

Appearance of streets, architecture, and open spaces influenced by local Thornbury vernacular - with building plinths providing occasional horizontal emphasis, and a variety of materials employed throughout

Neighbourhood green

Scale and density responsive to Thornbury context, comprising predominantly 2 and 2.5 storey properties



Example Design Features



'Streets' Character

- » Medium density buildings located on the side streets
- » Traditional residential character
- » Predominance of 2 storey building heights with occasional use of 2.5 storey in key locations
- » Semi-regular structure and more simple building forms with predominance of brick
- » Varied frontage setbacks with planted strips marking boundaries



Use of low speed, pedestrian friendly street design



Simple traditional forms

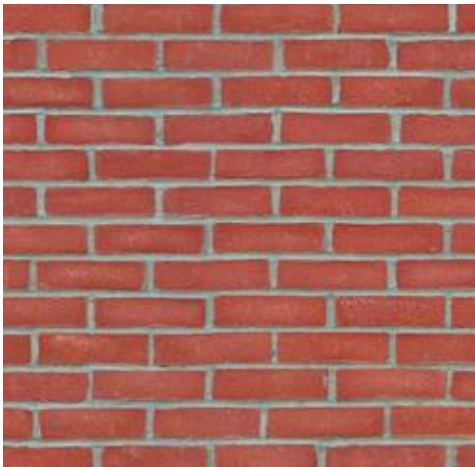


Limited palette of materials

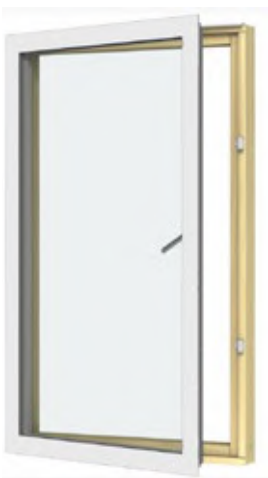


Front gardens and privacy strips defined by planting

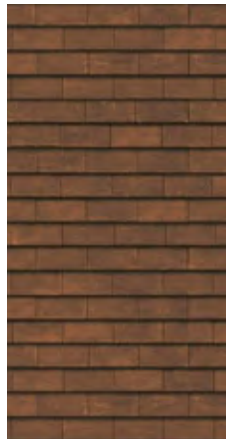
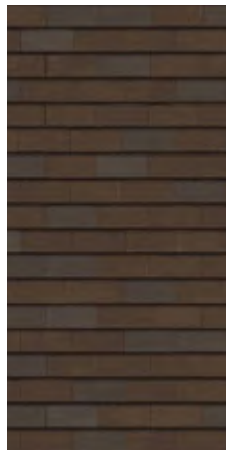
Suggested Materials



Red brick



Windows



Plain tile

Thornbury precedents



Red brick



Some front gardens



Tight, urban environment



Regular and simple forms



Narrow plots



Adjacent development

Example Design Features



Stone facade and timber doors

Informal private drive frontage

‘Green Frontages’ Character

- » Semi-detached and detached properties overlook and frame the green links and open spaces
- » Organic, semi-regular structure influenced by surrounding rural context
- » An informal look and feel with traditional features creating a sensitive transition with open spaces
- » Coherent appearance will be formed by well-coordinated and consistent application of materials along each of the frontages.
- » Mainly wide fronted plots with a maximum height of 2 storey
- » Front gardens with boundaries formed by a mix of stones walls, estate railings and hedges

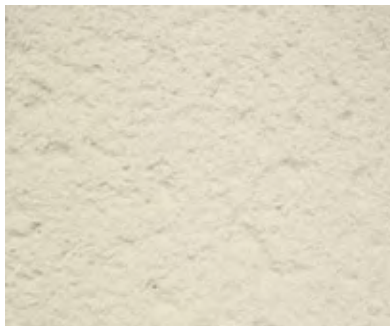


Traditional forms



Stone walls, estate railing and hedges

Suggested Materials



Render



Fibre cement slate



Stone



Plain tile



Brick



Windows

Thornbury precedents



Occasional stone / brick



Additive elements



Simple composition, wide frontages



Stone / brick boundaries



Short terraces



Location plan

Permanent and semi-permanent wet areas within attenuation basin

Recreational footpaths

Varied gradients allow walk-in / walk-out access



Mainly wide fronted plots with 2 storey buildings

Mix of stone, render and some red brick

Lower density rural edge, responsive to surrounding landscape

Organic, semi-regular structure influenced by surrounding rural context

Retained oak tree





10 DESIGN STRATEGIES

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10.1. Access and Movement

The development proposals at Pickedmoor form a permeable network of attractive streets, routes and spaces that integrate with existing local connections to provide mutual benefits for the new and existing communities.

The plan shown opposite demonstrates how residents of the new community will have direct access to Thornbury's town centre, local facilities and services, and the wider PRow routes via the integrated movement network. It also demonstrates how the existing communities, including Park Farm, will gain access to the proposal benefits at Pickedmoor, inclusive of:

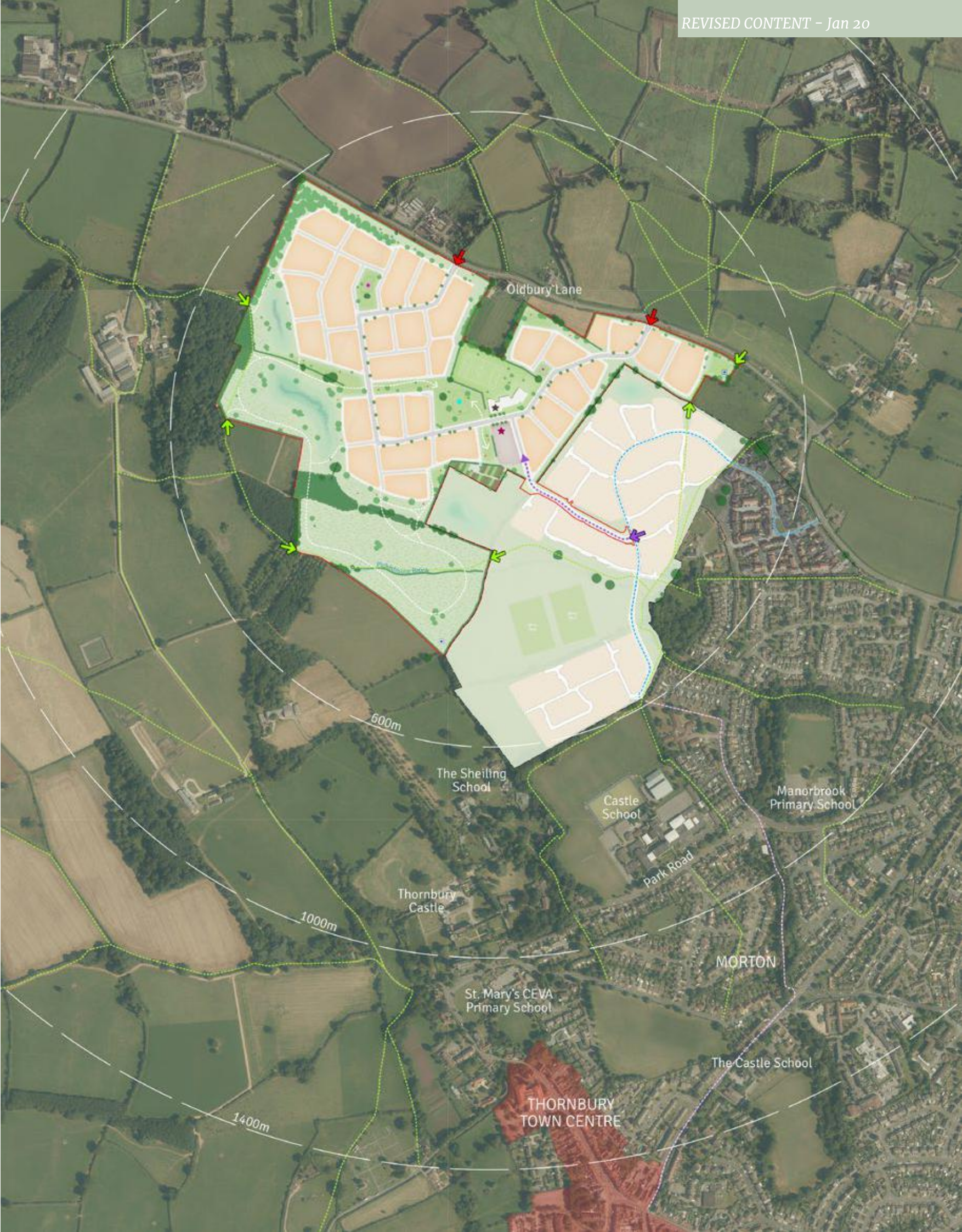
- » a primary school
- » retail and community hub (use classes A1, A2, D1);
- » a distinctive parkland within the setting of the Pickedmoor Brook; and
- » a network of open spaces including footpaths, allotments, formal play spaces, landscaping and areas for informal recreation.

Sustainable Transport Connection

The proposals include a Sustainable Transport Connection for pedestrians, cyclists and public transport to be delivered on the eastern boundary; providing a link through the neighbouring Park Farm development. 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. It comprises a bus only carriageway which is 6.5m in width. The design speed of the link is 20mph, which is enforced by a priority pinch point. 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.





Oldbury Lane

500m

The Sheiling School

Thornbury Castle

1000m

St. Mary's CEVA Primary School

1400m

Castle School

Park Road

Manorbrough Primary School

MORTON

The Castle School

THORNBURY TOWN CENTRE

Access Strategy

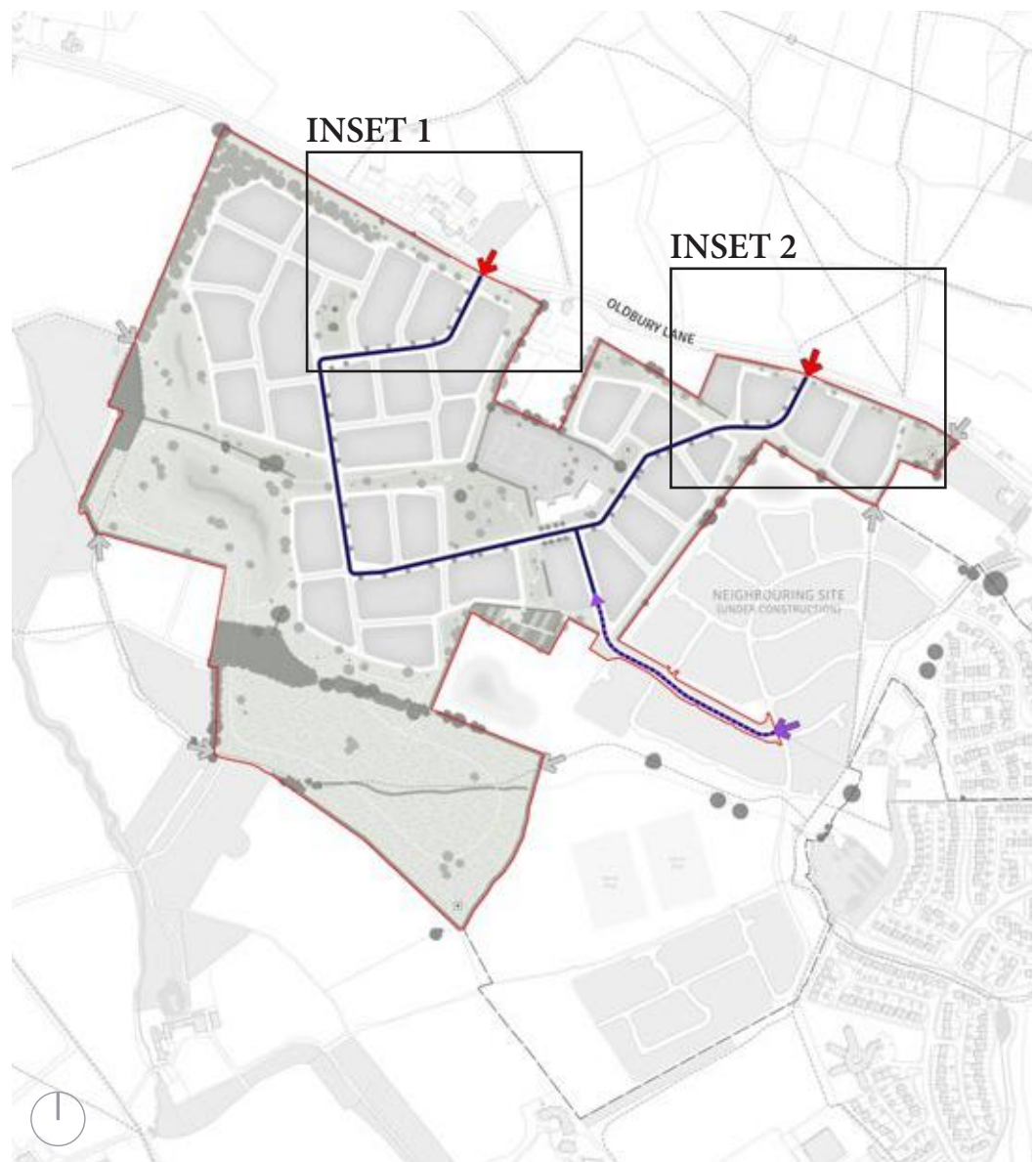
It is proposed that the development is accessed from the existing or committed highway network from three points; two primary vehicle accesses on Oldbury Lane and a sustainable travel corridor, which will be bus-only, connecting with the Park Farm scheme.

