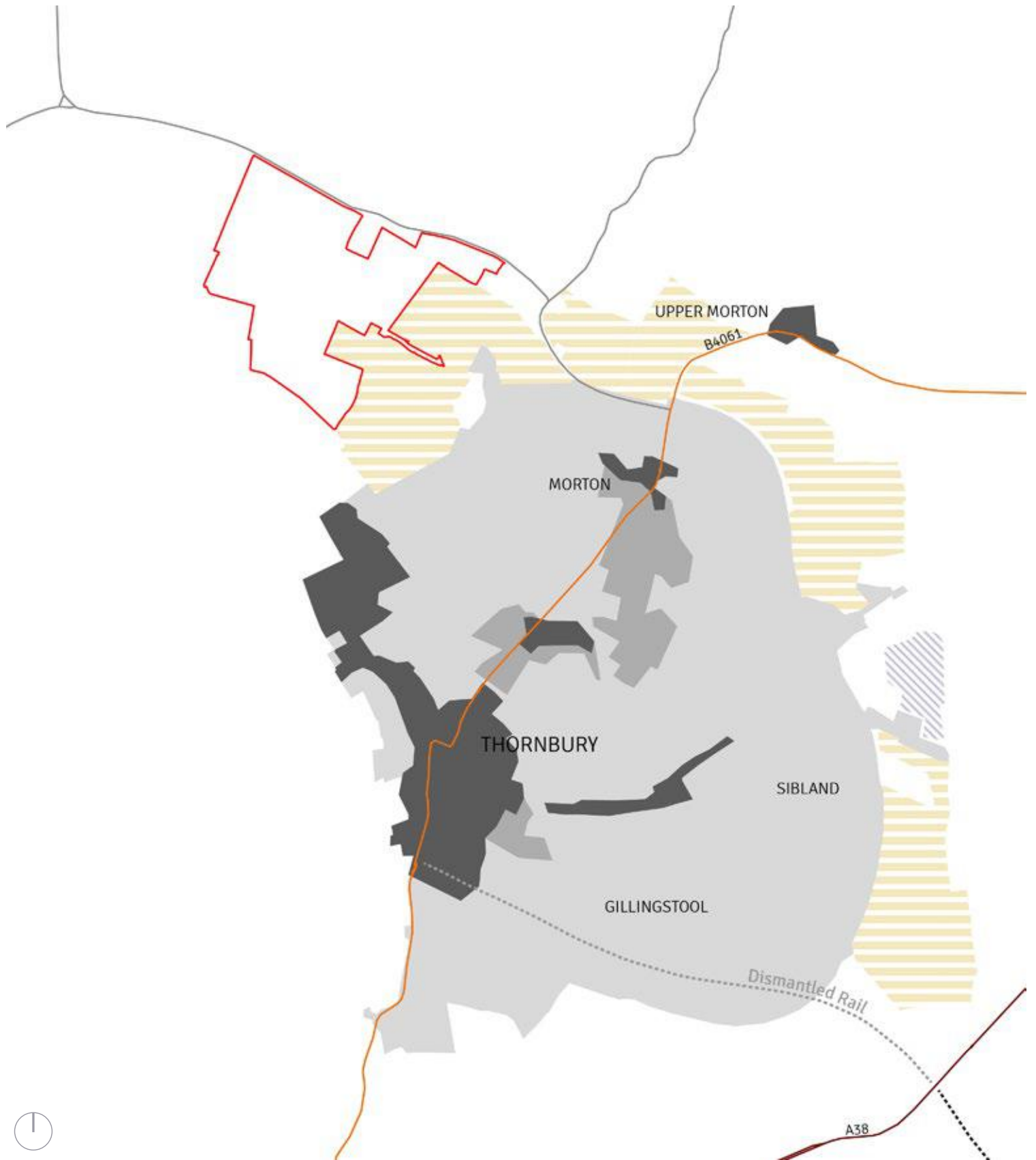
Urban Extents 1960



Urban Extents 2018



Future Extents



- 
-  Site Boundary
-  Urban Extents 1905
-  Urban Extents 1960
-  Urban Extents 2018

-  Consented Development Sites
-  Emerging Employment Allocation

Historic Expansion Map 1905-2017

3.2. Transport and Movement

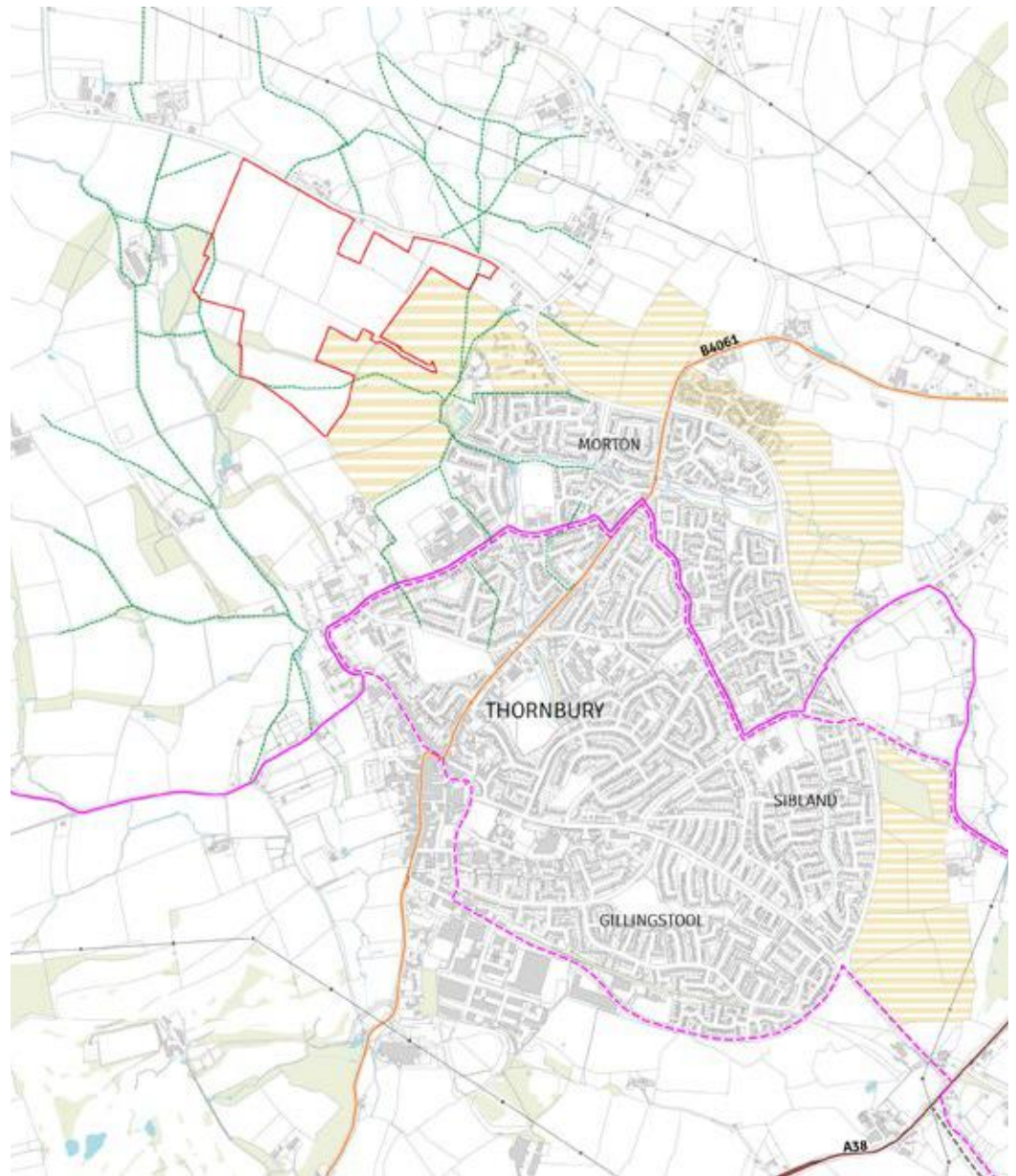
Thornbury is an accessible and well-connected place that has good pedestrian, cycle and public transport services providing sustainable travel opportunities within the town and beyond to nearby destinations such as Bristol. An overview of the local transport and movement context is set out below.

Pedestrian and Cycle

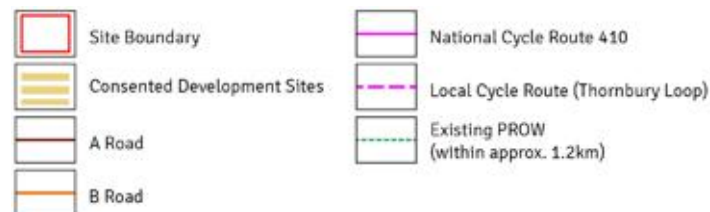
Existing pedestrian and cycle routes in the area provide good access to local facilities and services, with future connections between the site and the town centre improved by the committed development proposals at Park Farm. National and Local Cycle Routes provide safe and attractive links within Thornbury and to other surrounding settlements including Bristol.

Highway Network

Thornbury is well connected to the A38 and M5 corridors which form important connections within the West of England region, giving access to Bristol and wider destinations via the strategic highway network.



