



Buckover Garden Village Stakeholder Workshop 1 Summary Report

June 2018

Buckover
Garden Village



To Falfield

Gloucester Road

Whitfield

To Thornbury

Crossways Lane

Lower Buckover Farm

Old Gloucester Road

A39

Upper Buckover Farm

Whitewall Lane

Brinkmarsh Lane

M5

Cuttisheath Road

Milbury Heath



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Stakeholder workshop 1

Purpose of the event

Buckover has been identified within the emerging West of England Plan Joint Spatial Plan (JSP) as a strategic development location for a new settlement of around 3,000 dwellings based on Garden Village principles.

In September and October 2017 a series of events were held by Design Action and South Gloucestershire Council (SGC) on the emerging JSP strategic development locations identified within South Gloucestershire. The SGC Buckover Garden Village Event was held in Falfield Village Hall on 6th October 2017. A report on that event was published in February 2018. (See pages 5-6 for key issues raised). Further events are now being held to assist the Council in preparing Local Plan 'concept frameworks' for each of the strategic development locations identified in the emerging JSP and to be allocated within the New Local Plan.

This workshop was organised by Tortworth Estate and St. Modwen to provide an opportunity for more focussed discussion with stakeholders on key topics. The objective was to provide an opportunity for the Buckover Garden Village Team to engage with identified groups, to obtain feedback on the work undertaken to date and seek ideas and input to the content and structuring of a future masterplan which will assist to inform the Council's emerging Local Plan policy development.

The workshop focused on clubs, organisations and service providers in and around the Thornbury area. It is to be the first of a series of engagement events with stakeholders for Buckover Garden Village. Further targeted workshops are to be held with local residents and businesses. A public exhibition will also be held before the submission of any future planning application.

Invitations had been sent to a range of people irrespective of their organisation's views on the Garden Village proposals. On the day some attendees made it clear they opposed the Garden Village proposals. However, this did not prevent participation and still allowed for the raising of issues and concerns and engaging in discussion on how those matters might be addressed.

All invitations highlighted that attendance and participation in the workshop will not affect any representations organisations or that individuals may have made to the Joint Spatial Plan or new Local Plan in respect of the principle of a Garden Village at Buckover. It was also stated on the day that participation does not prejudice any further representations that people might wish to make. However, should the emerging plans reach adoption, and the principle of Buckover Garden Village be ratified, then it is important that everyone has played a full part in the workshop, made contributions, and helped influence and shape the proposals.

Buckover

Garden Village

Workshop 17th April 2018 Eastwood Park, Falfield, GL12 8DA

Arrival

- Registration & refreshments
- Opportunity to view display material

Introductions & presentations

- Rob Garnham, Mediation in Planning
- Robert Moreton & Wayne Hemingway on behalf of Tortworth Estate & St. Modwen
- Mark Pearson - Design Action on behalf of

South Gloucestershire. Council

Group workshops

- 1. Topic based discussion groups
 - Group feedback
 - Comfort Break/Refreshments
- 2. Concept discussion groups
 - Group feedback
 - Concluding Remarks from Mark Pearson and Rob Garnham

Invitations were sent to stakeholders giving a choice of attending an afternoon or evening session. Both sessions followed a similar structure.

Buckover Garden Village is now one of the allocated Strategic Development Locations in the emerging Joint Spatial Plan (JSP), for which the final consultation ended in January. The JSP will undergo a public examination later this year before being brought back to the four Councils for final adoption in 2019.

This workshop is targeted specifically at representatives of clubs, organisations and service providers and is an opportunity to examine the challenges, explore opportunities and truly contribute to the overall Master Planning exercise. A full report of the day will be available for the public to see in due course. There will be more workshops, for example, for those living within or adjacent to the site, and we will hold a full Public Exhibition, open to everyone, before submission of an outline planning application.

Officers from South Gloucestershire Council will be in attendance on Tuesday as observers and participants as well as to briefly update on outcomes from their own Local Plan exhibition consultation event last October.

No final decisions have been made and participation will not affect any representations you may have made to the Joint Spatial Plan or new Local Plan in respect of the principle of a Garden Village at Buckover. Therefore, we want you to play a full part in the workshop and make your contribution.

Extract from the briefing material provided to invitees

Structure of the day

Local councillors and representatives of clubs, organisations and service providers in and around the Thornbury area were invited to attend the workshop. Officers from South Gloucestershire Council were in attendance as both observers and participants in the workshop process.

A choice of afternoon or evening session was offered to stakeholders to ensure as many people were able to attend as possible. Each session lasted 2.5 hours and was hosted at the Eastwood Park Hotel in Falfield.

The sessions started with an opportunity to view briefing material on the site and the surrounding area. This material will be made publicly available in due course.

Rob Garnham (Mediation in Planning) provided an introduction to the event, outlining the process and purpose of the workshop and the structure of the day. Robert Moreton (Tortworth Estate) and Wayne Hemingway (Hemingway Design) then explained Tortworth Estate's commitment to Garden Village principles. Mark Pearson from Design Action presented an overview of the key issues raised at the SGC Buckover Event held in October 2017 which have informed this workshop.

Introduction from Robert Moreton Tortworth Estate

Tortworth Estate has a long history in South Gloucestershire and we believe that Buckover Garden Village can play an important role in meeting the future needs of the area and its residents.

Leadership

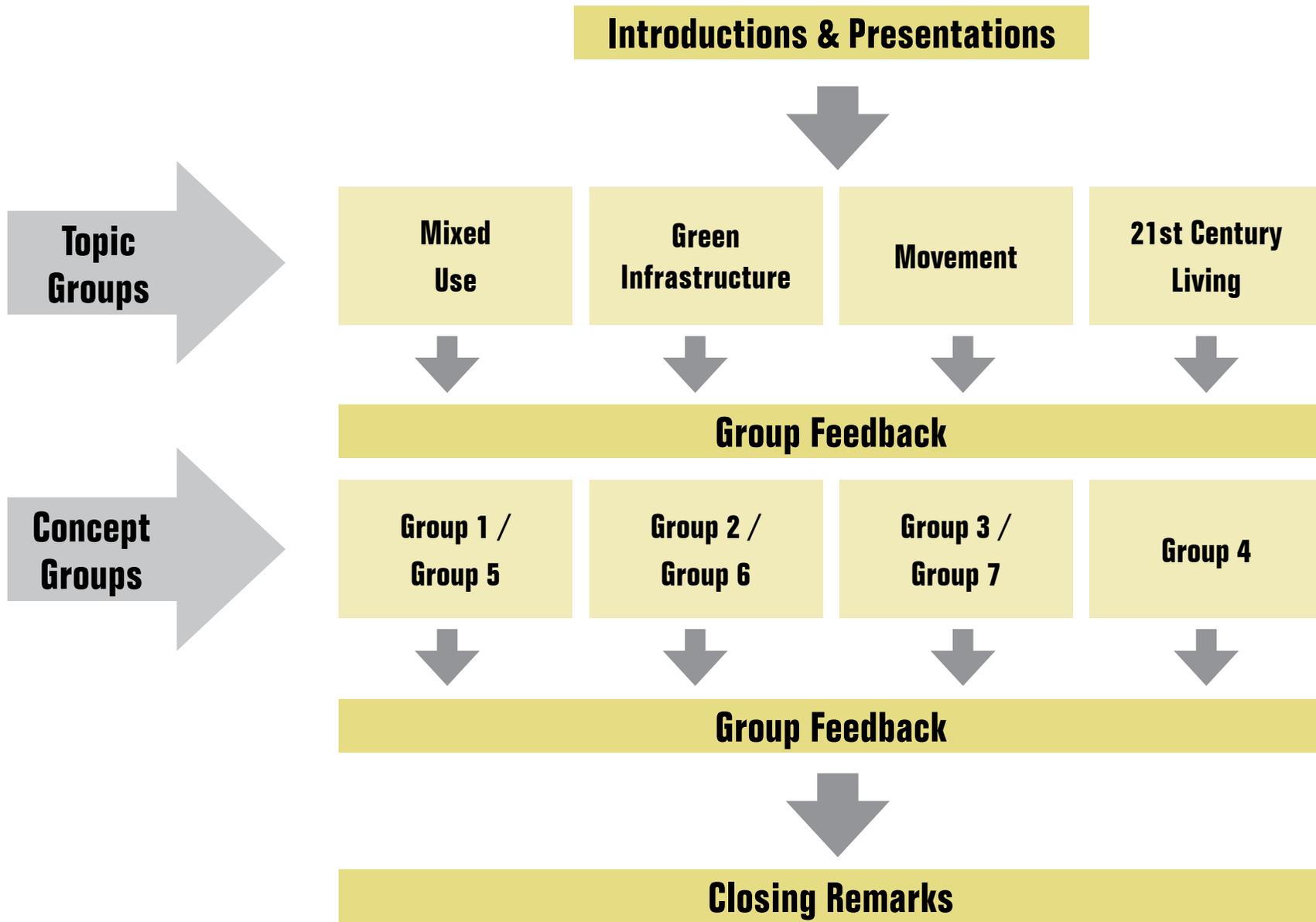
We are fully committed to ensuring that any future development at Buckover is planned in accordance to the guiding principles of a Garden Village. The Estate is working with our chosen development partner St. Modwen and a design team who share our vision, and bring expertise in delivering high quality homes and jobs in mixed-use communities.