The western access is a ghost island priority T-junction which connects into Oldbury Lane, on the northwest boundary of the site. The eastern access is a ghost island priority T-junction which connects into Oldbury Lane, on the northeast boundary of the site. The junctions both have a ghost island right turn lane into the site following comments from SGC. As part of the primary access strategy, a speed limit reduction is also proposed on Oldbury Lane to sequentially lower maximum speeds from 60mph to 40mph and the 30mph. Further details are set out in the Transport Assessment.

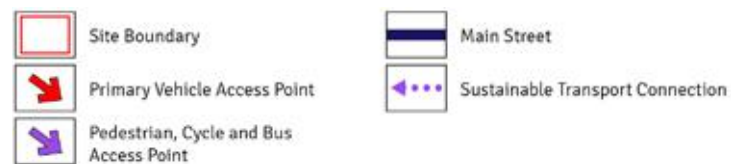
Parking and Vehicle Charging

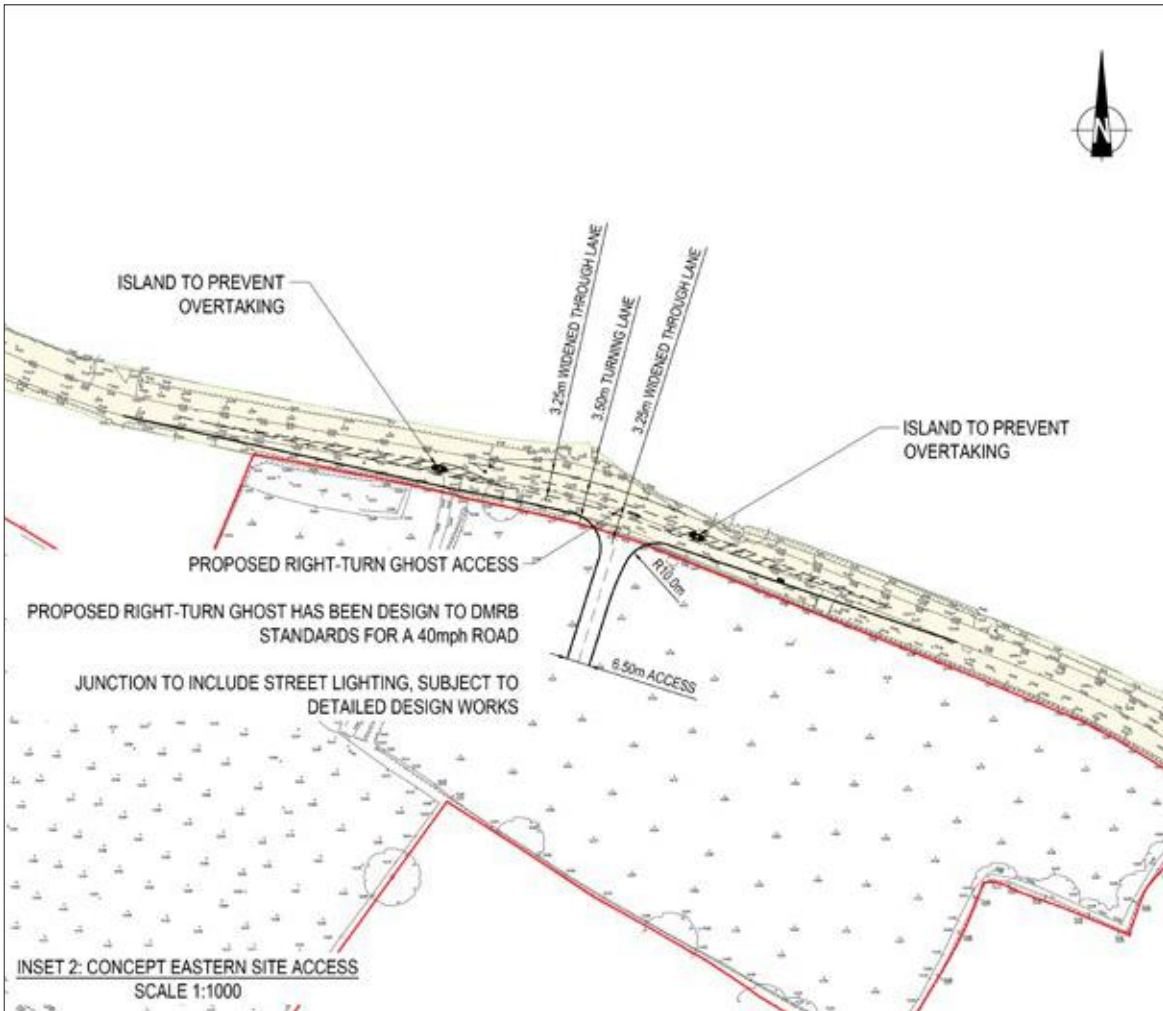
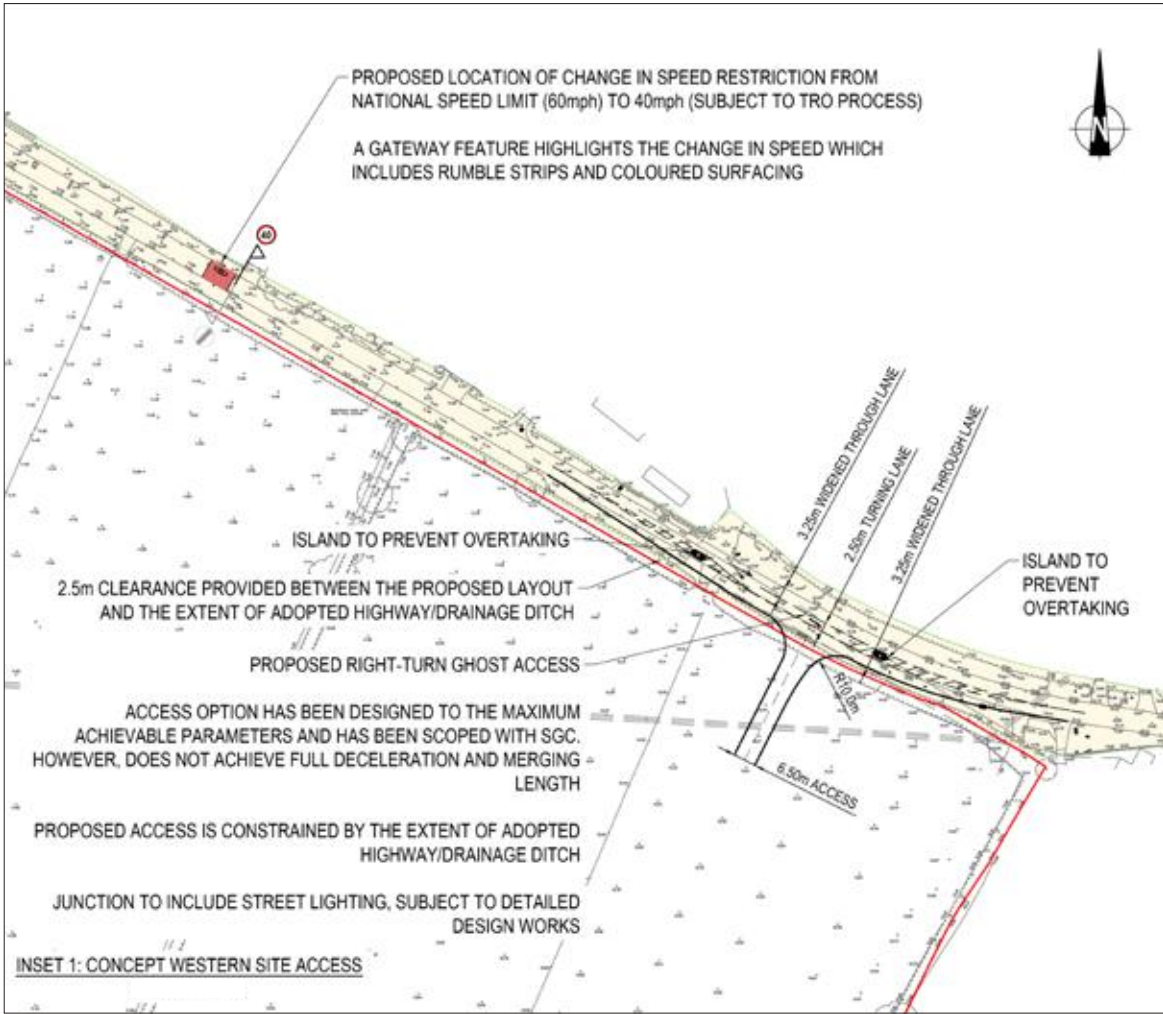
Parking provision for the proposed uses will be determined at the detailed design (reserved matters) stage. Proposals for parking will have regard to the Council's parking standards that are applicable at that time and any departure from those standards will require justification and approval by the local planning authority.

A suitable electric vehicle charging strategy will be established to ensure suitable provision of charging infrastructure to support the increasing policy shift and demands for electric car use and ownership. Recognising the rapid technological advances and the changing demand and requirements, it has been agreed with the local authority that the detail of the strategy should be controlled by a suitably worded planning condition to ensure that the provision is appropriate and which takes into account policy standards and guidance at the time of the submission of the reserved matters applications.