Local Transport and Movement Context

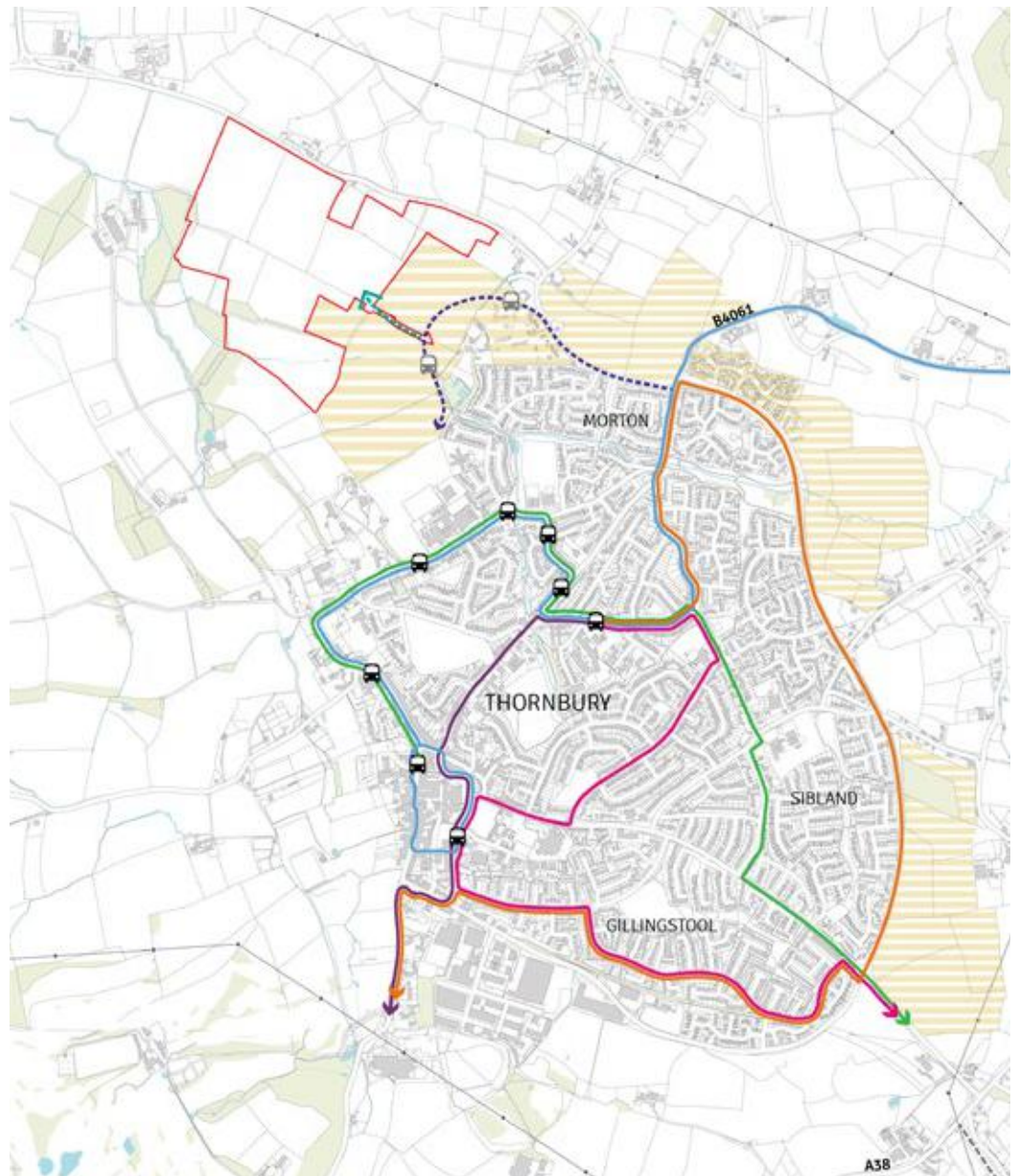


Public Transport

Local bus services are accessible to the site, giving access to the town centre and beyond to further destinations such as Aztec West Business Park, Filton, Cribbs Causeway Retail Park and Bristol City Centre.



Above: Bus Route passing through Morton
 Middle: Bus Route passing through Thornbury High Street
 Top: Oldbury Lane abutting northern site boundary, linking Thornbury and Oldbury-on-Severn



Public Transport Plan

	Site Boundary		Bus Route T1 (Thornbury-Bristol, every 30mins)		Committed Bus Route Extension
	Consented Development Sites		Bus Route T2 (Thornbury-Bristol, hourly)		Committed Bus Stops
	Bus Route 60 (Thornbury-Dursley, every 2hrs)		Key Bus Stops		Potential Sustainable Transport Connection
	Bus Route 77 (Thornbury-Bristol Centre, hourly)				
	Bus Route 622 (Chipping Sodbury-Cribbs Causeway, every 2hrs)				

3.3. Local Facilities

There are a wide range of facilities and services sustainably accessible to the site within the local area, shown on the plan opposite.

Thornbury's High Street includes healthcare facilities and services, banks, cafes, bars and restaurants, and supermarkets. St Mary's Shopping Centre offers an eclectic mix of everyday high street brands and independent shops selling local produce and items.

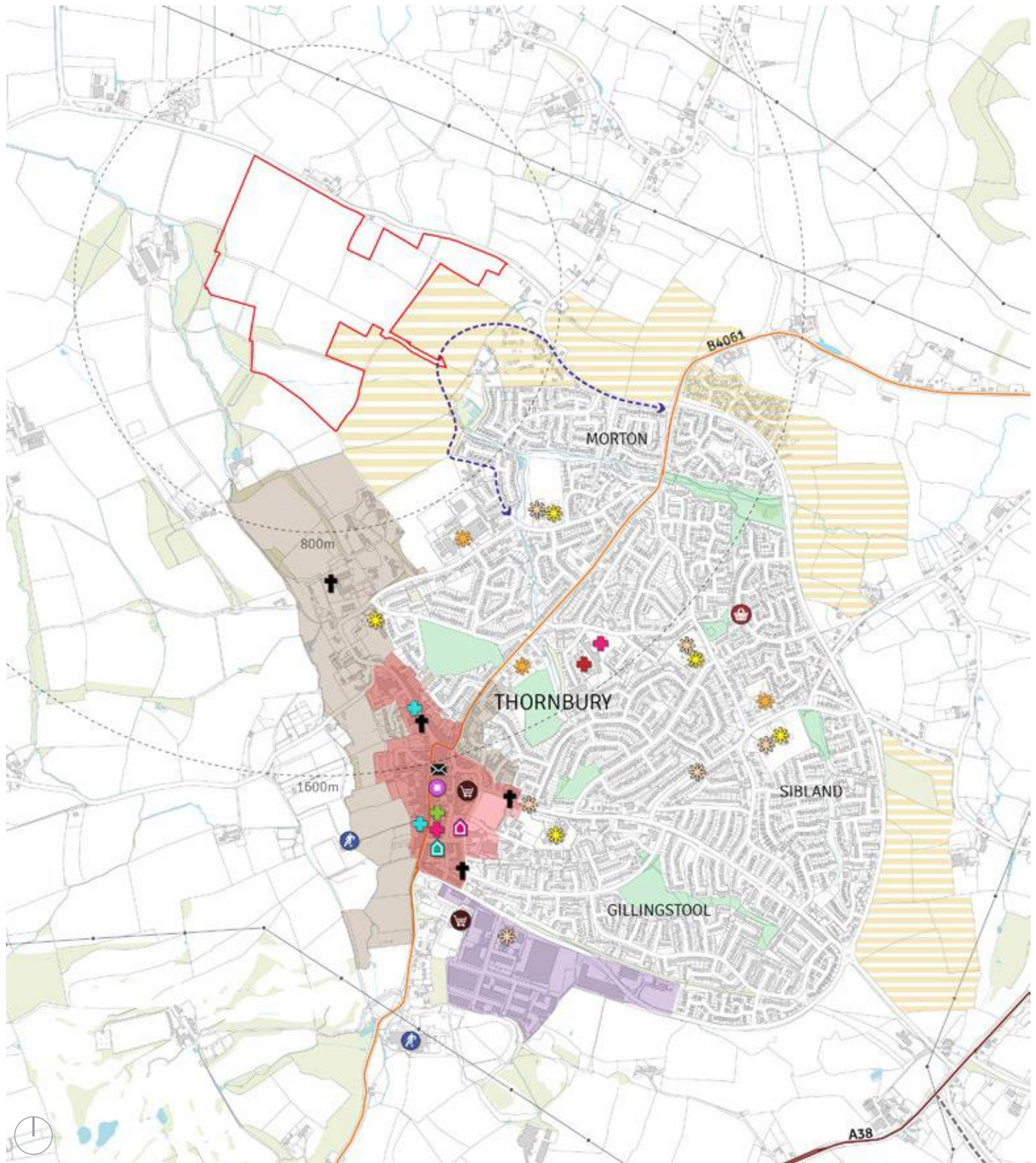
St Mary's CEVA Primary School, Manorbrook Primary School, and Castle Secondary School are all within a walkable distance of the site. Further afield are Gillingstool Primary School, Christ the King Catholic School, and Crossways Junior School. There are also six nurseries located within Thornbury.

An area of concentrated employment, Ashville Park, is located in the southern extents of Thornbury, with employers including INTOHEAT, Europa Group and Alexandra.

Thornbury has a significant public open space network within its neighbourhoods, including playing fields and pedestrianised green corridors linking up existing cul-de-sacs. Mundy Playing Fields lies west of the High Street, and includes children's play areas, Thornbury Football Club, and Thornbury Tennis Club.



*Top: Castle School (Secondary School)
Middle: Supermarket in Town Centre
Bottom: Ashville Park employment area*



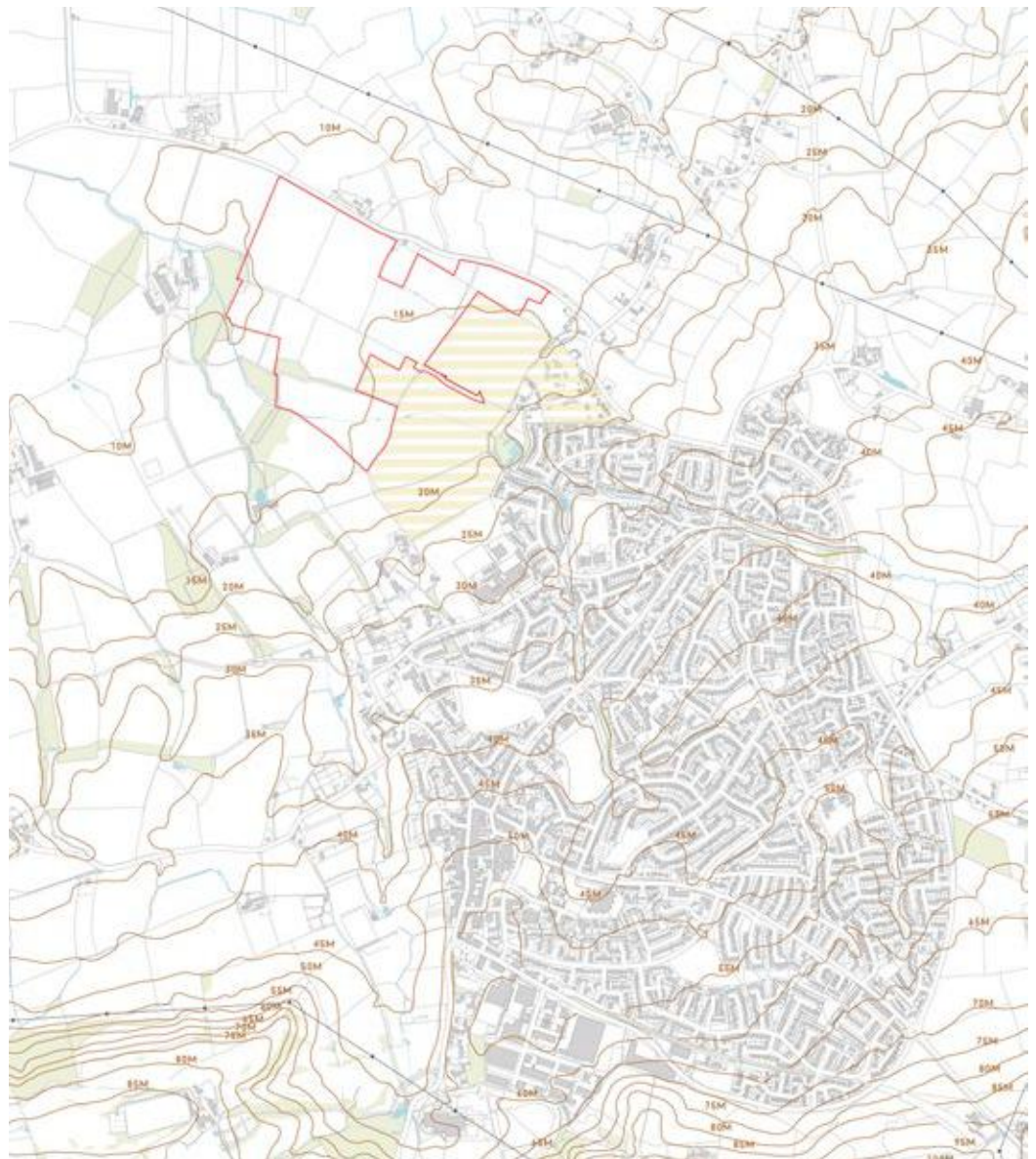
	Site Boundary		Consented Development Sites		GP		Library		Committed Bus Route Extension
	Town Centre		Sports/Recreational Facility		Hospital		Museum		
	Employment Area		Primary School		Pharmacy		Post Office		
	Key Public Open Spaces		Secondary School		Dentist		Local Store		
	Conservation Area		Nursery		Place of Worship		Supermarkets		

Local Facilities

3.4. Landscape and Visual Character

The site is located on low-lying land within a 'bowl' landform that surrounds the settlement of Thornbury. High ground within the bowl comprises outlying vale hills to the west (between approximately 40–60m AOD) and to the north east approximately 55m AOD at Upper Hill (much of the land to the north forms the open side of the bowl and is low lying). To the east of Thornbury some areas of high ground reach 100–108m AOD. Additionally, there is distant high land to the north (high point of approximately 260m AOD) on the Severn Ridge, at Gaer Hill within the Forest of Dean, although this is more than 13km from the site.