Partnership

To make Buckover Garden Village the best place it can possibly be we know we need to work in partnership with the local council and the local community. We are grateful for your time in attending this workshop and hope that it will be the first of many opportunities to engage with you.

Stewardship

We are excited at the opportunity and realise this is an important, long term commitment. As the landowner, the Estate will retain an active and leading role in the proposals. We are committed to delivering jobs and facilities, to maintaining a business presence on the site and to being part of its long-term stewardship.



Attendees

Those who attended fulfilled the aim of broadening the base of “traditional stakeholders” to include those groups not always taken into consideration, and covers a much wider range of organisations than usual. Representatives from the following organisations were in attendance:

- Diocese of Gloucester
- Krunch Youth Work
- Thornbury StreetSpace Youth Project
- Thornbury Churches Together
- Sustainable Thornbury
- Castle School 6th Form
- “More Affordable Homes in Thornbury” campaign
- Wyevale Garden Centre
- Europa Group Ltd
- Renishaw plc
- Thornbury Chamber of Commerce
- UWE
- Jigsaw - Special Educational Needs Provider
- Milbury’s Estate Agency
- University of the Third Age (U3A)
- Thornbury Rugby Club
- Thornbury Theatregoers
- Officers and Councillors from South Gloucestershire Council
- Representatives from local Parish Councils and Thornbury Town Council
- Officers and Members from Stroud District Council
- IPM on behalf of Horizon Nuclear

The following tables provides a summary of the groups that worked together during both the topic based discussions and the concept groups for both the afternoon and evening sessions.

Mixed Use

Group1 (afternoon session)
Organisation
Europa Group Ltd.
Europa Group Ltd.
Church of England
SGC Cllr. - Charfield
Thornbury Streetspace
Diocese of Gloucester
SGC - Education
SGC - Development Management
SGC - Principal Projects and Urban Design

Group 5 (Evening session)
Organisation
Castle Sixth Form Centre
Castle Sixth Form Centre (guest)
SGC Cllr.- Laddon Brook
Thornbury U3A
Thornbury Town Council
Thornbury Theatregoers
SGC - Economic Development
SGC Principal Public Health

Green Infrastructure

Group 2 (afternoon session)
Organisation
Falfield Parish Council
UWE, Bristol
SGC - Public open space / local facilities officer
SGC - Landscape & Ecology officer
SGC - Environment & Climate Change Officer
SGC - Principal Public Health
SGC- Head of Strategic Planning and Housing

Group 6 (Evening session)
Organisation
Falfield Parish Council
Thornbury RFC
Tortworth Parish
'More Affordable Homes in Thornbury' Campaign
SGC - Development Manager

Movement

Group 3 (afternoon session)
Organisation
Thornbury Chamber of Commerce
Cromhall Parish Council
Stroud District Council Cllr.
Planning Strategy Officer Stroud
Charfield Parish Council
SDC & Ham & Stone PC Cllr.
Thornbury Town Council
SGC -Transport x 2

Group 7 (Evening session)
Organisation
Renishaw plc
Wyevale Garden Centre
SGC -Transport
SGC -Public Open Space / Local facilities officer
Tytherington Parish Council
Tytherington Parish Council
Tortworth Parish Council

21st Century Living

Group 4 (afternoon session)
Organisation
Sustainable Thornbury
Sustainable Thornbury
SGC Cllr.- Hanham
SGC - Senior Planning Officer
SGC -Strategic Planning Policy & Specialist Advice Team
Milburys Estate Agents Thornbury
Krunch South West
SGC -Housing Enabling Officer

Feedback from Initial Council Workshop

An initial consultation, organised and facilitated by Design Action on behalf of South Gloucestershire Council had been held in the Autumn of 2017. The large quantity of feedback and comments had been analysed and a report published on the Council website.

In summary, Mark explained that three key themes had emerged and these have therefore been used to influence the content and format of this current workshop:

Landscape and Green Infrastructure

- General visual impact and ecological concerns, and in particular how to avoid coalescence of Buckover Garden Village with Thornbury.

Movement and Transportation

- Both the strategy for public transport and mitigating congestion but also in terms of how to successfully integrate the A38 main road within the design of the new settlement.

Facilities and Services

- Ensuring that the essential needs of future residents will be met with new provision, but also in providing complementary rather than competing offers that will safeguard and not undermine the vitality of Thornbury.





Topic Groups

The four topic groups were:

- **Mixed Use**
- **Green Infrastructure**
- **Movement**
- **21st Century Living**

These topics reflect the key lessons learned through previous engagement with the community, stakeholders and Councils. The discussions were facilitated by members of the team with experience in these specific areas and each group was presented with a series of questions and considerations to help aid discussion.

At the end of the topic based discussions each group fed back to the wider audience sharing key points for all groups to consider in the concept workshop session which then followed. This section provides a summary of the background information provided as well as a summary of the written and verbal feedback from each topic. The afternoon and evening sessions have been combined for each of the topic groups.

Mixed-Use Topic Group

A variety of baseline information and plans were available to each group highlighting as graphical analysis key local issues raised at previous consultations and explaining Garden Village principles.

Schools & Health

There is local concern about pressure on GP services, school places and other community infrastructure. Buckover must meet its own demand and help to ease this pressure.

