



**TOWN AND COUNTRY PLANNING ACT 1990**

**PLANNING STATEMENT**

**TO ACCOMPANY AN PLANNING APPLICATION FOR**

**RESIDENTIAL DEVELOPMENT PROVIDING UPTO 175 NEW HOMES; VEHICULAR AND  
NON-VEHICULAR ACCESS FROM B4079; PEDESTRIAN AND CYCLE ACCESS ONTO  
PAMINGTON LANE WEST OF TUDOR COTTAGE; FOUL AND STORM WATER  
DRAINAGE INFRASTRUCTURE; PROVISION OF GREEN INFRASTRUCTURE INCLUDING  
PUBLIC OPEN SPACE; ASSOCIATED SERVICES INFRASTRUCTURE FOR UTILITIES. ALL  
MATTERS OF DETAIL RESERVED FOR SUBSEQUENT APPROVAL (EXCEPT THE  
VEHICULAR AND NON-VEHICULAR ACCESS FROM THE B4079 AND THE  
PEDESTRIAN/CYCLE ACCESS FROM PAMINGTON LANE  
TO THE WEST OF TUDOR COTTAGE)**

**LAND ADJACENT TO PAMINGTON, NEAR ASHCURCH**

**ON BEHALF OF GREYSTOKE LAND**

**DECEMBER 2023**

**OUR REF: PF/10965**

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## **APPENDICES**

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## 1.0 INTRODUCTION

1.1 Outline planning permission is sought on behalf of Greystoke Land for the following description of development.

*'Residential development providing up to 175 new homes; vehicular and non-vehicular access from the B4079; pedestrian and cycle access onto Pamington Lane west of Tudor Cottage; foul and storm water drainage infrastructure; provision of green infrastructure including public open space; associated services infrastructure for utilities. All matters of detail reserved for subsequent approval.'*

1.2 All matters of detail are reserved for subsequent approval other than:

- (1) Vehicular and non-vehicular access from the B4079
- (2) Pedestrian/cycle access onto Pamington Lane to the west of Tudor Cottage

1.3 Planning permission is sought on the basis of 'parameters plans' which establish the parameters, constraints and provisions of the proposed development. These parameters will be 'fixed' in the granting of an outline planning permission. All reserved matters submission must remain within the scope of the parameters plans.

1.4 The formal drawings for this application comprise:

- Dwg No. 23122.901 Site Location Plan Rev B (showing application site in red)
- Dwg No. 23122.102 Landscape Lighting Strategy Rev B
- Dwg No. 23122.201 Illustrative Landscape Strategy V3
- Dwg No. 23122.202 Illustrative Landscape Masterplan V3
- Dwg No. 23122.301 Parameters Plan Land Use Rev B
- Dwg No. 23122.302 Parameters Plan Building Height Rev B
- Dwg No. 23122.303 Parameters Plan Access and Movement Rev C
- Dwg No. 23122.304 Parameters Plan Green Infrastructure Rev B

- Dwg No. 23089-05 Vehicular and non-vehicular access from B4079
- Dwg No. 23089-06 Site Access and Pedestrian Links
- Dwg No. 23089-062 Pedestrian Links

1.5 An Illustrative Master Plan accompanies the submission (Dwg No. 23122.101 Rev G), its purpose is to:

- Illustrate layout of the site including roads and paths;
- Disposition of the provision of new homes;
- The creation of character areas by varying the density of new homes;
- Green infrastructure and the provision of a so-termed 'Village Green' to maintain the separate identity and setting of the established village of Pamington;
- The provision for localised play areas; and
- Provision for the storm water drainage strategy.

1.6 Dwg No. 23122.201 V3 provides an illustrative Landscape Strategy for the development. The Landscape Lighting Strategy is shown on Dwg No. 23122.102 Rev B. These drawings set out the Applicant's illustrative proposals. The imposition of reasonable conditions on a grant of planning permission will require full details to be submitted to and approved by the LPA.

1.7 The Design and Access Statement articulates the approach that has been taken in the evolution of the design concept for the provision of new homes. In so doing the master planners have had due regard to the Council's aspirations for Tewkesbury Garden Town and the recently published Strategic Framework Plan. The development is considered compatible with the garden town principles, in terms of the quality of the development. ARNDP Policy H2 will be met in the submission of the details pursuant to a grant of outline planning permission.

1.8 The application is accompanied by a comprehensively prepared Design and Access Statement which explains the design evolution for the Parameters Plans and the illustrative Master Plan. It

is considered that the proposals make an effective and efficient use of land for housing will create a 'well-designed place'.

1.9 The purpose of this Planning Statement is to bring together the conclusions reached by the Planning Team from their perspective disciplines. The Planning Statement sets out the Applicant's approach to relevant planning policy considerations. The proposals have been considered by Tewkesbury Borough Council (TBC) via the pre-application enquiry. A local community exercise is being undertaken to explain proposals to the host community.

1.10 The reports accompanying the application comprise:

- (i) Planning Statement – December 2023
- (ii) Design and Access Statement – Final Issue V2 – December 2023
- (iii) Transport Assessment – 4<sup>th</sup> December 2023
- (iv) Travel Plan – 4<sup>th</sup> December 2023
- (v) Arboricultural Impact Assessment
- (vi) Ecological Impact Assessment
- (vii) Heritage Statement
- (viii) Landscape and Visual Impact Assessment V4 – November 2023
- (ix) Energy Statement
- (x) Waste Management Statement
- (xi) Groundsure Utilities Report and Magnetometer Survey
- (xii) Flood Risk Assessment and Drainage Strategy
- (xiii) Water Management Statement

1.11 The consultant team (in order of the reports referred to above) are:

Consultant	Role	Point of Contact
Frampton Town Planning	Planning	Peter Frampton
MHP Design	Architecture	Amanda Hemming
David Tucker Associates	Highways	Simon Tucker
MHP Design	Landscape & Masterplan	Paul Harris
Grassroots Ecology	Ecology	Alex Heath
Pegasus Group	Heritage	Gail Stoten
Barton Hyett Associates	Arboriculture	Richard Hyett/Siobhan Dickenson
Pegasus Group	Energy	Philip Smith
Pegasus Group	Waste	Philip Smith
Mabbett	Flood & Drainage	Josh Rigby

1.12 The consultants have prepared their reports based on the provisions of the Parameters Plans and having regard to the accompanying Illustrative Strategies.

1.13 The underlying expedience in the submission of this application is the fact that TBC cannot demonstrate the minimum national requirement for the delivery of new homes. A significant and serious shortfall exists which is referred to at Section 3 of this Statement.

1.14 Greystoke Land recognise the significance of new housing land being brought forward promptly upon the receipt of planning permission. In this context Greystoke Land invites the imposition of a condition which requires the submission of ALL reserve matters to be made within a period of twelve months from the date of a grant of planning permission.

1.15 The commencement of development is often delayed by the necessity for a house builder to secure other statutory consents, including consent under the Highways Act and Water Act (Drainage). It is acknowledged that the resources of these authorities are also 'stretched'. As such, a condition requiring the commencement of development within a period of **2 years** from the date of the last approval of reserved matters is considered reasonable.

1.16 The proposals will provide:

- A policy compliant provision of Affordable Housing (40%).
- Up to 5% dwellings for self-build/custom build.
- The remainder as 'market' dwellings.

## 2.0 RELEVANT PLANNING POLICY

2.1 The Development Plan, relevant to this proposal, comprises:

- Gloucester, Cheltenham and Tewkesbury Joint Core Strategy 2011 – 2031
- Tewkesbury Borough Local Plan 2011 – 2031
- Ashchurch Rural Neighbourhood Development Plan – ‘Made’ September 2022

2.2 The following policies are considered relevant to the determination of this application:

### **Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS) – Adopted 11 December 2017**

- Policy SP1 (The Need for New Development)
- Policy SP2 (The Distribution of New Development)
- Policy SD4 (Design Requirements)
- Policy SD6 (Landscape)
- Policy SD8 (Historic Environment)
- Policy SD9 (Biodiversity and Geodiversity)
- Policy SD10 (Residential Development)
- Policy SD14 (Health and Environmental Quality)
- Policy INF1 (Transport Network)
- Policy INF2 (Flood Risk Management)
- Policy INF3 (Green Infrastructure)

### **Tewkesbury Borough Local Plan to 2011-2031 (TBLP) – Adopted 8 June 2022**

- Policy RES3 (New Housing Outside Settlement Boundaries)
- Policy RES5 (New Housing Development)
- Policy LAN2 (Landscape Character)
- Policy NAT1 (Biodiversity, Geodiversity and Important Natural Features)
- Policy ENV2 (Flood Risk and Water Management)



- Policy TRAC9 (Parking Provision)
- Policy DES1 (Housing Space Standards)
- Policy HER2 (Listed Buildings)
- Policy HER4 (Archaeological Sites)
- Policy HER5 (Locally Important Heritage Assets)
- Policy COM4 (Neighbourhood Development Plans)

### **Ashchurch Rural NDP (ARNDP)**

- Policy T1 Modal Shift for major development proposals
- Policy T2 Road Safety for walking and cycling
- Policy C1 Community facilities
- Policy C2 Broadband
- Policy V1 Protection of the intrinsic value of the countryside
- Policy W1 Waste Management
- Policy H1 Housing in Rural Areas
- Policy H2 Design of housing in the countryside and Fiddington, Pamington and Walton Cliffe

2.3 Detailed consideration of the topic based policies is provided within the reports referred to at paragraph 1.10 of this Statement.

### **Material Considerations**

- National Planning Policy Framework (NPPF)
- Planning Policy Guidance (PPG)
- Cotswold AONB Management Plan
- TBC Flood and Water Management SPD

2.4 It is in this policy context, with particular reference to the provisions of The Framework paragraph 11(d), in circumstances of a less than 5 years deliverable housing land supply that the merits of this application are considered.

### 3.0 PLANNING CONSIDERATIONS

- 3.1 A fundamental policy provision in the NPPF, when first published in 2012 and maintained in the 2023 update (paragraph 60) is, *‘the Government’s objective of significantly **boosting the supply of homes**’*. (emphasis added) In this context LPAs should (paragraph 74) identify *‘deliverable sites sufficient to provide a minimum of 5 years’ worth of housing against their housing requirement, set out in adopted strategic policies or against their local need, where the strategic policies are more than five years old’*.
- 3.2 The onus is placed upon a local planning authority to ensure that sufficient housing land is deliverable over a period of 5 years is not a zenith of planning achievement, it is the **minimum** requirement. That is because the failure of an LPA to ensure a sufficient adequacy of deliverable new homes has ‘real world’ consequences for householders seeking to purchase new homes and especially for those who are not able to access the housing market and rely upon the provision of affordable homes.
- 3.3 For these households with a housing need, every day is a misery; not being able to settle in a home that meets the requirements of the household; not being able to settle children into schooling, not being able to settle into a community. The offer of a high-quality affordable home is genuinely a ‘life changing event’. All too often the voices of those with a housing need are rarely heard within the planning process. Whereas, those who live comfortably in their homes are often eager to express opposition to new house building. In short form, they do not want new households to access the ‘housing ladder’, they seek to ‘pull the ladder up’ by opposing the delivery of new homes. They ‘like it as it is’ and seek to resist change notwithstanding the fact that the provision of adequate housing is a basic feature of a civilised society.
- 3.4 The failure of an LPA to ensure an adequate supply of deliverable housing sites does not occur by stealth. The situation arises directly as a consequence of the failure to manage housing land supply and to take interventions within the development management process, in circumstances where the housing trajectory has not performed as expected.

- 3.5 Intervention means the granting of consent for new homes on sites that are deliverable. While it is acknowledged that policies for the provision of new housing in development plans are not necessarily to be cast aside within the decision-taking process, the weight to be given to these policies is to be reduced, because these policies are in themselves contributors to the failure of the planning system, to deliver sufficient land for new homes. Clearly, in the absence of a change in development management by the LPA, the shortage in the delivery of new homes will not be remedied. As the saying goes, *‘The definition of a fool is someone who does the same thing over and over again expecting different results.’*
- 3.6 In so far as the development plan regards the land to be in the countryside (i.e. beyond the confines of an existing built up area) this conflict with policy is not significant. Necessarily new land for housing has to be identified beyond existing settlements if the shortfall in housing land supply is to be remedied. In this context the tension with the provision of ARNDP Policy H1 is considered not to be significant.
- 3.7 It is unarguable that remedying the deficiency in the delivery of new homes cannot be met from within existing urban areas on previously developed land. Greenfield land is necessarily required and is invariably contentious, particularly with local communities. New built development cannot be accommodated on Greenfield land, without having a significant impact upon the character and appearance of that land and potentially within the immediate locality of the site. The planning approach taken in this application is to minimise the environmental impacts of the development.
- 3.8 This is a planning case where the provisions of paragraph 11(d) of the Framework are engaged for the decision taking by the LPA. The first step is to consider whether, *‘the application of policies in [the] Framework that protect the areas or assets of particular importance, provides a clear reason for refusing the development proposal’.*

3.9 Footnote 7 provides a ‘closed list’ of such policies, which include reference to ‘*designated heritage assets*’. The accompany Heritage Impact Assessment identifies a [very low] level of harm (at the bottom of the spectrum ‘of less than substantial harm’) arising from the proposed development to the significance of the Thatch as a Listed Building. The application of statute (s 66(1) of the Listed Buildings Act 1990) and the policy provision of Paragraph 202 of the Framework require ‘great weight’ to be placed on this level of harm.

3.10 A planning balance is required, weighing this harm against the public benefits of the proposal. The deficiency in the **minimum** delivery of housing land supply is not in this case marginal, it is a substantial shortfall in delivery of new homes, which has serious adverse consequences for the social objective of sustainable development.

3.11 The Planning Inspector, Tom Bristow stated in his Decision Letter (APP/G1630/W/23/3314936 land at Truman’s Farm, Manor Lane, Gotherington dated 11<sup>th</sup> September 2023 paragraph 37) attached as

**Appendix 1:**

*‘I therefore find that 2,000 homes arising from donor sites should be discounted from the TBC’s position in respect of anticipated forward supply. Therefore **on that basis alone** forward housing land supply stands, **at best**, at 3.39 years (some 2,055 dwellings). That is a significant shortfall. Accordingly the most important policies should be deemed out of date for the purposes of NPPF paragraph 11.d), a finding which neither alters the statutory basis for decision taking nor indicates the weight to ascribe to any policy conflict’. (emphasis added)*

3.12 In October 2023, TBC published the latest Five Year Housing Land Supply Statement. The 5 year Land Supply Calculation (2023/24 – 2027/28) reveals a worsening situation (compared to when Inspector Bristow examined housing land supply) with just 3.24 years supply. This deficiency in housing land supply reveals a shortage of some 1032 new homes. This proposal can make a significant and welcome contribution to remedying this shortfall.

3.13 A Statement issued by TBC on their website dated 15<sup>th</sup> September 2023 complains that *‘too many applications are being decided by the Planning Inspectorate’*. With respect this situation arises because too many applications which should have been approved by TBC in a proper application of the Framework 11d are refused. The Applicant thereafter has no choice other than to appeal to the Secretary of State, where Inspectors will properly apply relevant policy from the development plan and national planning policy.

3.14 Returning to The Framework paragraph 202, in this case it is submitted that the very low level of harm to the significance of The Thatch, given ‘great weight’, is firmly outweighed by the contribution this site will make to the contribution towards remedying the serious deficiency in new homes.

3.15 The decision taking matrix is therefore the provision of paragraph 11 d (ii), a presumption in favour of a grant of planning permission, a so-termed ‘tilted balance’. The tipping point against the presumption in favour of a grant of planning permission is in circumstances where the *‘adverse impacts would significantly and demonstrably outweigh the benefits’*. Demonstrably has the meaning of proven.

3.16 It is acknowledged that Pamington is not a location that is set out in Policy SC2 (Distribution of New Development). As such, there is a measure of tension with this policy provision. The issue for consideration is the significance of this tension.

3.17 Paragraph 2.10 of the Borough Local Plan states:

*‘The Borough Council commissioned a consultant team to undertake masterplanning work for the Ashchurch area to inform the immediate review and identify sites for further housing and employment growth. The area has also been awarded Garden Town status by the Government and will help to unlock and delivery growth in this location. As this work is ongoing the Tewkesbury Borough Plan does not identify any allocations in the Ashchurch area so as to not prejudice the outcome of this masterplanning and Garden Town work’.*

3.18 The Council has published a Strategic Framework Plan for Tewkesbury Garden Town attached as **Appendix 2**. The Framework states (1.2.1 Concept Plan):

*'The Tewkesbury Garden Town Concept Plan provides a spatial plan for an area broadly to the northeast of Tewkesbury. This was developed in 2021 and set out land uses (residential, employment, mixed use, education, local centres) across this area.*

*Subsequently some planning applications have been approved within this area of Tewkesbury; so whilst the broad Concept Plan stands, there have been and inevitably will be, some adjustment and refinement of the exact spatial layout.'*

3.19 The application lies within the Concept Plan in an area identified for residential development. The Parameter Plans accompanying this application are consistent with the principles of the Concept Plan.

3.20 The award of the Garden Town Status by the Government in March 2019 has driven the emerging spatial strategy for development around Ashchurch. The Strategic Framework Plan envisages that planning applications will come forward over a period of 20 years, to deliver some 10,000 new dwellings. This proposal is consistent with the vision for the Garden Town and the approach to place-making. The Parameters Plans ensure that this development can be seamlessly integrated into the spatial concept for the Garden Town.

3.21 The Applicant is willing to enter negotiations with the TBC on Planning Obligations that satisfy the statutory tests of Regulation 122 of the CIL Regulations 2010, for example a 40% provision for affordable housing will be made consistent with the provision of Local Plan Policy RES/2. Access can be safeguarded to link into future development on adjoining land. The proposal will satisfy the policy requirements of ARNDP Policy C1 A, where lawfully demanded.

3.22 The proposed new homes will be provided with Broadband infrastructure to satisfy the requirement of ARNDP Policy C2.

- 3.23 It is submitted that the conflict with the provision of JCS Policy SP2 is not significant. This proposal will in actuality contribute to the aspiration of TBC to deliver a new Garden Town, consistent with the Government's award of Garden Town status.
- 3.24 It is submitted that the key issue for consideration in decision taking on this application, is to establish the residual impacts (after mitigation) for the range of technical and environmental factors that arise from the development of this site. Thereafter, a planning judgement is required to determine whether such impacts are of such substance that they would significantly and demonstrably outweigh the benefits. A development of a Greenfield site for any form of built development, necessarily will result in some residual impacts. Any aspiration for no adverse impacts is a fantasy.
- 3.25 The conclusion drawn from the accompanying reports may be summarised as follows:

### **Transport**

- 3.26 The Transport Assessment concludes (paragraph 7.2 – 7.16):

*'The site benefits from being located near a shared footway/ cycleway along the A46 and this extends to the M5 Junction 9 and then continues along the A438 towards Tewkesbury. There are a number of National Cycle Network routes in the Ashchurch and Tewkesbury area. These include Route 41 which travels between Tewkesbury and Evesham.*

*Route 45 links Chester via Salisbury via Whitchurch, Bridgnorth, Worcester, Tewkesbury, Gloucester and Swindon. The route is typically on-road through Tewkesbury to Worcester and Gloucester.*

*The nearest bus stops are located at Ashchurch for Tewkesbury railway station, and this provides access to the 41, 42 and 72 services.*



*Ashchurch for Tewkesbury railway station provides services to Worcester Shrub Hill, Worcester Foregate Street, Great Malvern, Bristol Temple Meads and Cardiff Central.*

*The site is located within a sustainable area next to a range of employment, retail and public transport opportunities. There are a number of day-to-day facilities such as M&S Simply Foods and the petrol filling station that are just outside the recommended 2km walking distance, however given the flat topography of the local area, it is considered a suitable walking distance to these facilities.*

*A 3.0m wide pedestrian/ cycle connection will be provided to the north of the site into the village of Pamington.*

*The development is located in the sustainable area and the proposals would not create a significant constraint to the delivery of any planned improvements to the transport network or allocated sites in the area. This is wholly consistent with Circular 01/2022.*

*The traffic generation has been estimated and distributed onto the local network. It confirms the development would generate modest vehicular movements during the morning and evening peak.*

*Future year assessments of the local road network have been undertaken and have considered forecast growth and committed development schemes in the local area. The junction capacity assessments have confirmed that the junctions assessed are forecast to operate within capacity with the exception of A435/ B4079 T-junction, which is forecast to operate over capacity during the evening peak. A potential option to improve capacity and delay at this junction is to provide a 60m ICD roundabout. The results of the junction modelling for the roundabout shows that the junction would operate within capacity in the forecast year.*

*A review of the latest five-year personal injury collision data for the surrounding area has been undertaken and does not indicate any existing highway safety issues within the study area.*

*The development site would be served from the B4079 via a new priority junction arrangement.*

*The junction would comprise of a 6.75m wide access with 10m wide radii.*

*Parking on site will be provided in general accordance with parking standards set by the Local Authority.*

*The site would be supported by a Travel Plan aimed at reducing vehicle trips to/ from the site and encouraging sustainable modes of transport such as walking, cycling, public transport and car sharing.*

*It is therefore considered that the development is in full accordance with the necessary tests in the NPPF and is therefore no conflict with the overall position basis as described in Section 2.2.*

*Overall, the proposed development, subject to the proposed mitigation, will have no material residual adverse impact on the safe operation of the local highway network. As such, highways matters should not feature as a reason for refusal.'*

3.27 The Proposed Development is compliant with JCS Policy INF1, ARNDP Policy T1, T2.

3.28 In the context of national planning policy, the development would not have an unacceptable impact on highway safety. The residual cumulative impacts on the road network would not be 'severe' (Framework paragraph 111).

## Flood Risk/Drainage

### 3.29 The Flood Risk and Drainage Strategy concludes (Section 6.0)

*'The Site is located within Flood Zone 1 on the Environment Agency (EA) 'Flood Map for Planning (Rivers and Sea)' – an area considered to have the lowest probability of fluvial and tidal flooding. The Site is shown to be located outside and approximately 2.5m above the extreme 0.1% annual probability flood extent.*

*The proposed development will introduce impermeable drainage area in the form of buildings and access. This will result in an increase in surface water runoff. In order to ensure the increase in surface water runoff will not increase flood risk elsewhere, flow control will be used, and attenuation provided on Site to accommodate storm events up to and including the 1 in 100-year plus 40% climate change event.*

*All methods of surface water discharge have been assessed. As soakaways are not possible, discharge of surface water to the unnamed land drain at the existing 1 in 2-year (QMED) rate appears to be the most practical option. This will need to be agreed with the LLFA.*

*Attenuation storage will be required on Site in order to restrict surface water discharge. Attenuation can be provided within attenuation basins / ponds situated within the soft landscaping areas towards the northern extent of the site. At the detailed design stage, the additional SuDS components including, filter strips / drains, swales, porous surfacing, and tree pits should be considered to contribute to the attenuation requirements for the site as well as providing amenity and biodiversity benefits for the site.*

*Foul flows should be discharged to the 150mm public foul sewer in the B4079 to the north east of the site. A gravity connection can be achieved'.*

3.30 The Proposed Development is compliant with JCS Policy INF2, TBLP Policy ENV2 and ARNDP Policy W1).

### **Waste Management**

3.31 The Waste Management Strategy states (Paragraph 5.1):

*‘This Waste Management Plan sets out the principles of managing waste during the construction and operation of the Proposed Development. The development proposals accord with the requirements of prevailing planning policy in that they minimise, as far as practically possible, the amount of waste being produced during design, construction, and operation stages.’*

3.32 The Proposed development is compliant with JCS Policy SD3.

### **Energy**

3.33 The conclusions reached in the Energy Statement are set out at paragraphs 61 – 62. It is submitted that JCS Policy SD3 will be satisfied.