There is a strong structure of existing trees, hedgerows and woodland copses within the lower lying land of the bowl. The site is visually well contained by the surrounding vegetation even during winter months, particularly by the woodland copses and mature trees to the immediate south and west. The site can just be discerned from distant, elevated viewpoints on the outlying vale hills, but from these views it is largely concealed by the intervening woodlands/coverts and it is generally seen in the context of existing urban form.



Local Topography Plan

Surrounding vegetation, including woodland copses to the immediate south and west, help to visually contain the site



3.5. Local Distinctiveness

The character and form of the proposed development at Pickedmoor will be influenced and informed by the characteristics of the surrounding built environment.

Relevant local areas have been assessed to identify distinctive features that will help to lay the foundations for a unique design response. These areas include the properties and settlement patterns on approach to Thornbury, the historic core, areas of post-war settlement expansion and recent edge of town housing developments.

Thornbury Approach Roads

Nearby residential properties on approach roads to Thornbury are distinguished by an informal and rural vernacular.

Key characteristics of the built form are noted next to the chosen examples, which will provide a clear precedent for development proposals adjacent to Oldbury Lane. This will ensure the design response in this area will form an appropriate transition with the surrounding open space.



Detached two storey dwelling abutting the road on a perpendicular orientation. Stone walling with pantile roof. Low stone boundary wall to front garden.



Wide fronted and narrow depth semi-detached dwellings with low roof pitch. Low stone wall to front garden.



Further examples of properties siding onto the road, in this case with single storey lean-to creating variation and interest.



Rendered detached dwelling with stone and timber detailing to the porch. Wide fronted, narrow depth with low pitched roof. Further example of pantiles. Property abuts the street with minimal setback.



Examples of one and a half storey buildings with half-dormers on the first floor.

Nearby development patterns on approach roads to Thornbury will also contribute to establishing a clear precedent for development proposals adjacent to Oldbury Lane. Key characteristics are noted next to the chosen examples.



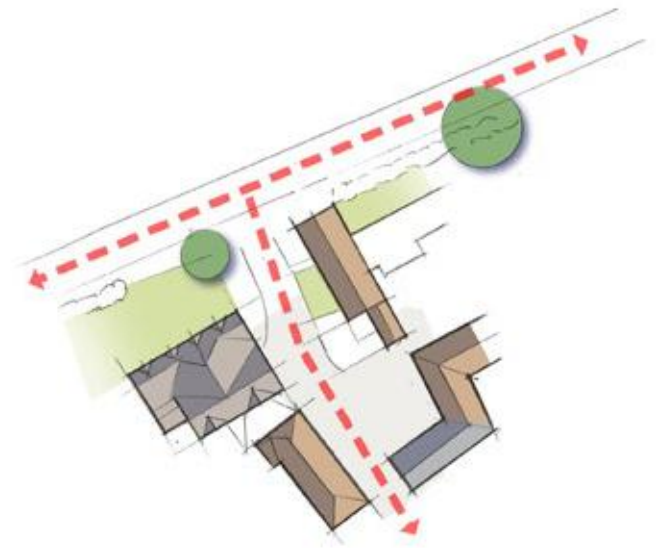
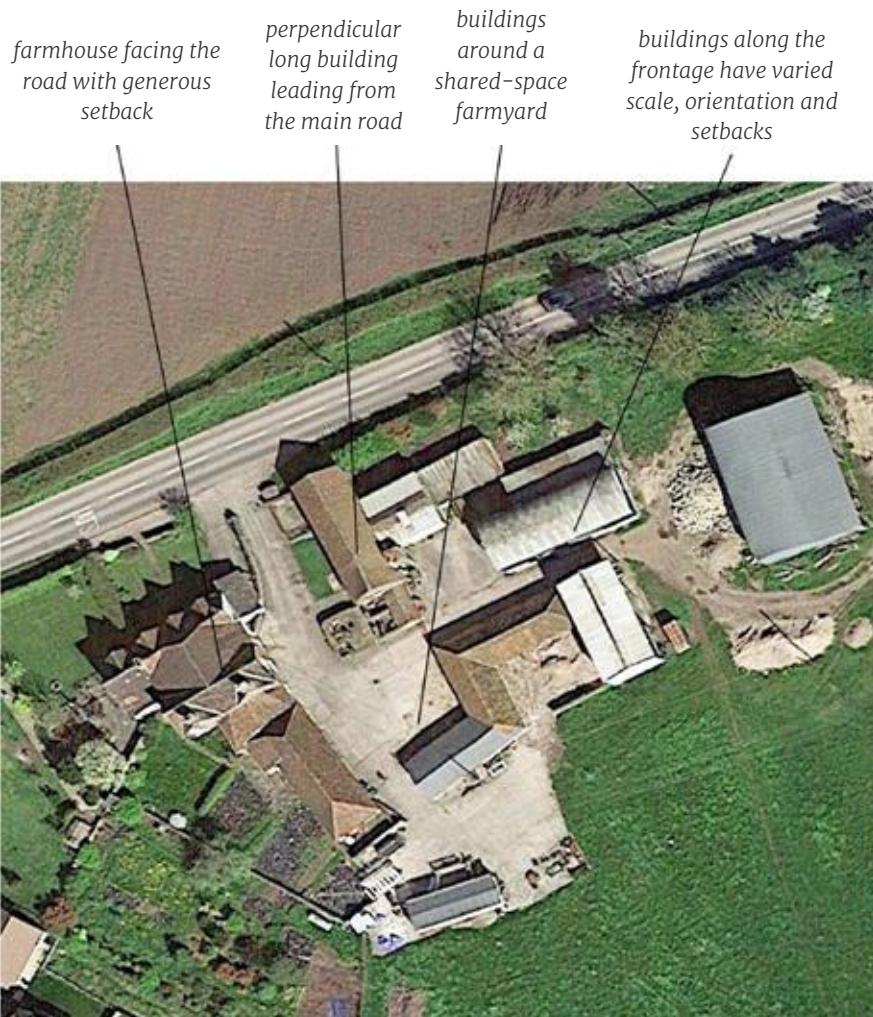
Farm on Newton Hill: an informal arrangement of buildings around a farmyard.



Settlement along Mumleys Lane: former agricultural buildings now for residential use



Lower Morton: a variety of building forms, detached and terraced, with an informal relationship to the road on its approach to Thornbury.



Simplified plan of key components

Farmyard on Gloucester Road shows a configuration of buildings that provide inspiration for distinctive residential placemaking on Oldbury Lane.

Historic Core

Much of the town centre forms part of a conservation area, where dwellings are generally terraced and either situated on the back of pavement, or with short front gardens defined by low walls or railings. The variety of details and finishes provides visual interest and richness to the environment.



Buildings within the conservation area are generally of a Georgian or Regency style, including the Natwest Building on High Street (left).

Post-War Suburbs

The town's suburban developments from the late 1950's to the 1980's generally comprise red, brown and buff brick properties. A large proportion of these areas display gable ended roofs with brown roman tiles. Some of the elevations feature hanging tiles, sometimes used to dress dormer features.



Historic buildings dating from the 19th Century and before are generally constructed from local stone or are rendered and painted white or pastel shades. Façades are characterised by sash windows, often painted white or a contrasting colour.



Diverse materials brought into harmony through rhythm in the streetscape and consistent use of architectural details.



Detached dwelling from the 1970s, with brick and hanging tile facades.



View of high street shows properties abutting the footway to create good levels of enclosure. Window bays and dormers form a lasting characteristic of the original properties, whilst shop front signage introduce a consistent horizontal emphasis along the frontage.

Recent Development

Several new developments have been completed or are under construction around Thornbury's urban edges, particularly in the north. Notable developments include Park Farm, Post Farm and Thornbury Fields. The character of the built form generally reflects distinctive elements of the local vernacular, including the use of stone facades, soft pastel renders and sash windows.

Building Heights

Buildings in the town are generally of 2 or 2.5 storeys, with some isolated examples of three storeys placed in prominent locations such as the High Street and in new development to aid legibility and provide visual interest. Residential properties tend to be either detached or semi-detached, with parking predominately located on driveways to the front or sides of dwellings.



Thornbury Fields: Stone facade, pantile roof and window detailing create an attractive frontage on this detached family home overlooking a landscaped amenity space.



Park Farm: Development frontage set back from Butt Lane behind a planted grass verge helps to create an attractive gateway to the development and the town.



Post Farm: Detached family homes with varied use of stone and render walls with gabled features on the slate roofs.



4 ASSESSING THE SITE

4 ASSESSING THE SITE

Extensive site assessment work has been undertaken by the consultant team to gain a detailed understanding of the site's constraints and opportunities, and establish how proposals for sustainable development can be successfully accommodated at Pickedmoor. An overview of the findings are outlined within this chapter.

4.1. Access and Movement

The site is bounded on its northern boundary by Oldbury Lane, which provides for two potential access points into the site.

