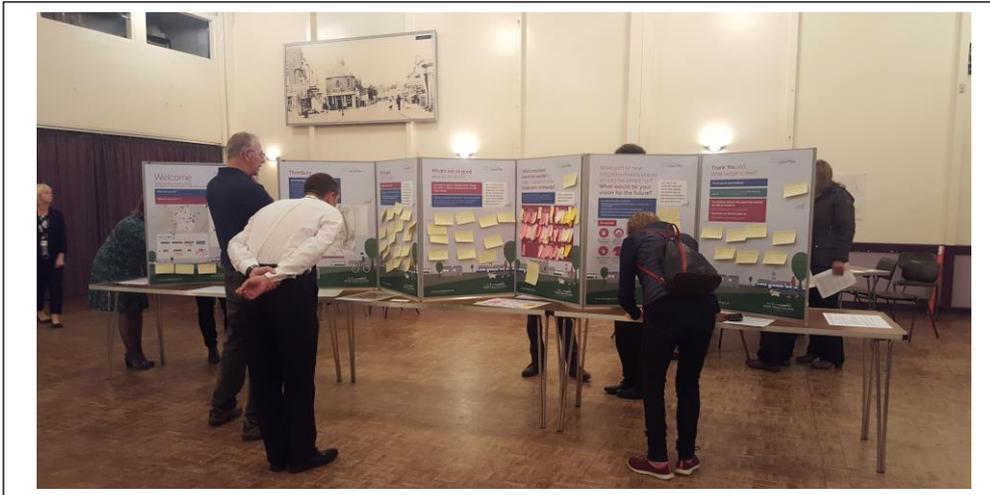


Design Action for South Gloucestershire Council

Thornbury Event

**New Local Plan Strategic Development Locations:
Consultation Report – SECTION 2C**

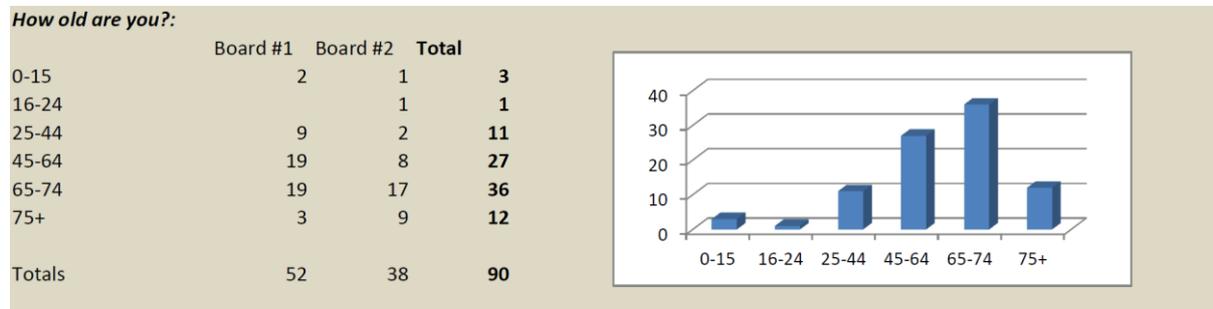


Mark Pearson (Design Action) – 6th Feb 2018

Thornbury Consultation Event

Profile of the Participants

1. Numbers Attending + Demographic Profile

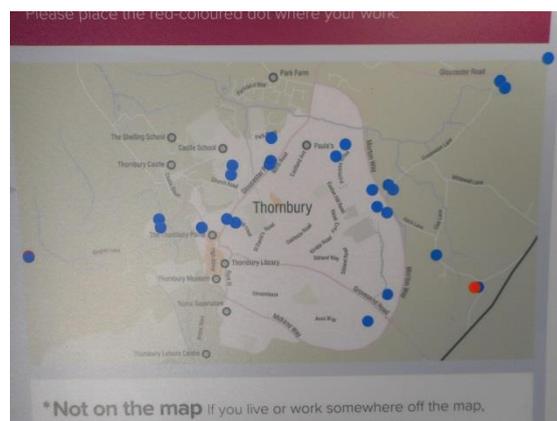
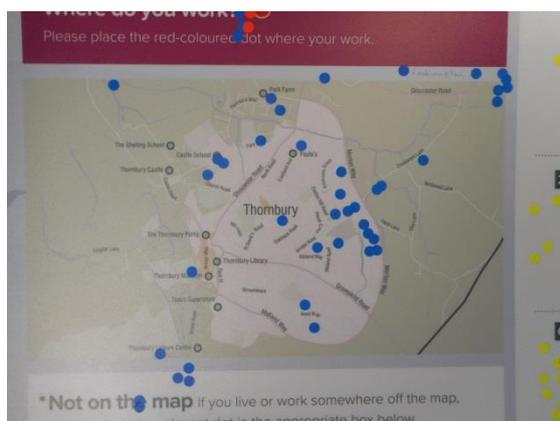


1.1 Middle-aged and older age-groups dominated, which is the normal and expected pattern for these types of consultation event.