### **Landscape and Visual Effects**

3.34 The LVIA concludes at paragraph 8.1.8 – 8.15:

*8.1.8 ‘The landscape character of the wider study area is informed by features which both reflect the local rural landscape character type and settled nature of the immediate area. Local features are typical of the published characteristics of the area, but there are few individual features of value that contribute positively to the local landscape. The features of the study site though not detractors, make little contribution to the desirable character of both the village and the wider landscape in which it is situated. The introduction of new built form and associated landscape and pedestrian and cycle links therefore provides an opportunity for potential enhancement through the introduction of considered architecture that is sensitive to*

*the location and visual amenity and the reinforcement and enhancement of onsite green infrastructure. The provision of new native tree and hedge planting will positively contribute to the local landscape character and minimise impacts on visual amenity of views from the B4079 and Pamington Lane as well as public rights of way to the north and east.*

*8.1.9 Potential landscape effects are assessed to be limited and contained predominately to the site itself, with proposed development assessed to offer some benefits to the local landscape character to this edge of settlement location as well as greater green infrastructure connectivity to the wider landscape resources within the area.*

*8.1.10 Landscape effects have been assessed to be limited resulting in only limited effects to landscape character that is predominately local to the site and its immediate context. The proposed development assessed to offer some benefits to the local landscape character to this edge of settlement location. The overall impact on landscape receptors is assessed to be minor beneficial.*

*8.1.11 Visually, the study site is located towards the edge of the settlement, it is well contained from potential views from the north, south and west by rolling landform and intervening vegetation. The study site is barely visible from the east in long distance views where the site is identifiable from its relative location to occasional glimpsed filtered views of the existing built form of Pamington. Where elevated views from the north are afforded, the site is seen at such distance with layers of intervening vegetation that it forms a very minor portion of the overall view. Landscape buffer planting to the north and western boundaries of the site will mitigate short and long distance potential views, reducing potential visual prominence and provide dense and robust enclosure to new development. Visual effects are assessed to be minor adverse in existing views once new development and planting have*

*established. Overall, most receptors will experience negligible to minor adverse effects on their views.*

*8.1.12 Overall, the level of harm assessed to local and longer distance views from the development Proposals is identified to be negligible and not pass the threshold of significant harm but offer enhancement to local landscape features and infrastructure.*

*8.1.13 Proposed mitigation measures include drawing on local vernacular for architectural style and finishes, creation of a landscape buffer to the site boundaries, in particular woodland buffer planting to the north and east, setting housing back from the road as well as new native tree, orchard, wetland, wildflower and hedge planting. Once mitigation measures have established the residual landscape and visual effects are negligible to due to the increased screening, connectivity, removal of detracting elements and introduction of locally desirable characteristics and enhancements to the landscape features and natural elements on site.*

*8.1.14 In summary, the development would result in adverse landscape and visual impacts (as would any development within a green field site) which can be partly mitigated through a sensitive, landscape led design approach. This harm can be contained and localised through a combination of existing and proposed mitigation measures, that will assimilate the proposed development into the landscape. The vale in this location is experienced as settled with settlement and highway features dispersed through the vale landscape which are a characteristic already seen in panoramic views from within the AONB. The development would be identifiable in these potential views where it would be seen as a small-scale change in the context of the existing established settlement of Pamington resulting in a slight increase in perceived vegetation.*

*8.1.15 Overall, there would be a low level of visual harm to local visual receptors (residents, walkers and road users) but this harm will be minimised by the proposed mitigation woodland*

*and measures to assimilate the development into the existing settlement of Pamington. Overall, the proposed development would result in no harm to the character of the AONB and have a negligible effect on its setting. There would be a negligible impact on views from within the AONB (Oxenton Hill and Bredon Hill) due to the context of the existing settlement experienced in existing views. There would be a moderate adverse landscape effect to the character of the site itself arising from the loss of open, agricultural land but this would be localised resulting in a minor adverse impact on the wider local landscape character once mitigation has established that would diminish rapidly with the establishment of a new settlement boundary.'*

3.35 It is concluded that the residual impacts of the development upon the landscape character and the visual amenity are not significant. The proposals represent high quality design in its local context.

3.36 The Proposed Development is compliant with JCS Policy SDB; JBLP Policy LAN2. It is submitted that the Parameters Plans for this proposal, supported by the Illustrative Master Plan; the Illustrative Landscape Strategy; the Illustrative Lighting Strategy satisfactorily respond to the policy provision of ARNDP Policy V1A. (Necessarily the provision of new homes on Greenfield Land will bring about some degree of change to the local area).

## **Ecology**

### **Arboriculture**

3.37 The Arboricultural Impact Assessment concludes: (10.2)

*'Although tree and hedgerow removal is required, the loss can be mitigated through new diverse tree and shrub planting across the wider site. Management works and new planting to improve the quality of retained arboricultural features can also be provided. In addition, enhancement planting beyond that required to mitigate the losses could be provided. Overall,*

*the proposal is for a significant net gain in tree canopy cover at the site and had the potential to deliver a significant increase in tree species diversity’.*

## **Biodiversity**

3.38 The Ecological Impact Assessment concludes (6.11 – 6.15):

*6.11 ‘The majority of the application site is cultivated for cereal crops and therefore managed on an intensive basis which limits any intrinsic ecological value. However, the hedgerows, and a pond in the southwest corner, albeit man-made and currently of low value being significantly overshadowed, do offer some value within the context of the application site. Small areas of semi-improved/improved grassland are also present along the proposed pedestrian/drainage connections.*

*6.12 The hedgerows and pond have therefore been retained and integrated with new habitats within large areas of green infrastructure focussing on new species-rich grassland creation and this accounts for nearly 50% of the total application site area. The retained and newly created habitats would be brought under sensitive management (i.e. LEMP) to maximise their value for wildlife and wider biodiversity.*

*6.13 In terms of notable/protected species, the boundary hedgerows do provide suitable navigating habitat for horseshoe bats and the proposals have been designed to provide at least 10m buffers (from built form) and thereby ensure that sufficient dark habitat can be provided at the detailed design stage, this being a specific consideration within the submitted outline lighting strategy.*

*6.14 Enhancements to the retained pond would also bring new opportunities for amphibians, in particular Great Crested Newt which are known in the local area.*



6.15 Overall, the proposals at this outline planning stage have been calculated to provide over a 70% biodiversity net gain and there are considered to be no overriding ecological constraints which would preclude development on the application site’.

### **Flood Risk and Drainage Strategy**

6.16 The FRA and Drainage Strategy concludes Section 6.0 (Conclusions and Recommendations):

#### **Conclusions**

*‘The Site is located within Flood Zone 1 on the Environment Agency (EA) ‘Flood Map for Planning (Rivers and Sea)’ – an area considered to have the lowest probability of fluvial and tidal flooding. The Site is shown to be located outside and approximately 2.5m above the extreme 0.1% annual probability flood extent.*

*The proposed development will introduce impermeable drainage area in the form of buildings and access. This will result in an increase in surface water runoff. In order to ensure the increase in surface water runoff will not increase flood risk elsewhere, flow control will be used, and attenuation provided on Site to accommodate storm events up to and including the 1 in 100-year plus 40% climate change event.*

*All methods of surface water discharge have been assessed. As soakaways are not possible, discharge of surface water to the unnamed land drain at the existing 1 in 2-year (QMED) rate appears to be the most practical option. This will need to be agreed with the LLFA.*

*Attenuation storage will be required on Site in order to restrict surface water discharge. Attenuation can be provided within attenuation basins / ponds situated within the soft landscaping areas towards the northern extent of the site. At the detailed design stage, the additional SuDS components including, filter strips / drains, swales, porous surfacing, and tree pits should be considered to contribute to the attenuation requirements for the site as well as providing amenity and biodiversity benefits for the site.*

*Foul flows should be discharged to the 150mm public foul sewer in the B4079 to the north-east of the site. A gravity connection can be achieved.'*

### **Recommendations**

#### **'Flood Risk**

- *Ensure all residential properties are located outside of the high-risk surface water flood extents.*
- *Set finished floor levels 150mm above surrounding ground level.*

#### **Drainage Strategy**

- *Verify the attenuation volumes included in this report when undertaking detailed drainage design; and*
- *Make provision for sustainable drainage features in the lower northern extents of the Site.*

#### **Other**

- *Maintenance access to the unnamed land drain should be retained. Maintenance access can be ensured by providing an 8 m buffer either side of the unnamed land drain; and*
- *Land drainage consent will be required for any works within close proximity to the land drain'.*

### **Water Management**

6.17 The Water Management Statement demonstrates that the proposed development is compliant with the provisions of the Flood and Water Management SDP.

#### 4.0 PLANNING BALANCE

- 4.1 The deficiency in the delivery of housing land within Tewkesbury Borough is serious, with ‘real world’ harm to households seeking new homes to buy, and especially for those who have a housing need and eagerly await the provision of high quality affordable housing.
- 4.2 For the reasons explained, the tension with the location of this site for housing and the distribution policy in the JCS is considered not to be significant. Similarly, policies which seek to limit development in the rural area are to be given reduced weight as a consequence that a sufficient supply of land for the provision of new homes cannot be sourced within the confines of existing built up area. It is self-evident that the housing policies in the development plans have been ineffective in maintaining a minimum delivery of 5 years housing land supply.
- 4.3 The technical and environmental analysis of these proposals has not revealed any substantial impact after mitigation. None of these residual effects can reasonably be advanced as representing ‘*adverse impacts*’ which would ‘*significantly and demonstrably outweigh the benefits*’. (The Framework paragraph 11(d)(ii)). The benefits to the social objective of sustainable development in meeting a basic need of a civil society in the provision of sufficient homes to meet housing needs, firmly outweighs the residual effects that have been identified. The presumption in favour of a grant of planning permission is well engaged by this proposal (the tilted balance).
- 4.4 In consequence this application should be well received by TBC as a welcome opportunity to contribute to the remedying of the shortfall in new homes, with a grant of planning permission by the local planning authority.

**APPENDIX 1**

Appeal Decision APP/G1630/W/23/3314936



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# Appeal Decision

Inquiry held on 6-9 June 2023

Site visit made on 28 June 2023

**by Tom Bristow BA MSc MRTPI AssocRICS**

**an Inspector appointed by the Secretary of State**

**Decision date: 11<sup>th</sup> September 2023**

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## **Appeal Ref: APP/G1630/W/23/3314936**

### **Truman's Farm, Manor Lane, Gotherington, Gloucestershire GL52 9QX**

- The appeal is made under section 78 of the Town and Country Planning Act 1990 as amended (the '1990 Act') against a failure to give notice within the prescribed period of a decision on an application for planning permission.
  - The appeal is made by Lioncourt Strategic Land Ltd. against Tewkesbury Borough Council ('TBC').
  - The application Ref 22/00650/FUL is dated 27 May 2022.
  - The development proposed is described on the application form as 'residential development comprising 45 dwellings, creation of new access, public open space and other associated ancillary works'.
- 

## **Decision**

1. The appeal is allowed and planning permission is granted for residential development comprising 45 dwellings, creation of new access, public open space and other associated ancillary works at Truman's Farm, Manor Lane, Gotherington, Gloucestershire GL52 9QX, subject to the conditions in the first schedule to this decision and to the obligations contained within the planning agreements under section 106 of the 1990 Act dated 23 June 2023 with Gloucestershire County Council ('GCC') and 26 June 2023 with Tewkesbury Borough Council ('TBC').

## **Preliminary matters**

2. Each proposal must be determined in accordance with the development plan unless material considerations indicate otherwise.<sup>1</sup> The development plan includes policies of the Gotherington Neighbourhood Development Plan ('GNDP'), of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy 2011-2031 ('JCS'), and of the Tewkesbury Borough Plan ('TBP').<sup>2</sup> The function of the TBP was to fulfil a remit under, rather than to review, the JCS.
3. I have had regard to various other material considerations including the National Planning Policy Framework ('NPPF'), the Planning Practice Guidance ('PPG'), the Cotswolds National Landscape Management Plan 2023-2025 ('NLMP') related to the Cotswolds Area of Outstanding Natural Beauty ('AONB'), and the Cotswolds Conservation Board's Position Statement regarding development in the setting of the AONB ('PS'). I understand work reviewing the JCS and TBP is yet at an early stage. There is also no substantive argumentation before me in respect of its future direction.

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<sup>1</sup> Section 38(6) of the Planning and Compulsory Purchase Act 2004 as amended.

<sup>2</sup> Made 19 September 2017, adopted 11 December 2017, and adopted 8 June 2022 respectively.

4. This proposal follows an unsuccessful appeal in 2017.<sup>3</sup> An application, initially for 49 homes, was also refused in 2021 (ref. 21/00019/FUL.). I have, however, reached a decision based on the current scheme in present circumstances.<sup>4</sup> The 2017 scheme was moreover in outline and for up to 65 dwellings.<sup>5</sup> That appeal was also determined at a juncture where there was no dispute that the Council were able to demonstrate a five year housing land supply of deliverable sites relative to needs ('5YHLS'), to which NPPF paragraphs 68 and 74 now relate. That is now in dispute.
5. A further difference between the scheme before me and that advanced via application ref. 21/00019/FUL is that a locally equipped area of play ('LEAP') is now proposed. The plans representing the current scheme are listed under section 8.0 of the statement of common ground between the appellant and TBC.<sup>6</sup> Some are amended or updated compared to those originally submitted, as are some associated documents.<sup>7</sup> That is notably the case of plan no. DLA 2016.L.06.P11, which shows the LEAP, and is reflected in the updated Landscape and Visual Assessment ('LVA').<sup>8</sup> The planning agreement with TBC also relates to the design, funding and maintenance of the LEAP. None of the foregoing documentation, however, significantly changes the nature of the development proposed. The appeal process has afforded opportunity for comment in respect of it. There is therefore no reason to discount any of the foregoing from my assessment.
6. The appeal is against the failure of TBC to reach a decision in respect of application ref. 22/00650/FUL within the relevant statutory period. Nevertheless TBC have set out at appeal that, had they been in a position to do so, they would have refused permission for 8 putative reasons. Of those reasons, 4 related to addressing the implications of the scheme via obligations were resolved via the inquiry to the satisfaction of TBC (by virtue of the planning agreements referenced above).
7. The planning agreements do not resolve the objections of Gotherington Parish Council ('GPC') or of the Manor Lane Action Group ('MLAG') to the proposal, both 'Rule 6 parties',<sup>9</sup> represented by Eddie McLarnon and Christine White respectively. Whilst there is significant overlap between the position of TBC in respect of the development proposed and that of the Rule 6 parties, there are inevitably differences of perspective. I address those nuances, and all other matters, insofar as they are principal important controversial issues.

### **Main issues**

8. Against the background above, the main issues are (i) whether TBC is able to demonstrate a 5YHLS, (ii) whether the location of the appeal site is suitable for housing with reference to the spatial approach in the development plan,

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<sup>3</sup> Ref. APP/G1630/W/17/3167141, Core Document ('CD') F.11.

<sup>4</sup> Cognisant of the judgement in Fox Strategic Land & Property Ltd. v Secretary of State for Communities and Local Government [2012] EWCA Civ. 1198.

<sup>5</sup> Notwithstanding the original proposal there was for up to 75 dwellings.

<sup>6</sup> CD C.14.

<sup>7</sup> CD A.28 to A.35, an accommodation schedule, correspondence of 10 November 2022 on behalf of Key Transport Consultants Ltd., and correspondence of 17 November 2022 on behalf of the Tyler Grange Group Limited.

<sup>8</sup> CD A.32.

<sup>9</sup> Under the Town and Country Planning Appeals (Determination by Inspectors) (Inquiries Procedure) (England) Rules 2000 as amended.

(iii) the effect of the proposal on community cohesion, and (iv) the effect of the proposal on landscape and local character.

## Reasons

### *The site*

9. The appeal site is a roughly pentagonal parcel of land amounting to some 4.15 hectares.<sup>10</sup> It is bisected by the line of an historic hedgerow shown in map regression in the appellant's Heritage Assessment ('HA'). That hedgerow is now partial, barely perceptible towards Manor Lane. The common boundary with the rear gardens of properties along Manor Lane demarcates the easternmost extent of the Gotherington settlement boundary here.<sup>11</sup> That hedgerow remains more discernible heading further across the site towards the line of the Gloucestershire Warwickshire (Heritage) Railway ('GWR'), being punctuated by an ash, oak, and cluster of smaller trees in that direction (T2, T3 and G4 in the appellant's Arboricultural Impact Assessment, 'AIA').
10. The embanked railway line represents the arcing westwards boundary of the AONB in this location. The appellant's Design and Access Statement ('DAS') refers to the 'more dramatic hillside' character of the AONB beyond. The topography of the site rises close to the embankment, albeit otherwise the site slopes only gently. At the time of my site visit the site appeared managed as grassland or, in part, had been potentially drilled with some crop. There is limited information as to the agricultural history here. There is, however, no substantive countervailing evidence to the summary of the site's current nature in the appellant's Ecological Impact Assessment and Biodiversity Net Gain Report ('EcIA').
11. Aside from by the collection of agricultural buildings at Truman's Farm, the site is otherwise enclosed by hedgerows with occasional field accesses. Beyond those agricultural buildings falls grade II listed Truman's Farmhouse which, according to the list entry, traces its origins to the late sixteenth century.<sup>12</sup> That, and the presence of historic buildings nearby and elsewhere may be said to reflect a 'time depth' at Gotherington as referenced in the DAS, notwithstanding the absence of a Conservation Area. The GWR represents a late nineteenth century intervention. Passenger services were withdrawn around 1960, the line now a popular tourist attraction.
12. Vegetation along the site boundary with the plots of Manor Lane properties is relatively light. That appears to reflect the comparative recency of that boundary in landscape terms. Nos. 3 to 11 Manor Lane, the rear gardens of which extend up to the appeal site, in their regular spacious arrangement, materials and understated detailing, appear quintessentially mid-to-late twentieth century. As a rule, properties either side thereof, with the exception of no. 44 Gretton Road which is of broadly similar era, appear older. Towards the north-east of the appeal site are further fields between the appeal site and Gotherington Nurseries. Squarely on the opposite side of Gretton Road falls GNDP allocation GNDP02/3, or Privet Court as it has now become. At the time of my site visit several of the dwellings at Privet Court were occupied.

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<sup>10</sup> 3.95ha also referenced in the evidence before me.

<sup>11</sup> GNDP, figure 6.

<sup>12</sup> List entry no. 1091687.

13. Gretton Road becomes Malleson Road by the junction with Cleeve Road to the west of the site. Gretton Road and Malleson Road wind centrally through Gotherington, resulting in a principally east-west linear form to the Village. A short distance west of the Village, Malleson Road joins the A435, which heads south to Bishop's Cleeve (the built form of which now extends to a few fields over). The wider landscape here is criss-crossed with public rights of way. I walked along many during my site visit, between about 14:00 and 18:00, based on walking routes helpfully suggested by GPC and MLAG.
14. Footpath AGO22 heads perpendicularly westwards away from Manor Lane close to Truman's Farm, flanking Gotherington Primary School. Footpaths AGO33 and AGO43 splinter shortly after the railway bridge to the south of the site, both heading upwards into the AONB (intersecting with footpath AGO30 as they go). AGO33 continues to track upwards, leading to Nottingham Hill. Nottingham Hill Camp, likely initially an Iron Age promontory fort, is scheduled.<sup>13</sup> On the opposite side of Gretton Road, next to Privet Court, Bridleway AGO27, part of Sabrina Way, heads into the AONB proceeding north-westwards (intersecting with footpath AOX23 in short order). Thereabouts the topography rises towards both Crane Hill and Woolstone Hill beyond Woolstone Hill Farm.<sup>14</sup>
15. 45 dwellings, most detached or semi-detached, are proposed. They would be located to the west of the appeal site. The dwellings proposed would be essentially traditional in form and proportions, understated in design. As is present throughout the Village, extensive stone facing is proposed. Existing properties close to the site are predominantly substantial dormer bungalows. Dwellings proposed closest to the settlement boundary would be two storey, declining to one-and-a-half or single storey heading north-eastwards. The eastern side of the site would be principally open, albeit landscaped. That side of the site would also host the LEAP, a pumping station and an attenuation pond associated with the scheme. 40% of the dwellings proposed would be affordable housing (as defined in the NPPF).
16. Vehicular access would be achieved by removing a section of hedgerow alongside Gretton Road, facing towards the access to Privet Court. The appellant's Road Safety Audit ('RSA') sets out how Gretton Road is 'a traditional rural route that is relatively narrow and abutted by hedgerows close to the carriageway and as such is inappropriate for pedestrian movements'. That position is informed by current approaches to road safety; many rural environments are characterised by similar circumstances as here. In that context I note that Gretton Road here is relatively straight and subject to a 30mph speed limit. Nevertheless, the scheme has been informed by the RSA. The appellant's Transport Statement ('TS') sets out how the proposal would also include an 'uncontrolled crossing with dropped kerbs and tactile paving is proposed at the western end of the site to access the footway on the northern side of Gretton Road, which is being constructed as part of the residential development opposite the site [Privet Court]'. There would also be a further pedestrian access to the site, broadly opposite Sabrina Way, which would again punch through the roadside hedge.

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<sup>13</sup> List entry no. 1004864.

<sup>14</sup> Woolstone Hill also apparently referenced as Oxenton Hill on certain maps.



### *Housing land supply*

17. Criterion 3.iii. to JCS policy SP1 sets a housing requirement of at least 9,899 for Tewkesbury Borough. That equates to 495 dwellings per annum ('dpa'), differing from what is given as 8,640 'demographically' derived needs. The difference between the two figures reflects a conscious approach to addressing economic growth, boosting the delivery of affordable housing, and providing for some flexibility in land supply. JCS policy REV1 requires a partial review of the housing supply for Gloucester and Tewkesbury to commence 'immediately upon adoption of the JCS'.
18. Policy REV1 stems from the withdrawal of the allocation at MOD Ashchurch, following the Defence Infrastructure Organisation's position in that regard at the tail end of the JCS examination. That resulted in anticipated delivery declining abruptly by approximately 2,400 dwellings over the plan period relative to the overall requirement.<sup>15</sup> Whilst that anticipated shortfall appears to have significantly lessened over time,<sup>16</sup> an immediate review has not occurred. Arguably now any review could not be 'immediate'. There is no clear indication as to any future review timescale.<sup>17</sup>
19. At the time of the examining Inspector's report into the JCS, housing delivery in the Borough had been strong. There had been an 'oversupply of 254 dwellings against the annualised housing requirement of 495...'.<sup>18</sup> The concept of oversupply was relevant in the appeal decision of 12 January 2021, whereby 50 dwellings were allowed at land off Ashmead Drive, Gotherington (the '2021 appeal').<sup>19</sup> At that juncture the Inspector explained how since the base date of the JCS there had been 'an overall surplus of 1,115 dwellings' relative to the requirement in policy SP1 as above. Nevertheless the Inspector there reached the position that past additional supply should not be counted ahead. By consequence the Inspector found that forward housing land supply stood at about 2.4 years' worth.<sup>20</sup>
20. A challenge to the 2021 appeal was unsuccessful.<sup>21</sup> The potential for guidance in respect of oversupply was referenced in the NPPF prospectus published (22 December 2022). Whether that will be taken forward is, however, hypothetical. Setting that aside, the 2021 Housing Delivery Test data ('HDT') for Tewkesbury Borough Council stood at 159% relative to the previous three years' requirement.<sup>22</sup> HDT across the JCS area is similarly strong. In the foregoing context there has evidently not been 'significant under delivery' of housing over the previous three years with reference to NPPF paragraph 74. c).
21. The 11 December 2022, however, marked the fifth birthday of the adoption of the JCS. NPPF paragraph 74 sets out that a supply of specific deliverable sites should be calculated relative to 'local housing need ('LHN') where the strategic

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<sup>15</sup> CD D.18, paragraphs 75 to 88.

<sup>16</sup> Closing statement on behalf of the Council, paragraph 24.

<sup>17</sup> Albeit that paragraph 21 of the Inspector's decision in respect of an appeal at Land at Oakley Farm refers to the estimated adoption as 'winter 2024/ spring 2025' (appeal ref. APP/B1605/W/21/3273053, CD F.4)

<sup>18</sup> CD D.18, paragraph 95.

<sup>19</sup> APP/G1630/W/20/3256319, CD F.7.

<sup>20</sup> Ibid., paragraph 63.

<sup>21</sup> *Tewkesbury Borough Council v Secretary of State for Housing Communities and Local Government* [2021] EWHC 2782 (Admin) (18 October 2021), CD F.18.

<sup>22</sup> Within the terms of HDT methodology.