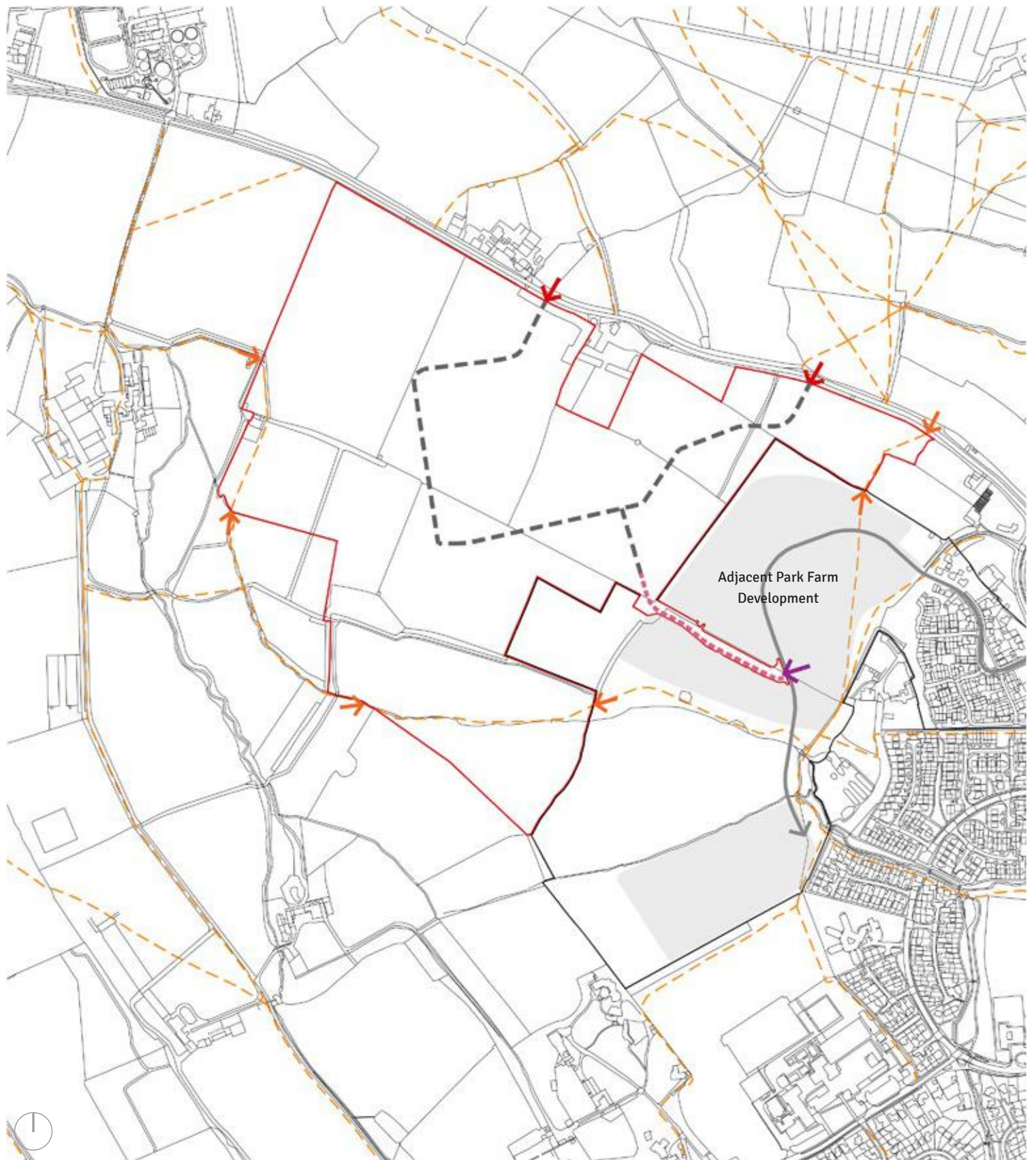
A sustainable transport access corridor for pedestrians, cyclists and public transport can be delivered on the eastern boundary; linking through the neighbouring Park Farm development and into Thornbury. This link would provide direct pedestrian and cycle access to the town centre, and to wider facilities and services within Thornbury. The corridor provides the opportunity to extend the local bus service through the Park Farm site to loop through the proposed development. This has been the subject of discussions with the local bus operator First Group; who have indicated that the T1 bus route is the most likely service to be re-routed.

Existing Public Rights of Way crossing the site form important links to Thornbury and the wider PRoW network. The retention and enhancement of these paths will be key to integrating the proposals into the local context; including linking with the Thornbury Streamside Walk. The provision of new informal recreation walking routes will also be delivered within the proposed open space network. This will enhance accessibility to community facilities and services and deliver meaningful health and wellbeing benefits.

The development proposals will prioritise sustainable movement on foot, by cycle, and public transport, integrating with existing networks that link the site with Thornbury's local facilities, services and recreational spaces.



Above: Oldbury Lane abutting the northern boundary of the site



4.2. Landscape

The site occupies an area of pasture farmland that is divided by a number of well maintained, often low hedgerows along field boundaries, and some more notable taller hedgerows, as shown on the Landscape Constraints and Opportunities Plan.

There are a number of mature oaks and some ash within the site, located mainly within hedgerows or tree lines.

There are several younger woodland copses located to the south west of the site, and an area of 'Ancient Woodland' named Parkmill Covert to the immediate west, which will be protected by a 15m (minimum) buffer zone in line with guidance. A notable tree line runs along the edge of the floodplain in the southern part of the site. The woodlands to the south and west of the site, and tree lines within the site, provide strong visual containment from the countryside to the west.

A watercourse and a number of ditches that run across the site provide distinctive character elements. The Pickedmoor Brook is markedly open in character with comparatively little vegetation along its course, apart from a few small willows on its banks. Another watercourse runs through the tree line just beyond the western boundary to meet Pickedmoor Brook in Parkmill Covert.

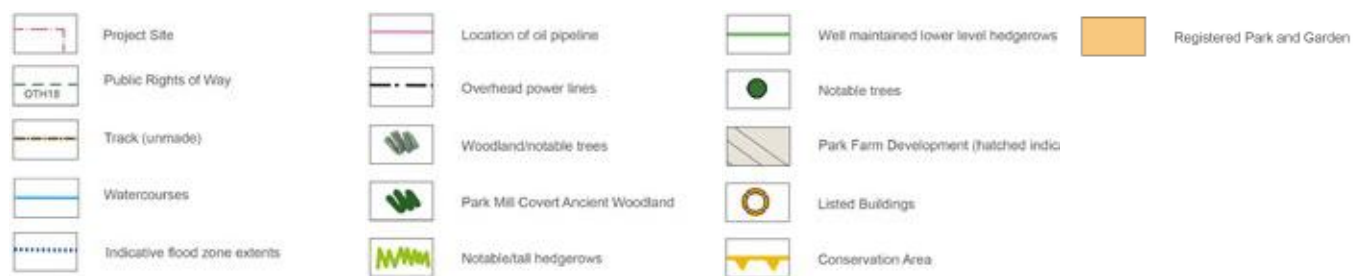
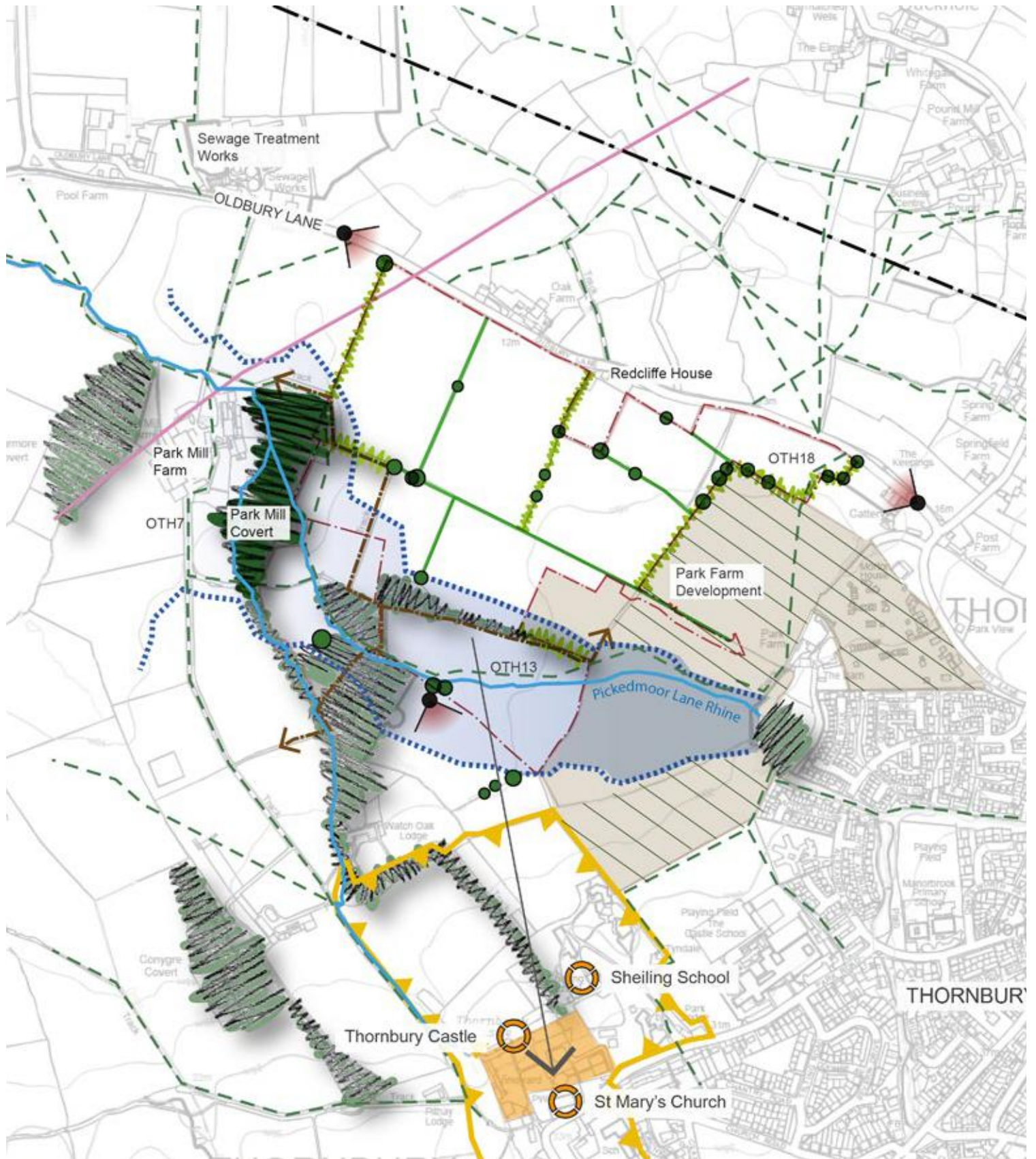
There are two public rights of way crossing the site; north/south between Oldbury Lane and the urban edge (no OTH/18) and broadly east/west from the urban edge along the watercourse (no OTH/13).

The eastern parts of the site have a distinct urban fringe character due to the prominence of the neighbouring Park Farm development. There are very limited views of the countryside to the west due to the mature woodlands along the site's western and southern boundaries.

The more distinctive features of the site include the land either side of Pickedmoor Brook and the mature tree line along its edge. The development proposals will retain and enhance this biodiverse natural setting as a means of integrating the scheme into its landscape context and providing accessible environmental amenity with opportunity for informal recreation.



Above: woodland copse to the immediate west of the site, providing visual containment



4.3. Hydrology

A watercourse, known as the Pickedmoor Brook, runs from east to west through the southern part of the site. In addition, approximately 300m upstream of the site there is an unnamed watercourse that branches off the Pickedmoor Brook and later rejoins it approximately 100m downstream of the site. The Pickedmoor Brook joins the Oldbury Naite Rhyne approximately 1.5km downstream of the site before eventually discharging into the Severn Estuary. As such, water levels within the Pickedmoor Brook are tidally influenced up to approximately the western boundary of the site.