Access Plan





10.2. Street Hierarchy

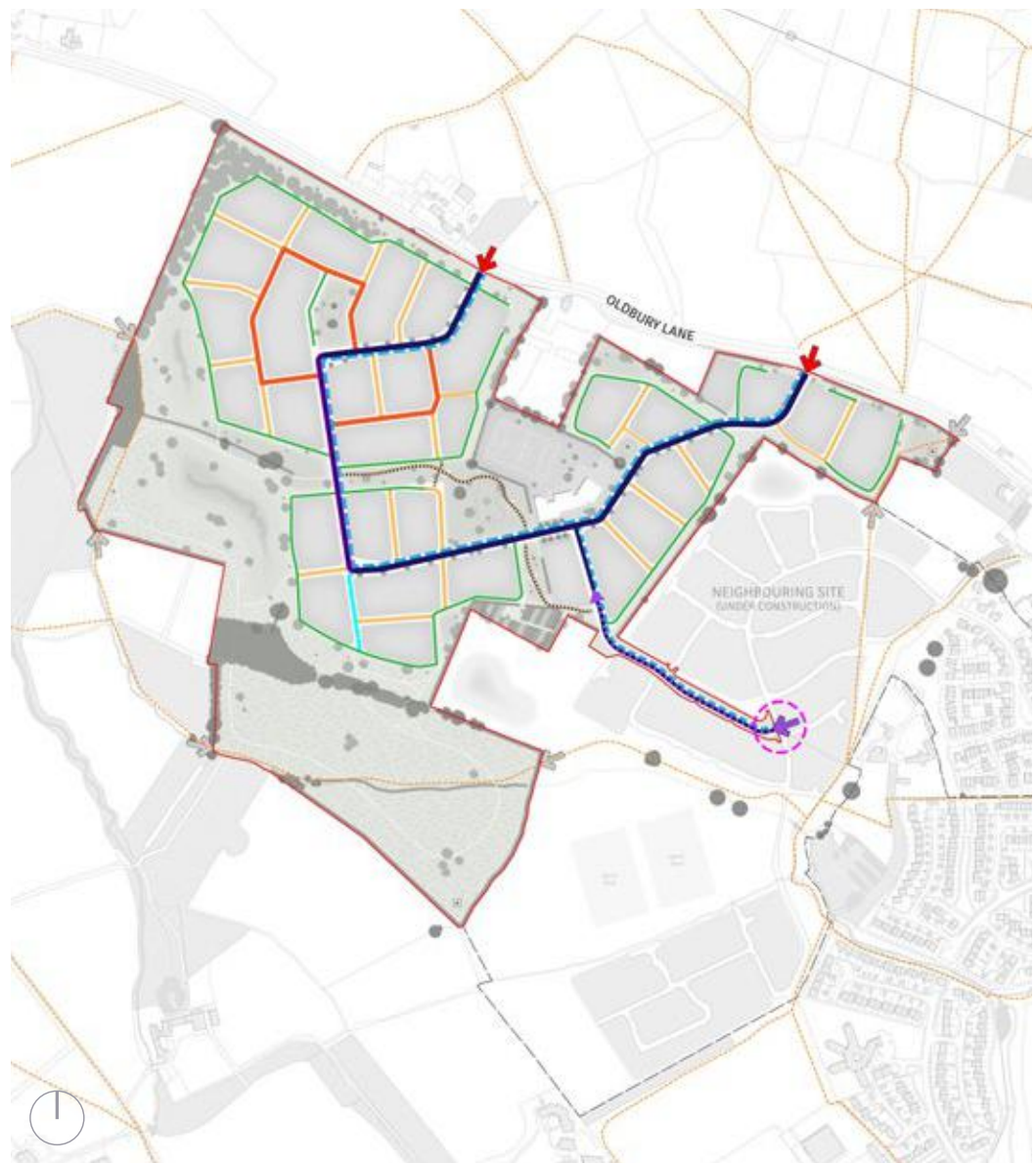
The internal movement network is structured around a well-connected and permeable layout of streets and spaces that are designed to promote movement by sustainable modes. This network will be based upon a hierarchy of routes, as shown on the plan opposite, which each have a different character and role within the development.

An overview of the street types establishes the principles for a legible movement network; enabling all streets to be designed to adopted standards at the detailed stage. Illustrative street sections are shown opposite.

Main Street

The Main Street will be 6.5m in width, with a 2m footways on both sides. One of the footways will sit behind a 2m grass verge which will also accommodate on street parking in places. The Main Street will be designed to accommodate a bus route serving the site and provide direct frontage access to residential dwellings on either side. A minimum of two parking spaces will be provided to any three, four and five bedroom properties that are accessed directly from this route.

Cyclists will use the carriageway. This provision for cyclists accords with the LTN1/20 guidance. Section 4.4 of LTN1/20 states that “in quiet residential streets, most people will be comfortable cycling on the carriageway even though they will be passed by the occasional car moving at low speeds”. Figure 4.1 of the document also confirms that for 20mph streets with less than 2000AADT traffic flows, it is appropriate for cyclists to be provided for in carriageway. With the two accesses proposed, 20mph speed limit throughout, and distribution of traffic as set out within the Transport Assessment, this provision is appropriate for this proposed development, in accordance with LTN1/20.