- policies are more than five years old<sup>39</sup>. Footnote 39 sets out that it does not apply where strategic policies have been reviewed and found not to require updating. As with the immediate partial review required pursuant to JCS policy REV1, that has not occurred.
22. LHN generates, as a minimum, a housing need figure of 578dpa for the Borough. In the light of the unsuccessful challenge to the 2021 appeal, TBC do not propose that any oversupply in terms of delivery in previous years be counted or cast forward. I note, however, that Jeremy Butterworth's housing proof on behalf of TBC notes that oversupply over the first 11 years of the plan stands at 815 dwellings.<sup>23</sup>
  23. That is significantly less than 1,115 cited by the Inspector in respect of the 2021 appeal. The reasons behind that are unclear. The absence of a review in terms of identifying provision towards the tail-end of the plan may be a factor. Setting that entirely aside, however, TBC and the appellant agree that the 5YHLS requirement ('5YHLSR') is 3,035 dwellings, representing 607dpa.
  24. A central area of dispute between TBC and the appellant is whether 2,000 homes derived from three JCS urban extension allocations should be 'counted' towards anticipated forward supply in the Borough specifically. Those allocations are at Innsworth and Twigworth, South Churchdown and North Brockworth. They are respectively subject to JCS policies A1, A2 and A3.<sup>24</sup> Criterion 2 to JCS policy SP2 explains how the 'unmet needs', i.e. those needs which cannot be accommodated within the administrative boundaries of Gloucester City Council will be delivered on strategic allocations sites identified via policy SA1 (which refers to policies A1 to A7).
  25. On 26 June 2023 an appeal decision was allowed at Alderton.<sup>25</sup> There the Inspector explained 'in this circumstance it is common ground that no 5-year supply can be demonstrated as the supply falls between 2.27 and 3.32 years'.<sup>26</sup> The 'in this circumstance' caveat refers to the implication of discounting contributions from the allocations above. I have adopted the convention of the Inspector there as referring to those allocations, for brevity if not exactitude, as 'donor sites'. The Alderton decision followed an earlier appeal decision at Twyning where the legitimate contribution that donor sites make towards the TBC's 5YHLS was also at issue.<sup>27</sup>
  26. The role of donor sites, somewhat surprisingly, remains in dispute. Overall, the updated statement of common ground between TBC and the appellant puts those parties' respective positions in terms of forward housing land supply as 6.68 or 2.14 years' worth (4,055 or 1,302 dwellings relative to the 5YHLSR of 3,035).
  27. As summarised in Jeremy Butterworth's housing proof on behalf of TBC, that Tewkesbury would meet a proportion of needs instead arising in respect of Gloucester City Council's administrative area 'was not an agreement dictated by national policy or guidance; it is the product of cooperation between the

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<sup>23</sup> CD C.22, paragraph 5.3.2.

<sup>24</sup> All of which have overall capacities exceeding the proportion included by TBC in their position on 5YHLS.

<sup>25</sup> APP/G1630/W/22/3310117.

<sup>26</sup> Ibid. paragraph 31.

<sup>27</sup> APP/G1630/W/21/3284820, CD F.1.

JCSS authorities to address the needs identified in the JCS'.<sup>28</sup> Via that proof it is also contended that establishing and maintaining a 5YHLS has 'nothing to do with plan making', in contrast to setting a housing requirement.<sup>29</sup>

28. TBC also argue that the approach arrived at via the JCS was over the plan period of 2011 to 2031, rather than directed towards a rolling 5YHLS. I am further directed to be concerned with the 'concept of delivery which is distinct to the concept of deliverability'.<sup>30</sup> Moreover TBC emphasise that inputs to LHN calculations, both 2014 based household projections ('HHP2014') and median workplace-based affordability ratios, are set out by local planning authority area rather than reflecting areas covered by joint plans. There is some logic in the foregoing, but only so much.
29. Albeit that the precise redistribution or allocation of housing amongst JCS authorities was not prescribed by national policy or guidance, it was evidently informed by them and by the Duty to Cooperate ('DtC'). All iterations of the NPPF since the original version of 2012 have referred to the need to boost significantly the supply of housing, and that consistency with national policy is a test of a plan's soundness. The exercise of the DtC is, moreover, not a matter of process without effect.
30. Neither the NPPF nor PPG alter the statutory basis for decision taking set out above. It appears that TBC lean heavily on that fact on the one hand (in the eventuality I were to find that the most important policies should be deemed out of date). However, on the other hand, TBC appear to disregard the statutory basis for decision-taking on account of the methodology by which LHN is established. Those are contradictory positions.
31. The JCS could not have foreseen the LHN methodology, and explanatory text to a policy does not have the same force as the policy wording itself. Nonetheless JCS paragraph 3.2.23 sets out how 'dwellings being delivered on urban extensions to Gloucester or Cheltenham will contribute solely to the needs of the area's respective OANs and land supply calculations'.<sup>31</sup> Donor sites were therefore not only envisaged as the logical marrying up of anticipated delivery across the JCS area with aggregated needs. They were consciously attributed to land supply in constituent authorities' areas.
32. An appeal is not some form of re-examination of a development plan. Development plan policies are the fundamental starting point for decision-taking. Establishing a 5YHLS is therefore inextricably linked with plan-making. There is also circularity between the two, which plays out over a long period of time. To some extent housing requirements inform delivery. Delivery in turn informs projections. Projections inform a requirement. That circularity is recognised via the use of 2014-based household projections ('HHP2014') to avoid inputting under-delivery in LHN calculations.<sup>32</sup>

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<sup>28</sup> CD 22, paragraph 3.1.18.

<sup>29</sup> Ibid., paragraph 4.2.5, noting that appeal ref. APP/J1860/W/19/3242098 is brought to my attention ostensibly in support of that position, CD F.19.

<sup>30</sup> Ibid., paragraph 5.4.5.

<sup>31</sup> Distinguishing circumstances here from in respect of the interaction between Vale of White Horse and Oxford City referred to in Cameron Austin-Fell's proof in respect of housing on behalf of the appellant, CD C.18.

<sup>32</sup> PPG Reference ID: 2a-005-20190220.

33. The use of HHP2014 in LHN is also significant. HHP2014 were found to make no meaningful difference to the objectively assessed housing need upon which the JCS was premised.<sup>33</sup> It cannot therefore be argued that any agreement that TBC accommodate the unmet needs of others, or any oversupply relative to housing requirements, is now baked into the calculation of LHN in this instance.
34. I acknowledge that, in the main, Councils enable rather than deliver housing directly. However in a similar manner to my reasoning in paragraph 30 above, TBC's arguments in that regard appear contradictory. Paul Instone's proof of evidence on behalf of TBC in respect of planning, for example, states how 'it is essential that planning decisions reflect reality and actual housing delivery outcomes...'.<sup>34</sup> Setting that aside, NPPF paragraph 74 sets out how a 5YHLS should be updated annually, by its nature reflecting delivery.
35. Moreover, nowhere in the NPPF or PPG is it expressly stated that LHN was intended as a broader shift to planning on an authority-by-authority basis (as might be the simplified summary of the TBC's position). LHN is the 'baseline' for local requirements. The DtC remains. There are multiple references to joint working in the NPPF.<sup>35</sup>
36. Furthermore, and of quite some significance, there is nothing to indicate other than that TBC and Gloucester City Council currently both 'claim' forecast supply from donor sites.<sup>36</sup> That position may of course change in time. Nonetheless that appears to represent a bizarre situation where some housing delivery at donor sites would be occupied once but counted twice.
37. I therefore find that 2,000 homes arising from donor sites should be discounted from the TBC's position in respect of anticipated forward supply. Therefore on that basis alone forward housing land supply stands, at best, at 3.39 years (some 2,055 dwellings).<sup>37</sup> That is a significant shortfall.<sup>38</sup> Accordingly the most important policies should be deemed out of date for the purposes of NPPF paragraph 11.d), a finding which neither alters the statutory basis for decision taking nor indicates the weight to ascribe to any policy conflict.<sup>39</sup>

#### *Location of development*

38. Criterion 1 to JCS policy SP1 makes provision for the delivery of approximately 35,175 new homes over the plan period across constituent authorities. Bullet iii. to criterion 3 specifies the housing requirement for TBC as 'at least 9,899 new homes'. Recognising that the JCS is a strategic document, criterion 2 to policy SP1 sets out how housing is to be delivered, namely by development 'within existing urban areas through District plans, existing commitments, urban extensions to Cheltenham and Gloucester, and the provision of Strategic Allocations at Ashchurch'.

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<sup>33</sup> CD D.18, paragraph 48.

<sup>34</sup> CD C.20, paragraph 5.48.

<sup>35</sup> Paragraphs 17.a) and 24 to 27.

<sup>36</sup> CD C.18, paragraph 10.2.

<sup>37</sup> CD C.15 (as updated at the Inquiry).

<sup>38</sup> Even were 815 dwellings 'oversupplied' since 2011 accounted forward, effectively 'raising' delivery to 2,869, a 5YHLS would still not be in evidence.

<sup>39</sup> TBC identifying what it considers to be a smaller clutch of policies to be 'most important' relative to a more expansive list advanced by the appellant.

39. At its core the approach in JCS policy SP1 is consistent with the objectives of NPPF paragraphs 104 and 105, i.e. in seeking to 'locate jobs near to the economically active population, increasing sustainability, and reducing out-commuting thereby reducing carbon emissions from unsustainable car use.' That consistency is not intrinsically affected by the absence of a 5YHLS, albeit the mechanism by which development was envisaged to come forward in that respect, via criterion 2 to policy SP1, is now evidently out of date.
40. JCS policy SP2 thereafter sets 9 criteria governing the distribution of development. In summary, development is directed towards a hierarchy of settlements in rough proportion to their size and function (consistent with the foregoing objectives). Criterion 5 to JCS policy SP2 is of particular relevance. Along with 11 other settlements, Gotherington is identified as a Service Village.<sup>40</sup> Bullet ii. to criterion 5 is that 'the service villages will accommodate in the order of 880 new homes'. That applies, however, to allocations rather than to applications.
41. Albeit evidence created at a particular point in time, JCS table SP2c refers to a 2015 Settlement Audit Refresh 'SAR'.<sup>41</sup> Any methodology that attributes numerical scores to qualitative factors is inevitably imperfect. Nonetheless in the 2017 iteration of the SAR Gotherington is ranked sixteenth overall, with only 5 other Service Villages ranking higher.
42. JCS policy SD10 acts in consort with policies SP1 and SP2. Criterion 2 to JCS policy SD10, unsurprisingly, sets out how development will be permitted where allocated via the development plan. That is evidently not the case here. Criterion 3 to JCS policy SD10 accords support to housing development on previously developed land 'in the existing built-up areas of Gloucester City, the Principal Urban Area of Cheltenham and Tewkesbury town, rural service centres and service villages...'. The appeal site is instead agricultural land.
43. The scheme would similarly not accord with the circumstances defined in the remaining criteria to policy SD10, nor those in TBP policy RES3, where certain other types of development may be acceptable.<sup>42</sup> Albeit applying to different forms or types of development than the proposal here, those criteria nevertheless remain aligned with various provisions of the NPPF.
44. Although pre-dating the JCS, the GNDP was nonetheless informed by its preparation. GNDP paragraphs 5.6 and 5.7 explain how the figure of 'in the order' of 880 in JCS policy SP2 had been 'disaggregated' to settlements. That was by way of TBC's February 2015 document entitled 'Approach to Rural Sites' ('ARS').<sup>43</sup> The ARS balances multiple factors to arrive at a numerical apportionment of housing, including accessibility to 'Cheltenham and Gloucester' (*sic*), informing an apportionment of 86 homes for Gotherington between 2011 and 2031.

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<sup>40</sup> Table SP2c, cross referenced in criterion 5 of policy SP2.

<sup>41</sup> An earlier iteration to the 2017 version at CD D.3.

<sup>42</sup> The scheme is not 'very small scale' brought forward as a rural exception site, as 'infilling', via the Community Right to Build or neighbourhood development order, via other 'specific exceptions' such as rural workers' dwellings, nor does it involve the re-use of existing buildings or the replacement or subdivision thereof.

<sup>43</sup> The ARS and GNDP cross-reference iterations of the SAR.

45. It is worth pausing to reflect on where Service Villages are located. Twyning falls to the north of Tewkesbury, Tewkesbury itself being broadly to the north of Cheltenham and Gloucester. Gotherington is to the north-east of Cheltenham, Alderton some distance beyond the Village in that direction. Neither Twyning nor Alderton could rationally be said to be as accessible to Cheltenham and Gloucester as Gotherington. Minsterworth is to the south-west of Gloucester, roughly comparable in distance from Cheltenham as Gotherington is to Gloucester.
46. Spatially Gotherington is therefore relatively well placed amongst Service Villages in terms of accessibility. That may partially account for why a figure of 86 homes was derived for Gotherington, more than the simple average of 73 that would be generated by dividing 880 dwellings by 12 Service Villages.
47. The proposal does not, however, benefit from support via GNDP policy GNDP01. That policy instead accords conditional support to infill development within the Village. Policy GNDP02 makes provision for three housing allocations (GNDP02/1, GNDP02/2 and GNDP02/3). Those allocations, now built out, are mapped at GNDP figure 6. GNDP02/1 is to the far west of the Village, to the north of Malleson Road by no. 116. GNDP02/2 is obliquely opposite GNDP02/1, accessed also via Shutter Lane. GNDP02/3 (Privet Court) also has a frontage to Gretton Road, being to the north thereof and squarely opposite the appeal site.
48. At the time of the 2011 census there were 448 dwellings recorded at Gotherington. Combining anticipated provision from allocations and 26 housing completions since 2011, the GNDP envisaged that 92 dwellings would come forward here to 2031. In proportionate terms, that would represent a 21% increase.
49. Via the 2021 appeal, however, up to 50 dwellings were allowed at land off Ashmead Drive.<sup>44</sup> MLAG therefore calculate that the current number of dwellings approved at Gotherington since 2011 now stands at 148, with applications yet to be determined for a further 20.<sup>45</sup> Numerically 148 dwellings relative to 448 represents a 33% increase, an additional 45 would reflect growth of some 43% in those terms.
50. The Inspector who determined an appeal in 2021 at Willow Bank Road Alderton allowed development that would have increased the size of that Service Village by 36% relative to 2011.<sup>46</sup> Conversely the representation of CPRE Gloucestershire refers to a 2015 appeal at land east of St. Margaret's Drive Alderton.<sup>47</sup> There an appeal was dismissed that would have increased the size of that village by 39%. A lesser proportionate increase to a village was also allowed by an Inspector at Gretton Farm.<sup>48</sup>
51. However there is no proportionate threshold set in the development plan beyond which expansion of Service Villages would be considered

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<sup>44</sup> Ref. APP/G1630/W/30/3256319, CD F.7, following an unsuccessful earlier appeal APP/G1630/W/17/3175559, CD F.6.

<sup>45</sup> MLAG closing statement, paragraphs 4.4 and 4.8.

<sup>46</sup> APP/G1630/W/20/3259637, CD F.10.

<sup>47</sup> APP/G1630/A/14/2222147.

<sup>48</sup> APP/G1630/W/22/3296143.

unacceptable. The figure of 880 dwellings has also not stood the test of time in the light of the inability of TBC to demonstrate a 5YHLS. That figure is indivisible from the numerical approach to directing development across the JCS area. Statistics are also, at best, crude approximations for effects. Statistics also belie detail or judgements. It could also, legitimately, be said that the proposal would represent a 19% level of growth at Gotherington relative to planned-for levels.<sup>49</sup>

52. Policy GNDP02 also sets five criteria which development other than allocations are encouraged to meet. They are, in summary, a preference for development that a) adjoins the settlement boundary, b) maintains the Village's east-west linear form, c) safeguards the AONB, d) maintains separation to Bishop's Cleeve and Woolstone, and e) otherwise accords with the GNDP.
53. Those criteria, however, relate to the eventuality that 'the future development plan identifies an additional need for further strategic housing development'. GNDP policies GNDP03 and GNDP11 set out circumstances in which unallocated development outside the settlement boundary may be acceptable. In a similar manner to JCS policy SD10 and TBP policy RES3, none apply expressly to the development proposed.
54. Conflict with the development plan may be said to represent harm in and of itself. The NPPF emphasises the importance of a genuinely plan-led system, and also notes how neighbourhood plans enable the creation of a shared community vision for an area.<sup>50</sup> Logically there must come a point where unplanned housing delivery skews the strategic approach to locating development, or interferes with the objectives that a plan is designed to achieve.<sup>51</sup>
55. However, as above bullet ii. to criterion 3 of JCS policy SP1 seeks to enable provision of 'at least' 9,899 homes. Bullet ii. to criterion 5 of JCS policy SP2 employs a similar phrase, i.e. 'in the order of' 880 homes. Numerically neither of those figures therefore reflects an inherent limit beyond which any additional development would be unacceptable. I have also reasoned above that Gotherington is relatively well placed relative to other Service Villages in terms of accessibility.
56. I appreciate that policy GNDP02 was not conceived of to provide a basis for decision-taking. Nevertheless the appeal site adjoins the settlement boundary. The scheme would maintain the prevailing east-west axis to Gotherington, and would fall neither between the Village and Bishop's Cleeve nor Woolstone. Moreover GNDP allocation GNDP02/3, or Privet Court as it has now become, faces the appeal site on the opposite side of Gretton Road. I will return to the relationship of the scheme to the village, but there is no real differentiation between the two in terms of location.

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<sup>49</sup> Subtracting 92 dwellings from 148, and adding 45 proposed here gives 101. 448 dwellings as at 2011 plus 92 planned for makes 540. 101 is approximately 19% of 540.

<sup>50</sup> Including at paragraphs 15 and 29, albeit that the GNDP is now approaching its sixth birthday with reference to NPPF paragraph 14. a)

<sup>51</sup> That criterion 5 to JCS policy SP2 refers to taking account 'existing levels of growth' reinforces that point; the accumulation of multiple smaller schemes over time may be significant collectively.

57. I acknowledge that there are limited local employment opportunities at Gotherington. Future residents would be, to some extent, reliant upon the use of private vehicles (including given the relatively limited bus service operational here). However the economy is not now so dependent on physical employment spaces as it once was. Any additional development at Service Villages would, moreover, increase car-reliance and associated emissions to greater or lesser degree (arguably to a greater degree at several Service Villages other than Gotherington). I therefore conclude that the effects of the development proposed in terms of its location would be acceptable.

#### *Community cohesion*

58. TBC aver that the proposal risks the 'erosion of community cohesion'.<sup>52</sup> They also state how 'negative social impacts can however result where the number of dwellings in a settlement is substantially increased without proportionate increases in infrastructure, employment opportunities and other local services'.<sup>53</sup> GPC and MLAG argue similarly, also making observations regarding the relationship of the site and proposal to the existing Village.

59. To some extent the TBC's position is a spur to the second main issue above, being relevant also to JCS policy SP2. Criterion 5 to JCS policy SP2 refers to taking into account the 'environmental, economic and social impacts [of development] including existing levels of growth over the plan period' (my emphasis).

60. As reasoned above, however, criterion 5 to JCS policy SP2 is directed towards establishing allocations rather than to determining applications. As the appellant notes, even if it were directed towards decision-taking, 'measures to mitigate' adverse effects are sought. As a phrase 'community cohesion' is referenced in the NPPF. However that is in relation to crime, disorder and the fear thereof.<sup>54</sup> There are no substantive arguments before me that those issues are of particular relevance here.<sup>55</sup>

61. NPPF paragraph 8.b), however, articulates the social objective to planning as to 'support strong, vibrant and healthy communities,' including by addressing future needs. The concept of community cohesion could be said to be relevant there. Albeit that the NPPF has been revised since the 2017 appeal, that is nevertheless the premise upon which the previous Inspector's reasoning was based. There are also parallels in that respect with the Inspector's reasoning in a 2015 appeal at St. Margaret's Drive Alderton.<sup>56</sup>

62. Whilst TBP policy RES5 is also referenced by TBC in respect of cohesion, that appears principally focussed on the design of housing development. There is only a glancing reference to development being of an appropriate scale relative to the relevant settlement. Planning should, however, ensure appropriate provision of (social) infrastructure.<sup>57</sup> That angle to the concept of community cohesion was, amongst other things, addressed by the Inspector who determined the 2021 appeal.

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<sup>52</sup> CD C.8, paragraph 1.4

<sup>53</sup> Ibid., paragraph 5.20, said to draw from the Housing Background Paper of October 2019 at appendix E.

<sup>54</sup> NPPF paragraphs 92.b) and 130. f).

<sup>55</sup> Nor in respect of TBP policy HEA1.

<sup>56</sup> APP/G1630/A/14/2222147.

<sup>57</sup> Being referred to, amongst other locations, at NPPF paragraphs 11, 34 and 124.



63. In that context my reasoning under this main issue focusses in turn on the social objective to planning, implications for infrastructure and how the scheme would relate to the existing Village.

*The social objective to planning*

64. The proposal has generated significant local concern, GPC referring to 151 objections. MLAG further contend that, as a result of the number of proposals here and elsewhere, the extent of local objection may be underrepresented on account of consultation fatigue. As stated previously, the population of Gotherington has increased in recent years resulting in some change.
65. There is evidence before me indicating that various local clubs or associations are stretched to, or beyond, capacity (including the local football, cricket and history clubs). MLAG's closing statement explains how 'since the Inquiry, an organiser of the Wine Club has advised that it has again reached capacity'. MLAG also intimate that prospective residents of the development proposed would be less time rich than existing residents, and thereby less likely to actively contribute to Village life. MLAG also point out how 'the practice of saying 'hello' to everyone you pass is already less common than it used to be'.
66. I acknowledge that change can be disquieting. However that is in large part based on perception. It might equally be argued that changes in the size or composition of a community do not intrinsically negatively affect cohesion. Additional people may bring positive energy and different experiences. Clubs at Gotherington are organised by its residents. New residents may support existing clubs and activities, for example enabling events to run more often, or themselves generate new propositions.
67. Paragraph 3.20 of the GNDP references the 'imperative' of ensuring local services are maintained. I understand that recently the Village bakery and hairdressers, for clarity two different services, have recently shut down. Wider economic forces and consumption preferences unarguably played a role in that. Nevertheless a growing population inherently brings increased trade (some of which, given the opportunity, is likely to be localised). That is recognised via NPPF paragraph 79. There is therefore nothing to indicate that undue harm would arise in respect of the social objective of planning in itself.

*Implications for infrastructure*

68. It is not axiomatic that 'increases in infrastructure' are necessary as population rises as it is put by TBC.<sup>58</sup> Nonetheless, community infrastructure at Gotherington is comparatively limited. GPC explain how the Village Hall has a fire certificate for only 80 people, and that there is limited parking provision there and in association with the neighbouring Rex Rhodes building. I understand that the Old Chapel by the junction of Gretton Road and Cleeve Road has a useable floorspace of only around 48 square metres, sufficient only to seat a maximum of 40 people.
69. Freeman's Field next to the Village Hall has been the focus of recreation at Gotherington since 1964. I am told, however that the area devoted to

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<sup>58</sup> Noting that NPPF paragraph 57 sets out the tests for establishing where planning obligations may legitimately be sought (and by extension, taken into account).

recreation is now only around 1.47ha, and that there is limited capacity also at the associated John Woolley Sports Pavilion (which opened in 2016). I heard, in particular, arguments as to how there is real difficulty in funding expansion of recreational provision (reflecting the difficulty of practically securing additional land). There is also an acknowledged issue with existing pitch quality.<sup>59</sup> Constraints in terms of local infrastructure have been a long-running factor in the assessment of proposals for development here.

70. Ostensibly reflecting population growth, MLAG are of the view that there is less community infrastructure than there was in 2017 or 2021.<sup>60</sup> Whilst that may be felt to be the case, notwithstanding certain practical challenges, GPC has evidently worked hard to fund provision. A fair chunk of money has been, or is intended to be, spent locally on improvements.
71. I understand that the Old Chapel was, for example, renovated and re-opened for community use in 2021. It is not uncommon for community facilities to have limited physical or parking capacity relative to the local population to which they relate. In line with my reasoning in paragraph 66 above, whilst certain existing clubs may be approaching their natural limit, or oversubscribed, that is not automatically correlated with physical capacity.
72. Moreover NPPF paragraph 55 directs that consideration should be given as to whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations (in that order of preference). I appreciate there are practical challenges in identifying suitable projects for funding in and around Gotherington, however based on the evidence before me that does not appear to represent a fundamental barrier to additional growth.
73. Returning to the provisions of the development plan, JCS policies INF4, INF6 and INF7 relate to infrastructure provision. Criterion 2 to policy INF6, in particular, sets out a list of additional infrastructure or service types to which contributions may be sought. JCS policies SD11 and SD12 make provision in terms of housing mix, standards and affordable housing. Those provisions logically apply irrespective of whether or not a 5YHLS can be demonstrated (as they relate to the implications or quality of housing rather than its quantity). Planning obligations must only be sought where they meet the tests set out in NPPF paragraph 57, also contained in Regulation 122 of the Community Infrastructure Levy Regulations 2010 as amended (the 'CIL Regulations'). TBC has CIL in place.
74. The planning agreements under section 106 of the 1990 Act commit all those with a legal interest in the land to the fulfilment of certain obligations in the eventuality that the appeal were to be allowed, conditional on my reasoning. The agreement with the County Council dated 23 June 2023 contains obligations by way of financial contributions towards school transport, library funding and primary education (along with the County Council's costs associated with the implementation and monitoring thereof). Financial contributions in respect of management and maintenance of open space, the LEAP, towards improvement of playing pitches in the general area of the site

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<sup>59</sup> CD D.26, GPC closing statement.