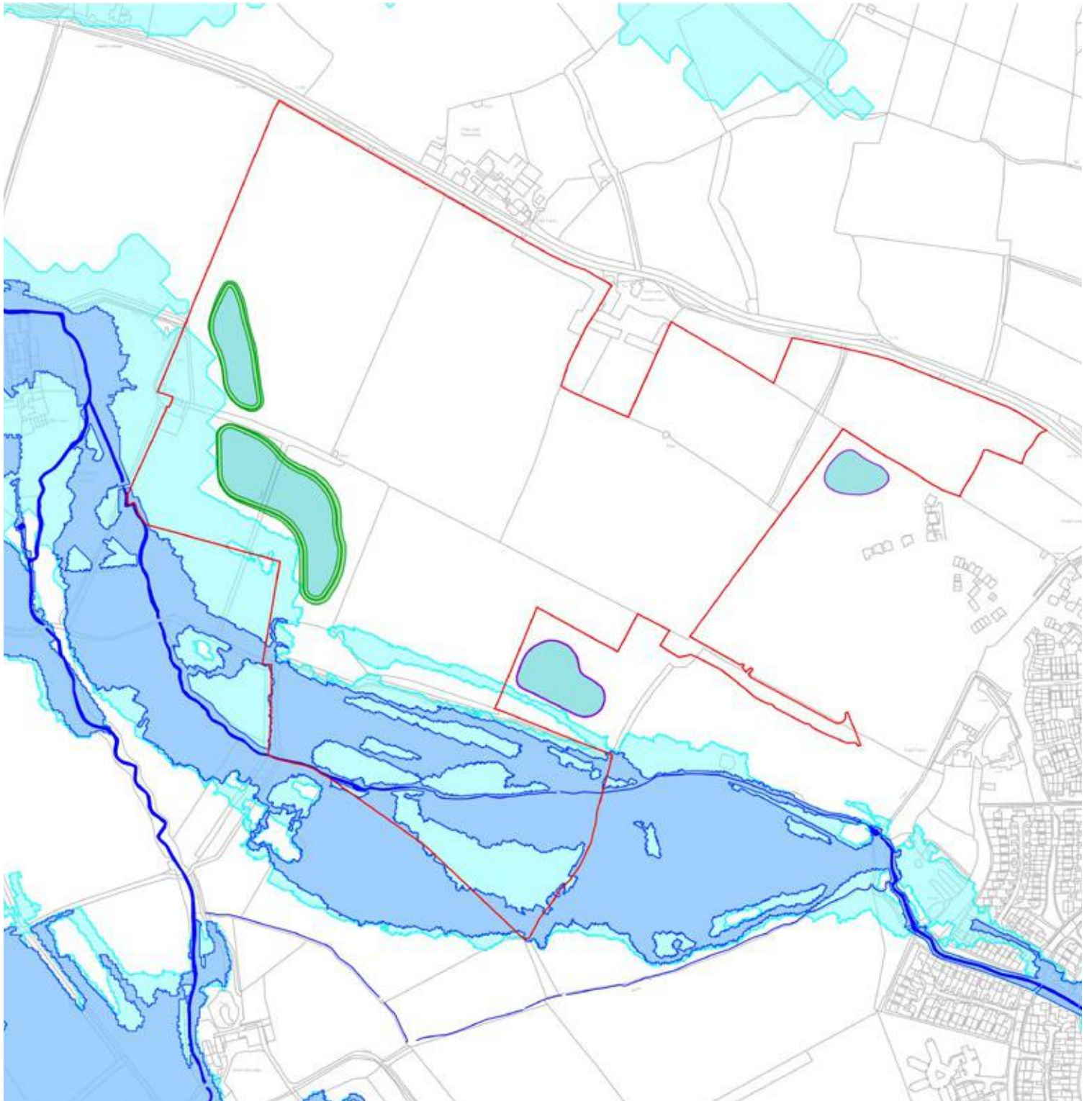
The site is shown by the Environment Agency's 'Flood Map for Planning' to lie predominantly in Flood Zone 1 (the Zone with the lowest flood risk). Some of the site falls within Flood Zones 2 and 3 and these areas are associated with the low-lying land adjacent to the Pickedmoor Brook. The extents of Flood Zones 2 and 3 extend between 100m and 150m into the site. The Flood Zones have been derived from hydrological assessments of both fluvial (river) and tidal flooding. Water levels within the Pickedmoor Brook are predominantly influenced by fluvial process, however the Pickedmoor Brook is also tidally influenced up to the vicinity of the site's western boundary.






In accordance with national planning policy, the sequential approach will be applied to the site, locating all built development within Flood Zone 1. This will provide inherent flood risk mitigation for the development proposals and its future occupants.

The Thornbury Streamside Walk traverses the site, and there is an opportunity to deliver a new open space along the Pickedmoor Brook to link with this established network.



Above: Pickedmoor Brook



-  Indicative Attenuation Basins
-  Flood Zone 2
-  Flood Zone 3
-  Existing Watercourses
-  Location of Existing Attenuation Basins

4.4. Ecology

Designated Sites

The site does not lie within or adjacent to any statutory designated sites of nature conservation value. Six European designated sites occur within 10km of the application boundary. The Severn Estuary Special Area of Conservation (SAC), Special Protection Area (SPA) and Ramsar Site (hereafter referred to as 'the Severn Estuary Site Complex'), lies 2.8km to the west. These sites are designated for estuarine habitats, wintering bird assemblage and migratory fish populations. Other European-designated sites within 10km include Wye Valley and Forest of Dean Bat Sites SAC, Wye Valley Woodlands SAC and River Wye SAC. Park Mill Covert Site of Nature Conservation Interest (SNCI) lies immediately west of the site.

Habitats

An Extended Phase 1 Habitat Survey of the Survey Area was undertaken on the 12th of April 2016 and updated on the 6th of March 2018. This confirmed that the majority of the site comprises improved grassland fields bordered by a network of hedgerows and ditches. A number of the ditches contain shallow standing water and two ponds were present within the site. A narrow belt of semi-natural broadleaved woodland is located in the southern half of the site, and scrub and mature trees were scattered throughout. A fast-flowing stream (the Pickedmoor Brook) crosses through the southern half of the site on an east/west alignment.

Species

Following data searches and the Extended Phase 1 Habitat Survey, further Phase 2 surveys were undertaken between 2016 and 2019. These surveys confirmed:

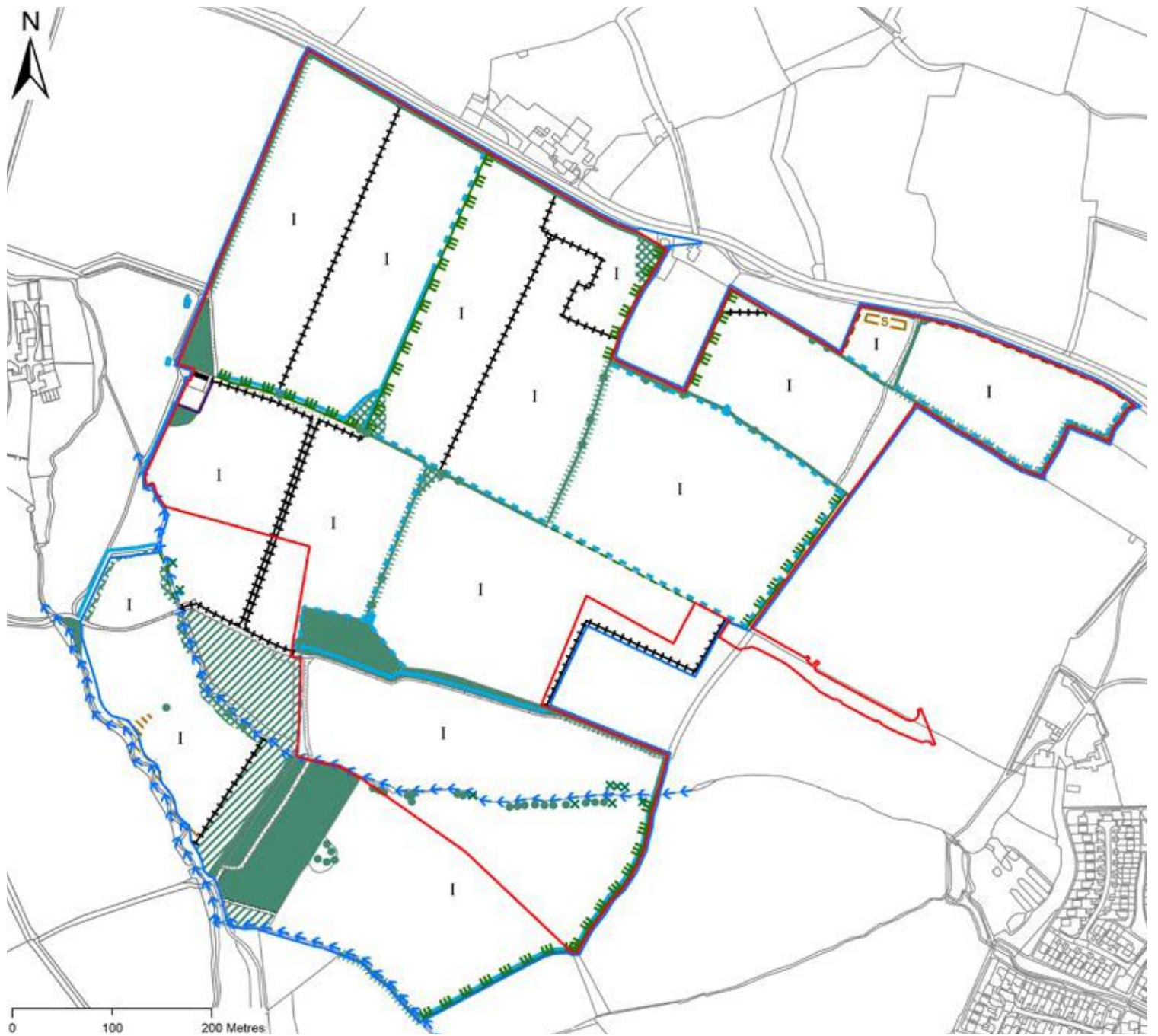
- » Small populations of great crested newt were recorded in ponds approximately 110m north-east and 150m west of the site boundary. No evidence of great crested newt was recorded from ponds within the site. Mitigation for great crested newt would be delivered under a Natural England Mitigation License and the management of habitats on site for the benefit of amphibians, including great crested newt, can be secured through a Landscape and Ecological Management Plan (LEMP);
- » An otter spraint was recorded along the Pickedmoor Brook and it is assumed that otters commute along the watercourses on an occasional / infrequent basis as part of a larger territory. An appropriate offset between the proposed built form and the Pickedmoor Brook should be included within the proposals, and an appropriate lighting strategy which avoids and minimises light spill onto the Brook should be secured;
- » The northern hedgerows, trees and woodland provide potential habitat for nesting birds, and as such loss of existing habitats should be reduced as much as possible, and in addition the proposed green infrastructure should include alternative habitat for foraging and nesting birds including provision of owl boxes;

- » Bat activity within the site was typical of the habitats and location with activity dominated by common and widespread species. No evidence of bat roosts was recorded within trees within the site. Functional flight routes for bats should be maintained, and the proposed green infrastructure should provide a range of foraging habitats and alternative commuting routes for bats; and
- » A number of badger setts were recorded within and adjacent to the site. Evidence of badger activity was recorded throughout the survey area with foraging marks, latrines and paths along field margins. The development should seek to retain and incorporate existing badger setts into the green infrastructure wherever possible, and provide green links between the setts and areas of foraging habitat.