Village Centre

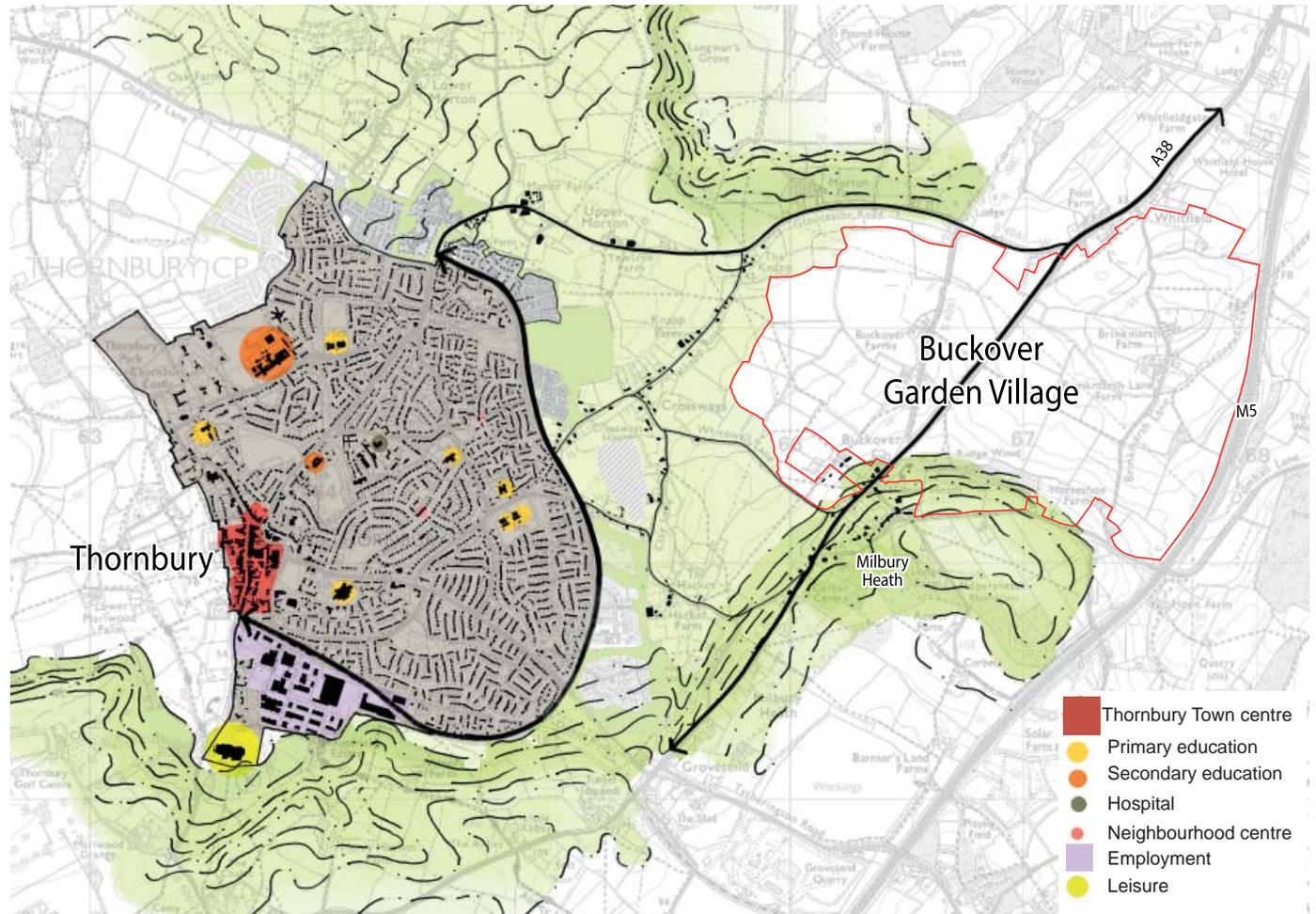
Buckover will provide local shops and services but should not provide 'High Street' chains that would otherwise locate in Thornbury. It should provide arts and cultural facilities but do this in partnership with Thornbury.

Green Space

Some evidence has shown a shortage of allotments in Thornbury. Playing fields are also concentrated on the western edge of the town. Buckover has the potential to provide a full range of open space for use by residents of both Buckover and Thornbury.

Employment

There has been concern about the loss of employment in Thornbury. The aim at Buckover should be to encourage the formation of new businesses with enterprise centres, home-hubs, workshops and to support flexible leases, not to replicate and compete with what is already available in Thornbury.



Extract from briefing material showing the key facilities in Thornbury. This diagram also shows the draft allocations for housing and employment in the Local Plan

A series of questions and statements were posed to each group to help stimulate discussion.

Shops & Services

Buckover must provide 'convenience' shopping and local services to reduce the need to travel? In order to help Thornbury town centre are there some types of shops it shouldn't provide? Which shops and services in Thornbury should any future Buckover residents be encouraged to use? How can we make sure they help the viability of Thornbury town centre but don't exacerbate parking problems?

Education

It is anticipated Buckover will need to provide 2 primary schools. How should these be designed? Where should they be located? Should existing secondary schools be expanded or a new secondary school provided? Should primary and secondary schools be co-located? Can links be created with local universities?

Health & Community

What facilities should Buckover provide? How can it help reduce pressure on existing services? What new services should it offer and can this benefit existing residents? How can we encourage healthier and more active lifestyles? What sports facilities and clubs should be provided?

Jobs

What sort of jobs should Buckover provide? What sort of jobs would best help existing residents? What sort of employment space should it provide? How can it help businesses to set up and expand in South Gloucestershire?

Culture

Arts and cultural facilities are an integral part of the Garden Village/Garden City ethos. What facilities should Buckover be expected to provide? Are there cultural facilities which residents should only expect to find in Thornbury? What facilities do you think should be provided in Buckover Garden Village?



Mixed-Use feedback

The written and verbal feedback from Group 1 (afternoon) and Group 5 (evening) has been combined and is presented below. Photographs of the flipchart notes recorded during the discussion are shown opposite.

- There was a clear message that Buckover Garden Village needs to have a 'Heart' – hub, church, shops, independent retail - creating a sense of community and a sense of identity.
- Stakeholders stated that services in Thornbury are already under pressure, and there is concern that additional population at Buckover will increase this pressure. In particular, new medical facilities will be needed such as GPs, pharmacy, and dental practices. They should be centrally located for easy access.
- Need to provide a range of schools to attract families. There should be a relationship between a secondary school, primary school, and nursery. There was no consensus on whether Buckover should provide a new secondary school or whether it should support the improvement and expansion of Castle School.
- There was concern that some areas of Thornbury are struggling although the High Street was considered strong.
- There was concern that Tesco at Thornbury is already 'full' and that it does not have enough capacity to serve additional population. Stakeholders liked the idea of a Farm Shop rather than an additional supermarket but there was also concern that it should not be too expensive and needs to serve the whole community.
- There was concern about lack of parking in Thornbury town centre which effect existing businesses, and that additional population (and traffic) using Thornbury would put pressure on this but also help local businesses.
- Police service in Thornbury is limited. Additional residents will stretch police further and needs to be taken into account. Emergency services also need facilities and the question was raised as to whether a base be provided at Buckover?
- Buckover will need to provide community space. It should not compete with existing facilities in Thornbury and it needs to provide a dedicated youth space. Young people need to feel accepted and part of the community too.
- There is a need for new arts facilities e.g. cinema as there isn't one Thornbury (other than the film club).
- Buckover should promote outdoor activity not only for fitness but also for mental health. There should be provision of sports facilities for use by not only Buckover residents but also Thornbury and Falfield etc.
- Thornbury has difficulty attracting major employers and big employers have difficulty attracting young staff (travel, accommodation etc. are big issues for staff retention). Bus connections are key to retaining young people and Buckover needs to offer something livelier than is currently available in Thornbury.
- Buckover should create an 'entrepreneurial' spirit, encouraging employment for small businesses, and to provide a range of jobs. Examples of Innovative businesses and enterprise centres such as Tramshed in Bristol were suggested as successful examples. Services such as hairdressers, accountants etc. will be required.
- Working from home on the increase. Buckover could provide drop-in or Co-working space. Speed of broadband connection is key.
- Buildings with flexible ground floor uses could be encouraged – for small, start-up businesses.