<sup>60</sup> MLAG Closing statement, paragraph 4.5

(£19,811), in respect of refuse management and monitoring are contained within the agreement with TBC.

75. GPC state that 208 of 210 pupil places at Gotherington Primary School are taken, excluding a waiting list of 12 individuals. I heard heartfelt testimony from Sarah Barsby-Finch as to the adverse social implications of living in the Village but being unable to access a school place. However I understand that GCC administers school places based on an area-based, as opposed to individual school, methodology.<sup>61</sup> I therefore understand that many school places at Gotherington Primary School are already 'taken' by those who live beyond the Village.
76. That may be on account of various factors, albeit that the existing demographic of Gotherington will be amongst them. Arguably in the longer term an increased local population may aid community cohesion as children living in the Village will form an increased component of all places over time.<sup>62</sup>
77. In any event, however, many individuals in the wider area travel to school elsewhere. The scheme would not significantly alter that. Whilst I appreciate there have been delays in the anticipated provision of a new school towards Bishop's Cleeve off the A435, provision of social infrastructure invariably entails some complexities. Neither GCC nor TBC maintain an objection to the scheme with reference to JCS policies INF4, INF6 and INF7 based on the foregoing contributions towards school transport and primary education.
78. I appreciate that the site is some distance from the centre of Gotherington around Freeman's Field. MLAG indicate that the site falls some 885m from it, referring to the Government's Manual for Streets (2007, 'MfS') in that context. However the figure of 800m in paragraph 4.4 of MfS figure is given as approximate guidance in the context of walkable neighbourhoods being 'typically characterised' by walking distances of 'about' that distance.
79. With that in mind both the distance and experience of walking between the appeal site and Freeman's Field would be comparable with walking between the latter and Privet Court (or between properties towards the south of Manor Lane). The Old Chapel and Village Shop are both closer around Cleeve Road.
80. Moreover the scheme would provide for a LEAP, complementary to existing leisure provision in respect of which there are challenges locating available land. I acknowledge that no public rights of way run through the appeal site. However I am also told, and saw during my site visit, how public rights of way nearby including Sabrina Way are relatively well used. Subject to being sensitively designed and well managed, the LEAP would in my view be a welcome part of community provision.
81. The planning agreement with TBC also contains provisions securing 40% affordable housing in line with JCS policy SD12, a proportion of housing compliant with approved document M4(2) and M4(3)(b) of Approved Document M in respect of accessibility, and also compliance with the Nationally Described Space Standards 2015 pursuant to policy SD11.

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<sup>61</sup> Reference is made to the 'Gotherington Primary Academy and/ or the Bishop's Cleeve Primary Planning Area'.

<sup>62</sup> MLAG indicating that process may, however, take seven or more years given the existing composition of the school and operating eligibility requirements for places.

82. There is an appropriate basis for all contributions, including as evidenced via representations of relevant consultees and associated methodologies.<sup>63</sup> There is no dispute between TBC or GCC and the appellant over the justification or appropriateness of any of the planning agreements. Given my reasoning above, the obligations contained within the S106 are necessary to make the development proposed acceptable and also accord with the relevant provisions of NPPF paragraph 57 and CIL Regulation 122.
83. Drawing together my reasoning, although the proposal would increase the population at Gotherington and may put some strain on existing community facilities and organisations, that would neither be excessive, nor would conflict arise with relevant elements of the development plan or provisions of NPPF paragraph 8.b).

#### *Landscape and local character*

84. As above, the site falls next to the AONB. The AONB has an irregular boundary, which here tracks along the eastern side of the railway to the bridge over Gretton Road by Gotherington Halt. The boundary then 'returns' towards the Village along the opposite side of Gretton Road, after a while heading up into the landscape by Sabrina Way. Thereafter the AONB extends roughly from the Tirl Brook towards Woolstone Hill.
85. Section 85(1) of the Countryside and Rights of Way Act 2000 as amended (the '2000 Act') places a duty upon me to have regard to the purpose of conserving and enhancing the natural beauty of the area of outstanding natural beauty. NPPF paragraph 176 sets out that 'great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty which have the highest status of protection in relation to these issues.' It further sets out how 'the scale and extent of development within all these designated areas should be limited, while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas.'
86. There is a distinction in NPPF paragraph 176 between development within areas of outstanding natural beauty and within their setting. Nevertheless the provisions of section 85(1) of the 2000 Act apply to the exercise or performance of any functions 'in relation to, or so as to affect, land in an area of outstanding natural beauty...' (my emphasis). The PPG explains how section 85(1) is relevant to considering development outside of areas of outstanding natural beauty but which might have an effect on their setting or protection.<sup>64</sup>
87. Addressing the landscape implications of proposal, including in relation to areas of outstanding natural beauty, is intricate and has been litigious. The Cotswolds National Landscape Board's representations refer to the judgement in *Monkhill* in that context.<sup>65</sup> Paragraph 63 of that judgement sets out that NPPF policy on areas of outstanding natural beauty is capable of representing

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<sup>63</sup> Including Gloucestershire County Council's School Places Strategy 2021-2026 (published March 2021) and GCC's Local Development Guide (updated March 2021).

<sup>64</sup> Reflected via PPG Reference ID: 8-039-20190721.

<sup>65</sup> *Monkhill Ltd v Secretary of State for Housing, Communities And Local Government* [2019] EWHC 1993 (Admin) (24 July 2019).

- a 'clear reason' for refusing the development proposed (a phrase now in NPPF paragraph 11.d)i.
88. Logically the inverse is also the case; if there is no 'clear reason', NPPF paragraph 11.d)i. would not be engaged. Moreover 'great weight', as referred to in NPPF paragraph 176, does not displace the need for judgement as to the effects of a given scheme.
89. Various development plan policies set out how development should, in broader than AONB terms, integrate appropriately with its surrounding context.<sup>66</sup> Bullet points b) and a) to NPPF paragraph 174 set out how planning policies and decisions should contribute to and enhance the natural and local environment by both 'recognising the intrinsic character and beauty of the countryside' and by 'protecting and enhancing valued landscapes'. In the context of bullet point a) to NPPF paragraph 174, there was some discussion at the inquiry on the judgement in *Stroud*.<sup>67</sup>
90. The judgement in *Stroud* addresses the distinction between a designated landscape and a valued landscape. The two may differ. Moreover that a landscape, or element thereof, is 'valued' by local residents does not inherently mean that it amounts to a valued landscape. In short the judgement in *Stroud* refers to demonstrable attributes that would take an area 'out of the ordinary'.<sup>68</sup> The judgement in *Stroud* is referred to in the Landscape Institute's Technical Guidance note 02/21 'Assessing landscape value outside national designations' ('TGN02/21'), albeit with a note of caution.<sup>69</sup>
91. In this instance the site falls within a Special Landscape Area ('SLA'), designated under TBP policy LAN1. Albeit that JCS policies SD6 and SD7 are relevant to landscape considerations, the sole reference to the SLA in the JCS is to saved policies of the Tewkesbury Borough Local Plan 2006. The JCS did not supersede the saved policy governing SLA (LND2). The 'reasoned justification' to TBP policy LAN1 explains how SLAs are local landscape designations originally introduced through the 1982 Gloucester Structure Plan.
92. As referenced in the NLMP, the AONB itself was designated in 1966 and extended in 1990. I understand that the boundaries of the SLA and AONB, insofar as relevant to the vicinity of the appeal site, have not been amended since their initial establishment.<sup>70</sup> There is some contention that the railway marks something of an artificial boundary to the AONB. Whilst the boundary to the AONB is as it is, that argument effectively relates to a judgement as to the landscape value of the site.
93. The reasoned justification to TBP policy LAN1 explains, however, how Special Landscape Areas 'are defined as areas of high quality countryside of local significance. While SLAs are of a quality worthy of protection in their own right, they also play a role in protecting the foreground setting for the

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<sup>66</sup> Including JCS policy SD4 and GNDP policy GNDP10.

<sup>67</sup> *Stroud DC v SSCLG & Gladman Developments Ltd* [2015] EWHC 448 Admin.

<sup>68</sup> *Ibid.*, also referring at paragraph 26 to the differential referred to in paragraph 86 of this decision.

<sup>69</sup> Including at paragraph A4.1.4.

<sup>70</sup> As discussed at the Inquiry, TBP paragraph 8.4 explaining that the boundaries are unaltered from the 'Tewkesbury Borough Local Plan to 2011'.

adjacent Cotswolds AONB. The SLA is defined where the topography is a continuation of the adjacent AONB and/or where the vegetation and associated features are characteristic of the AONB’.

94. Whilst there is also reference to the SLA being established with reference to identifiable physical features in the landscape, the methodology that led to its establishment has passed into history. It is therefore somewhat difficult to establish the ‘identified quality’ of the landscape in the development plan, the phrase used in NPPF paragraph 174.
95. In that context, Stuart Ryder’s proof in respect of landscape matters on behalf of TBC honestly explains how they have ‘professional difficulties in classifying all SLA areas as a valued landscape on the basis of the original 1982 classification with no access to original assessment and justification for inclusion in the SLA formation.’<sup>71</sup>
96. It is important to note that although this appeal deals with a site, that site is also part of a landscape (whatever spatiality is used to define a landscape).<sup>72</sup> All that intricacy aside, however, I accept the Council’s central premise that implications are all centred on judgement of landscape quality and effects.<sup>73</sup>
97. Both Stuart Ryder’s proof, and that of Michael Davies on behalf of the appellants, refer to TGN02/21 and to the Landscape Institute’s Guidelines for Landscape and Visual Impact Assessment: Third edition (updated November 2021, ‘GLVIA3’). Both have completed respective versions of ‘box 5.1’ to GLVIA3 interpreted with reference to TGN02/21.
98. GLVIA3 and TGN02/21 put some methodological rigour to assessing landscape value and the effects of proposed development. Whilst those documents represent a standardised approach, in a similar vein to my reasoning in paragraph 41 of this decision in respect of the RSA, they inevitably seek to quantify what is, at its heart, a qualitative assessment. The same is true of any evidence (which cannot hope to be comprehensive or uncontroversial in terms of inputs, viewpoints and categorisations).
99. The value of a site, along with its susceptibility and sensitivity to change and the effects of proposed development are inherently matters of judgement. I do not go behind the development plan in that the site falls within the SLA, but nevertheless the respective versions of ‘box 5.1’ are useful in reaching a judgement. Local residents, GPC and MLAG may, entirely understandably, take a different view to the positions of the appellants, TBC and me. TBC also, however, contend that the proposal would ‘also cause harm to significant views identified in the Gotherington Neighbourhood Development Plan.’
100. Albeit that GNDP appendix 3 appears focussed principally on assessing potential implications of site allocations, policy GNDP10 nevertheless sets out how special consideration should be given to certain locally significant views.

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<sup>71</sup> CD C.25, paragraph 4.8.

<sup>72</sup> Noting the judgement in *CEG Land Promotions II Ltd v Secretary of State for Housing, Communities and Local Government* [2018] EWHC 1799 (Admin), [2019] PTSR 353 referenced in the closing statement on behalf of the Council in that context.

<sup>73</sup> Council closing statement, paragraphs 38 and 45.

That is not to the exclusion of also considering 'other views from footpaths and publicly accessible places'.

101. I am conscious of my footsteps relative to those of the Inspector in 2017 (albeit that they did not expressly tussle with the concept of a valued landscape as opposed to a designated one). Whilst also acknowledging the qualitative nature of assessing landscape effects, the previous Inspector identified that the scheme in that instance would have reduced the 'SLA to just a relatively thin sliver at this point'. Notwithstanding certain moderating factors, notably landscaping, the Inspector there was also of the view that harm would result on account of the inter-relationship of the scheme and AONB, and that the scheme would also have been at odds with 'the generally linear form of the village...'.

### *Consideration*

102. Against the statutory and policy context above, the proposal would inevitably overwrite what is essentially natural and open land.<sup>74</sup> That would be within the SLA and the development would be visible in conjunction with the AONB (both looking towards the AONB and from within it looking outwards). In summary, amongst other things, and with varying emphases, JCS policies SD6 and SD7, TBP policies RES5, LAN1 and LAN2, and GNDP policies GNDP02, GNDP09 and GNDP10 seek to suitably preserve landscape character. The proposal would intrinsically conflict with the approach in those policies in that regard.

103. The approach in the foregoing policies remains broadly consistent with the NPPF regardless of housing land supply. Nonetheless, as above, NPPF paragraph 170. b) sets out how planning policies should recognise the intrinsic character and beauty of the countryside. Recognise is not synonymous with protect. There is divergence between TBC and the appellant as to whether the site has attributes that might suggest it being a valued landscape, or part thereof.

104. In that context the site rises somewhat as it approaches the railway embankment, the HA indicating the site has experienced some colluvium deposition by consequence. As shown in the LVA, most notably from higher ground to the east and south-east towards Nottingham Hill, the site is widely visible in conjunction with parts of the AONB.<sup>75</sup> The site is also visible in connection with elements of the AONB from various private vantage points, notably from within properties and their plots along Manor Lane. The PS sets out how views out of and into the AONB 'can be very significant'.

105. The site falls within National (landscape) Character Area 107, the Cotswolds ('NCA107').<sup>76</sup> The key characteristics of NCA107 include its undulating geology, notably limestone, dramatic escarpments with open vistas, and an historic landscape incised by valleys and patches of woodland (beech hangers at upper scarps, oak and ash more characteristic of river valleys). The presence of large areas of common land and an extensive network of public

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<sup>74</sup> Notwithstanding that the land has been much altered by human intervention, including agriculture itself, and that it features trees and is bounded by hedgerows.

<sup>75</sup> Notably from RVP 05, RVP 06, RVP 13, RVP 14 and RVP 15.

<sup>76</sup> Towards the fringes of National Character Area 105, Severn and Avon Vales (Natural England 20 March 2013).

rights of way is also noted. The NLMP summarises that the Cotswolds is a 'rich mosaic of historical, social, economic, cultural, geological and geomorphological and ecological features'. The NLMP includes, as special features, tranquillity, openness and the prevalence of arable land.

106. The Gloucestershire Landscape Character Assessment (2006, 'GLCA') identifies that the site falls within the Vale of Gloucester Landscape Character Area ('SV6B'),<sup>77</sup> defined by the rising landform of the Cotswolds escarpment and Oxenton Hill. The GLCA describes how 'intermittent small ridges, hillocks and undulations that rise above the general level of the Vale are important local features'. I saw how the landscape rising towards Nottingham Hill beyond the railway line includes such features. Albeit limestone is present throughout the Village as a building material, the GLCA notes how Gotherington grew up around a superficial deposition of Cheltenham Sand and Gravel (overlying the Charmouth Mudstone Formation). The GLCA also refers to a greater mix of arable and grazing land than indicated via higher-level studies, with low hedgerows punctuated by trees representing a common boundary treatment as at the appeal site.
107. As defined in the Cotswolds AONB Landscape Character Assessment (2016), the site falls within the Cooper's Hill to Winchcombe Landscape Character Type ('LCT2D').<sup>78</sup> Of note relative to other studies is that LCT2D is described therein as less extensively wooded than elsewhere, characterised by large unenclosed areas of rough grassland on upper slopes and improved pasture in moderately sized enclosures elsewhere.
108. There is a degree of topographic, visual and broader perceptive connection between the site and AONB in terms of character and appearance. At present, notwithstanding any intermittent agricultural use, the site contributes to the rural environs of Gotherington. In that context the site presently embodies broader sensory qualities, including as a result of its relative tranquillity and lack of illumination, which are shared with the AONB.
109. However, for the most part, the site is essentially level and slopes only gently, verging on imperceptibly. It possesses no lively geophysical features. There is a more marked change in the landform from the embankment heading eastwards,<sup>79</sup> and also heading north-west along Sabrina Way. The crests of Woolstone Hill and of Nottingham Hill are instead part of the Birdlip Limestone Formation. Albeit an artificial intervention, the railway line cuts a logical contour through the landscape. Neither in elevation nor topography is the site distinctly different to much other land around Gotherington, including that to which GNDP allocations relate.
110. As inherent in the GLCA characterisation of SV6B set out above, the land here is partially defined by the rising landform elsewhere. The site is effectively framed by, rather than itself creating or enabling, viewpoints and vistas of dramatic escarpments. In my view its qualities of being essentially open, natural and tranquil should not be over-stated. From most, if not all, public vantage points the site is inevitably seen in conjunction with mid-to-late twentieth century development along Manor Lane and elsewhere.

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<sup>77</sup> Within the 'Settled Unwooded Vale' Landscape Character Type.

<sup>78</sup> Part of the wider 'Escarpment'.

<sup>79</sup> Noting LVA figure 10 in particular.



111. From panoramas obtainable towards Nottingham Hill and Woolstone Hill, the site forms a comparatively small landscape component (and then one seen in the context of other elements of the Village). That is similarly the case of the fleeting experience of the site if travelling along the GWR. Whilst the site is surrounded by hedgerows, and there is the remnant of a historic hedge line through it, the site is also bisected by power lines. It is set next to the principal highway through the Village and directly opposite Privet Court (which has physically extended development along Gretton Road here by around 130m since the 2017 appeal).
112. It is also worth noting that the previous Inspector referred to a Landscape and Visual Sensitivity Study ('LVSS') undertaken for TBC in November 2014. I understand the LVSS informed the process by which Service Villages were identified via the JCSS to accommodate development. The Inspector noted how the site, falling within wider land parcel 'Goth-05', was identified as having medium landscape sensitivity to new development. The LVSS is also referred to in the appellant's landscape note.<sup>80</sup> Only 'Goth-04' and 'Goth-06' amongst land encircling Gotherington were found in the LVSS to have both a lower level of landscape and visual sensitivity.<sup>81</sup> Unlike either of those land parcels, there are no public rights of way through the appeal site.
113. Truman's Farmhouse is grade II listed and some of its outbuildings are historic. Gotherington is dotted with listed buildings, principally astride Gretton Road. Notwithstanding the extensive historic lineage of the area, there is nothing to suggest any particular historic or archaeological significance to the site other than being ridge and furrow at some juncture before enclosure in 1807 (and potentially featuring the remnants of a late medieval trackway).<sup>82</sup>
114. As the HA notes, however, evidence of medieval farming is 'widespread in this area'. It is widespread elsewhere. There is no evidence of any associative value of the site, as opposed to the 'rich historical mosaic' of the AONB. Consequently the value of the site to the AONB may fairly be said to be limited. As above the SLA was, in part, established based on the ostensible affinity of land outside the AONB with that inside it, which is not readily apparent here.
115. TBC's and the appellant's respective versions of 'box 5.1' take differential slants in terms of the factor of natural heritage, leaning principally towards physiographic interest and ecology respectively. Within the terms of that factor,<sup>83</sup> however, both are relevant. Physiographically, I have reasoned above that the site only has a limited similarity with the attributes of the AONB. There is undoubtedly some ecological value to the site. However, commensurate with its history as agricultural land, that is comparatively limited.<sup>84</sup> The site is therefore not noteworthy in terms of natural heritage.

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<sup>80</sup> CD D.22.

<sup>81</sup> Goth 4 being central within the village overlapping with the 2021 appeal site. Goth 6 heading away from Manor Lane by footpath AGO22.

<sup>82</sup> The site having previously been subject to geophysical survey and archaeological investigation in relation to application 16/00539/OUT, without significant outcomes.

<sup>83</sup> 'Landscape with clear evidence of ecological, geological, geomorphological or physiographic interest which contribute positively to the landscape'.

<sup>84</sup> CD A.8.

116. TBC's perspective on the TGN02/12 factor of 'distinctiveness', it appears, derives principally from the site's interaction with the Cotswold Escarpment. However I have reasoned that the site now features none of the small ridges, hillocks or undulations the GLCA aptly describes as important local features. I have also set out above how the site is effectively defined by virtue of its different qualities to much of the AONB. The site does not possess, topographically, historically, or more broadly in terms of perception, meaningfully different qualities from much of the rural environs of Gotherington.
117. Similarly, in respect of the TGN02/12 factor of 'functional', TBC's perspective leans heavily towards the site's function as part of a landscape to the AONB.<sup>85</sup> However, intrinsic in my reasoning above is that the site does not, in itself, provide a 'clearly identifiable and valuable function, particularly in the healthy functioning of the landscape'.
118. TBC's position in terms of landscape condition is that 'the site and its contextual area is in a good landscape condition with limited detracting features other than ongoing construction of housing to the north of the site'. There are, however, are other 'detracting features' (see paragraphs 110 and 111 above).
119. The site might fairly be described as a typical field managed for low-intensity agriculture. There is some evidence of hedgerow loss, albeit historic, and there are few trees. Hedgerows are of variable quality, and none appear important within the terms of the Hedgerows Regulations 1997 as amended (as set out in the HA). Albeit I accept that MLAG object to its characterisation as such, in respect of this factor the site representing an 'everyday to good' landscape condition is a fair summary.
120. Turning for comprehensiveness to the other factors in box 5.1, there is no strong cultural resonance or associative value to the site. There is presently no inherent recreational value to the site, other than insofar as it contributes to that which exists elsewhere. That is in contrast to other elements of the SLA which are instead characteristically criss-crossed by public rights of way. There is evidently some tranquillity by virtue of the site's current nature and use. However, as above that is qualified by various factors. There appears to be a stronger sense of tranquillity within the SLA to the north and south of the linear form of Gotherington as opposed to along Gretton Road and Malleson Road. The site is evidently not a wilderness.
121. Nearby residents understandably place considerable value upon the site as part of the landscape, along with outcome 14 of the AONBMP referring to health and wellbeing (which may of course be aided by the presence of nature and a natural outlook). However for the foregoing reasons the site does not possess demonstrable attributes out of the ordinary.

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<sup>85</sup> Albeit that it is also stated, accurately but flatly, that 'it also acts as part of the setting to the east of Gotherington'.

*The effect of the development proposed*

122. Albeit reduced since the scheme in 2017, the proposal would inevitably result in some landscape harm; 45 homes and associated infrastructure would be significant, including in proportional terms to Gotherington. Three breaks in the roadside hedge would be created, amounting to a total of about 35 metres of loss. A large part of the site would become residential in character, diverging from its current appearance as part of a farm at the periphery of the Village.
123. I acknowledge that the scheme would not reflect the single line of development, contended by MLAG in particular to be typical at the fringes of Gotherington. The level of density proposed would exceed that at Manor Lane and the residential density in other locations around the Village. The site would also be arranged along a roughly north-west to south-east axis.
124. The scheme would inevitably be visible from within the AONB and in conjunction with views towards it. I accept that there are other vantage points than those in the LVA from where views of the site may be obtained of the site, or in relation to the site and the AONB. I also acknowledge that the representations of the site are hypothetical (albeit that there is no robust evidence indicating that they are anything other than a suitable basis for considering the scheme within the terms of their own methodologies).
125. Both proofs on behalf of the appellant and TBC in respect of landscape broadly agree that the scheme would have a particular effect in relation to the experience of walkers, sensitive receptors, proceeding downwards from Nottingham Hill and taking in the vista in that broad direction. That the scheme would bring additional residents to a place whereby the AONB might be appreciated is a somewhat incidental argument (which could be true of any development, however incongruous).
126. Although trite the scheme would, however, affect a small proportion of the SLA, of the setting of the AONB, the setting of Gotherington and the consistent landscape characterisation parcels of which it is part. Only 1.8 hectares would be 'developed', some 54% of the site area being given over to public open space and landscaping.<sup>86</sup> As set out above the scale of dwellings proposed would decline heading north-eastwards through the site as the SLA tapers between the AONB boundaries there.
127. In form, architecture and materials the dwellings proposed would not be discordant with neighbouring properties, or many properties elsewhere at Gotherington. The maximum height of properties would respect those of Privet Court (as could be secured via condition related to ground levels). Noting the reference in NPPF paragraph 124 to the efficient use of land, there is no compelling justification for emulating previous patterns of development in current circumstances.<sup>87</sup>
128. The pattern of development at Gotherington is also not without variety. Although to the north of Gretton Road properties tend to be arranged in single plot depth, that is not the case between Shutter Lane and Cleeve Road. 'The

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<sup>86</sup> CD C.19, notwithstanding any categorisation of the associated pond, pumping station and LEAP.

<sup>87</sup> Also acknowledge via JCS policy SD10, criterion 6.

Lawns' also tracks behind Gretton Road. Manor Lane itself spurs off from Gretton Road southwards. As planting and landscaping matures, including at the bund proposed by the collection of buildings at Truman's Farm, the proposed dwellings would become more recessive (albeit they would inevitably not be occluded from view).