The development proposals should seek to retain a buffer from the Park Mill Covert Site of Nature Conservation Interest (SNCI) to the immediate west of the site, and take opportunity from the setting of the Pickedmoor Brook in the southern half of the site.



Above: semi-natural broadleaved woodland provides habitat in southern half of the site



- | | | | |
|-----------------|--------------------------------------|--------------------------------------|-------------------------|
| A Arable | I Improved grassland | --- Species-poor hedgerow (defunct) | ▨ Tall ruderal |
| ▨ Bare ground | ▨ Plantation broad leaved woodland | --- Species-poor hedgerow with trees | — Wall |
| ■ Building | → → Running water | --- Species-rich hedgerow | — Wet ditch |
| ▨ Dense scrub | ● Scattered broad leaved trees | --- Species-rich hedgerow with trees | — Project site boundary |
| - - - Dry ditch | × Scattered scrub | ▨ Spoil | — Survey area boundary |
| ++++ Fence | ■ Semi-natural broad leaved woodland | ■ Standing water | |
| | — Species-poor hedgerow | | |

4.5. Heritage and Archaeology

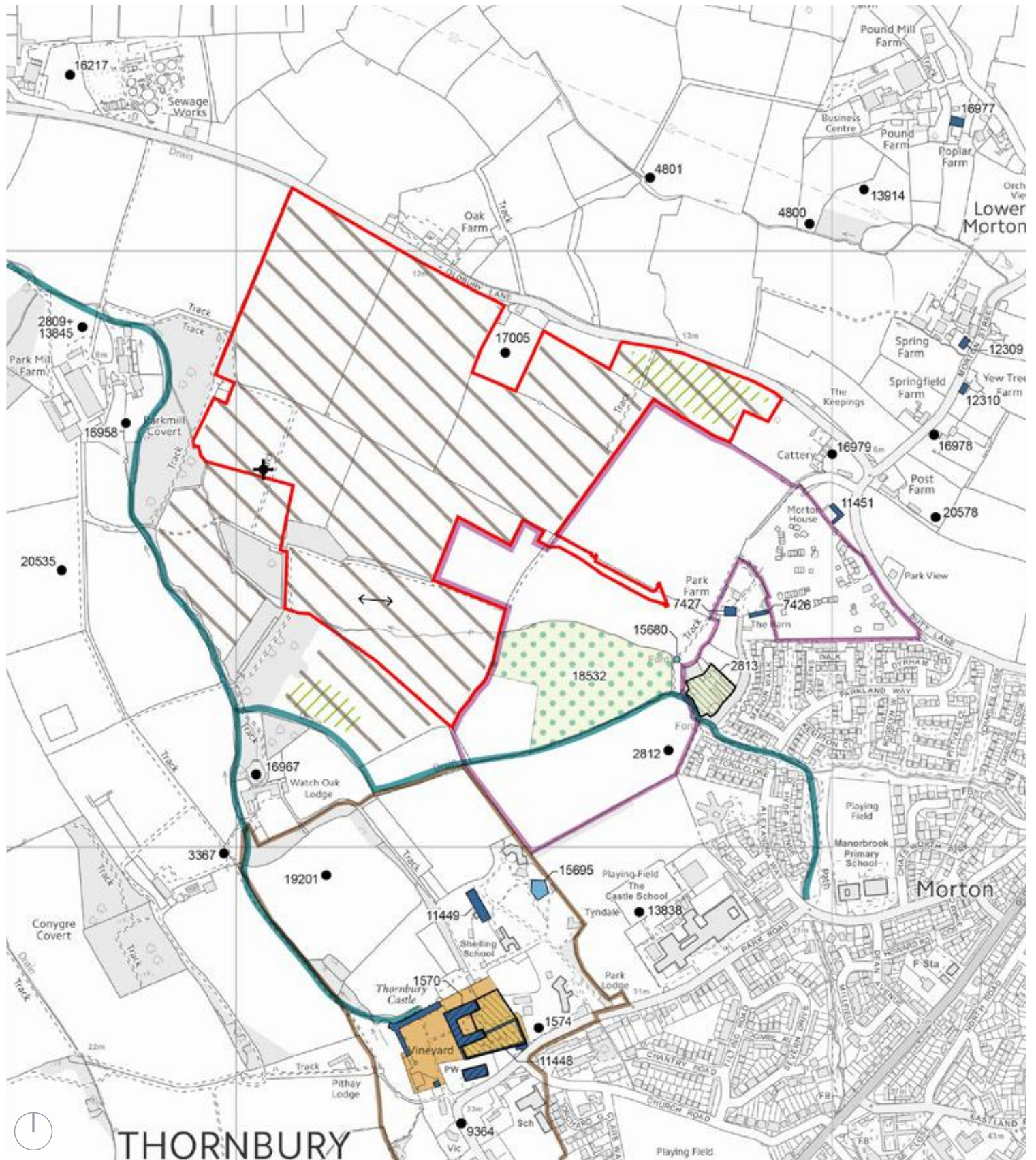
An archaeological and built heritage appraisal was completed for the site, which indicated that there are no designated or undesignated heritage assets within the site itself.
















Work undertaken for the Park Farm site to the east suggested that late prehistoric or Roman period sub-surface remains might be present. Three phases of evaluation, including analysis of LiDAR data, geophysical survey of the site and trial trenching have now been completed. These identified some limited Roman and prehistoric remains in the north east of the site. These and a limited number of other features could be dealt with through further investigation ahead of or during construction and do not have a bearing on the layout of development at the outline stage.

No designated or otherwise significant heritage assets lie within the site. A possible undesignated 'canal' beyond the western edge of the site would be protected with a buffer of open land to its east. Grade II listed buildings and scheduled fishponds to the east of the site will be screened from it by permitted residential development such that no harm would be caused.

The Grade I listed Thornbury Castle and St Mary's Church, as well as Grade II listed Sheilling School are located approximately 500m to the south of the site. The open agricultural land of the site and beyond reflects the open land that would have been their post-medieval landscape. However, the area to be developed provides only a limited contribution to the significance of these structures as part of the setting. Even in winter, views between the site and the assets are filtered and distant.

To minimise visual impact, it would be appropriate in this context to consider mitigation planting of screening belts as part of development design, allowing for retained glimpsed views in places.



- | | | |
|--|--|--|
|  Site area |  Thornbury Conservation Area |  Romano-British remains |
|  Scheduled monument |  Grade II Registered Park and Garden (HER 4214) |  NMP/LiCAR features |
|  Grade I listed building |  Permitted residential development (HER 19198) |  Extent of geophysical survey and trial trenching |
|  Grade II Listed building |  Possible canals (HER 1563) |  Vestigial ridge and furrow |
|  Locally listed building |  Other HER records |  Area of archaeological significance |

4.6. Utilities

A review of the existing infrastructure on and around site was undertaken. This has been used to identify any diversions that could be avoided, including a CLH oil pipeline and foul sewers.

The review also identified services which will require diversion. This includes 11kV overhead lines that cross the northern area of the site, and the lowering of below ground electrical cables and telecoms at the locations of the development access junctions.

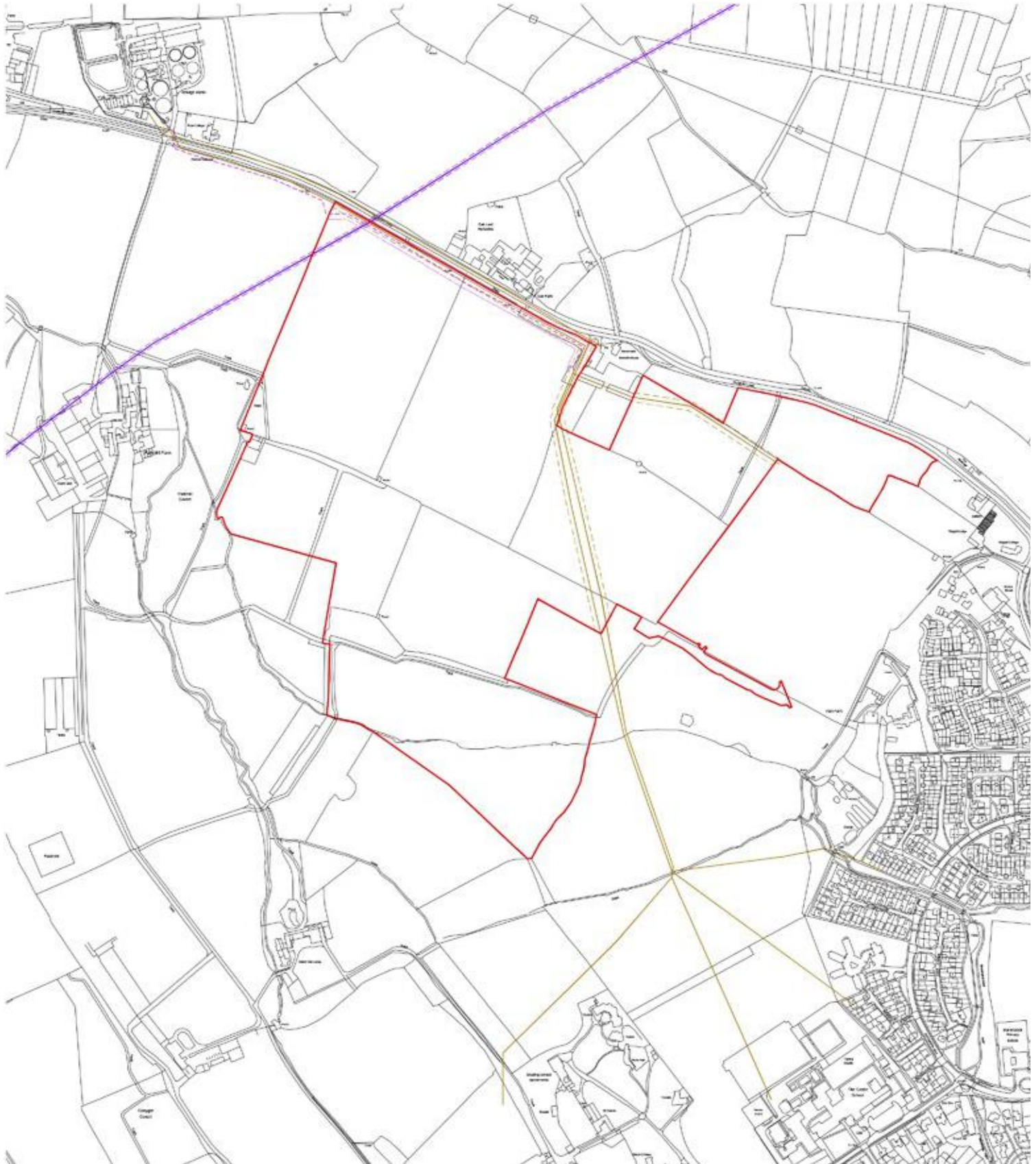
Other utilities and services within the site are shown on the plan opposite.