MEDICAL FACILITIES :-

- Waiting lists for cured surgeries locally
- Additional population will put further pressure on these services
- pharmacy service should be included to relieve this pressure.
- Dental services will also be required.
- Mechanism for delivery of these new services
→ Section 106 or CIL

COMMUNITY SPACE :-

- village Hall - Dedicated youth space needed.
→ No competition with existing halls such as Armstrong Hall.

SPORTS FACILITIES :-

- lack of Sports pitches in falfield

CINEMA AND ARTS :-

- lack of cinema locally
- Attracting hairdresser and accountant rather than supermarket
→ farm Shop idea for Buckover

JOB AND SHOPS :-

- Big retailers create challenge to small businesses
- Difficulty for Thornbury to attract major employers currently.
- Parking issues create constraint for Thornbury centre businesses.
- Working from home is increasing - need ways to facilitate this in Buckover
→ Spaces for individuals to work - Drop in spaces

POLICING :-

- lack of policing locally or place for police to be based.

PARKING :-

Problem for retailers currently and historically

IMPACT ON THORNBURY

- ⊗ PARKING - NOT ENOUGH IN THORNBURY
- EDUCATION - SECONDARY SCHOOL REQUIRED (3000 HOMES NOT THROUGH)
- COMMUNITY FACILITIES

W BACKOVER would need to supply ALL MAIN BASE FACILITIES TO NOT IMPACT ON THORNBURY

- THORNBURY SHOPS - SOME ARE THRIVING OTHERS NOT.

REQUIREMENTS

- Surgery / Pharmacy / Dentist
- Primary School
- LOCAL INDEPENDENT SHOPS - EG. MANCHESTER COMMUNITY STORE, COTTAGE, CAFE, HAIRDRESSER
- CHURCH, SHOP, BOB (AROUND VILLAGE SQUARE)
- PARKING
- PROVISION FOR YOUTH? CLUBS + OLDER PEOPLE? NEEDS A →
- IT PROVISION
- HOME WORKING PROVISION + CO-WORKING SPACE (HOME-HUBS)
- ACCESSIBILITY FOR DELIVERY VEHICLES
- POLICE PRESENCE? EMERGENCY SERVICES
- LIVE/WORK UNITS
- CO-BUILDINGS WITH FLEXIBLE GRANT FUND

Green Infrastructure

A variety of baseline information and plans were available to each group highlighting as graphical analysis key local issues raised at previous consultations and explaining Garden Village principles.

Character of the Rural Belt

A green 'rural belt' was a key part of the original Garden City concept. This can help maintain the distinct identity of Buckover.

Character of Rural Lanes

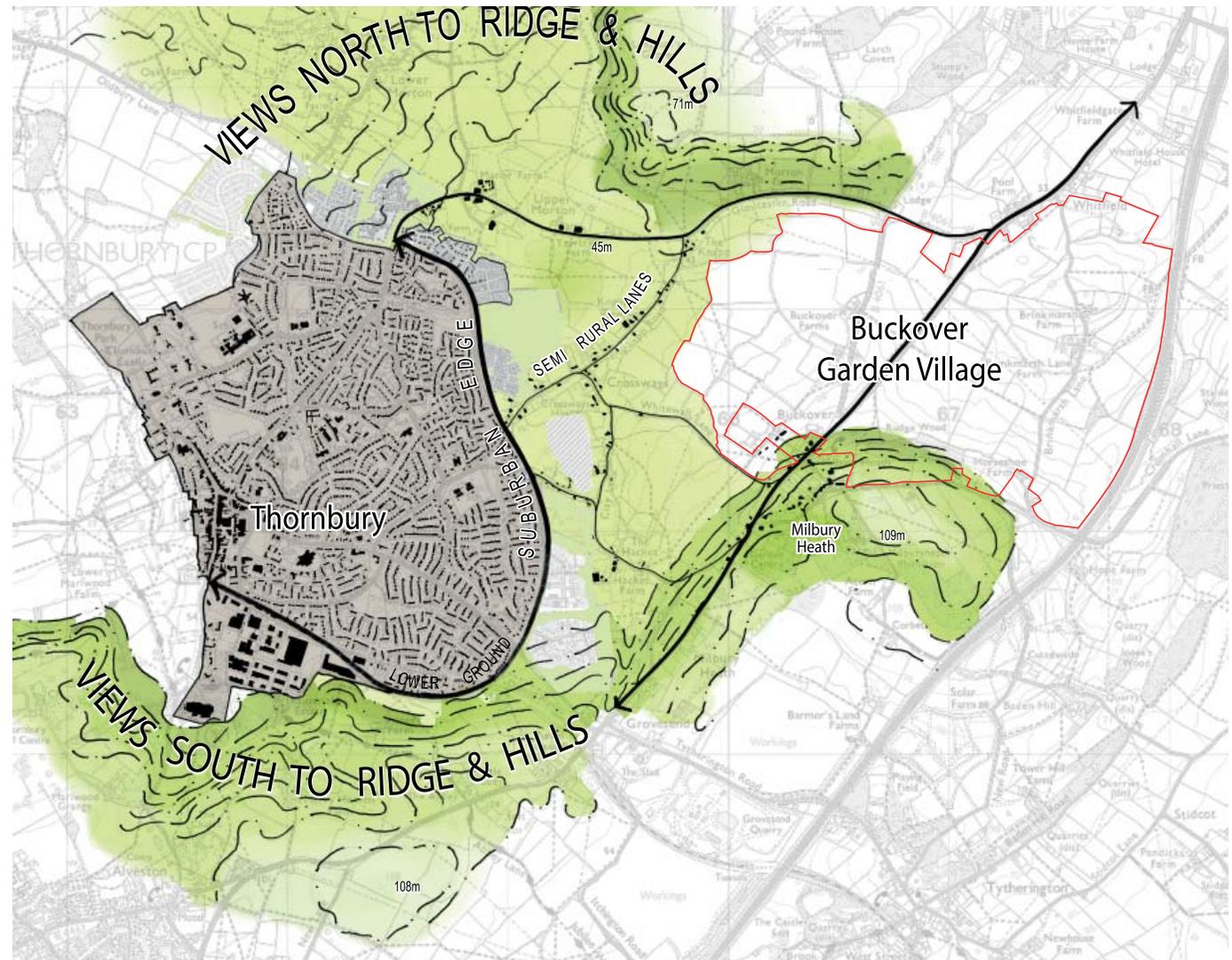
The lanes between Buckover and Thornbury are an integral part of the landscape character of this area. Maintaining this character is important in maintaining the distinct identity of Thornbury.

Thornbury Edge Character

Morton Way no longer defines the eastern edge of Thornbury but it is important that a way is found to prevent on-going piecemeal eastern expansion of the town.

Connecting to the wider countryside

A network of footpaths and cycleways can connect Buckover residents to the surrounding countryside.



Extract from briefing material showing the green edge to Thornbury. This diagram also shows the draft allocations for housing and employment in the Local Plan

A series of questions and statements were posed to each group to help stimulate discussion.

Rural belt

As well as a permanent boundary, the rural edge can provide a variety of functions. Is it the right location for sports pitches serving a wider area? Is it the right location for allotments and community gardens? How can this green edge be permanently protected?