129. In terms of the morphology and historic development of the Village, the proposal would maintain the prevailing east-west form of the village overall. By retaining a significant proportion of the roadside hedge, by virtue of the scale of dwellings declining north-eastwards, and by dint of the on-site landscaping proposed, the proposal would not in my view unduly extend the built form of Gotherington. Instead there would be a reasonably comfortable transition to the rural environs of the Village.
130. TBC contend that the proposal would also cause harm to significant views identified in the Gotherington Neighbourhood Development Plan. GNDP policy GNDP10 sets out how special consideration should be given to certain locally significant views (albeit not to the exclusion of also considering 'other views from footpaths and publicly accessible places'). Eight significant views are identified in policy GNDP10, linking to GNDP figure 2. Viewpoints are in turn annotated on GNP figure 3. The nearest viewpoints are nos. 4-8. Those are referenced in GNDP figure 2 as comprising either 'views from Manor Lane' or 'view from Nottingham Hill' within the terms of policy GNDP10.
131. It appears, however that views from Manor Lane are to the west, across 'Goth-6' rather than in the direction of the appeal site. Logically there would be no interference with that view. More broadly buildings at Truman's Farm and the landscaping proposed between existing buildings there and the appeal site would substantially screen intervisibility. At GNDP figure 3, viewpoint 5 is indicated as taken from within the appeal site towards Gretton Road, albeit that appears referenced as the view from Nottingham Hill.
132. As reasoned above the scheme would inevitably be visible as viewed from Nottingham Hill and rights of way leading through the AONB there. However viewpoint 5 appears to be squarely towards Privet Court, such that the scheme would not appear obtrusive viewed in conjunction with it. Other viewpoints indicated, notably nos. 9 to 13, are at a significant distance from the appeal site, such that there would be no meaningful visibility of the scheme (if any at all).
133. Acknowledging that there would be an amalgamation of different effects given the relative sensitivity of receptors, as a fair summary reflecting on the value of the site, its susceptibility and sensitivity to change, the adverse landscape effects of the scheme would be moderate declining towards minor as planting matures. That weighting is arrived at through the lens of NPPF paragraph 176 and section 85(1) of the 2000 Act. Relative to the character of the Village and the built environment, any harm by virtue of the scheme would be limited.
134. As in *Monkhill*, there may be instances where effects in respect of landscape and scenic beauty may provide a clear reason for refusing development in line with NPPF paragraph 11.d)i. However that would not occur here for the above reasons.

## **Other matters**

135. In addition to comments regarding the issues above, I have taken careful account of all representations in respect of the proposal. Those representations include concerns over the potential implications of the scheme in respect of heritage, flooding, biodiversity, food security, global warming, the living conditions of nearby residents, traffic, utility provision, and the potential for the scheme to presage other development.

### *Heritage*

136. The site is some distance from grade II listed Truman's Farmhouse, about 35m. By virtue of reflecting the former agricultural context in which the listed building emerged, the site has a value to the surroundings in which it is experienced. However that contribution is slight; there are substantial agricultural buildings, of varying age, between the site and listed building. The wider context in which the Farmhouse is set would remain semi-rural (but equally partially residential). As set out above there is little historic value embodied in the site directly, archaeologically or associatively. Consequently, and subject to the bund and other landscaping proposed the proposal would have such limited effect so as to preserve the setting of the listed building, and no undue effect in terms of historic interest more broadly.<sup>88</sup>

### *Flooding*

137. Local residents have highlighted how flooding has occurred in this area previously. There is particular reference to flooding by the railway bridge off Manor Lane and around Sabrina Way, likely arising on account of the topography at the former and by virtue of blockages at the culvert beneath Gretton Road near the latter. However the site itself is within flood zone 1, i.e. at low probability of flooding. As also set out in the Flood Risk Assessment and Drainage strategy ('FRA'), there is some potential for flooding in extreme events focussed towards the north-east of the site (where site and watercourse capacity is exceeded, noting the limited capacity of the site in respect of infiltration drainage).

138. Nonetheless, subject to the approach in section 6.5 of the FRA, namely a piped system and attenuation and retention basin, there is nothing to indicate that the scheme could not suitably deal with adverse conditions (subject to adherence to associated drainage strategy plan 5143652-ATK-DR-D-003 Revision P 5). Development will, in any event, need to adhere to the relevant provisions of Building Regulations 2010 in respect of drainage and waste disposal.<sup>89</sup> My view in that respect accords with that of GCC as lead local flood authority, who summarise the effects of flood risk as 'minimal'.

### *Biodiversity*

139. As described in the EcIA, building upon previous studies, the ecological or biodiversity value of the site is reflected both within its flora and the fauna it supports (principally concentrated around boundaries). There is reference within the EcIA to the site being used by, or offering suitable habitat to, various species including, great crested newts, bats, birds, dormice, slow

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<sup>88</sup> Cognisant of the duty on me under section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended.

<sup>89</sup> Guidance in respect of which is currently provided via Approved Document H.

worms and hedgehogs. Local residents have drawn my attention in particular to birdlife and to pipistrelle bats here.

140. Section 40 of the Natural Environment and Rural Communities Act 2006 as amended places a duty on me in respect of the conservation and enhancement of biodiversity, notwithstanding that the 10% biodiversity net gain ('BNG') requirement envisaged by section 98 of the Environment Act 2021 has yet to be commenced. Similarly, in brief, JCS policy SD9 and NPPF paragraph 174 seek to protect and enhance biodiversity, both referencing the value of ecological networks.
141. The proposal would inevitably change the nature of the site, entailing the loss of some habitat and altering the value of the site to certain species. That said, for the most part, the ecological value of the site is limited reflecting the nature of improved grassland and tall ruderal growth.<sup>90</sup> The site is not designated on account of its ecological value and there is no meaningful inter-relationship with areas that are protected in that respect (albeit there are such areas in the wider area including the Dixton Wood Special Area of Conservation). I have noted above that the HA does not indicate that any hedgerows should be considered important in terms of heritage value with reference to the Hedgerow Regulations 1997 as amended.
142. Plan no. 2466\_P22 Revision B in the AIA shows that, aside from in respect of site accesses, all trees would be retained, thereby preserving the most ecologically significant features. Subject to landscaping and planting, whilst the proposal would inherently reduce the quantity of 'natural' land at the site, the EcIA also sets out that the scheme would deliver BNG of about 132.07% (with the overall quantity of hedgerow to be increased by about 29.41%). That, in my view, is significant. Such benefits would not otherwise arise, for example were the site to be maintained in agricultural use or more of the site were to be developed (as previously proposed).
143. There is nothing to indicate, subject to a sensitive landscaping scheme, that the LEAP, attenuation basin or pumping station would hinder the foregoing. Appropriate sensitive approaches to managing existing ecology during construction could be secured via appropriately worded conditions. I acknowledge that the BNG figure of 132.07% is theoretical, and may be affected by the behaviour of individuals or by predation associated with domestic animals. However that is nevertheless significant headroom above 10%, such that even were those factors to affect the future ecological value of the site there would remain a significant benefit.

#### *Food security*

144. The NPPF prospectus of 22 December 2022 refers to food security in a planning context, notwithstanding that NPPF paragraph 174. b) already sets out how planning should take account of the benefits of the best and most versatile agricultural land ('BMV'). It has also been argued that the scheme would potentially lead to 'farmland abandonment', by virtue of lessening the overall holding associated with Truman's Farm below a viable level. MLAG also presented concerns that the site is well within 300 metres of agricultural

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<sup>90</sup> CD A.8, paragraph S.2.

buildings at Truman's Farm, contending that breaches a cordon sanitaire which should be maintained (to ensure the ability to hold livestock there).

145. The proposal would take some land out of productive agricultural use. However even if the site were BMV, the loss thereof would be modest (set against the totality of such land in TBC's administrative area and across the JCS authorities' areas). That some agricultural land will be lost to development is also inherent in the approach in the JCS and TBP. There is no robust evidence indicating that housing needs in the Borough or across the JCS can wholly be accommodated by virtue of the re-use of previously developed land; donor sites indicating to the contrary.
146. Whilst the scheme would reduce the agricultural land holdings at Truman's farm, there is no robust indication that would inherently sterilise other land from productive agricultural use. Many farms also operate across non-contiguous land. There is little evidence before me in respect of existing farming practices here, albeit hypothetically the site may lend itself to grazing, and the farm buildings may be capable of accommodating livestock.
147. The derivation of MLAG's suggested 300 metre cordon sanitaire is unclear, 400 metres instead applying in relation to permitted development rights enabling the erection, extension or alteration of an agricultural building. However permitted development rights relate to development that may be undertaken without specific planning permission, rather than establishing a cordon sanitaire as a rule.<sup>91</sup> In many instances, as is evidently the case here, dwellings and agricultural buildings are located unproblematically far closer to one another. Accepting agricultural activities are, moreover, the logical corollary of living at the periphery of many rural villages. Whilst there is therefore nothing substantive to indicate that the proposal would lead to farmland abandonment, undue constraints to existing or future farming practices, or reciprocally in terms of the living conditions of the occupants of the dwellings proposed, I nonetheless accord limited weight against the proposal by virtue of the loss of agricultural land (assessed as if BMV).

#### *Global warming*

148. MLAG contend that 'the building of an estate on this location would in itself constitute a loss of countryside for the sake of increased urban development; this at a time when governments around the world are trying to reverse the effects of global warming and the decline of many species. We believe this proposal is therefore contrary to Government policy.'<sup>92</sup> Whilst I acknowledge the sentiment behind that statement, it is the function of planning to marry up different interests in the use of the land in environmental, social and economic dimensions. No one objective of the development plan, nor of the NPPF, takes primacy over any other. To suggest, as that does, that development inherently conflicts with Government policy is incorrect.

#### *Living conditions of existing residents*

149. The proposal would affect views from properties along Manor Lane, and I have noted above how the scheme is relatively dense compared to development

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<sup>91</sup> Notwithstanding that parallel provisions do not exist in respect of more recent permitted development rights for the conversion of agricultural buildings to other uses.

<sup>92</sup> CD C.10, paragraph 5.8.

elsewhere at Gotherington. In that context I acknowledge that the presence of the dwellings and residential activity here would affect the outlook and privacy from which certain properties along Manor Lane currently benefit (notwithstanding that construction would inevitably be temporary and could be managed sensitively via conditions). Living conditions are, in large part, dependent on perception.

150. Nonetheless, as set out in the officer report the minimum separation between properties along Manor Lane and the rear elevations of the dwellings proposed would be 25 metres. That is, in absolute and relative terms, a reasonable separation distance. In relative terms there are comparable separation distances between rear-facing elevations in other locations about the Village.<sup>93</sup> I acknowledge that there would be a closer inter-relationship with no. 44 Gretton Road towards the south-west of the site. However the rear elevation of that property instead faces south-east (towards the rear garden of no.1 Manor Lane). As noted in TBC's officer report, the nearest proposed dwelling at plot 1 would have only a single first floor window facing towards no. 44, serving an ensuite, which could be secured as obscured-glazed via condition.<sup>94</sup>
151. Subject to the foregoing condition, and more broadly subject to a suitably approach to retaining and augmenting boundary features in terms of landscaping, the proposal would not result in undue effects in respect of the living conditions of those nearby (in accordance with the relevant provisions of JCS policies SD4, SD14 and NPPF paragraph 130.f).

#### *Traffic*

152. Being historic in origin, neither Gretton Road nor Malleson Road were designed to accommodate the number of vehicle movements they now do. At the time of my site visit, and in the absence of parking restrictions, a number of drivers had parked along Gretton Road (effectively reducing the space available to motorists to single carriageway). Local residents have identified pinch points in the surrounding highway network where congestion occurs at times, notably at the junction of Malleson Road and the A435 and at junction 9 of the M5. I accept that traffic levels fluctuate, for example around school time or when events are being held at Prescott Hill.
153. The proposal would add to vehicular movements around the local highway network. Nevertheless the effects of 45 new dwellings would be limited relative to baseline conditions. The appellant's Transport Assessment sets out how the scheme would result in approximately 34 or 30 two way vehicular trips in the morning and afternoon peak, representing approximately one additional vehicle on the network every two minutes or so. There are no personal injury collisions recorded in the vicinity of the appeal site over the last 5 years, and appropriate visibility splays and access geometry would be achieved.<sup>95</sup> Albeit that an increase in potential traffic is inevitably unwelcome, the proposal would not result in undue effects in that respect.

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<sup>93</sup> For example between Yew Tree Drive and Ashmead Drive and around Cinder Close and Brunel Drive.

<sup>94</sup> Drawing no. 046 Rev. A originally, 0.18 Rev. A subsequently.

<sup>95</sup> Noting that neither GCC nor National Highways object to the scheme.



### *Utilities provision*

154. Several residents have referred, more broadly than in respect of community cohesion, to utilities or service provision here being strained (citing electricity outages, low water pressure and limited connectivity in particular). That may be the case, nevertheless separate provisions exist by virtue of the Water Industries Act 1991 as amended and the Electricity Act 1989 as amended (including the obligation to facilitate connections). Albeit that connectivity, whether by virtue of broadband or wireless telecommunications, is practically provided by a plurality of organisations, the economic case for improved provision is aided by population increase.

### *The potential for further development*

155. Reflecting that the scheme before me has a long history, I am told originating as a scheme for 95 dwellings set out at a public exhibition in 2016, some have expressed concern that allowing the appeal has the potential to presage further development here (or more broadly). Whilst I understand that perspective, I have nonetheless assessed the scheme on its merits. Any other scheme would also be assessed on its merits at that juncture.

### *Housing provision*

156. As set out above, at best, there is a significant anticipated shortfall in housing delivery over the coming five years. That is relative to a needs figure established through LHN which has risen substantially since the approach in the JCS (even more so when considered relative to the 'demographically derived' needs figure referenced therein). In my view a shortfall is likely to persist for some time. Some degree of anticipated shortfall has evidently been present since the 2021 Inspector's decision, now approaching three years old.

157. The JCS remains unreviewed in line with REV1 or otherwise, ostensibly resulting in the bizarre situation referred to in paragraph 36 of this decision. Meaningful resolution is only likely to be made in line with significant progress reviewing the development plan in light of the foregoing, and given the presence of various protective designations across the JCS area. There is little clarity in that respect at present.

158. In my view it is of central importance to keep in mind that housing is occupied by people. Dealing with numbers sometimes obscures that. The lack of a sufficient forward pipeline of deliverable housing sites will inevitably mean that the housing needs of many people will not be met. The proposal would be significantly socially beneficial considered in that light. There would also be associated economic benefits in supporting employment during the construction and maintenance of dwellings. As observed above, future residents would also bring trade to nearby services facilities, and may themselves generate other opportunities and community vibrancy.

159. The proposal would also provide for 40% affordable housing as defined by the NPPF. The JCS itself was, as noted by the examining Inspector, a strategy which could not deliver sufficient affordable housing relative to needs within its own terms.<sup>96</sup> TBC do not dispute the affordable housing statistics contained within Cameron Austin-Fell's proof. That proof sets out how net affordable

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<sup>96</sup> CD D.18, paragraph 51.

housing need in the Borough is around 345dpa, some 70% of the JCS annual requirement of 495dpa.

160. In the 2021-22 monitoring year the number of households eligible for affordable housing in Tewkesbury stood at 1,763, reflecting only a marginal reduction since 2017-18. Looking forward within the parameters of the JCS to 2031 and its housing trajectory, there is likely to be a significant accumulation of unmet affordable housing need in the region of 2,174 (albeit that affordable housing may come forward other than by virtue of representing a proportion of market-led housing).<sup>97</sup> Whilst it appears that median workplace based affordability ratios here have recently levelled out from a previously clear upwards trend, that neither reflects marked improving affordability nor, in the light of the foregoing, the likely start of a likely downwards trend.
161. There are, I accept, only limited needs for affordable housing arising at Gotherington specifically as opposed to elsewhere. Although that might in itself be a product of local demographics and the constraints of the housing market here, there are nonetheless significant and unabating needs for affordable housing in Tewkesbury (and also across the constituent authorities of the JCS). The benefits of the proposal directly, and by consequence of, housing delivery and affordable housing provision may therefore fairly be summarised as significant.

### **Planning balance**

162. NPPF paragraph 11.d) applies by virtue of the most important policies for determining the proposal being deemed out of date. At best forward housing supply in TBC's administrative area stands at 3.39 years, a significant shortfall. In this instance NPPF policies which 'protect areas of assets of particular importance' do not provide a clear reason for refusing the development proposed. Consequently NPPF paragraph 11.d)ii. applies, i.e. permission should be granted unless 'any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole'.
163. As above, that finding neither alters the statutory basis for decision taking, nor do relevant provisions of the development plan cease to exist. Nevertheless I have reasoned that the proposal would be acceptable in terms of its location relative to the approach in the development plan and NPPF and would not, in that respect, undermine a plan-led system. I have also reasoned that the proposal would not unduly affect community cohesion.
164. As a matter of judgement, aggregated landscape effects would be moderate declining towards minor as planting matures, with any harm relative to the character of the Village being limited. Whilst relevant provisions of the development plan are consistent with the NPPF in that regard, the development plan must be considered as a whole (as must the NPPF). There would also be limited harm resulting from the loss of agricultural land. In all other respects the development proposed would be acceptable, or could be rendered so subject to conditions or obligations. However that the scheme would not result in undue effects in respect of other matters, as in relation to community cohesion, is effectively neutral in the overall balance.

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<sup>97</sup> Cd C.18, table 11.3.

165. On the other hand, taking account of the extent of housing land supply shortfall and the likelihood of it persisting, I accord significant weight to the benefits of the scheme in terms of housing provision, affordable housing, and associated economic benefits. The proposal would also entail significant BNG. The adverse impacts of granting permission would therefore not significantly and demonstrably outweigh the benefits assessed through the lens of NPPF paragraph 11.d)ii. With reference to the statutory basis for decision-taking, other material considerations therefore justify allowing the appeal.

### **Conclusion**

166. For the reasons given above, having taken account of the development plan as a whole and all other relevant material considerations, I conclude that the appeal should be allowed subject to the conditions below and the obligations contained in the planning agreements under section 106 of the 1990 Act.

### **Conditions**

167. In addition to requiring commencement within the relevant statutory period via condition 1, for clarity and so as to ensure that the proposal is implemented as assessed above, I have imposed condition 2 requiring adherence to the relevant supporting plans (as necessarily modified by consequence of discharging other conditions or the obligations contained in the planning agreement with TBC). For similar reasons conditions 3-7 are also necessary, following my reasoning in paragraphs 126 to 129 above (and, notwithstanding the AIA, pursuant to the duty on me in respect of trees under section 197 of the 1990 Act in respect of conditions 6 and 7).

168. Albeit that the planning agreement with TBC makes detailed provision in respect of the LEAP and there are indications before me as to the design, the foregoing is a bilateral arrangement between the appellant and TBC (outwith the relevant provisions of the Town and Country Planning (Development Management Procedure) (England) Order 2015 as amended, the 'DMPO', applicable to applications under section 73 of the 1990 Act). Accordingly condition 8 requiring agreed details in that respect is also necessary, including to ensure that the LEAP integrates suitably with its surroundings.

169. As above, and pursuant to section 41 of the Natural Environment and Rural Communities Act 2006 as amended, conditions 9, 10 and 11 are necessary. Condition 11 is also, in part, justified pursuant to my reasoning in paragraph 108 above (namely to ensure any adverse effects of illumination relative to prevailing character are minimised).

170. Notwithstanding drainage plan 5143652-ATK-DR-D-003 P5 and the relevant provisions of the Building Regulations 2010 as amended, to secure compliance with the final bullet of TBP policy ENV2, condition 12 is also necessary. To minimise waste and ensure efficient use of resources in line with policy WCS2 of the Gloucestershire Waste Core Strategy (adopted November 2012) and policy SR01 of the Minerals Local Plan for Gloucestershire (adopted March 2020) I have imposed condition 13. Condition 14 is also necessary to ensure compliance with policy WCS2 in respect of residential use in addition to construction.

171. Conditions 15 and 16 are necessary in respect of the living conditions of those nearby, including with reference to NPPF 130. f). Pursuant to my reasoning above, condition 17 is also necessary to safeguard the privacy of the occupants of neighbouring no. 44. Similarly, and also to ensure that the site provides suitable provision for future occupants including in relation to accessibility, highway safety and accessibility, I have imposed condition 18.
172. Paragraph 1.3 of the Government's Statutory Guidance related to Part 2A of the Environmental Protection Act 1990 as amended sets out that the starting point should be that land is not contaminated land unless there is a reason to consider otherwise. Given the agricultural history to the site the propensity for contamination to be present is likely relatively low, albeit not inherently absent.<sup>98</sup> Therefore as a precautionary approach to addressing contamination unexpectedly encountered, I have imposed condition 19.
173. Seven conditions are pre-commencement.<sup>99</sup> They are necessary as undertaking any development has the potential to affect topography, trees, the existing nature of the site in respect of landscaping and ecology, the living conditions of those nearby, and to have implications in terms of waste generation and disposal.
174. It is unnecessary to impose conditions related to a noise assessment associated with the GWR and requiring that a welcome pack to new residents be provided. Noise, or more accurately sound, generated by the GWR is intermittent. Stood by the line as a train passed, any noise in that respect is not particularly intrusive. People make an informed choice about where to live. Many may see the proximity of the GWR as appealing. A welcome pack, ostensibly advanced as a means of fostering inclusivity, is not necessary to make the development acceptable in planning terms (however well intentioned).
175. In imposing conditions I have had regard to the NPPF, the PPG and statute. In that context I have amended the wording of certain conditions put to me, and amalgamated some also, to ensure that all are appropriate without altering their fundamental aims.

*Tom Bristow*

INSPECTOR

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<sup>98</sup> PPG Reference ID: 33-003-20190722.

<sup>99</sup> Nos. 3, 6, 7, 9, 10, 13 and 14.

## **SCHEDULE 1, CONDITIONS**

- 1) The development hereby permitted shall begin not later than 3 years from the date of this decision.
- 2) The development hereby permitted shall be carried out in accordance with the approved plans listed in schedule 2 to this decision (except as necessarily modified pursuant to discharging other conditions in this schedule or obligations contained within the associated planning agreement dated 26 June 2023 under section 106 of the Town and Country Planning Act 1990 as amended).
- 3) Notwithstanding condition 2, no development hereby permitted shall take place until details of site and development levels have been submitted to, and agreed in writing by, the local planning authority. Details shall include the existing levels on site and adjoining land, finished ground levels and ridge heights. The development shall accord with the agreed details.
- 4) Before their use as part of the development hereby permitted, samples or details, or both, of all external building, boundary treatment and surfacing materials to be used shall have been submitted to, and agreed in writing by, the local planning authority. The development shall accord with the agreed samples and details.
- 5) Before any construction works specifically and solely related to the attenuation pond and pumping station as shown on approved plan DLA.2016.L.06.P11 are undertaken, a drainage strategy shall have been submitted to, and agreed in writing by, the local planning authority. The drainage strategy shall include details of any associated engineering works, levels, design, geometry, materials, boundary treatments and a programme of implementation and planting in respect of those elements of the development hereby permitted. The development shall accord with the agreed details.
- 6) No development hereby permitted, including any site preparation, shall be undertaken until a scheme for the protection of relevant trees and hedgerows has been submitted to, and agreed in writing by, the local planning authority. That scheme shall include a tree protection plan or plans, an arboricultural method statement, and shall accord with the guidance in British Standard 5837: 2012, Trees in relation to demolition and construction (or successor document). The development shall be undertaken in accordance with the agreed scheme.
- 7) No dwelling hereby permitted shall be occupied until a landscaping scheme encompassing both hard and soft landscaping has been submitted to, and agreed in writing by, the local planning authority. The landscaping scheme shall be in broad accordance with approved plan no. DLA 2016.L.06.P11, and shall include, by way of annotated plans or otherwise, details of:
  - i.all existing trees and hedges on the application site (including in respect of the accurate position, canopy spread and species of each tree and hedge, and any proposals for felling or pruning and any proposed changes

within the ground level, or other works intended to be carried out, within the relevant canopy spread),

ii.the layout of proposed trees, hedges, shrubs and grassed areas,

iii.a schedule of proposed planting (indicating species, sizes at time of planting and numbers or densities of plants),

iv.a written specification outlining cultivation and other operations associated with planting,

v.the treatment of pedestrian links to the site,

vi.a programme for undertaking landscaping, and

vii.a schedule of landscaping maintenance for a minimum period of five years from first installation.