As part of the proposed infrastructure the following has been identified:

- » Electric – Three new ground mounted sub-stations will need to be delivered on site;
- » Gas – A preliminary point of connection (POC) has been identified on the existing medium pressure gas main located 550m south-east of the site;
- » Telecoms – Connection to the existing Openreach network and a potential connection to Virgin Media have been identified;
- » Potable Water – Bristol Water are in the process of confirming a POC for the site; and
- » Foul Water – Wessex Water are undertaking upgrade works within the site on its north-west boundary with Oldbury Lane.

The presence of utilities infrastructure and services will not preclude development.

The development proposals will need to accommodate a 3m easement to the indicative location of the CLH oil pipeline, a 6m easement to existing foul sewers and a 7.5m easement to the upgraded foul sewer. The alignment of these pipes and their easements are shown on the plan opposite.



-  Indicative Location of oil pipeline
(inc. 3m easement)
-  Existing Foul sewer
(inc. 6m easement)
-  Proposed Foul sewer
(7.5m easement)

4.7. Arboriculture

An arboricultural assessment has been undertaken that included a desk top study and tree survey based upon the guidelines set out in BS5837:2012 Trees in relation to Design, Demolition and Construction.

The tree survey was undertaken on the application site in December 2017, and identified 100 arboricultural features across the site; comprising 75 individual trees, 13 tree groups, 9 hedgerows and 3 woodlands, and their Root Protection Areas have been calculated in accordance with BS5837:2012.

Two Category A trees are identified, and four individual trees are identified as Veteran (two of which are also Cat. A).

The Category A and B items have been prioritised for retention within the masterplan wherever possible due to their condition, age and retention span.

The updated Natural England guidance, 'Ancient woodland, ancient trees and veteran trees: protecting them from development' (November 2018) has been considered when identifying appropriate buffer zones for the ancient woodland and veteran trees. A minimum 15m buffer is to be provided around the edges of the Ancient Semi Natural Woodland. The root protection area (RPA) for Veteran trees is based on x15 stem diameter at 1.3m, or 5m from the crown edge if larger, inside which development works are to be excluded. The described buffers are shown on the Constraints & Opportunities Plan (p.57), and within the 'Arboricultural Impact Assessment & Method Statement', included as part of the application pack.

4.8. Noise

Based on the surveys, the relevant potential constraints on the site are the transportation sources associated with the surrounding road network.

For areas of the site directly adjacent to Oldbury Lane, it is recommended that gardens are located behind dwellings fronting Oldbury Lane, so that they are screened by the buildings they serve. The layout of the buildings and the orientation will be considered as the masterplan progresses in order to ensure gaps between dwellings are reduced such that garden areas do not have a line-of-sight/overlook the roads.

Based on the results of the environmental sound surveys it is likely that dwellings fronting Oldbury Lane would require enhanced acoustic glazing and uprated acoustic trickle vents for the proposed internal criteria to be achieved.

For dwellings further behind, the external building fabric requirements are likely to be achieved through the use of suitably specified conventional double glazing and natural ventilation measures.

Specific mitigation requirements will be determined at the reserved matters / detailed design stage.

4.9. Air Quality

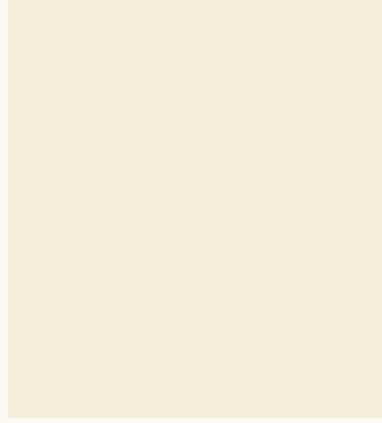
Based on detailed modelling of traffic emissions, air quality at the site has been shown to be acceptable for the proposed use. Modelling of sensitive locations close to the site and within Thornbury itself has shown that vehicle emissions associated with the development will not have a significant impact on local air quality. No mitigation is required in relation to vehicle emissions.

A sewage treatment works is located approximately 250m northwest for the site boundary. However, there are no records of issues being reported, and given the dominant wind direction in the area and the location of existing sensitive receptors, odour from the works will not be significant at the site and no mitigation is required.

A construction and environmental management plan will be implemented to ensure that there are no significant dust and particulate impacts arising from the proposed development. A full assessment and details of recommended mitigation measures are set out in the air quality chapter of the ES.

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5 INVOLVEMENT

5 INVOLVEMENT

The Applicant undertook engagement meetings and events during the application preparation process and after the planning application was submitted. A summary is provided over the following pages, with further details outlined within the Planning Statement and the Statement of Community Involvement that form part of this planning application.

5.1. Town Development Meeting: Town Council

A representative from Barwood Land attended a Town Development Meeting on the 29th of May 2018, and outlined the emerging proposals for the application site.

The discussions at the Town Development Meeting outlined an overriding objection to the principle of there being any further residential development in the town. Concerns were also raised in regard to the lack of a strategic plan, and associated infrastructure plan for Thornbury.

In addition, the following comments were raised:

- » The provision of ‘town square spaces’ were considered to be most appropriate. Clarification on the future management of open space was also sought;
- » The potential impact of the development on local flooding, in particular to land to the west at Oldbury-on-Severn was raised as a concern; and
- » The capacity of the local road network was raised – with particular reference made to the junction at Post Farm (Morton Street – Oldbury Lane – Butt Lane junction), and the future impact of the potential nuclear build at Oldbury Power Station.

5.2. Public Engagement Event

In May–June 2018, the Applicant undertook a public engagement exercise, consisting of a public exhibition on the 14th of May 2018, and subsequent publication of the exhibition material on a website that enabled interested parties to review and comment.

Exhibition Event

The exhibition was held at the Thornbury Methodist Church, 4 High Street, Thornbury, BS35 2AQ on the 14th of May between 14:00 – 19:00.

In order to publicise the consultation event, invitation leaflets were delivered to approximately 1,800 local residents and businesses in the local area, and the event was publicised in the Gloucestershire Gazette for two weeks prior to the exhibition event.

The exhibition comprised a series of display boards illustrating the application site and its context, an initial site assessment, the draft vision and objectives for the site and the emerging masterplanning proposals for the site.

The exhibition was hosted by representatives from Barwood Land and members of the project team; including the masterplanners (Barton Willmore), planning consultants (Savills), landscape consultants (Richards Partnership) and technical consultants for highways, drainage, noise, air quality, ground conditions (PBA).

The project team were on hand to answer any queries that were raised by attendees and to explain the emerging proposals. Approximately 50 persons attended the exhibition.

Attendees were offered a comments form for feedback / responses on the proposed development, which could be completed on the day or returned after the date by post.

Online Exhibition

The exhibition material was published online on the 14th on May at www.pickedmoor-consultation.co.uk. This invited comments until the 8th of June, and provided contact details for Savills.

The website details were included on the invitation leaflet and within the press advert to ensure that those parties unable to attend the event in person were able to view the information.

Right: Information boards used at the public exhibition event

PICKEDMOOR THORNBURY
Local Area Development

WELCOME

Welcome to our community engagement event about emerging proposals for a mixed-use development on Land West of Park Farm.

The proposals consist of a 'work to progress' and are set out in a series of documents and reports that will be available to you during the event. We will be able to answer any questions you may have. Feedback forms are available, and we would be grateful if you could take a few minutes to complete one. All comments received will be considered carefully as we continue to refine the scheme proposals.

The information from this event can also be found on our consultation website: www.pickmoor-thornbury.co.uk

Planning Context

There is a substantial need for new housing in the West of England area. House prices have soared in the past decade and it is widely acknowledged that this is to be expected in the short to medium term. The Government has set out a vision for the 'housing market' in its 'Housing White Paper' and has committed to a 'New Homes Plan' which will increase the supply of housing and employment, development and investment in the sector. This will be supported by a range of measures, including the 'New Homes Plan' and the 'Housing White Paper'.

Local Context

Thornbury is an accessible and well-served town which has good public transport, cycle and walking routes, and a range of facilities and services, including health care, leisure, culture and education, independent and chain retailers.

There are a wide range of facilities and services available within the local area. The town centre is a vibrant area of the town with a high number of facilities and services, including health care, leisure, culture and education, independent and chain retailers.

Site Assessment

Technical and environmental assessments of the site are in progress. The main findings to date are illustrated and summarised below, identifying important features that will influence the creation of a sustainable, integrated and healthy neighbourhood.

Summary of Design Influences

Access & Movement

- Public access routes to be provided from Thornbury town.
- High quality and public transport link will be provided to the neighbouring Park Farm Development, helping to integrate the proposals with the existing situation.
- Public transport routes to the site will require integration with the existing situation.

Landscapes, Ecology and Water

- Ecologically sensitive habitats will be retained, protected and enhanced.
- High quality and public transport link will be provided from Park Farm Development, helping to integrate the proposals with the existing situation.
- Public transport routes to the site will require integration with the existing situation.

Other Relevant Considerations

- A range of design responses to the presence of Thornbury's town and its history.
- Ecological and flood risk will be managed and enhanced within the proposals.

Turnwind Land

Turnwind Land is a site of high quality and public transport link will be provided to the neighbouring Park Farm Development, helping to integrate the proposals with the existing situation.

PICKEDMOOR THORNBURY
Local Area Development

CONTEXT

The emerging proposals for Pickemoor are based upon a comprehensive assessment of the site and its context. A brief overview is provided below.

The Site

The site comprises approximately 100 acres of land located in the western edge of Thornbury. It is a mix of existing agricultural and open land, with a high level of biodiversity and a range of habitats and services, including health care, leisure, culture and education, independent and chain retailers.

Local Context

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PICKEDMOOR THORNBURY
Local Area Development

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PICKEDMOOR THORNBURY
Local Area Development

VISION & OBJECTIVES

Development at Pickemoor will create a sustainable and a healthy neighbourhood that fulfils the growing demand for new homes within the thriving market town of Thornbury. The development will be well integrated within its surroundings through modern local connections and the provision of new green space for the enjoyment of the whole community. The design will sensitively respect the characteristics of the town to ensure creation of an attractive, high quality and healthy distinctive place to live.

Creating Quality & Neighbourhood

- Integration of local connections and modern local connections.
- A mix of high quality housing forms, with a range of types and tenures.
- Integration of modern, building and open spaces to enhance the surrounding local environment.

Providing Healthy Lifestyle

- High quality and public transport link will be provided to the neighbouring Park Farm Development, helping to integrate the proposals with the existing situation.
- Public transport routes to the site will require integration with the existing situation.

Delivering a Connected Place

- High quality and public transport link will be provided to the neighbouring Park Farm Development, helping to integrate the proposals with the existing situation.
- Public transport routes to the site will require integration with the existing situation.

Celebrating Local Life

- High quality and public transport link will be provided to the neighbouring Park Farm Development, helping to integrate the proposals with the existing situation.
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PICKEDMOOR THORNBURY
Local Area Development

EMERGING MASTERPLAN

The emerging proposals for Pickemoor are based upon a comprehensive assessment of the site and its context. A brief overview is provided below.