Climate change

Green corridors will incorporate sustainable drainage, provide ecology and wildlife corridors and opportunities for informal recreation. They need to connect communities and facilities to promote walking and cycling. These routes need to be wide enough to deliver all these objectives.

Town & country

Residential streets can be a community focus for pocket parks, community orchards and food production. Green roofs, balconies, window boxes all promote the Garden Village ethos. Urban agriculture can deliver efficient means of food production. All residents should be close to these amenities.

Physical & mental health

What sort of activity should we be encouraging? How can the green infrastructure help this? Where should allotments and community gardens be located? Where should sports pitches be located? Are pocket parks more important than large private gardens?



Green Infrastructure feedback

The written and verbal feedback from Group 2 (afternoon) and Group 6 (evening) has been combined and is presented below. Photographs of the flipchart notes and annotated plans recorded during the discussion are shown opposite.

- Stakeholders emphasised the importance of the 'gap' in maintaining / protecting Thornbury's character and identity. They also stressed that it isn't all about protecting Thornbury and there is a need to retain / protect character and separate identities of Milbury Heath and Whitfield.
- The character of the landscape and surrounding topography help to enhance the feeling of openness between Thornbury and Buckover. Stakeholders wanted to ensure that this landscape does not become too fragmented from the pressures of development. There was agreement that this needs to be protected and extending the green belt designation was the most favoured option amongst residents.
- The edge of Buckover has a role to play and needs to provide some green to help with this protection. Could this edge include uses such as orchards, sports fields or an arboretum.
- There is a desire to retain the rural quality of the lanes, important local asset for accessing the countryside, dog walkers etc. Concern was expressed over possible impact on the character of Brinkmarsh Lane if development occurred along both sides.
- Need to provide walking and cycling links across the green gap between Thornbury and Buckover in order to promote access to the countryside and interaction between the two complimentary places.
- The topography of the site and its surrounding is important, needs to be integrated into the plans and important views over the settlement need to be retained.
- Could the high voltage cables be placed underground and a green corridor located on top?
- Local flooding issues need to be accounted for. (Gloucester Road ditches / high water table)
- Not enough infrastructure in Falfield. Buckover needs to consider how they can help.
- Need to ensure existing ecology on site is considered (snakes, deer, bats etc.) Schools should be linked to the green infrastructure to help support environmental education.
- Need to provide sports field, varied sports provision and adult social care to promote healthy living for both Buckover and Thornbury residents to access. It was highlighted that facilities at Buckover would actually be a closer for the Thornbury Rugby Club than in their current location at Newton.

GREEN INFRASTRUCTURE

FLOODING ISSUES GLoucester ROAD DITCHES
 DITCHES IN FARMLAND HIGH WATER TABLE buy in to Garden Village LOCALSPRING

GASMAIN DEEP

WHY DO WE NEED A GREEN "BUFFER" - IDENTITY

HOW DO WE DELIVER/PROTECT BELT?

- EXTEND GREEN BELT? PLANNING POLICY?
- ECOLOGY -> ARBORIUM
- EXTEND WOODS
- NO SEWAGE UTILITIES.
- SPORTS PLAINA FIELDS CWBS HEALTHY LIVING
- HIGH VOLTAGE CABLES CAN WE LOOSE UNDERGROUND + GET GREEN SPACE ON TOP CORRIDORS

WHAT SHOULD BE IN THE GREEN GAP.

- CROSSWAYS WALK
- WHITFIELD
- STOP SUBURBAN SPRAWL

SPACE OF INTEGRATING EXISTING SMALLER COMMUNITIE VS -> IMPACT ON THE LANDSCAPE.

HOW DO WE INTEGRATE WITH MILBURY HEATH?

FROM - NOT PHYSICALLY CONNECTED PERHAPS -> BUT A RELATIONSHIP SHOULD EXIST.

EMMA + LAURENCE.

LAND OWNERSHIP.

-> CONTROL OF DEVELOPMENT IN THE GAP

EMMA -> ENSURING THAT 1) KEPT AS RURAL CHARACTER

QUALITY OF THE VISUAL GAP -> MORE FARMING, LESS SPORTS ETC IN GAP



Zoom in extract of large plan highlighting text.

A series of questions and statements were posed to each group to help stimulate discussion.

Sustainable Transport

How do we create communities which think differently about how they travel? How do we make streets which encourage walking and cycling? Should we make it more difficult for people to drive within Buckover? Should we be providing shared spaces, home zones or car-free streets to help make 'people' a priority? Should we restrict the amount of car parking we provide to encourage families to reduce car ownership? Should we be providing electric car charging points? Should there be a car club at Buckover to provide an alternative to individual ownership?

Rural Lanes

How do we maintain the rural character of the lanes between Thornbury and Buckover? How can we control traffic on the lanes? Are there restrictions that we can put in place?

Public Transport

We need to give better priority to buses. Should there be a dedicated bus link between Buckover and Thornbury to encourage public transport use? How frequently should buses run? What facilities would help to encourage public transport use? Where should the metro bus route go?

Cycling

How can we create a community which prioritises cycling? What types of cycle infrastructure should be provided to cater for a variety of cycle trips including leisure, commuter, and utility? How can we encourage cycle trips between Buckover and Thornbury? What are the best routes? What facilities should be provided at home, work, school and in the local centre to make cycling easy? How can we assist elderly and young people to cycle? Should e-bikes, cargo bikes, and second-hand bikes be available for residents to use?



Movement feedback

The written and verbal feedback from Group 3 (afternoon) and Group 7 (evening) has been combined and is presented below. Photographs of the flipchart notes and annotated plans recorded during the discussion are shown opposite.

- Concerns were voiced over the cumulative impact of traffic from all development sites. There needs to be joined up thinking for all sites.
- Need to look at J14. It was expressed that there are safety and capacity. The question was raised as to whether a new motorway junction could be provided at the site.
- Stakeholders were concerned that reducing speeds on A38 might divert traffic onto rural lanes through surrounding villages. It was thought difficult to change the character of A38, and it needs to stay as an important route.
- There was concern over increasing traffic pressure on the lanes between Buckover and Thornbury. It was noted they already experience increased pressure at weekends with cyclists and pedestrians using them for leisure purposes.
- Concerned over the very large cost of delivering infrastructure improvements. Phasing is key for the delivery of infrastructure.
- There should be good public transport access to Bristol. Metrobus is needed to avoid / prevent congestion / or a park and ride system.
- Buckover needs to provide more than housing to try and limit the number of journeys. It needs to be truly mixed use and provide jobs and education as well.
- Some people suggested improved cycle infrastructure should wait until there were more residents wanting to cycle. Others felt there was the potential for people to cycle more, especially young people if there were good routes so it should be provided from 'Day 1'.
- There is currently no safe cycle connection from Thornbury to Falfield, and it was suggested this could be achieved by providing a route through Buckover.
- Need to provide safe and sustainable connections to jobs and facilities in Thornbury (and secondary school if not provided in Buckover).
- Access to the countryside is important and walking routes need to be provided to access parks and other routes outside Buckover / Thornbury.
- Charfield Station development – provides an opportunity for the wider area. Need to ensure there are sustainable links between Thornbury, Buckover and Charfield to make station viable.
- Parking in Thornbury is already a concern - improving cycling could help, but some felt trips such as main food shopping will always be made by car.