All planting, seeding and turfing shall be carried out in line with the agreed details in the first planting season following the first occupation of any dwelling hereby permitted. Any planting, seeding or turfing carried out shall be maintained in accordance with the agreed schedule of maintenance. Any trees or plants which, within a period of five years from the carrying out of landscaping pursuant to this condition, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

- 8) Notwithstanding condition 2, before the construction of the Local Equipped Area for Play ('LEAP'), details thereof shall have been submitted to, and agreed in writing by, the local planning authority. Details shall include levels, materials, surface materials, boundary treatments and a programme of implementation. The development shall accord with the agreed details.
- 9) No development hereby permitted shall take place until a Construction and Environmental Management Plan ('CEMP') has been submitted to, and agreed in writing by, the local planning authority. The CEMP shall accord with, and expand upon where necessary, the measures outlined in the associated Ecological Impact Assessment and BNG report of 27 May 2022, the Outline Dormouse Mitigation Strategy of 13 August 2021, the Outline Great Crested Newt Mitigation Strategy of August 2021, and shall include detailed method statements in order to avoid impacts to retained habitat of importance, namely hedgerows and trees, and protected and priority fauna. The agreed CEMP shall be adhered to throughout construction.
- 10) No development hereby permitted shall take place until a Landscape and Ecological Management Plan ('LEMP') has been submitted to, and approved in writing by, the local planning authority. The LEMP shall accord, and expand upon where necessary, the measures outlined in the associated Ecological Impact Assessment and BNG report of 27 May 2022, the Outline Dormouse Mitigation Strategy of 13 August 2021, and shall demonstrate that the habitat net gains and hedgerow net gains set out in paragraph S.6 of the Ecological Impact Assessment and BNG report of 27 May 2022 will be

achieved. The agreed LEMP shall be implemented, adhered to, and maintained in accordance with the approved details.

- 11) No dwelling hereby permitted shall be occupied until a lighting design strategy ('LDS') has been submitted to, and agreed in writing by, the local planning authority. The LDS shall accord with, and expand upon where necessary, the measures outlined in the associated Ecological Impact Assessment and BNG report of 27 May 2022, and shall include details of:

- i. sensitive areas,
- ii. dark corridors to be safeguarded,
- iii. the design or specification of external lighting including shields, cowls or blinds where appropriate,
- iv. a description of the luminosity and warmth of lights including a lux contour map
- v. the location and elevation of light fixings, and
- vi. methods to control lighting such as timer operation or passive infrared sensors.

The agreed LDS shall be implemented, adhered to, and maintained in accordance with the agreed details.

- 12) No dwelling hereby permitted shall be occupied until a drainage scheme for the disposal of foul water flows for the site has been submitted to, agreed in writing by the local planning authority, and implemented as agreed.

- 13) No development hereby permitted shall take place until a site waste management plan ('SWMP') has been submitted to, and agreed in writing by, the local planning authority. The SWMP shall include details of:

- i. the types and amount of waste materials forecast to be generated from the development during site preparation and construction,
- ii. the specific measures to be employed for dealing with the aforementioned materials so as to minimise their creation, maximise the amount of re-use and recycling on-site, maximise the amount of off-site recycling of any wastes that are unusable on-site and minimise the overall amount of waste sent to landfill, and
- iii. the proposed proportions of recycled content that will be used in construction materials.

The agreed SWMP shall be adhered to throughout construction.

- 14) No dwelling hereby permitted shall be occupied until a waste management scheme ('WMS') has been submitted to, and agreed in writing by, the local planning authority. The WMS shall include details of appropriate and

adequate space and infrastructure to allow for the separate storage of non-recyclable and recyclable waste materials. The agreed WMS shall be implemented before any dwelling hereby permitted is first occupied, including on a phase basis aligned with occupancy as necessary. Once implemented the agreed WMS shall thereafter be maintained.

- 15) No development hereby permitted shall take place until a Construction Management Plan ('CMP') has been submitted to, and agreed in writing by, the local planning authority. The CMP shall include details of:
- i. site access and egress (including any which are temporary),
  - ii. staff and contractor facilities and anticipated travel arrangements and advisory routes,
  - iii. measures to mitigate dust, noise, vibration and illumination (including in respect of any piling, power floating, machinery operation and vehicle reversing),
  - iv. measures to control any leaks or spillages, and for managing silt and any pollutants,
  - v. measures for the disposal and recycling of waste,
  - vi. locations for loading, unloading, and storing plant, waste and construction materials,
  - vii. measures to prevent mud and dust from being carried onto the highway,
  - viii. arrangements for vehicle turning,
  - ix. arrangement to receive abnormal loads or unusually large vehicles,
  - x. a highway condition survey, and
  - xi. methods of communicating the CMP to staff, visitors and neighbouring residents and businesses.

The agreed CMP shall be adhered to throughout construction.

- 16) No works related to the development hereby permitted, including operation of machinery, groundworks, construction and deliveries shall take place outside of the following hours: 08:00 to 18:00 Mondays to Fridays inclusive, 08:00 to 13:00 on Saturdays. No works related to the development hereby permitted shall take place at any time on Sundays or on Bank or Public Holidays.
- 17) Notwithstanding condition 2, before the dwelling hereby permitted at plot 1 is occupied, the first floor south-west facing window shown on approved plans GOCR-PL-018 Rev. A and GoGR-PL-019 Rev. A shall be installed as obscure glazed and shall be non-openable to a height of 1.7 metres above internal finished floor level. Once installed as such the foregoing window shall thereafter be maintained as such.



- 18) No dwelling hereby permitted shall be occupied until the following have been implemented and made available for use in accordance with the agreed plans, as agreed pursuant to other conditions in this schedule, or as previously submitted to and agreed in writing by the local planning authority: means of access for vehicles pedestrians and cyclists, and secure bicycle storage. Once implemented as agreed the foregoing shall thereafter be maintained only for their intended purposes.
- 19) If, during the course of undertaking the development hereby permitted, any unforeseen contamination is encountered, measures for remediation shall be submitted to, and agreed in writing by, the local planning authority before development affecting the relevant part of the site proceeds. Development shall be undertaken in accordance with any agreed remediation measures.

### **SCHEDULE 2, APPROVED PLANS**

- |         |  |
|---------|--|
| i.      | DLA 2016.L.06.P11 - LANDSCAPE MASTERPLAN               |
| ii.     | GOGR-PL-001 C -SITE LOCATION PLAN                      |
| iii.    | GOGR-PL-002 F - PLANNING LAYOUT                        |
| iv.     | GOGR-PL-003 A - MATERIALS PLAN                         |
| v.      | GOGR-PL-004 A -BOUNDARIES PLAN                         |
| vi.     | GOGR-PL-005 B -AFFORDABLE HOUSING                      |
| vii.    | GOGR-PL-006.0C -ACCOMMODATION SCHEDULE                 |
| viii.   | GOGR-PL-006.1A - AFFORDABLE HOUSING SCHEDULE           |
| ix.     | GOGR-PL-007 D - STOREY HEIGHTS PLAN                    |
| x.      | GOGR-PL-009 B -PARKING PLAN & SCHEDULE                 |
| xi.     | GOGR-PL-011 D - WASTE COLLECTION PLAN                  |
| xii.    | GOGR-PL-012 D - PROPOSED AREAS FOR MANAGED MAINTENANCE |
| xiii.   | GOGR-PL-001 A DOUBLE GARAGE PLAN AND ELEVATIONS        |
| xiv.    | GOGR-PL-002 A TWIN GARAGE PLANS AND ELEVATIONS         |
| xv.     | GOGR-PL-003 A SINGLE GARAGE PLANS AND ELEVATIONS       |
| xvi.    | GOGR-PL-004 - POPLAR FLOOR PLANS                       |
| xvii.   | GOGR-PL-005 - POPLAR ELEVATIONS                        |
| xviii.  | GOGR-PL-006 - CLEMATIS FLOOR PLANS                     |
| xix.    | GOGR-PL-007 - CLEMATIS ELEVATIONS                      |
| xx.     | GOGR-PL-008 - LIME FLOOR PLANS                         |
| xxi.    | GOGR-PL-009 - LIME ELEVATIONS                          |
| xxii.   | GOGR-PL-010 - ROWAN FLOOR PLANS                        |
| xxiii.  | GOGR-PL-011 - ROWAN ELEVATIONS                         |
| xxiv.   | GOGR-PL-012 - CAMELLIA FLOOR PLANS                     |
| xxv.    | GOGR-PL-013 - CAMELLIA ELEVATIONS                      |
| xxvi.   | GOGR-PL-014 A - BEECH FLOOR PLANS                      |
| xxvii.  | GOGR-PL-015 A - BEECH ELEVATIONS                       |
| xxviii. | GOGR-PL-016 - CEDAR FLOOR PLANS                        |
| xxix.   | GOGR-PL-017 - CEDAR ELEVATIONS                         |
| xxx.    | GOGR-PL-018 A - WALNUT FLOOR PLANS                     |
| xxxi.   | GOGR-PL-019 A - WALNUT ELEVATIONS                      |
| xxxii.  | GOGR-PL-020 A - SYCAMORE FLOOR PLANS                   |
| xxxiii. | GOGR-PL-021 A - SYCAMORE ELEVATIONS                    |
| xxxiv.  | GOGR-PL-022 A - 1B2P FLOOR PLANS                       |
| xxxv.   | GOGR-PL-023 A - 1B2P ELEVATIONS                        |

xxxvi.	GOCR-PL-024	A - 1B2P BUNGALOW M4(3) FLOOR PLANS
xxxvii.	GOCR-PL-025	A - 1B2P BUNGALOW M4(3) ELEVATIONS
xxxviii.	GOCR-PL-026	- 2B4P BUNGALOW M4(3) FLOOR PLANS
xxxix.	GOCR-PL-027	- 2B4P BUNGALOW M4(3) ELEVATIONS
xl.	GOCR-PL-028	A - 2B4P M4(2) FLOOR PLANS
xli.	GOCR-PL-029	A - 2B4P M4(2) ELEVATIONS
xlii.	GOCR-PL-026	A - 2B4P M4(2) ELEVATIONS
xliii.	GOCR-PL-031	A - 3B5P M4(2) FLOOR PLANS
xliv.	GOCR-PL-032	A - 3B5P M4(2) ELEVATIONS
xlv.	GOCR-PL-033	- 4B7P M4(2) FLOOR PLANS
xlvi.	GOCR-PL-034	- 4B7P M4(2) ELEVATIONS
xlvii.	GOCR-PL-009	- STREET SCENES
xlviii.	5143652-ATK-DR-D-003 P5	- PROPOSED SURFACE WATER DRAINAGE STRATEGY
xlix.	FIGURE 3 OF TRANSPORT STATEMENT DATED MAY 2022	- PROPOSED SITE ACCESSES AND PEDESTRIAN CONNECTION

### SCHEDULE 3, APPEARANCES

#### FOR THE APPELLANT:

Peter Goatley KC	No5 Barristers' Chambers
Nathan McLoughlin	McLoughlin Planning
Michael Davies	Davies Landscape Architects
Cameron Austin-Fell	RPS group
David Tingay	Key Transport Consultants Ltd.
Rachel Chatting	Tyler Grange Group Ltd.
Harry Du Bois-Jones	Tyler Grange Group Ltd.

#### FOR THE LOCAL PLANNING AUTHORITY:

Robin Green	Cornerstone Barristers
Paul Instone	Applied Town Planning Ltd.
Stuart Ryder	Ryder Landscape Consultants Ltd.
Jeremy Butterworth	J Butterworth Planning Ltd.
Stephen Chandler	Gloucestershire County Council

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'RULE 6' PARTIES:

Eddie McLarnon	On behalf of Gotherington Parish Council
Christine White	On behalf of the Manor Lane Action Group

THIRD/ INTERESTED PARTIES:

Nicola Wilson	Local resident
Marianne Andrews	Local resident
Sarah Barsby-Finch	Local resident
Michael Stevens	Local resident

**APPENDIX 2**

Tewkesbury Garden Town - Strategic Framework (Compressed)



# Tewkesbury Garden Town **Strategic Framework Plan**

*TGT to advise on  
inclusion of logos*



**A flourishing future for Tewkesbury**



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Version: 1  
Version date: 03/04/2023  
Comment **Draft Report (WIP)**

This document has been prepared and checked in accordance with ISO 9001:2015



# 1.0 Introduction



# 1.1 This document

## 1.1.1 Who is this document for?

This Strategic Framework Plan is intended to be for a wide audience; broadly its for those with an interest in or involvement with Tewkesbury Garden Town. This could include landowners, developers, designers, the local community and the local planning authority.

## 1.1.2 What is this document for?

This document builds on the work undertaken by Tewkesbury Borough Council in 2021 to produce a Concept Plan for Tewkesbury Garden Town. This work set out a Vision and Garden Town Development Principles for Tewkesbury Garden Town. This Strategic Framework Plan seeks to set out what the Concept Plan, Vision and Garden Town Principles should mean ‘on the ground’ for Tewkesbury Garden Town.

National government has been re-emphasising the importance of high-quality design. This is reflected in the updated National Planning Policy Framework (2021) and through the publication of the National Design Guide (2019) and the National Model Design Code (2021). Central to the National Design Guide and National Model Design Code are ‘ten characteristics of well-designed places’ which all contribute towards the cross-cutting themes for good design set out in the National Planning Policy Framework.

Tewkesbury Garden Town is part of the Government’s Garden Communities Programme which seeks to promote the development of well designed, sustainable new communities, holistically planned and guided by a set of principles to help create vibrant, mixed-use, characterful areas where people can live, work and play for generations to come.

This Strategic Framework Plan builds on the Concept Plan and, with the emphasis of high-quality design from national government sets out key outcomes and expectations that are important to set the quality of design for Tewkesbury Garden Town.

It seeks to shape development, influence planning proposals and inform decision making; through setting out a clear framework that all parties can refer to in order to enable a collaborative and cohesive approach to designing and building Tewkesbury Garden Town over the coming decades.



### 1.1.3 Structure of document

This document is set out as follows:

#### 1.0 Introduction

Introduces the Strategic Framework Plan, including an overview of the Concept Plan, the vision and the objectives of Tewkesbury Garden Town, an explanation of placemaking, and an overview of planning and processes.

#### 2.0 Setting the scene

Introduces the Site.

#### 3.0 Guidance

Set out under three key topics — Access & Movement, Landscape and Built Form/Developable Areas.

#### 4.0 The Neighbourhoods

Provides design briefs for eight identified Character Areas within the Garden Town.

#### 5.0 Delivery

Outlines requirements relating to phasing, delivery and stewardship of Tewkesbury Garden Town.

#### Appendices

A - Validation Requirements for Planning Applications

Sections 3.0, 4.0 and the Validation requirements are key elements of the Strategic Framework Plan that should be referred to through the design and planning process. Section 3.0 should be referred to understand wider guidance under the three topics, and Section 4.0 should be referred to for a more detailed brief for a specific area.

Guidance in section 3 is set out by topic and gives clear requirements for applicants who are considering or preparing proposals.

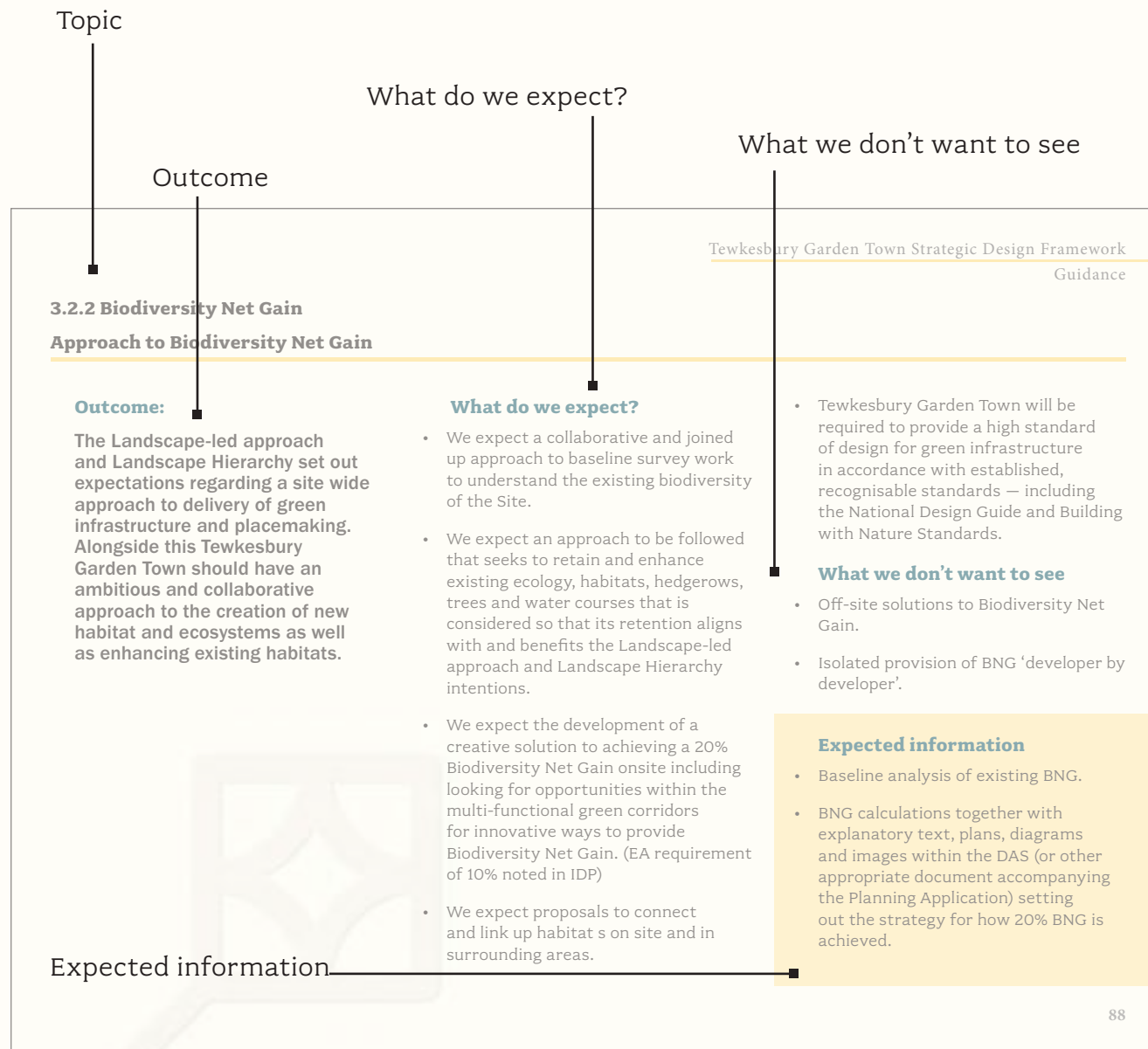
Each topic is set out in the following format:

The Expected outcome - This is a description of what the measurable change the Garden Town is seeking to achieve;

What do we expect — This provides clear, illustrated guidance on what the Garden Town is seeking to achieve and incorporates clearly annotated illustrations and example images

What we don't want to see - There are also examples of development that the Garden Town considers do not help to deliver the stated outcome, and which are likely to be rejected;

Information requirements — This section sets out the information that the Garden Town requires developers and prospective applicants to provide in order



Guidance in section 4 is organised around each of the Character Areas with each set out in the following way:

**Context** - A description of the area and its main constraints and opportunities, illustrated in a high-level diagram.

**Vision** - A clear statement of the aspiration for the Character Area, its function and role within the wider Garden Town.

**Guidance** - What we expect the Character Area to deliver, taking account of its unique context. This is largely set out around Landscape, Movement and Built Form guidance.



Section 5 sets out guidance related to delivery including phasing, planning, stewardship and engagement. It is structured around the expected outcome, what we expect and what we don't want to see from applicants.

The appendices include the validation requirements for planning applications.



# 1.2 The Concept Plan

## 1.2.1 Concept Plan

The Tewkesbury Garden Town Concept Plan provides a spatial plan for an area broadly to the northeast of Tewkesbury. This was developed in 2021 and set out land uses (residential, employment, mixed use, education, local centres) across this area.

Subsequently some planning applications have been approved within this area of Tewkesbury; so whilst the broad Concept Plan stands, there have been and inevitably will be, some adjustment and refinement of the exact spatial layout.

The Concept Plan was supported by a report “Evolution of the Concept Plan” authored by BDP and Tewkesbury Borough Council, which can be found here: <https://www.tewkesburygardentown.co.uk/documents>



High Res. image required from TGT

The “Evolution of the Concept Plan” report recognised that:

- The vision for Tewkesbury Garden Town is to deliver sustainable growth. Making Tewkesbury the Hub which serves and supports the wider Heartland and drives the success of the Borough.
- It demonstrates that Tewkesbury Garden Town has potential to deliver sustainable strategic growth. It is a ‘living location’ able to capitalise on a wonderful mix of urban and rural, that can offer business, leisure and housing opportunities.
- There is a clear opportunity when planning for growth at this scale to embed sustainable choices at the heart of future communities, through urban form, movement strategies and integration of land uses, which together can encourage a fundamental shift in the way occupants will live and travel.

- From the outset, the development of the Tewkesbury Garden Town will plan for transformational long-term growth, building on the existing strengths of the area and prioritising the delivery of new strategic infrastructure. The strategy can be flexible and incremental, but to achieve an exemplar Garden Community development, it must be planned in a comprehensive manner.
- By taking a long-term approach, real benefits can be secured for both existing and new residents. Strategic growth offers a critical mass, able to fund key infrastructure improvements and deliver comprehensive, high quality design. Together, these components can deliver the vision.
- Strategic growth on this scale requires ambition, as well as a positive approach that is honest and robust about finding solutions to infrastructure needs and constraints. The growth of the Tewkesbury Garden

Town, will require the support and collaboration of multiple stakeholders and agencies.

The Concept Plan and the Vision it sets out for the Garden Town is the first step in guiding transformational and sustainable growth for the Borough.

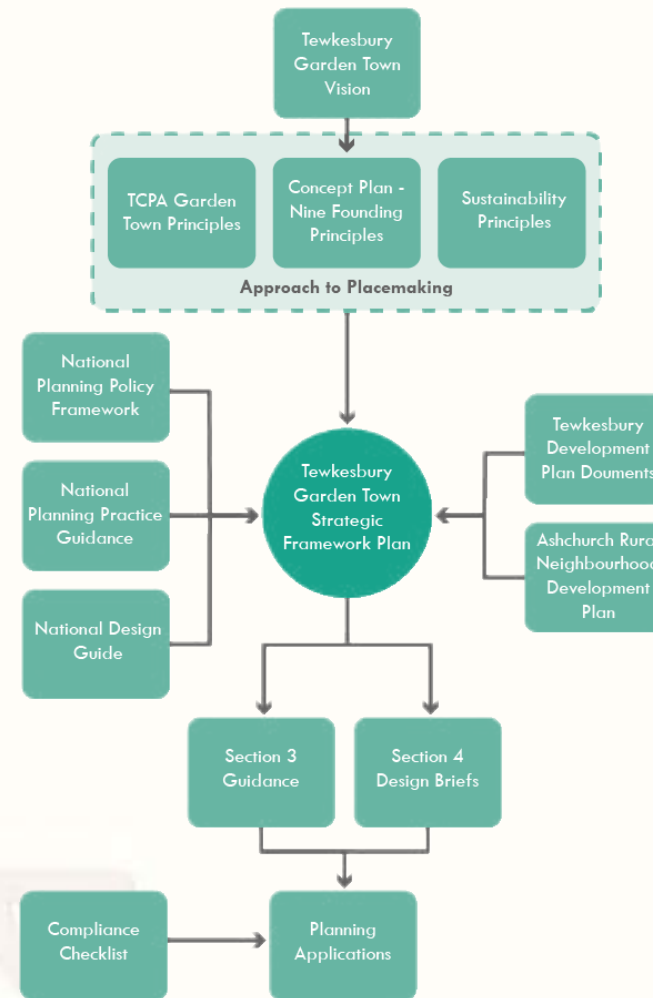
## 1.2.2 The Strategic Framework Plan

This Strategic Framework Plan seeks to explain what this high level vision means 'on the ground'.

The Vision, TCPA Garden Town Principles, 9 founding principles for development set out in the Concept Plan and Tewkesbury Borough Council's Net Zero ambition set the overarching ambition for the Garden Town.

The placemaking guidance within the Strategic Framework Plan is further informed by the National Design Guide, Tewkesbury Local Plan, National Planning Policy Framework and Ashchurch Local Plan.

Placemaking guidance is set out in Section 3.0 and 4.0 of the document. Any planning application that is submitted to Tewkesbury Borough Council should demonstrate how it is responding to this placemaking guidance.