2. Where People Lived

Where do you live?:

	Board #1	Board #2	Total
Thornbury	45	32	77
Avonmouth			0
Central Bristol			0
North Bristol			0
Gloucester/Chelt			0
Stroud	1		1
Yate			0
Other	6	6	12
Totals	52	38	90



2.1 The distribution of blue dots (indicating where people lived) showed a dispersed engagement with people from many different parts of the town and its rural hinterland attending, but with some stronger interest from the eastern suburbs – which are likely to be most affected by the potential development sites.

3. Where People Worked

Where do you work?:			
	Board #1	Board #2	Total
Thornbury	11	3	14
Avonmouth			0
Central Bristol		3	3
North Bristol	8	2	10
Gloucester/Chelt			0
Stroud			0
Yate	3		3
Other	13	5	18
Carer			0
Disabled			0
Retired	9	19	28
Unemployed			0
Student			0
Totals	44	32	76

- 3.1 As recorded against earlier questions, there seems to have been 90 people in attendance and therefore some 14 of them declined to answer this question. It would seem from the age group responses that, with 48 people being 65 years old or over, then those that declared themselves to be retired here is probably an under representation.
- 3.2 A healthy number (14 persons) worked in the locality of Thornbury, and then the next strongest group had a work place based in North Bristol (10 persons).

Commentary on the Written Feedback

4. Good Points about the Existing Place

- 4.1 In responding to the question of ‘What’s good about this place?’ most people regarded the sense of community combined with the small town character of Thornbury as being the most important facet.
- 4.2 Many treasured the open space and other green assets that were within and surrounded the town and this was probably linked closely to another admiration regarding the easy access to the countryside and walks within it.
- 4.3 Several mentioned the lively programme of cultural events and other social activities that helped to strengthen the community.
- 4.4 The built heritage dimension of the town was also valued with particular reference to the High Street and other historic buildings.
- 4.5 The range of community assets / facilities (halls, museum, etc.) was another positive aspect of the existing place.

5. Negative Points about the Existing Place

- 5.1 Concern regarding the weakening retail offer of the town was expressed by many, with other shopping destinations thought to be out-competing Thornbury.
- 5.2 The difficulty in parking in the town centre was another aspect that was thought to be problematic (and quite possibly related?...).
- 5.3 Transportation issues were also raised as negative aspects – traffic congestion was reported and the lack of good quality public transport.
- 5.4 Concern was expressed about the lack of capacity in the local primary healthcare facilities (GPs).
- 5.5 Many of the comments implied (or were explicit about) a feeling of disempowerment when it came to planning matters – a number of respondents feeling that too little influence was exerted, or possible, over the development industry.

6. Aspirations for the Future Place

- 6.1 In looking to the ‘future vision’ there were a broad range of ideas, but the most popular focussed on transportation issues. The most cited ambition was to achieve the ‘modal shift’ – ie reduce the reliance on private vehicles towards public and other forms of transport. This could be linked to other mentioned examples of particular ideas, such as re-opening the

railway to Yate and beyond, the promotion of cycling, and the creation of a park + ride reducing pressure on the A38 on the approach to northern Bristol.

- 6.2 Another set of ideas focussed on employment uses – there was hope for higher quality development offering a diversification in the sorts of opportunity available in the town.
- 6.3 A number of people simply wished to see no more housing development at all (inc. Buckover Garden Village).
- 6.4 Other observations about Buckover called for it to provide live/work accommodation and complementary employment opportunities to those currently existing at Thornbury. Fears were expressed about the eventual coalescence of Thornbury and Buckover.
- 6.5 A group of issues were raised about the types of housing typically being provided by new developments and called for a greater diversity – fulfilling needs of elderly residents, self-builders and those needing affordable places to live.

7. Priorities for Investment



- 7.1 The most favoured topics for investment were public transport, healthcare, education facilities and better provision for investment were public transport, healthcare, education facilities and better provision for walking and cycling – these closely followed by employment opportunities. Public open spaces and sports facilities were also supported but allotments and community buildings were not seen as priorities...

‘Drawing on’ Thornbury...

8. Ideas and Thoughts generated by the ‘Tabletop Workshops’. The images that follow show the outcomes of conversations and sketches that were explored ‘live’ with participants. This allowed ideas to be plotted spatially, as an overlay to the concept diagram. Some of the key points that arose are noted below each image:



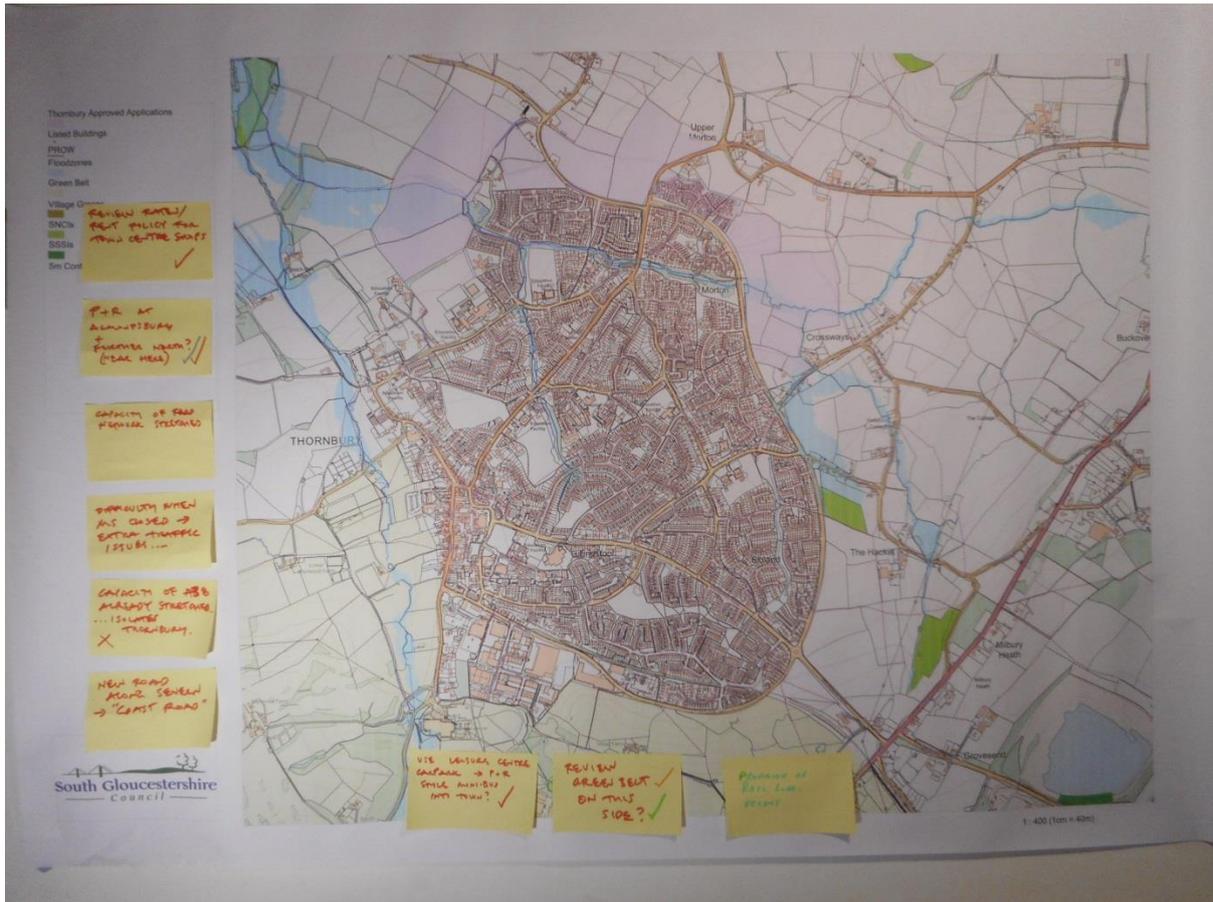
8.1 Various notes – alternative strategies for employment land. Call to re-open the railway branch line to Yate. ‘Green gap’ as separation to potential Buckover development noted. Possible small retail provision as ‘neighbourhood focus’ on eastern edge (instead of employment)? Transport improvements called for ahead of further housing.



8.4 'Green gap' explored. Employment again shown further south at 'gateway' position.



8.5 Siting and impact of employment land again questioned. Concerns about natural drainage along the eastern edge noted.



8.6 Various notes – calls for support for existing town centre (inc improved parking provision). Should green belt be reviewed on southern edge of Thornbury? Park and Rides to alleviate A38 flows. More radical wider road network suggestions!

Recommendations

The broad themes of public opinion that we have analysed and recorded above should generally influence future actions but, at a technical level, the following recommendations are put forward:

9. Evolving the Concept Diagram / future Framework Plan

- 9.1 Consider combining this Framework Plan with the one for Buckover Garden Village in order that the 'green gap' is central to the vision for both.
- 9.2 Reconsider employment land allocation strategy – ensure locations will be capable of attracting good quality work opportunities.

10. Key Points for a future Master-planning Brief

- 10.1 Safeguard long term options for eventual use of railway line to Yate.
- 10.2 Preserve rural quality of Crossways Lane as potentially a vital link in the future (especially for cycling).
- 10.3 Consider the feasibility of introducing bespoke planning policy specially associated with the Masterplan that might be able to more successfully influence the type/mix of new housing provided.

11. Other Important 'Early Actions'

- 11.1 Ensure package of related measures to support the existing town centre are progressed in tandem with the new development.
- 11.2 Research planning policy and other potential legal mechanisms that might provide the greatest protection to the 'green gap'. Explore / consult on the potential role of this space as a viable and functional green space which has enduring value.