TRANSPORT SESSION 1

- ① • CUMULATIVE IMPACT OF DEVELOPMENTS - NORTH AND SOUTH. ^{TRAFFIC}
- ① • JUNCTION 14 + FALFIELD X RDS MUST BE MAJOR IMPROVEMENT AND TO BASO9. - CAPACITY AND SAFETY.
- ② • POSSIBLE NEW M5 JUNCTION. - TAKE ABNORMAL LOADS TO POWER STN.
- ② • SLOWING A38 MIGHT DIVERT TRAFFIC ONTO RURAL LANES. THROUGH VILLAGES.
- ② • DIFFICULT TO CHANGE NATURE OF A38. - CANT TURN IT INTO COUNTRY LANE.
- ② • A38 DIVERSION - HEAVY TRAFFIC.
- ① • SUSTAINABLE LINKS ~~FROM~~ TO BUCKOVER SCHOOLS ETC FROM VILLAGES TO EAST - (NEW CHARFIELD STATION.)
- ② • METROBUS - NEED TO AVOID/PREVENT CONGESTION.
- ② • VERY LARGE COST OF INFRASTRUCTURE.
- ③ • NEED TO HAVE [EMPLOYMENT] AS WELL AS HOUSING. + SCHOOLS
- ① • NEED JOINED UP THINKING - BUCKOVER/CHARFIELD ETC
- ④ • CYCLING - SCEPTICAL PEOPLE WILL DO IT
- ④ • ADAPTABILITY FOR FUTURE. DON'T PROVIDE CYCLE INFRA NOW.
- INFRA NEEDS PHASING.
- CYCLE ROUTE ~~TO CHARFIELD~~ THORNBURY (NO FUNDING FOR THIS ASPIRATION) TO FALFIELD

SESSION 3

ISSUES

- ① • A38 BUSY - TRAFFIC SEEKING OTHER ^{MINOR} ROUTES DAILY BASIS. - SPEED LIMIT ON A38. ES. ~~PARTE~~ IN TITHERINGTON.
- ① • ALSO PAST WYEVALE.
- MOTORWAY BUSY DAYS ARE WORSE.
- ① • DEVELOPMENT WILL MAKE THINGS WORSE. - ^{ESTOY WORTH} ~~ESTOY WORTH~~ SPEED + VOLUME OF TRAFFIC
- ① • TRAFFIC LIGHTS AT J16 A PROBLEM.
- ① • ALSO J14. CONGESTED
- ① • LANES BECOMING BROKEN UP DUE TO TRAFFIC.
- ① • CONFLICT WITH CYCLISTS (AT WEEKENDS) + PEDESTRIAN
- ④ • POTENTIAL FOR SWITCH TO CYCLING - ESP. YOUNGER PEOPLE - IF GOOD ROUTES
- ③ • ALSO WORKING FROM HOME.
- ③ • LIVING / WORKING IN SAME TOWN - NOT IN LONG TERM, PEOPLE'S JOBS CHANGE.
- ④ • PUBLIC TRANSPORT - SOME PEOPLE WILL USE IT BUT MOST DRIVE.
- ④ • SUPERMARKET TRIPS WILL BE BY CAR
- ② • MUST HAVE GOOD PUBLIC TPT TO BRISTOL - PARK + RIDE
- ② • PARKING IN THORNBURY A PROBLEM - COACH TRIPS?
- ⑤ • ~~ON~~ MORE CYCLING IN THORNBURY MIGHT HELP

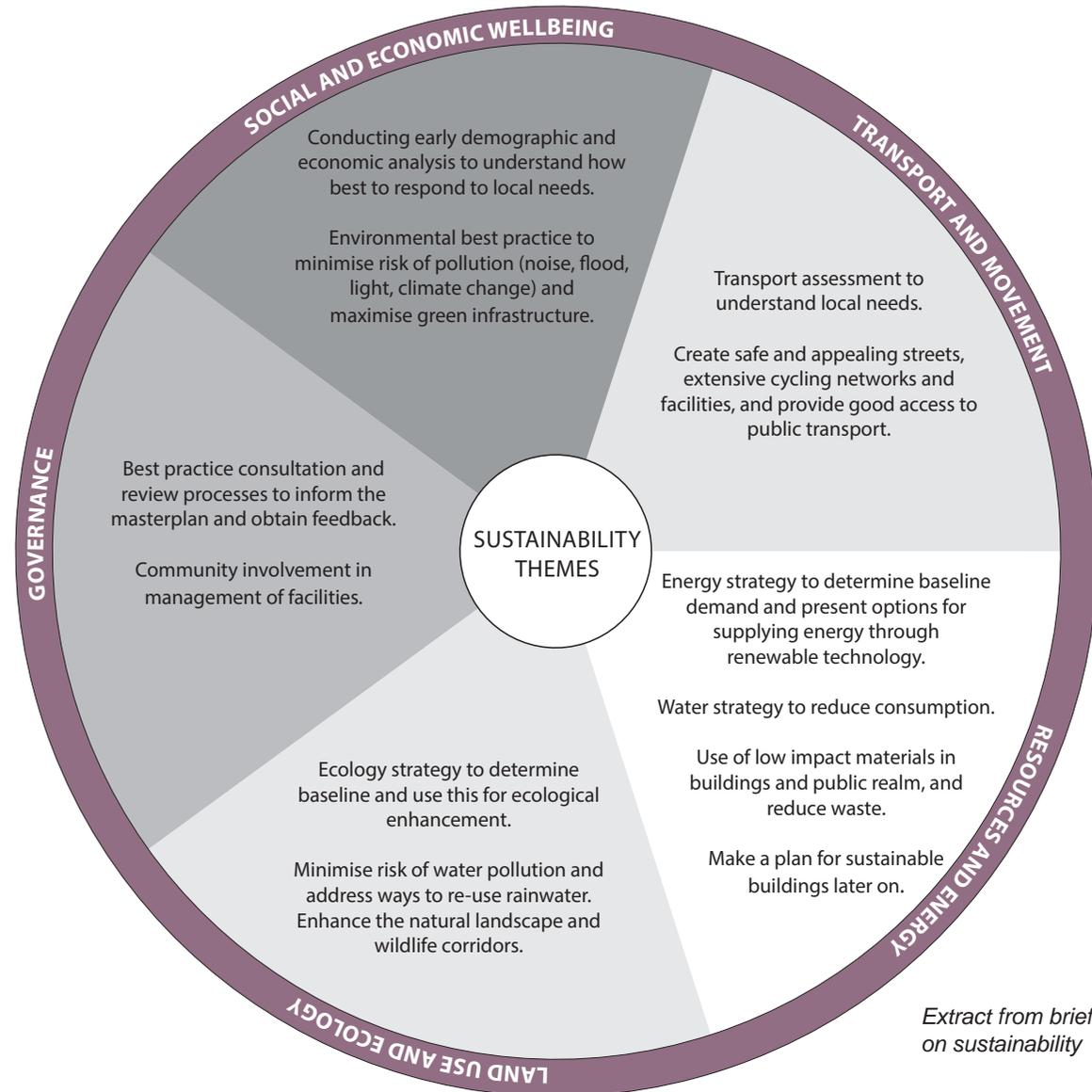
21st Century Living

A variety of baseline information and plans were available to each group highlighting as graphical analysis key local issues raised at previous consultations and explaining Garden Village principles.

Our aim is to have a Garden Village designed to meet the challenges of climate change by using as little energy as practicable. We are investigating this at both the macro and micro level.