### 1.2.3 Approach to placemaking

The Garden Town Vision

The Vision set out in the “Evolution of the Concept Plan” report, was widely consulted on and is:

“To deliver well planned development in a way which supports Tewkesbury residents, business and the wider community to fulfil their potential. Making Tewkesbury the hub, which serves and supports the wider heartland. A place which drives the success of the Borough.”

This Vision is expanded upon under three themes:

#### Transformational

Tewkesbury will transform, to create a place that has everything for a happy and healthy lifestyle. We will create a holistic plan for the long term, building on the existing strengths and historic character of the area, to ‘future proof’ ourselves for years to come.

#### Sustainable

Tewkesbury will transform, to create a place that has everything for a happy and healthy lifestyle. We will create a holistic plan for the long term, building on the existing strengths and historic character of the area, to ‘future proof’ ourselves for years to come.

#### Vibrant Communities

Drawing on the distinctive qualities of Tewkesbury and its existing communities, we aim to deliver development with a real ‘sense of place’ and community. Community facilities and infrastructure, such as schools, health and play, will be priorities. Alongside well designed, high quality housing and employment opportunities, Tewkesbury will be empowered to embrace its potential.



## **Garden City Principles**

It is important to firstly understand what a Garden Town should be; the Garden City Principles (TCPA) are an indivisible and interlocking framework for their delivery, and include:

- Land value capture for the benefit of the community.
- Strong vision, leadership and community engagement.
- Community ownership of land and long-term stewardship of assets.
- Mixed-tenure homes and housing types that are genuinely affordable.
- A wide range of local jobs in the Garden City within easy commuting distance of homes.
- Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food.
- Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience.
- Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods.
- Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.

## Garden Town Development Principles

As part of the Concept Plan process, nine founding Garden Town Development Principles were created, drawing on experience from the long-established global Garden City Movement and UK Garden Communities Model of Development, the adopted Joint Core Strategy for Cheltenham, Gloucester and Tewkesbury (JCS) and stakeholder engagement events held throughout 2019.

These principles remain and act as an important framework for all decision making and form the basis of future development of the Tewkesbury Garden Town.



### 1. Respect existing communities and reflect local character:

Ensure that the development respects existing communities, and follows good urban design principles to deliver attractive and safe layouts that reflect the character of local places.



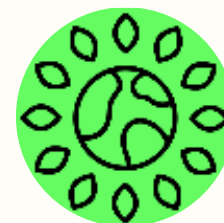
### 2. A strong identity and character of place:

Support a unique Garden Town identity and character through conserving and enhancing features of the area as well as creating opportunities for people to interact with art, culture and community green spaces.



### 3. Interconnected blue infrastructure celebrating water:

Nourish an interconnected blue-green infrastructure to build climate resilience through natural water retention and re-use techniques as well as promote a liveable urban environment through rejoicing in water's recreational value.



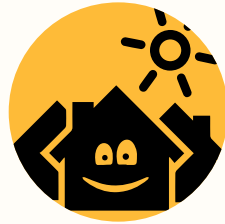
### 4. A carbon neutral community and building sustainably for climate resilience:

Contribute to a carbon neutral community and build climate resilience from construction to occupation through sustainable materials and construction techniques, renewable energy measures, sustainable drainage systems within a comprehensive blue-green infrastructure network.



### **5. Fantastic green spaces for people and wildlife:**

Maximise the health and wellbeing benefits of green infrastructure through creating an ecologically rich landscape network that links to the Cotswolds AONB (Area of Outstanding Natural Beauty) and that includes allotments, green corridors, natural play areas and large open spaces.



### **7. Integrated live-work-play communities:**

Create a desirable place for living and working that can meet the needs of a diverse range of people and promote an active lifestyles through an appropriate mix of uses and a network of neighbourhood centres.



### **9. A social model for sustainability:**

Enable the long term sustainability of the garden town through a strong vision and management model that encourages community ownership and stewardship of communal assets.



### **6. Sustainable wider connectivity:**

Increase connectivity and maximise sustainable modes of travel within the Garden Town and to Tewkesbury and beyond. Enhanced accessibility to the station will put Tewkesbury on the map and integrated transport systems with walking and cycling infrastructure will transform the area into a sustainable movement environment.



### **8. Mixed-tenure homes, housing types and densities for diverse communities:**

Provide a mix of housing types and tenures to encourage diverse and intergenerational communities. Beautifully designed homes with gardens will combine the best of town and country to create healthy communities.

## Sustainability Principles

Climate change is one of the greatest challenges of our time. The impacts of climate change on the environment and the risks posed to society and our economy are exacerbating. The problems faced are extremely interlinked and so when trying to tackle these issues, we must think holistically. In the National Planning Policy Framework, they define the need for sustainable development as 'meeting the needs of the present without compromising the ability of the future generations to meet their own needs'.

When planning and considering the future of our development, we mustn't forget to think about the wider outcomes to social, economic and environmental development and how interlinked these outcomes are. Using the United Nation's Sustainable Development Goals (UN SDGs) as a framework, this allows us to always consider the wider impact of our actions.

The UN SDGs are a set of 17 goals established as a common agenda for the global community in 2015, with the aim of setting clear targets for inter-related social, economic and environmental development by 2030. The 17 goals consist of 169 global indicators, that fall across 5 themes:

- People
- Planet
- Prosperity
- Partnership
- Peace



In plan-making, the NPPF states that 'to ensure a sustainable pattern of development, we must meet the development needs of the area; align growth and infrastructure; improve the environment; mitigate climate change and adapt to its effects' (NPPF, Achieving Sustainable Development).

Tewkesbury's ambition for the Garden Town is evident in its Vision. It is not just about delivering 10,000 homes, but it is about tackling the big issues of the day and creating great places where communities can enjoy life at it's fullest as part of the wider community.

## 1.2.4 Placemaking

The vision and overarching principles inform our approach to placemaking which is the basis for the guidance within this document.

Placemaking is important; places are where life 'occurs'. A place where home is close to work, where a commute is possible by foot, bike or train and where leisure, community and nature are on the doorstep all enable residents to make easy choices about day-to-day life that impact positively on the community and environment.

Placemaking is centred on people; peoples' needs, peoples' connection with their community, peoples' day to day activities. It's about more than detailed design; considering how the wider environment can 'set the scene for life' and create a place where everyone can thrive.

Our approach to placemaking is informed by National and Local policy. The NPPF promotes sustainable patterns of movement and high quality design

to create attractive, welcoming and distinctive places to live, work and visit.

The National Design Guide identifies the ten characteristics of a well designed place. Our guidance responds to these characteristics and references key national and local policies in each section.

The National Design Guide places a focus on Context and Identity both of which are important to placemaking and guidance is provided in this document on understanding and relating well to the site, its local and wider context (C1), valuing heritage, local history and culture (C2), responding to existing local character and identity (I1), well-designed, high quality and attractive places and buildings (I2) and creating character and identity (I3).

Whilst this document cannot provide guidance for every eventuality, it can seek to get the 'strategic framework' right. Section 3.0 is set out under the three topics of Access and Movement, Landscape-Led and Built Form which

we recognise as the critical underlying aspects of placemaking; these stress the importance of connectivity, neighbourhoods that engender community and a relationship to nature.



National Design Guide: The ten characteristics of well-designed places

# 1.3 Planning and Process

## 1.3.1 Process

All applicants are expected to follow the standard planning process expectations for applicants. Guidance can be found at: <https://www.tewkesbury.gov.uk/planning>

The Local Plan is available at: <https://www.tewkesbury.gov.uk/local-plan#tewkesbury-borough-plan>

The Garden Town site currently has no formal designation or allocation for development.

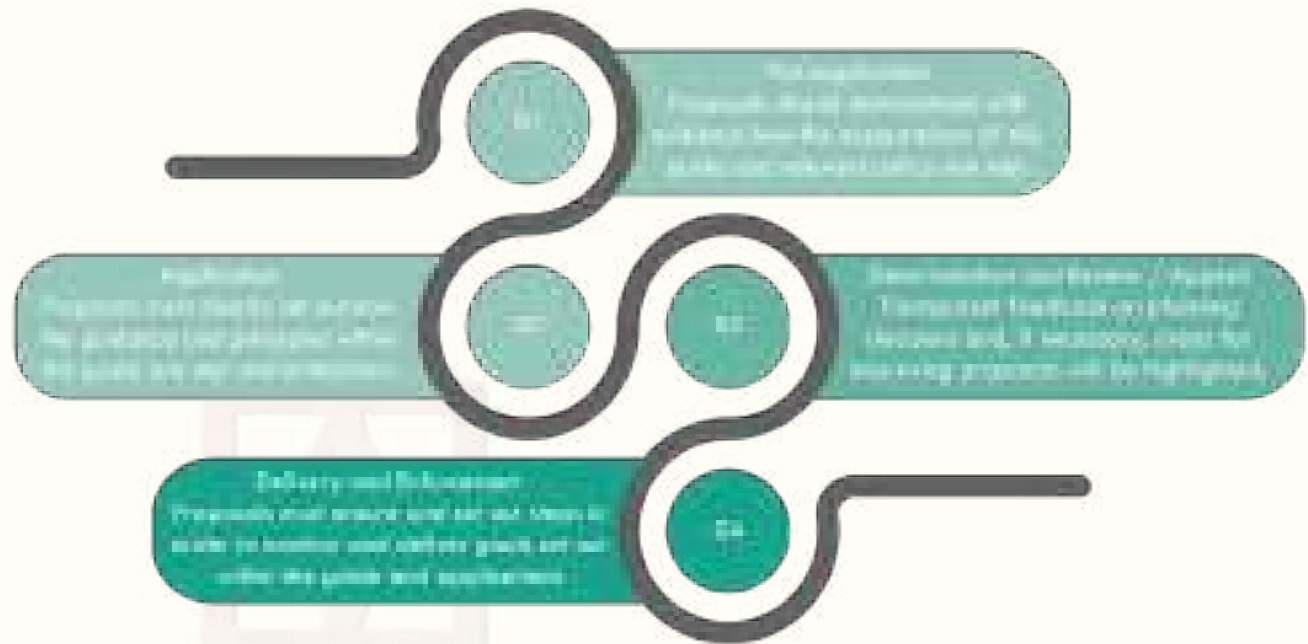
However, it is acknowledged that there are a range of active land owners, developers and promoters working on sites around Tewkesbury and Ashchurch. Any applications for development will be expected to follow the process set out on the following pages in line with national best practice.

We actively discourage developers working in isolation and this Strategic Framework Plan has been established to support proactive conversations between developers, the Local Authority and

communities about the delivery of the Garden Town vision.

Collaboration may vary in complexity ranging from formal legal agreements between landowners to engagement of the Local Authority, key stakeholders and representatives of the local community

We expect any formal collaboration agreements to refer to the information set out in this Strategic Framework Plan and consider where agreement with other developers will be required in order to achieve the objectives of Tewkesbury Garden Town.



## Working on baseline assessments

Baseline analysis was completed by BDP in September 2017 and updated in 2020. This studied in detail the existing conditions and opportunities in order to guide the development of the Concept Plan.

The Garden Town have been building an evidence base since this point

TGT to expand on this?

Landowner, developers and applicants are expected to undertake their own baseline assessments to inform the development of designs and applications; co-ordinating as necessary with other landowners, developers and applicants. The objective of the baseline assessment is to provide background context to the site.

Reference to Validation Requirements and discussions with the LPA through the Pre-Application process is strongly advised in order to inform which baseline assessments will be required.

## Pre-Application

At national level the NPPF stresses the importance of the Pre-Application process (para 39-42), it sets out the importance of engagement in achieving well-designed places (para 126) and goes so far as to say that 'Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot'(para 132).

## Engagement

All applicants should demonstrate that they have been through a clear engagement process. Pre-application discussions with the Council will help to identify critical stakeholders which may include:

- Tewkesbury Garden Town Team
- Tewkesbury Borough Council Planning Authority (through early discussion/ workshops, Pre-Application stage, Application stage, discharge of Conditions)

- Garden Town Member Reference Panel
- Parish Councils (Ashchurch Rural Parish Council, Northway Parish Council, Tewkesbury Town Council, Wheatpieces Parish Council, Teddington & Alstone Parish Council)
- Other Stakeholders (Tewkesbury Borough Council Economic Development Officers, NHS - Gloucestershire Clinical Commissioning Group, Environment Agency, Gloucester County Council Highways, Worcestershire County Council Highways, GFirst Local Enterprise Partnership, Wychavon District Council, Community Rail Partnership, Homes England)

Submission requirements for planning applications are listed in section 5.

There is a strong expectation that all applications within the Garden Town area will present their project to the Gloucestershire Design Review Panel as part of the application process.

## 2.0 Setting the scene





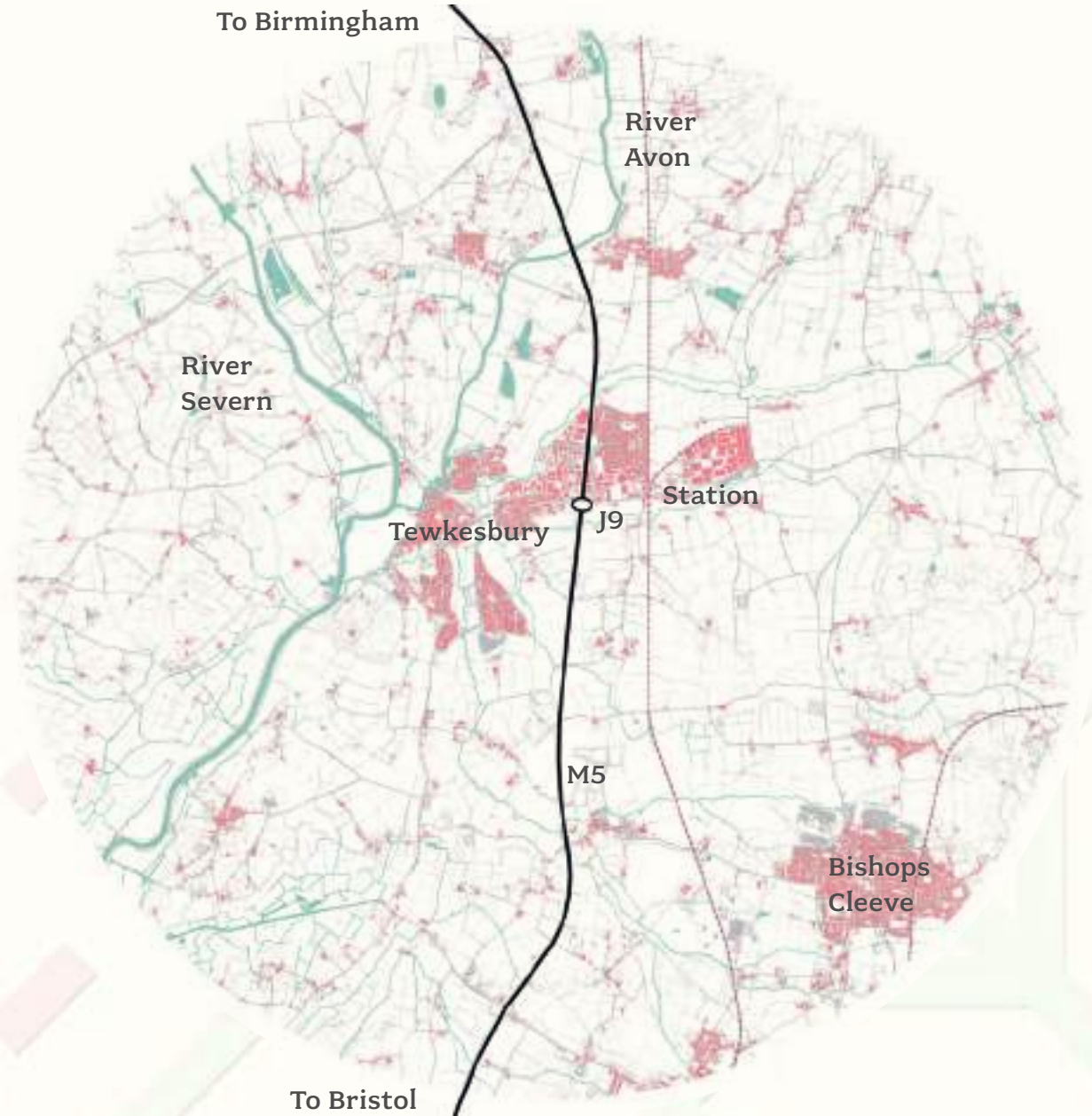
## 2.1 Site Context

### 2.1.1 Site Location

Tewkesbury is located in Gloucestershire, with the town centre and its famous Abbey located close to the point the River Avon joins the River Severn. The town is close to both Gloucester and Cheltenham, as well as the Cotswolds AONB.

Ashchurch for Tewkesbury station is clearly of significant benefit to the area, being well positioned on the rail network and serving many stations / destinations including northbound to Birmingham New Street and Worcester and southbound to Cheltenham Spa, Gloucester and Bristol.

Tewkesbury and Ashchurch are located close to the M5 motorway with junction 9 providing good access to the wider UK road network.



Tewkesbury is a historic market town with a dispersed settlement pattern due to the impact of flood zones. The wider area covers areas with varied character including the natural landscape, a number of villages, business parks and more urban residential districts.

East to the town lies the modern Tewkesbury Business Park, Ashchurch Business Centre and the residential district of Northway.

Further East, near the railway station is Ashchurch, an important village for its local history and heritage, and the Ministry of Defence (MoD) Ashchurch site.

The wider area is characterised by a number of small rural settlements including Aston-on-Carrant, Pamington and Fiddington.

The Tewkesbury Garden Town site is located to the east of the M5 motorway, spanning across the railway and north and south of the A46.



▲ The market town of Tewkesbury is positioned on the River Avon and has a wealth of heritage.



▲ Example of a local rural village.



▲ The setting of St. Nicholas Church in Ashchurch



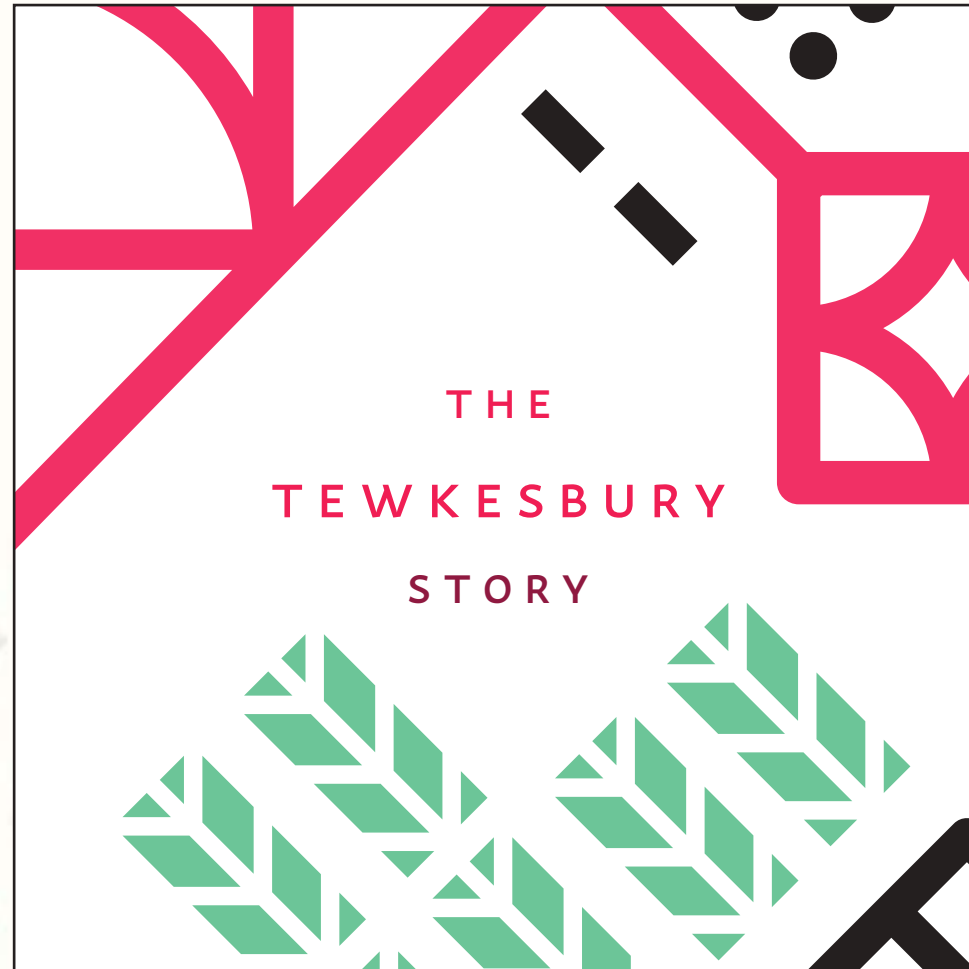
▲ The railway line, looking south from Ashchurch station

## 2.1.2 Tewkesbury Character

'The Tewkesbury Story' captures something of Tewkesbury's history and ambition for the future. It is important that Tewkesbury Garden Town is 'of its place', that it is understood what makes Tewkesbury special and the Garden Town reflects this local character.

There is no expectation that the Garden Town replicates exactly the town centre or local villages, but there will be cues that can be taken from the locality; whether this is the urban form, materiality or relationship with the landscape. A context appraisal must not 'copy and paste' from a poor development just because it is adjacent to a site but should delve into the character and history of the locality.

Any application for new development must explain how it has understood the local context and interpreted it within the



## The High Street

The high street runs through the centre of Tewkesbury and along with the Abbey is one of its key features.

The High Street is long, with a wide variety of businesses including independent shops, restaurants and pubs. Whilst there is a degree of consistency along its length in terms of building line, there is also a huge variety in terms of building age, materials, storey height, and the variety of roofscape.

### Key Characteristics of the High Street:

- Buildings are of mixed use, predominantly commercial with active frontages, and residential and office use on upper floors.
- Street facing façades are continuous with few gaps and range from two to four storeys with the majority of buildings sitting at three storeys.
- The street itself is wide, accommodating two carriageways, on-street car and cycle parking, along with ample pavement space



▲ Framed view of civic buildings set back from the high street.



▲ The entrance to the High Street is framed by buildings to draw you in.



Continuous building line, with no set back. Street is wide with ample pavement space and connectivity.

Varied building heights, roof line and gable positioning.

Narrow building widths, tending to be three storeys

Bricks painted in pale tones.

## Celebrating Water

Tewkesbury has an interesting relationship between the High Street and the River Avon Corridor to the east which forms one of the 'edges' to the town.

The High Street is densely packed with businesses, but just behind this is the much quieter 'back lane' with small yards and occasional buildings that sit alongside the river, with long views over the River Avon, the Severn Ham and the River Severn with occasional bigger buildings within this setting.

### Key Characteristics of the Riverside Area:

- Connectivity through alleys and narrow streets between High Street, river corridor and open space beyond.
- Buildings range from large scale mills and industrial warehouses, to smaller scale workshops and cottages generally ranging from two to three storeys.
- Brooks and streams set within floodable landscape corridors.



▲ The River Swilgate running through floodable green spaces.



▲ The River Avon sits behind the High



Large scale industrial buildings, close to



Dormer windows in steep pitched



Smaller scale buildings, timber framed with



Building line and breaks are irregular, forming



Ground floor coach-doors to historic workshops.

## The Wider Landscape

The 'fingers' of green that stretch into Tewkesbury are an integral part of the town; this green infrastructure is multi-functional – the floodplain, recreation, leisure, agriculture and growing, nature and biodiversity.

Water is a key characteristic of Tewkesbury and with climate change, the need to ensure flood events are planned for and that green infrastructure plays a role in this is critical

Historic maps show the relationship between rural villages and their orchards. Gloucestershire has lost many of its orchards and the Garden Town provides an opportunity to return that character, with significant benefit to wildlife and biodiversity

### Key Characteristics of the landscape

- Floodable river corridors that are part of the townscape.
- Views from urban settlements out to the wider landscape.



▲ The Cotswold AONB rises to the east of Ashchurch.



▲ Willow within the River Swilgate.



▲ Stunning views from the town centre to the landscape beyond.



▲ Extract from a 1950 OS map showing extent of historic orchards around Aston-on-Carrant,

## The Alleyways of Tewkesbury

The plots alongside the High Street (and Church Street) are often very long, extending out to the river to the west, this meant traders could bring in or ship out from the waters edge. Therefore manufacturing such as tanning, malting and textiles often was located 'behind' the main buildings, along with workers cottages and these were accessed by alleyways which remain today.