Street Hierarchy Plan

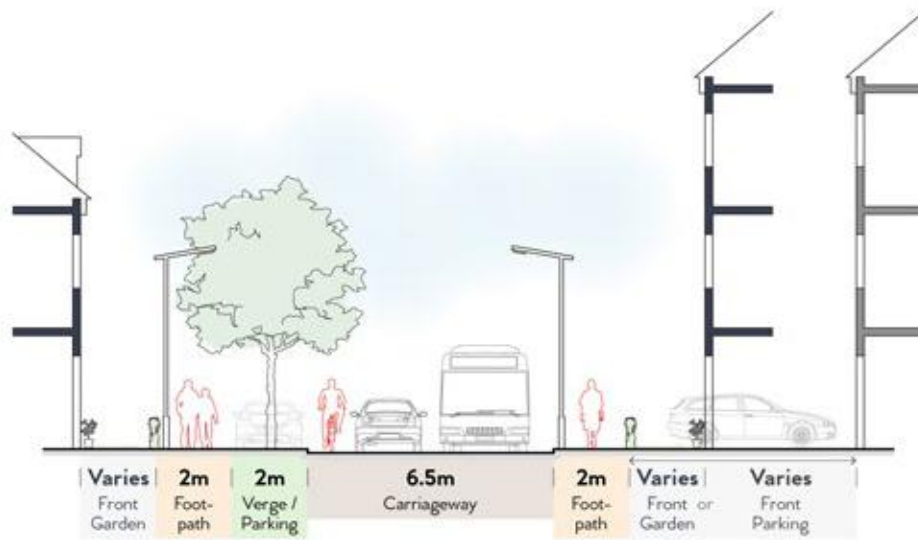


Other Streets

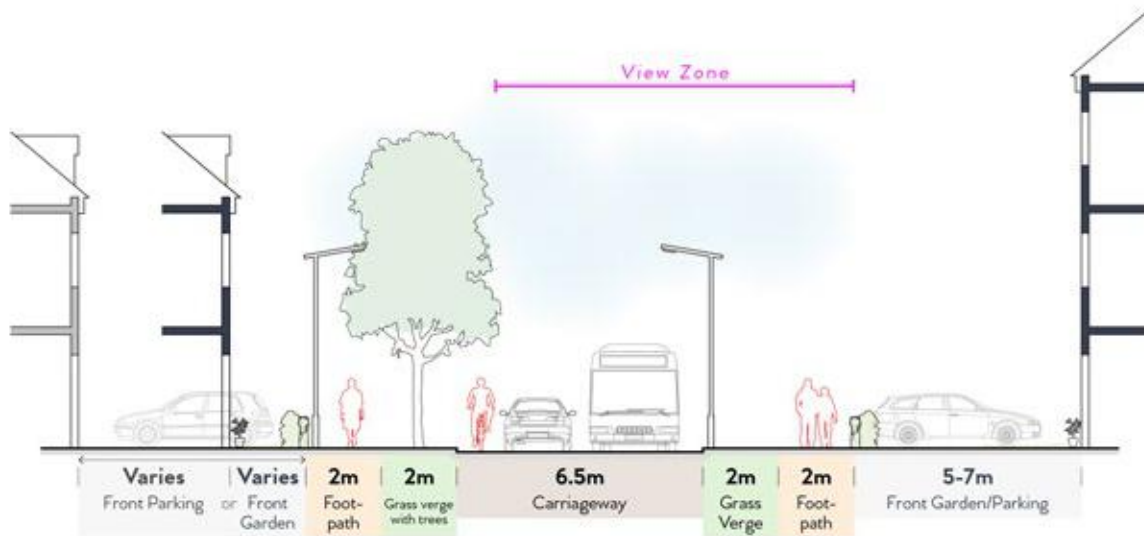
Junctions off the Main Street will provide access to other routes, which are of lower order in the street hierarchy, including secondary and tertiary streets, plus green lanes / private drives. Streets that form part of the Priority Vista are also included.

The indicative street sections are shown below, demonstrating how the design and scale of the street scene will change through the hierarchy.