Potential Routes to Zero Carbon Early Calculations and Considerations

- Site-Wide Combined Heat and Power
- Biomass
- Ground/Air Source Heat Pumps
- Solar Hot Water
- 10MW PV Field (approx. 10.7 hectare field)
- Wind Turbines
- Anaerobic Digestion
- Hydro-Electric Storage



Extract from briefing material on sustainability

A series of questions and statements were posed to each group to help stimulate discussion.

Sustainable homes

Self-build and custom-build homes are important parts of the housing mix (TCPA Homes for all). Encouraging small and local house builders can ensure variety and local distinctiveness. Should space be set aside for this? Are there any particular areas of the site that are more suitable?

Community

Communal housing for the 'third age' can help address isolation for those that remain physically active. Co-living provides affordable accommodation, communal facilities and services for younger people. It can also provide communal living and working space for artists and workers often priced out of 'traditional' developments.

Work

New and flexible housetypes are needed to encourage and facilitate this. Home hubs, creative hubs and enterprise centres can provide the wider facilities and interaction that businesses need to survive and thrive.



21st Century living feedback

The written and verbal feedback from Group 4 (afternoon) is presented below. Due to attendee preferences for other topics there was no evening group. Photographs of the flipchart notes and annotated plans recorded during the discussion are shown opposite.

- Buckover Garden Village needs to be about people - community should be the focus.
- The development needs to be walkable and cycleable - promoting health should be a priority.
- Development needs to explore our relationship with cars differently - can we reduce car parking spaces as ownership will change? Allow for electric cars. If we change the way we work that can have an impact on the need to travel.
- Reference was made to Hanham Hall and how initial sustainable transport initiatives such as car clubs were unsuccessful. It was suggested the initiatives did not work because they were 'ahead of their time'. Buckover could learn lessons from the Hanham Hall experience and try to improve on their sustainable transport initiatives providing a program that is more likely to succeed.
- More people want to work from home or close to home. Can Buckover provide a variety of adaptable buildings to accommodate future needs.
- Can Buckover provide a collective workspace to cater from an individual's needs to small companies. Ideal to have a space where you can rent a desk for the day, week, month. Examples to explore were a Creative Hub type development or MShed in Bristol. Ideally, the facility could have multi- ownership to allow for a diverse range of businesses to set up and grow.
- There should be services at Buckover but not large format facilities such as a 'big box' supermarket.
- The community should look to alternative energy solutions to help make the development self- sufficient. There is also the potential for the community to 'own' their energy and benefit from its production.

21st Century Living

It's about PEOPLE

- How people live
- How do they move about - we all want a walkable/cyclable development - whilst health issues are nudging society that way, and car ownership is declining (Volvo flex sharing etc) - people still need to work, visit etc

Sustainability / Fuel Poverty

Precedents ← Hanham Hall Eco Village

How do people work?

- what will the jobs be? - what is the local future of work?
- servicing the community - hairdressing/gardening etc
- home working - growing + catering for it
- How who will live here creative hubs



Concept Groups

After hearing feedback from all of the topic groups, stakeholders were encouraged to consider the site as a whole and the surrounding area. The groups presented their thoughts and suggestions through verbal feedback and annotated drawings.

Group 1 Afternoon

The following is a summary of the feedback provided by Group 1 verbally and in plan form [see opposite page].

- The site needs to have its own identity.
- Buckover needs to have a 'green lung'. Need to provide green space for both Buckover and Thornbury - access to countryside.
- Conserving the gap could be difficult but we can control the traffic in the lanes.
- Locating the centre close to the A38 would provide passing trade. It needs parking and access for buses and taxis.
- Need to consider a more pedestrianised area away from the A38 - make a feature of the historic farm building.
- Uses need to be centralised to promote easy access and walking for residents to try and break the cycle of car use.
- Town centre needs to have vitality and not be for one generation, but for all. In particular, there needs to be provision for the young and older generations.
- Need to provide a business hub and small business space. Needs affordable retail space and a vibrant centre (something different from Thornbury).
- Affordable housing is the key to targeting the younger generation. Can the Estate help with house deposits for the younger generations or build and rent out estate cottages at an affordable rate?



Group 2 Afternoon

The following is a summary of the feedback provided by Group 2 verbally and in plan form [see opposite page].

- Need to change character / speed of A38 early (particular concern about lorries). Can it provide an alternative north south route to the A38 to alleviate congestion and M5 issues.
- A38 will need to incorporate a number of safe pedestrian / cycle crossings to ensure communities are connected. Buildings should front the A38 to help achieve this.
- Suggested the High street should incorporate green spaces. Plymouth / Wells High Street were also suggested as precedent examples.
- Need to protect the rural 'feel' of the gap between Buckover and Thornbury. Buckover needs high quality landscape edge. Need to consider policy protection for this area.
- Need to ensure there are east / west connections between Buckover and Thornbury.
- School should be located along waterways to provide buffer to existing communities and educational resource.
- Need to protect the 'knolls' east of A38. Unsure about development east of Brinkmarsh Lane.
- Reintroduce historic orchards these could go along the edges of the development and around the old Farm– along with allotments.
- Use the key features of the site (waterways, woodland to provide interesting walking and cycling connections.