Emerging Masterplan

- Integration of local connections and modern local connections.
- A mix of high quality housing forms, with a range of types and tenures.
- Integration of modern, building and open spaces to enhance the surrounding local environment.

Delivering a Connected Place

- High quality and public transport link will be provided to the neighbouring Park Farm Development, helping to integrate the proposals with the existing situation.
- Public transport routes to the site will require integration with the existing situation.

Celebrating Local Life

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- Public transport routes to the site will require integration with the existing situation.

PICKEDMOOR THORNBURY
Local Area Development

THANK YOU

We thank you for taking time to attend this engagement event. Your views have helped shape the emerging proposals for the development, and we will continue to refine the proposals in line with your feedback. We will be able to answer any questions you may have. Feedback forms are available, and we would be grateful if you could take a few minutes to complete one. All comments received will be considered carefully as we continue to refine the scheme proposals.

The information from this event can also be found on our consultation website: www.pickmoor-thornbury.co.uk

How to provide your views in a number of ways:

- Attend a public consultation event.
- Complete a feedback form and return it to the consultation team.
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5.3. Feedback and Response to Engagement Process

Section 7 of the DAS shows how the proposals for the site have evolved over time in response to the comments received from all groups including the public consultation. The Applicants' responses to comments raised during the public engagement exercises are outlined below:

Comments Raised (Summary)		Applicant's Response
Concern in regard to the lack of a strategic plan and associated infrastructure plan for Thornbury		<p>The South Gloucestershire Core Strategy was adopted in 2013 and is therefore five years old. In the time since its adoption, evidence produced by the Authority, along with the neighbouring authorities in the West of England, demonstrates a need for additional housing to meet the future needs of the community.</p> <p>SGC are working with the other authorities in the West of England to produce a Joint Spatial Plan and are also progressing a separate Local Plan for the authority. Following the recent conclusion of the Inspector on the soundness of the Joint Spatial Plan, it is likely that there will be a significant delay before a replacement plan is in place.</p> <p>Whilst the land is not currently proposed to be allocated for development, for the reasons explained in the supporting Planning Statement, further development and supporting infrastructure should be directed towards Thornbury. This case is being made through representations to emerging development plans.</p>
Scale of development taking place in Thornbury		There has been growth at Thornbury over the past five years reflecting its strategic location, relative lack of environmental constraints and the availability of services and facilities at the town. It therefore represents one of the most sustainable locations for growth in the district and sub-region. The need for housing within South Gloucestershire, and the wider West of England region, has required the delivery of housing across all sustainable communities.
Infrastructure	Primary School	Following extensive discussions with the Education Authority, the Outline Application now includes land for a new Primary School. This school will accommodate all the primary education needs arising from the development.
	Secondary School	The Castle School at Thornbury is a successful secondary school, located close to the site and within easy walking and cycling distance. The development would generate a financial contribution towards enhanced secondary provision through CIL.
	Health Provision	The application proposals incorporate a local retail and community hub with space for a mix of uses. If demand from health care providers (dentist and/or doctors) is forthcoming, the space can be made available for this use.
	Services (sewage and drainage)	A thorough assessment has been undertaken of the capacity of services. This assessment, a copy of which is submitted with the planning application, concludes that there is capacity to accommodate the proposed development.

Transport	Impact on local highway network	The application proposals are accompanied by a Transport Assessment which confirms that subject to the delivery of identified mitigation, the proposed development will not result in a severe or unacceptable impact on the local highway network.
	Junction: Morton Street/Oldbury Lane/ Butt Lane	No improvement works are necessary at the junction itself, however widening and a passing bay are proposed.
	Congestion on A38	Chapter 9 of the Environmental Statement considers the impact of the proposed development on a number of 'links' on the A38, and confirms that the proposals will have a negligible impact. Discussions are ongoing with SGC Highway Officers in respect of the request to appropriate and proportionate financial contributions towards improvement works at two junctions (A38/Church Road and A38/B4061).
	Morton Way – requirement for traffic lights	The Transport Assessment includes a mitigation scheme for the staggered junction at Morton Way/Gloucester Road/Butt Lane. Discussions with regards to the detail of the mitigation scheme design is ongoing. This signalises the staggered junction, and widens a number of existing arms. The works include the provision of a pedestrian crossing on the Gloucester Road arm.
	Need for a crossing at Lower Morton over Butt Lane	The Transport Assessment does not identify a requirement for an additional crossing in this location as this does not form part of the walking strategy for the site; pedestrians are routed south out of the site through the neighbouring Park Farm development. A pedestrian crossing is proposed as part of the mitigation works to the Gloucester Road / Morton Way / Butt Lane junction. In addition there are two committed pedestrian crossings over Butt Lane secured within the consented schemes at Post Farm and Land West of Gloucester Road, which will be delivered in due course.
	Need for pedestrian/ cycle links into Town Centre	The proposals include the provision of a sustainable travel link which provides a pedestrian/cycle link through land to the east, to provide a direct walking/cycling link to Thornbury Town Centre. In addition, the existing Public Rights of Way will be retained and enhanced and will be supplemented by a range of new pedestrian and cycle links within the development, alongside recreational walking links within the substantive public open space being provided in the site. As set out above, the mitigation works at Gloucester Road/Morton Way/Butt Lane include a pedestrian crossing.
	Speed of traffic within town centre	It is the responsibility of the highway authority to address any pre-existing issues regarding road speed where this has safety implications.
	Lack of car parking in town centre	The provision of additional car parking within the town centre could adversely encourage people to drive rather than travelling by foot, cycle or using public transport. The development proposals seek to limit the number of car trips to the Town Centre through design, including the provision of a bus, cycling and pedestrian link which offers a more direct and preferable route into the Town Centre than the private car, and through measures identified in the Framework Travel Plan. In addition, a financial contribution has been agreed to deliver cycle parking improvements in the town centre.
	Bus services – delivery on site and timing of MetroBus	The Metro-bus proposals are a strategic objective of South Gloucestershire Council, and the CIL collated from the proposed development could be used to deliver these schemes. The Transport Assessment identifies that the proposals will support an extension of existing bus services into the application site and for better waiting facilities within Thornbury Town Centre.
	Parking – on-plot parking should be provided	The application is provided in outline only and it does not therefore include a detailed layout showing the location of parking. The form of parking within the development is therefore a matter which will be considered at the detailed, reserved matters, stage. It is expected that parking for the new homes will be on-plot.

Impact of development on off-site flooding, in particular at Oldbury-on-Severn	An important part of developing proposals for a site such as this is to analyse the current rate of surface water run-off and to integrate into the development proposals sufficient attenuation to manage the flow of water into the Pickedmoor Brook to a rate which is slower than if no development was to take place. Further information is contained within the Flood Risk Assessment.
Open Space – suggestions include children’s play space, parkland, wildlife corridors, playing fields, allotments, natural green space, and ‘village greens’ / town squares	<p>The Applicant agrees that a range of open space should be provided within the proposed development. Substantive green infrastructure is proposed on the site, totalling 17.93ha. Areas designed for public use will be secured as publicly accessible in perpetuity through the S106 Agreement.</p> <p>A range of green infrastructure is proposed, including children’s play spaces, substantial areas of recreational parkland, green corridors, allotments and a number of town squares carefully located throughout the application proposals. The extensive new parkland within the south of the site is designed to link to the existing and committed green infrastructure secured on the Park Farm development to the east.</p>
Neighbourhood Hub – suggested inclusion of health services, dentists, retail, pub, youth club	A community/retail hub is proposed within the development. An indicative location is shown on the plans, however this would be subject to detailed design. The indicative location outlines the potential for its delivery within a central location on the application site, which alongside the central green, would create a new focal community space. A range of potential uses could come forward within the hub – with a range of Use Classes included within the application proposals. As identified above, this could include healthcare (such as a dentist and/or doctors), a range of retail provision, or community uses.
Impact of new nuclear build program	The proposed development is not considered to have any detrimental impact upon the new nuclear build program at Oldbury. On the contrary, as has been witnessed at Hinckley Point, a new nuclear power station will generate substantial demand for construction and operational workers. Providing additional housing now will help meet some of that future demand in a location well placed for access to Oldbury.
Design should reflect countryside character	Careful consideration has been given the important characteristics of the application site and its surrounding areas. Whilst the application proposals are in outline only and do not therefore fix the ‘design’ of the individual buildings or the detailed layout, the assessment of the wider area has been reflected in the landscape design and treatment of the site as well as within the broad layout of development within the site itself.
Housing should be energy efficient	New residential developments are required to comply with building regulations which specify the energy efficiency standards. All of the new homes provided within the development will meet these standards. The Energy Statement accompanying the planning application provides more information on potential measures which could further reduce carbon emissions and improve efficiency.
Affordable housing should be delivered	The proposals include the provision of 35% affordable housing. These will be made available for those unable to access housing for sale or rent on the open market.
Housing Mix – opportunities for smaller size properties, and retirement properties should be considered	A range of house types and sizes will be provided within the development, and the detailed mix will be confirmed through future reserved matter applications.



Photo from the public exhibition event

5.4. Post Submission Engagement

Meetings and correspondence has taken place between the applicant, their project team and South Gloucestershire Council Officers following submission of the Outline Planning Application. These discussions addressed areas of the proposal that required clarity and / or collaborative evolution of the design. Details of these meetings are set out in the planning statement, whilst a summary of the main design amendments resulting in the January 2020 resubmission are set out in the table below.

A series of subsequent meetings and correspondence has resulted in an August 2020 update, with the following alterations:

- » Incorporation of design principles for the north-west corner, and a Priority Vista;
- » Revisions to Green Frontages character, suggested materials and street hierarchy; and
- » Update to Landscape Principles to reflect revision to the Illustrative Landscape Masterplan

Design Feature	Summary of Design Alteration and Additional Information
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 will enable the school to come forward early in the delivery programme. Furthermore, the co-location 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	On the original Land Use Parameter Plan, the location of the Hub was denoted by an asterisk on the Main Street. Whilst this was 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 accessible to those living in the wider north west Thornbury area. This change also co-locates the proposed hub with the new primary school, facilitating linked trips and enhancing accessibility for all future and existing residents.
Quantum of development	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 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.
Scale of development	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'. This change responds directly to comments received in response to the application that the scale of development was not appropriate to its context.
Design and Character	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. 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 future reserved matters applications.

<p>Increased width of the green corridor along Oldbury Lane</p>	<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.</p> <p>In order to reinforce the effectiveness of this design response the green corridor to the south of Oldbury Lane in the western part of the site has been widened to enable the introduction of an increased area of planting. The Design and Access Statement has also been updated to better articulate this strategy.</p>
<p>Recreation and Play Strategy</p>	<p>Pages 104-105 of the original Design & Access Statement set out the design strategy to 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 has 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.</p>
<p>Green Infrastructure Enhancement</p>	<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 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 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.</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 an additional wildlife (newt) pond is now proposed within the site.</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>Queries 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, 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>Redesign of the Sustainable Transport Link (STL)</p>	<p>The STL provides a walking, cycling and public transport connection from the site into the permitted Park Farm development to the east. 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 pedestrian and cycle link was not necessary as the road would be relatively lightly trafficked and that this land would be better used as a landscape corridor.</p>