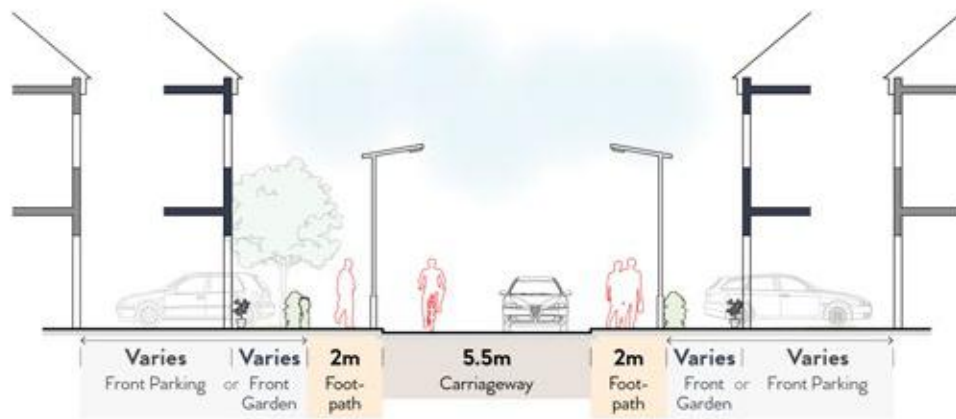
Main Street



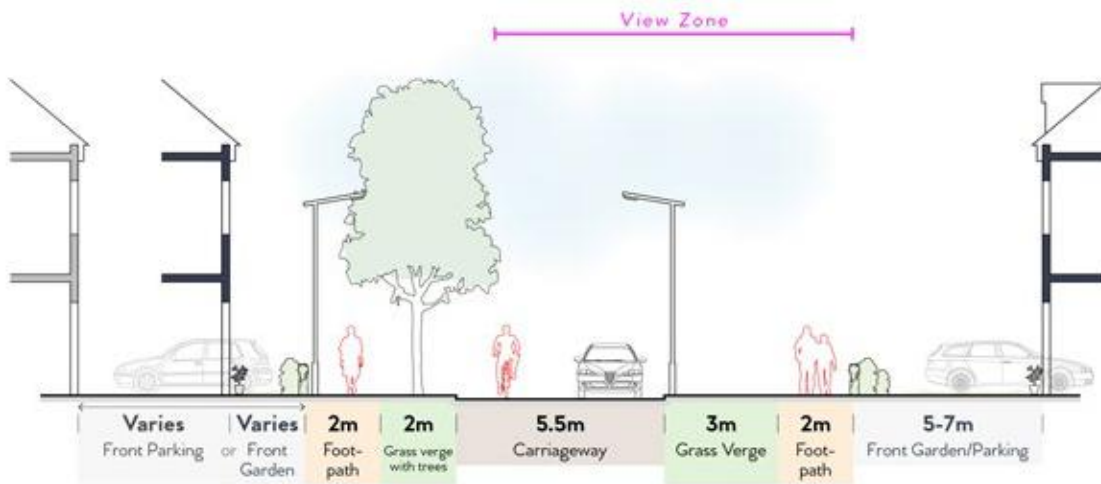
Main Street - Priority Vista



Secondary Street

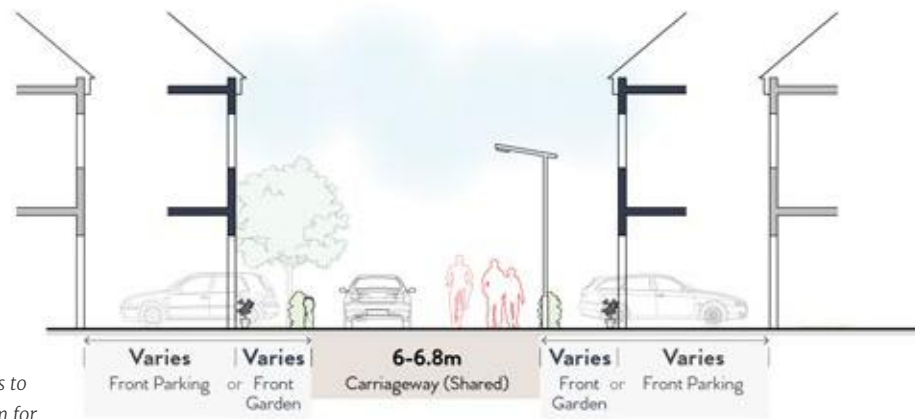


Secondary Street - Priority Vista



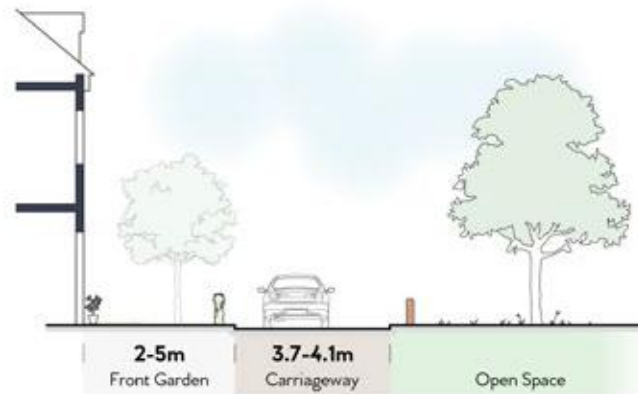
Tertiary Street

(Localised narrowings to be provided every 30m for traffic calming purposes)



Green Lane / Private Drive

(Suitable for routes serving 5 dwellings or less)