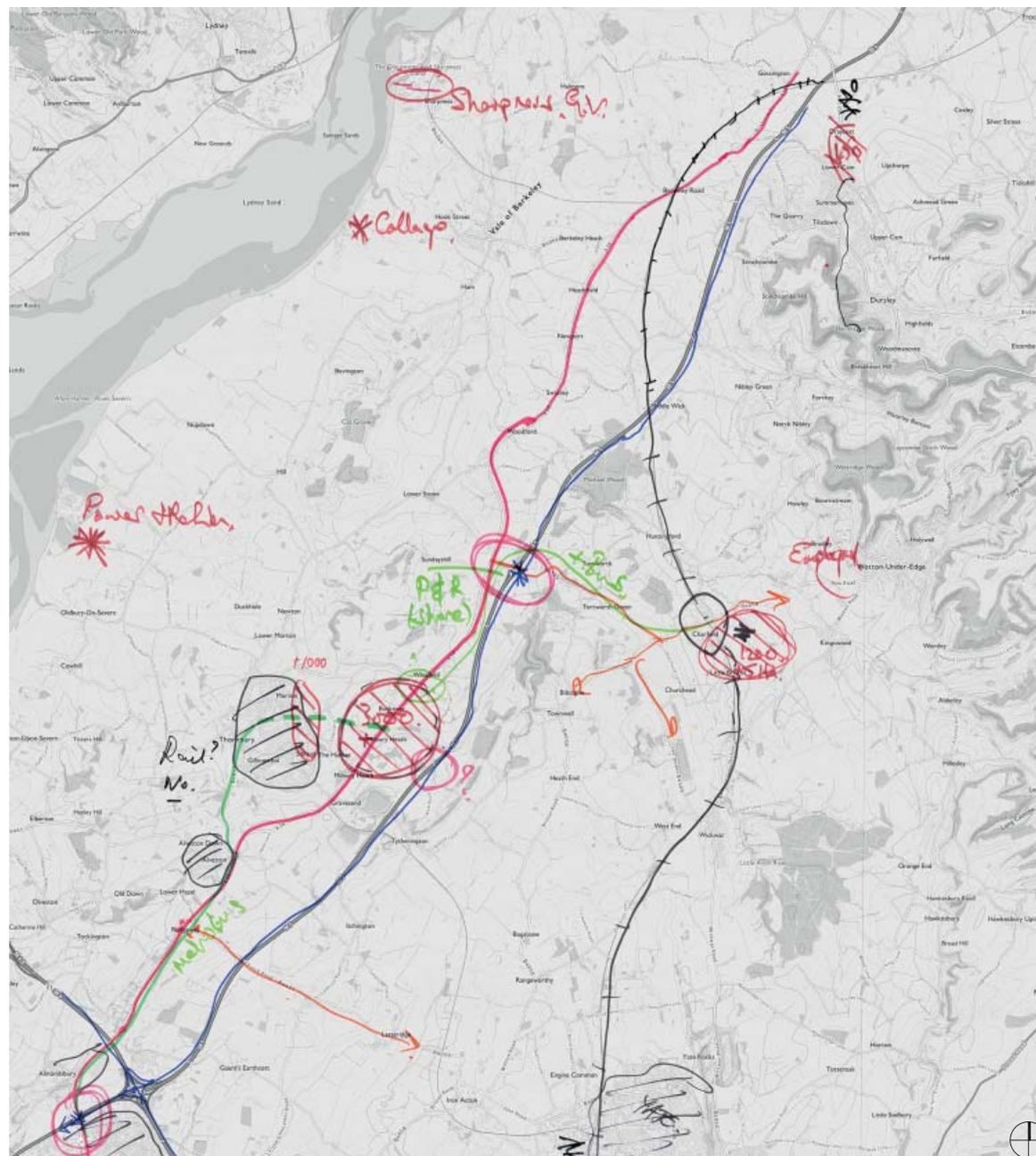
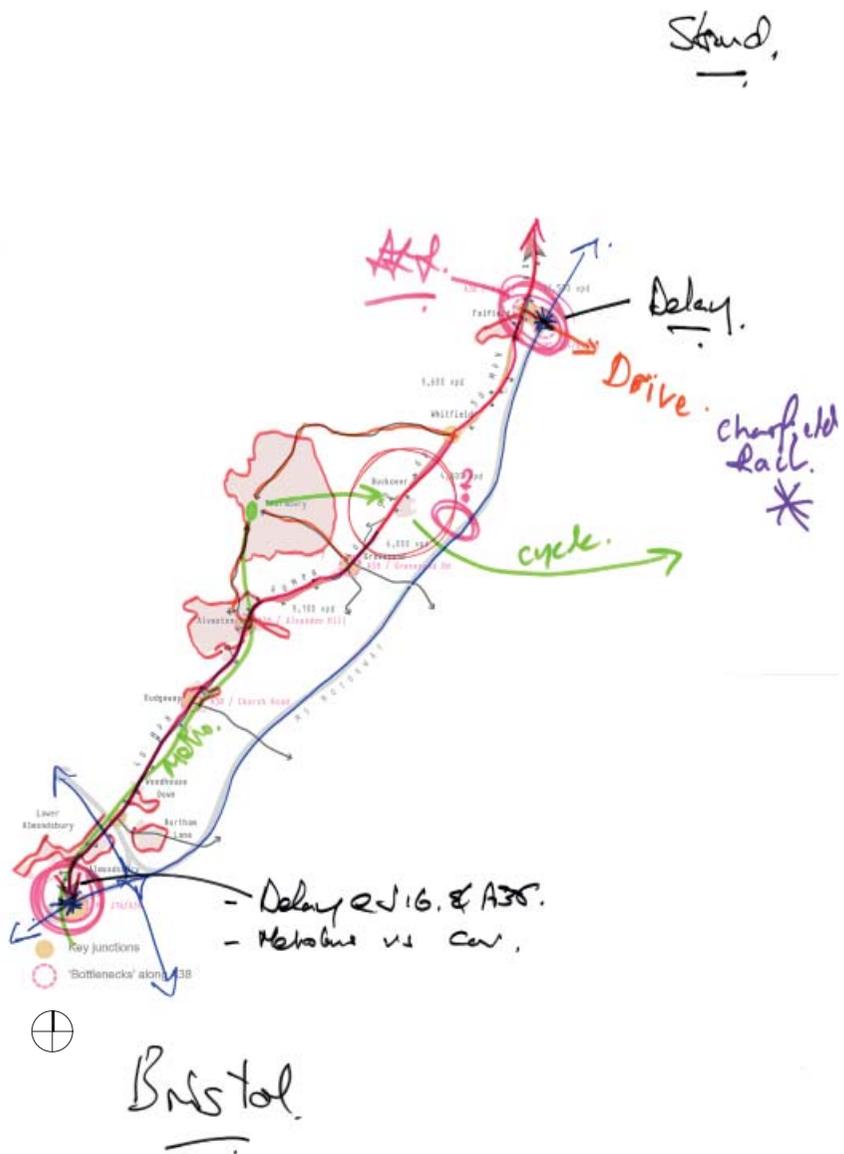
Group 3 Afternoon

The following is a summary of the feedback provided by Group 3 verbally and in plan form [see opposite page].

Group 3 focused on the wider transport issues and ways of dealing with the implications of all housing allocations not just Buckover.

- Plans need to ensure that existing congestion issues (M5 / A38) are not made worse by the development. Solutions to improve the existing situation would be welcomed.
- Need to integrate the Rail station at Charfield as part of the transport solutions.
- Could there be a park and ride combined with the Metro bus.
- There needs to be major infrastructure improvements made at both J14 and J16 of the M5. Could the site provide a new motorway junction?
- Need to find a balance of travel solutions, promote cycling/ bus etc. but realise some trips will still be made by car.







Group 5 Evening

The following is a summary of the feedback provided by Group 5 verbally and in plan form [see opposite page].

- Buckover needs a 'big heart' with range of facilities to attract families.
- 'Entrepreneurialism' should grow around the centre providing support for a mixed use centre.
- Centrally located centre relies on slowing the A38. It should be noted that some residents remained sceptical that this could be achieved without increasing congestion elsewhere on the A38.
- Existing farm buildings to be converted to farm shop, cafe or community use.
- Light industrial should be located more towards the edge away from residential.
- Provide two primary schools, one on either side of the A38. Secondary school should be near centre.
- Flat land in N.W. corner is ideal location for sports pitches to be used by all communities.
- Lanes provide a great leisure asset and need to be protected. Traffic in lanes needs to be controlled. Get them removed from SatNav's. Use technology to reduce unnecessary traffic.



Group 6 Evening

The following is a summary of the feedback provided by Group 6 verbally and in plan form [see opposite page].

- Need to provide a green space / gap between Buckover and Thornbury. Should promote cycling connections within this space for access to countryside.
- Green space to be provided for both Buckover and Thornbury.
- Retain views to surrounding landscape.
- Provide a green edge to existing communities but provide links from existing communities to the site, schools, pub.
- Use existing streams as key walking routes.
- Woodlands to provide walking and cycling routes.
- Promote cycling routes along A38. Difficult to cycle along Gloucester Road.
- School should be positioned to take advantage of environment / ecology. Flat land suitable for playing fields and accessible.
- School should be located close to the centre to try and promote a 'young community'.





Group 7 Evening

The following is a summary of the feedback provided by Group 7 verbally and in plan form [see opposite page].

- Focus of village centre should be close to A38 with all land uses within 1km of the centre in order to promote active travel amongst residents.
- Ensure the right land uses are provided at the heart of Buckover and within close proximity to encourage cycling and walking as the first choice of transport.
- Ensure that movement between Thornbury and Buckover Garden Village is sustainable, providing bus and cycle routes.
- Provide a network of cycle priority streets suitable for everyone from '8-80' years.
- Need a solution for traffic on country lanes. Need to restrict general access without preventing essential access.
- Encourage Park and Ride with links to rail and Metro Bus.