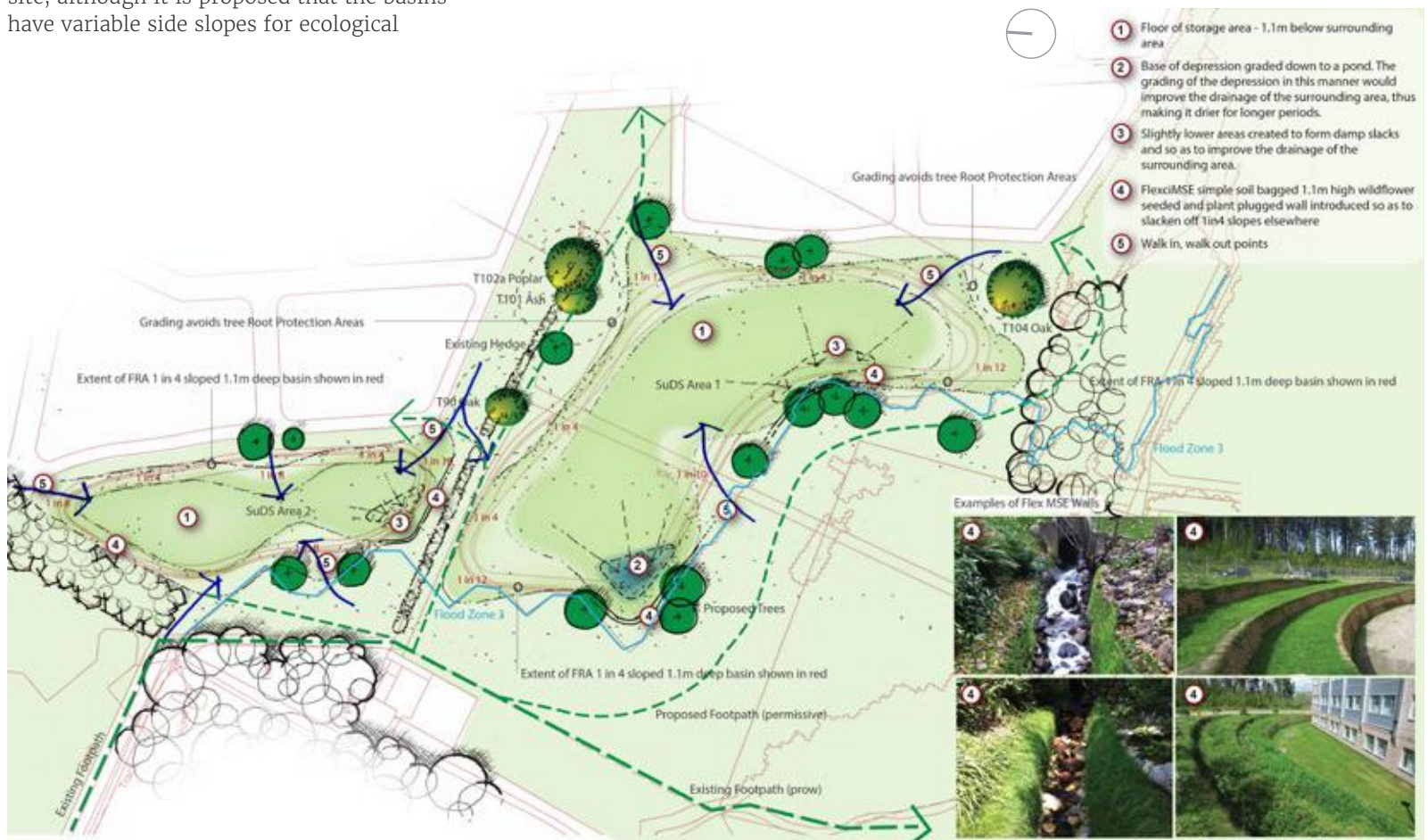


10.3. Drainage Strategy

Runoff generated by the development will be attenuated (temporarily stored and slowly discharged) within sustainable urban drainage systems (SUDS) in the form of open basins. The SUDS storage features modelled as part of this outline application have a maximum storage depth of 0.9m for a 1 in 100 year storm event plus the required 40% additional allowance for climate change. An additional 0.2m freeboard has been included, making the total depth of the basins 1.1m. The basins will have a maximum of 1 in 4 side slopes based on the existing topography of the site, although it is proposed that the basins have variable side slopes for ecological

enhancement and better integration into the landscape. The basins are located at the lowest part of the site based on the existing topography to allow the site to drain by gravity and to minimise the risk of any overland flow bypassing them. The far north-east of the site currently drains towards Oldbury Lane, based on the existing topography. However, the level difference between this part of the site, higher elevations in more central areas of the site and the basins themselves still means that this part of the site can drain by gravity. Any overland flows arising from events exceeding the design standard in this area will be managed locally in green spaces.

The basins will discharge to an existing field drain, which itself discharges to the Pickedmoor Brook. Discharge will be limited to the greenfield QBAR runoff rate, calculated at 2.91/s/ha for the 1 in 100 year storm event, and this will provide a reduction in runoff rates when compared with calculated greenfield rates for extreme storm events.



This illustrative sketch shows how landscape led drainage design could be delivered to create an integrated, attractive and usable element of the open space. The design would include measures to retain existing trees and hedgerows, provide variation in embankment gradients to enable safe walk-in points during dry periods, creation of permanent and semi-permanent wet habitats and introduction soft retaining features with a sensitive appearance.

The detailed drainage strategy will also seek to incorporate further SUDS techniques such as:

- » bio-retention areas to act as a filter and treat run-off from developed areas;
- » swales and ditches;
- » permeable paving;
- » filler strips; and
- » appropriate design of internal street layout and individual plots to prevent exceedance flows affecting vulnerable receptors.

There are numerous ditches on site. Where these ditches provide a critical drainage function for land outside the site boundaries (including Oldbury Lane), these ditches will remain in situ and unmodified. Where these ditches only drain areas within the site and are not situated within proposed green spaces, these will be infilled and their respective catchments drained by the proposed on site surface water drainage network.



Drainage Strategy Plan



10.4. Play Strategy

The amount of play space proposed will be informed by Policy CS24 of the adopted 'South Gloucestershire Local Plan Core Strategy 2006 - 2027' for a development of up to 595 dwellings.

However, rather than focusing on a quantum-based proposal, principles are set out here for providing a balanced range of accessible play features based on a hierarchy of open spaces and green links. This strategy aims to rationalise provision for the benefit of the community; to deliver fun, attractive, safe and engaging environments that encourage social and active lifestyles for children of all ages and abilities. Further detail would be agreed with Officers at the Reserved Matters design stage.

Described on the following pages, and located on the plan shown opposite, the hierarchy of play spaces includes:

- » Destination Park;
- » Neighbourhood Greens;
- » Natural Play.

The character of the play space typologies is varied by the use of:

- » a range of materials;
- » slopes, platforms and climbing features;
- » sculptural aspects;
- » interactive play;
- » landscaped and natural features; and
- » kick about spaces.



Play Strategy Plan





Destination Park

Key principles:

- » The main central play space forming a valued destination for children and families;
- » Large area equivalent to a combined NEAP, LEAP and a LAP;
- » Variety of fixed equipment, interactive, sculptural and landscaped play;
- » Provides for children of all ages and abilities;
- » Open grassed area providing informal 'kick-about' opportunities;
- » Excellent pedestrian and cycle connections;
- » Seating and picnic facilities;
- » Close to Primary School, retail and neighbourhood hub to help build sense of community.





Neighbourhood Greens

Key Principles:

- » Local play areas of residential scale and character;
- » Western space to contain a play space equivalent to a LEAP and LAP;
- » Eastern space to contain play space equivalent to a LAP;
- » Mix of fixed equipment and sculptural / landscaped play;
- » Seating provision;
- » Surrounded by grassed / landscaped open space;
- » Well overlooked by surrounding properties forming enclosed neighbourhood greens.





Natural Play

Key Principles:

- » Play spaces located around the periphery of the development;
- » Natural, rustic and landscaped character;
- » Use of mounds, slopes and platforms create playful spaces that sit comfortably in the setting;
- » Integrated seating provision.





11 CONCLUSIONS

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This DAS has set out the principles and parameters for the design and access of the proposed development at Pickedmoor on the north-west edge of Thornbury. The DAS forms part of a comprehensive package of information that has been prepared in support of an outline planning application.

A clear vision has been developed that seeks to maximise the opportunities offered by the site and its context to create a place of high quality that is responsive to the identity of the local area. The document describes the process of assessment, involvement, evaluation and design, and demonstrates how the proposals have been developed through a comprehensive masterplanning approach.

The output of this process is a proposed new neighbourhood of up to 595 dwellings and other supporting uses that help meet the growing demand for new housing in the area. A mix of dwelling types and tenures will be provided, with a primary school and local retail and community hub proposed at the heart of the scheme.

Central to its design is the sensitive treatment of the site's existing landscape and ecological assets, as well as the recognised need to connect the neighbourhood with and complement its surroundings, including the adjacent Park Farm site. Plentiful green space along the Pickedmoor Brook and existing woodland areas will help define the quality of the new environment, whilst a Destination Park and Neighbourhood Greens will form attractive places for the new community to socialise, relax and play.