### Key Characteristics of the Alleyways

- Overlooked by smaller cottages and terraces, often appear as part of a building frontage
- Provide quick connections between otherwise larger urban blocks.
- Alleyways often reveal the older timber framed fabric of buildings.
- Often painted white to increase light and named.
- Pavements tend to be in blue brick, laid out in a plain or diamond patterns, or with raised treads and brick gulleys along the side.



▲ Examples of the unique alleyways of Tewkesbury.



▲ Alleyways are named, linking them to the history of Tewkesbury.

## Villages

Not far east of Tewkesbury the villages are often rural and agricultural in nature, with some influenced by typologies and materials typical of Cotswold villages — Alderton and Gotherington for example are a mix of brick, Cotswold ‘cream’ stone and half-timbered buildings, some with thatched roofs.

### Key Characteristics of Villages

- Buildings are primarily two storeys in height and common materials include local stone, red and white painted brick and timber frame, painted black with white render.
- Further east, villages become more unified by their building materials - specifically Cotswold Stone
- Buildings mostly face streets with open side gables and occasional street facing gables, but are occasionally seen orientated at right angles to the street.
- Traditional dormers with casement windows are a common feature adding character to cottage roofs.
- Plot boundaries are marked with dry stone or red brick walls, railings, mature hedges or a combination.



▲ Example of a Cotswold village with buildings constructed of local stone.



▲ Village gateways defined by civic buildings and public open space.



▲ Twyning with its variety of building styles set around the village green.



▲ Example of a village centre with a variety of building styles.



## Northway

The adjacent area of Northway was until the 20th century a hamlet, and some older buildings remain, but it was further developed to the south-west of this area in the 1960/70s.

### Key Characteristics of Northway

- Primary streets are fronted onto by homes
- Rear mews accommodate parking in places to reduce doubling up of roads
- Heights range from one storey bungalows to three storeys, with the upper floors occasionally formed by pitched dormer windows set in roofs.
- Buildings are predominantly constructed of red brick
- Modern uPVC doors and rectangular casement windows are found throughout the area, however some properties have decorative arched brick keystone window heads and stone sills, reflecting detail found in Tewkesbury centre.



▲ Two and three storey homes front public green space with play facilities.

Generally medium street widths, often ending at cul-de-sacs.

Mainly semi-detached or short terrace rows, forming regular gaps in the building line. Streets have variety, parking is within rear mews

Some instances of open gable end pitched porches.

Ample segregated provision and high connectivity for pedestrians and cyclists.



Images requested from  
TGT

## Agricultural Buildings

Gloucestershire has a rich agricultural history and villages especially were intrinsically linked with their surrounding landscape. Farms and their associated barns are often at the heart of the village and could provide important design cues for buildings within the Garden Town from car barns to civic buildings

### Key Characteristics of agricultural buildings

- Usually single storey with steeply pitched roofs.
- Gables are often timbered, walls are red-brick or Cotswold stone.
- Buildings often side-on to streets with a sheltered farm yard behind.
- Openings are generally restricted to barn doors which are tall and wide to provide access for agricultural machinery.



▲ Timbered front facing gables above large barn



▲ Barns are usually single storey with steeply pitched roofs.



▲ Barns often turn their back on streets, bringing variety to a village.



▲ Agricultural buildings could provide a blueprint for grander civic buildings.

## Urban Grain Comparison of the Character

### The High Street and Riverside Area



The width of the High Street is generous with ample room for vehicles, parking and pedestrians together. Building frontages tend to be narrow, with some wider plots and shop frontages formed through amalgamation. Plots are deep with no setback from the pavement edge and tend to form a continuous line, with gaps formed only by adjacent streets and alleyways.

Historic buildings in the riverside area are generally positioned in clusters abutting the street edge. The building line is interspersed with gaps formed by rear entrances and red brick boundary walls of plots on adjacent streets, green spaces, yards and parking areas, and modern infill. Street widths fluctuate and can narrow to single carriageways, separate

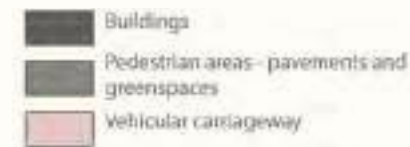
### Northway



In the Northway area houses form a fairly regular pattern, tending to each have a small to medium set back from the street edge, with frontages facing the street or open spaces, and generally having plots of a narrow to medium width and similar depths.

The building line equally has regular breaks, with semi-detached houses being most common in the area and some more continuous sections of building line formed by rows of terraces and flats.

Streets are uniform in size, often terminating in cul-de-sacs, whereas pedestrian areas and routes have high connectivity.



### Villages



While some terraced and semi-detached properties exist in villages, plots tend to have more generous widths and detached properties are fairly common. Properties close to village centres are more likely to open directly onto the street edge, whereas those further out tend to be positioned deeper into their plots.

The resulting urban grain of villages tends to be dispersed and close to agricultural in character at their peripheries, becoming more tightly knit towards the centre of the village.

Roads vary in size, reducing to single carriageway in places and pedestrian space provision fluctuates.

## Context Appraisal

We expect all proposals to consider the context of Tewkesbury and Ashchurch as well as the site itself. The information in this section should be built on by undertaking a thorough Context Appraisal as part of any planning application.

This should be set out in a Design and Access statement, explaining how the context has influenced the design of the site and its buildings and public spaces.

Section 4.0 (Neighbourhood Design Briefs) of this document gives some indication about character cues for each neighbourhood but this should be developed in more detail through a Context Appraisal.

The level of detail and justification within the Context Appraisal will depend on the scale of development and the sensitivity of the neighbourhood. In all cases site visits will be required which also incorporate a study of the surrounding areas.



## 2.2 The Site

### 2.1 Introduction to the Site

The site has no formal boundary - it is loosely defined by the Concept Plan as a broad area largely to the north, east and south of Ashchurch Station.

Immediately east of Ashchurch Railway Station is St. Nicholas' Church (Grade II\*), with a number of surrounding listed buildings and structures. This is the historic centre of the Parish and south of the church is an area of green space that is a 'Locally Important Open Space' and provides the setting for the church.

The site benefits from its close relationship with the Ashchurch for Tewkesbury Railway Station and proximity to the M5 junction 9. Whilst the connectivity is beneficial the railway and motorway do constrain connectivity towards Tewkesbury town centre. Additionally a railway branchline connects from the railway into the MoD.

The A46 connects from junction 9 eastwards, whilst there are plans to downgrade this road once a new road and motorway junction are provided to

the south; the timescales for this are currently unknown. The A46 splits the site in two and is a significant barrier to north-south pedestrian movement.

The B4079 runs in a north-south direction through the Tewkesbury Garden Town area, passing east of Pamington and west of Aston on Carrant.

Two key watercourses run across the site – the Carrant Brook, broadly along the northern edge of the site in places splits and reconnects through a pastoral landscape with mature hedgerows separating fields. The village of Aston-on-Carrant lies to the south of the brook in the north-east of the site. Northway Mill and its Mill House, located north of Northway are both Grade II listed.

The Tirl Brook lies largely to the south of the A46 and is smaller. The village of Pamington lies to the south of the brook. Both brooks have associated flood zones.

The MoD base lies at the heart of the site and consists largely of private open space and large storage sheds. Part of the eastern end of the site is likely to be sold

with the prospect of it coming forward for re-development.

To the west of the station lies the Northway urban extension to Tewkesbury with its neighbourhood centre and Carrant Brook Primary School.

Either side of the A46 and between Ashchurch Station and the M5 there is a growing commercial/ industrial zone with high-tech industry and new retail outlets.

To the south, between the railway line and M5 lies the hamlet of Fiddington. Over 1000 homes have outline planning permission across 2 sites with two 1 form entry primary schools, a community building and associated playing fields to the south.

The National Cycle Network route 41 runs across the northern part of the site, along the road that connects from Aston-on-Carrant to Northway.

A number of Public Rights of Way provide a network of connections across the site.



-  TGT Boundary (Indicative)
  -  MOD Boundary (Indicative)
  -  Key Business Area (Indicative)
- Development Areas and Key Features**
-  Existing Development
  -  Land Released by MOD
  -  Approved Planning Application
  -  Cotswolds AONB
  -  St Nicholas Church
  -  Northway Mill and Millhouse
- Travel Network**
-  Key Roads
  -  Public Rights of Way
  -  Gloucestershire Way Long Distance Walking Route
  -  National Cycle Route
  -  Rail Line
  -  Rail Spur
  -  Train Station

## 2.2 Opportunities & Constraints

High-level opportunities and constraints of the site are summarised in the Evolution of the Concept Plan report.

Developers and applicants are expected to understand the more detailed level of opportunities and constraints through their baseline analysis.

### Opportunities

- Inclusion of the site within the Government's Garden Town programme
- Outstanding natural landscape settings, picturesque views of the surrounding hills
- Proximity to Tewkesbury's and Ashchurch's own historic and rich heritage
- Easy access to landscape areas and waterways for leisure and recreation
- Excellent connectivity via road and rail links, with Tewkesbury for Ashchurch rail station located centrally in the study area
- Potential inclusion in the JCS Review as a strategic location for development
- High percentage of population cycling compared to other suburban areas.

### Constraints/ challenges

- Current lack of planning policy status
- Current limited train frequency and station services.
- A46 is at capacity with congestion issues including at the J9 junction
- MoD site and MoD rail branchline create barriers to north - south movement
- The M5, railway line and A46 also act as barriers to movement - crossing points are often unsafe
- Areas of land associated with the two brooks are within flood zone and there are significant flooding issues downstream at Tewkesbury
- Existing homes are scattered across the site with larger-scale villages of Pamington and Aston-on-Carrant
- The AONB and the visual impact of development
- Two mains gas lines run along the southern edge of the site





Boundary (Indicative)

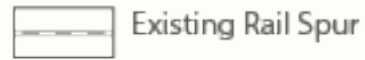


TGT Boundary

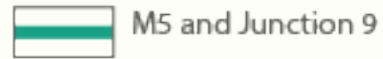
Access - Existing Infrastructure



Existing Train Line



Existing Rail Spur



M5 and Junction 9



Existing Public Footpath and long distance walking route



Existing National Cycle Route (NCR 41 and 45) and Link Route

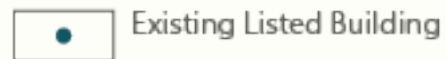


Existing Bus route

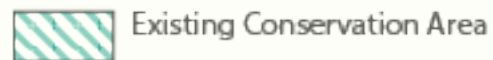
Built Environment - Existing Features



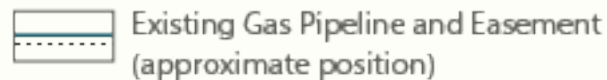
Approved Planning Applications



Existing Listed Building

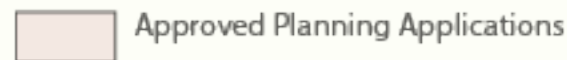


Existing Conservation Area



Existing Gas Pipeline and Easement (approximate position)

Built Environment - Existing Features



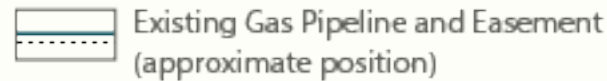
Approved Planning Applications



Existing Listed Building



Existing Conservation Area



Existing Gas Pipeline and Easement (approximate position)

Landscape and the Environment - Existing Features



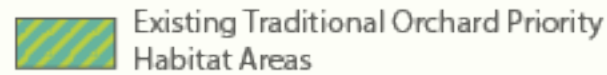
Existing Watercourses and Floodzones 2 and 3



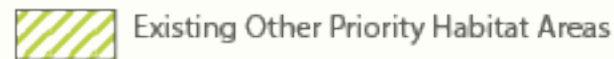
Existing Cotswolds AONB



Existing Amenity Greenspace



Existing Traditional Orchard Priority Habitat Areas



Existing Other Priority Habitat Areas

Future Opportunities and Improvements



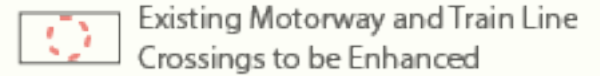
Indicative Key Arrival Points



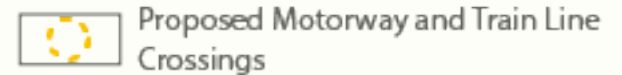
Indicative Connection Joining M5 & B4079



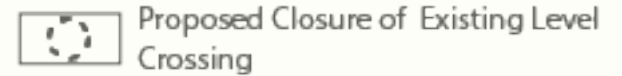
Proposed Downgrading of A46 to Sustainable Movement Corridor



Existing Motorway and Train Line Crossings to be Enhanced



Proposed Motorway and Train Line Crossings



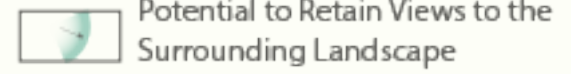
Proposed Closure of Existing Level Crossing



Proposed Development Areas (Indicative)



Proposed Village Buffer



Potential to Retain Views to the Surrounding Landscape

## 2.3 The Plan

### 2.3.1 Strategic Growth

The award of Garden Town status in March 2019 has driven the emerging spatial strategy for development around Ashchurch. At the heart of that strategy is the strategic and holistic benefit of developing at scale - providing around 10,000 homes, 100 ha of employment land and a range of associated community and infrastructure benefits.

This development at scale enables Tewkesbury Borough Council to:

- Secure funding and delivery support from National Agencies such as Homes England & Highways England. This will unlock key land with the required infrastructure for existing and future development e.g.. roads, rail, flood infrastructure, schools.
- Raise the profile of Tewkesbury and the borough by creating the Garden Town of Gloucestershire

- Uphold a positive image of Tewkesbury on national stage with an exemplar development which celebrates the areas rural green character and water as an agent for change.
- Meet their housing needs whilst working towards their Net Zero ambition
- Create future-ready smart communities through social, environmental and economic integration across the town - facilitating digital technology, modern methods of construction, connecting local industries and other areas of emerging innovation.
- Create well-planned, designed and inclusive communities that support the role of Tewkesbury as an important local town

It is noted that the development parcels to the most north-west of the Concept Plan (alongside Tewkesbury Road) are no longer included in this Strategic Framework Plan; due to them being

outside of the district of Tewkesbury. In the event proposals do come forward in this area it would be welcomed if opportunities are considered as to how they could best relate to the Garden Town and Tewkesbury itself.

### **2.3.1 Spatial arrangement**

The original concept for the Garden Town was centred on Ashchurch station and the future development of the MoD site, creating a compact heart to the development.

The subsequent decision by the MoD to remain on site for the foreseeable future challenges that spatial strategy.

But an understanding of the landscape and wider settlement pattern, the relationship between towns and villages locally with their landscape setting speaks to a more nuanced spatial framework. Tewkesbury Garden Town becomes a series of village settlements, each one self-contained and able to stand alone, but with walkable routes connecting them together and creating links back to the station at Ashchurch.

The aim is still to create a compact area for development, utilise existing infrastructure and avoid unnecessary urban sprawl. But there will inevitably be changes in character as development responds to its context.

For example, existing rural settlements should be physically and socially connected to the Garden Town, but the spatial arrangement must seek to respect the character and identity of these settlements and provide adequate landscape buffers for the communities who live there.

The spatial arrangement for the Garden Town works with the existing landscape, water courses and natural environment.

In line with Tewkesbury Borough Council planning policy and through engagement with the Environment Agency, the framework plan has ensured all development areas have avoided flood plains and incorporates large areas of green space to attenuate surface water through sustainable urban drainage systems (SuDs).



Greenways that follow natural landscape features will break up the development into a series of Character Areas. These green areas and the urban form seek to work with the topography and landscape character including hedgerow and agricultural field patterns. This green infrastructure will also provide natural areas to improve biodiversity as well as a wide range of leisure, well-being and recreational facilities for local people.

These greenways will also support active travel connections to the existing train station. The potential for mixed-use development around the station can support a regional mobility hub - a significant point of arrival to the Garden Town.

Infrastructure delivery is critical to delivery of development within the Garden Town. The northern Character Areas are dependent on connections being made to the east and west including a new vehicular and active travel link over the railway.



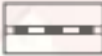



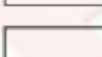
Boundary (Indicative)

-  TGT Boundary
-  MOD Boundary

Existing Landscape

-  Cotswolds AONB
-  Priority Habitat
-  Woodland
-  Amenity Green Space
-  Watercourse

Access - Existing Infrastructure

-  Existing Train Line
-  Existing National Cycle Route (NCR 41 and 45) and Link Route
-  The Gloucester Way Long Distance Walking Route
-  Bridleway
-  Existing Public Footpath and other publically accessible routes

Constraints

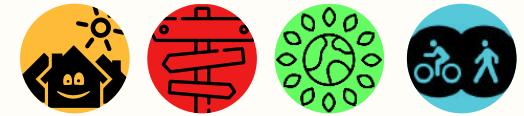
-  Flood Risk
-  Village Buffer

Opportunities

-  Proposed Development
-  Village Centres and Neighbourhood Hubs
-  Indicative Connection Joining M5 & B4079
-  Potential position for primary streets through proposed development areas
-  Potential position for secondary streets through proposed development areas
-  River Corridors
-  Key Green Corridors
-  Secondary Green Routes
-  Land Formerly Historic Orchard
-  Active Travel Route through River Corridors
-  Future improvement along MOD Rail
-  Potential for Reciprocal Views Between the New Development and Surrounding Landscape

# 3.0 Guidance





## 3.1 Access and Movement

Tewkesbury Garden Town will benefit from its location adjacent to Ashchurch Railway Station, its proximity to Tewkesbury town centre, existing local jobs and a high number of local facilities and employment opportunities coming forward within the Garden Town. These factors give the real possibility of creating a mixed-use place, for a reduction in the reliance on private vehicles. It is important therefore that Tewkesbury Garden Town seeks to build on these positives by setting good connectivity and active travel as key elements of its design. Local residents should find it easy to either commute by bus or train or make most day-to-day journeys through active means.

National policy and national guidance emphasize the importance of good connectivity. The NPPF sets out the importance of this within the context of promoting healthy and safe communities, promoting sustainable travel and in achieving well-designed places. This emphasizes that opportunities to promote walking, cycling and public transport

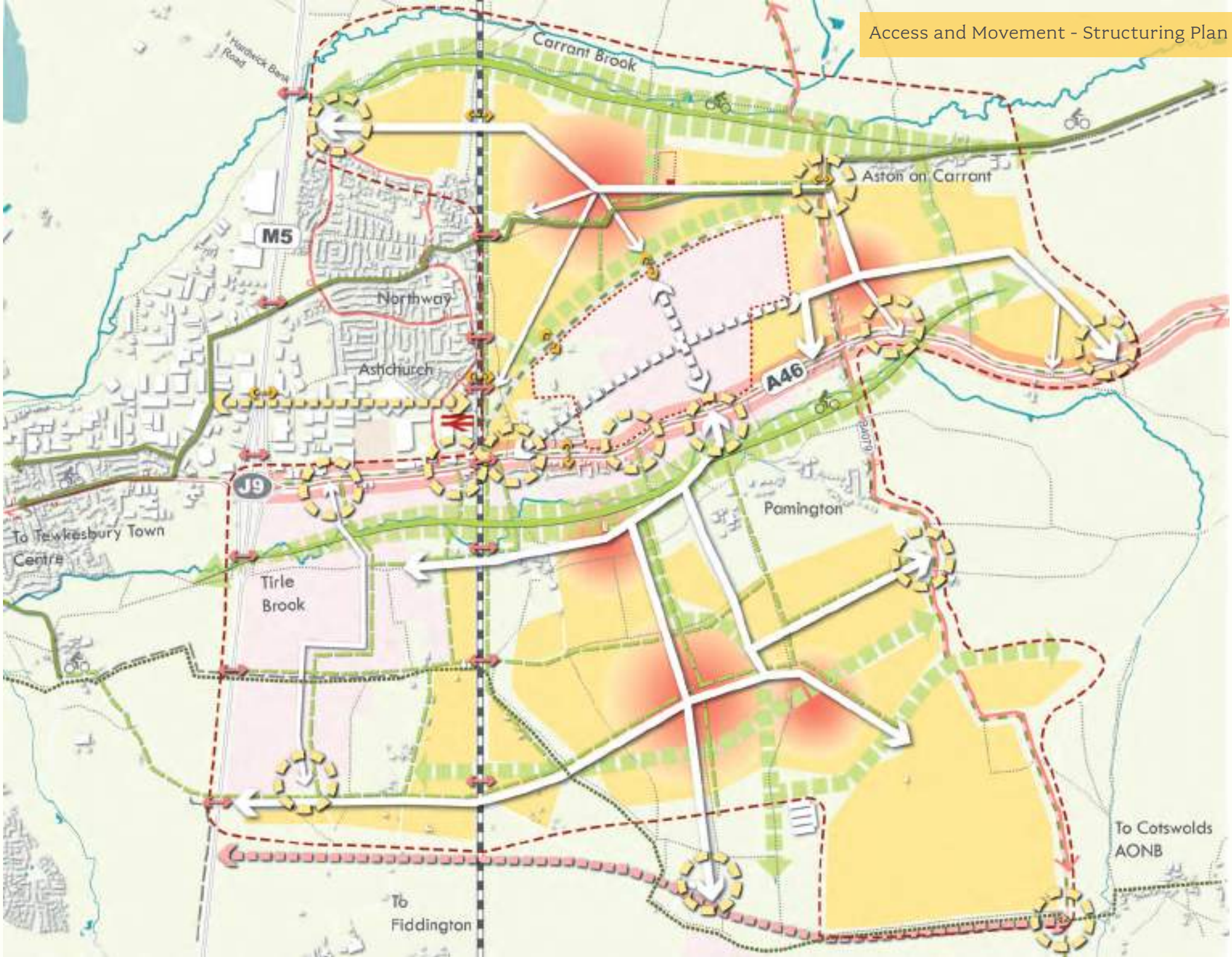
use should be identified and highlights the importance of easy pedestrian and cycle connections within and between neighbourhoods that encourage walking and cycling and that are clear and legible. Patterns of movement, streets, parking and other transport considerations are noted as integral to the design of schemes and contribute to making high quality places.

The National Design Guide states that “Successful development depends upon a movement network that makes connections to destinations, places and communities, both within the site and beyond its boundaries.” (Para 76) and sets out guidance on a connected network of routes for all modes of transport (M1), Active Travel (M2) and Well-considered parking, servicing and utilities infrastructure for all users (M3).

The Access and Movement Structuring Plan on the following page sets out the high-level structure for the Garden Town its routes and connections. Whilst the exact position and alignment of

information on this plan need not be followed rigorously; its overarching intentions as set out in the supporting topic pages should be complied with. These topics are ordered to reflect the User Hierarchy set out in the Manual for Streets and cover:

- Facilitating Sustainable Travel
- Facilitating Streets for All
- Connecting beyond the Garden Town









Boundary (Indicative)

-  TGT Boundary
-  MOD Boundary
-  Private Ownership


Development within TGT

-  Proposed Development
-  Village Centres and Neighbourhood Hubs
-  Approved Planning Application



Street Hierarchy (Indicative Alignment)

-  Primary
-  Secondary


Gateways

-  Key Gateway

Crossing

-  Existing
-  Proposed

Active Travel - Existing

-  Existing Railway
-  Ashchurch for Tewkesbury Rail Station
-  Bus Route
-  Bus Stops
-  National Cycle Network Route (NCNR) and linking routes
-  Intermittent Cycle Routes along Road
-  The Gloucester Way long distance walking route
-  Bridleway
-  Public Footpaths and publicly accessible routes

Active Travel - Proposed

-  River Corridors
-  Key Green Corridors
-  Secondary Green Routes
- Long Term Potential/ Improvement**
-  Indicative Connection through MOD
-  Indicative Connection joining M5 & B4079
-  Potential Active Travel to be Safeguarded
-  Future improvement along MOD Rail
-  Downgrading of A46 to Sustainable Movement Corridor



### 3.1.1 Facilitating Sustainable Travel

#### A. Prioritising people focussed sustainable and active means of travel.

##### Outcome:

Majority of journeys made by sustainable methods rather than by private vehicle.

##### Expected information

- Sustainable Movement Environment Strategy (similar term used in Concept Report, could retile)
- Transport Assessment or Statement
- Travel Plan

##### What do we expect?

- A User Hierarchy that prioritises active travel (walking, cycling, wheeling and scooting), encourages use of public transport and minimises reliance on private cars
  - Creative strategic and detailed design solutions that reflect this hierarchy; particularly around land use planning, access and movement networks and car and bicycle parking (at home and close to local amenities)
  - Ambitious solutions that increase connectivity and maximise sustainable modes of travel within the Garden Town and to Tewkesbury and beyond
- Excellent connectivity with existing movement corridors beyond the Garden Town such as the PROW network and cycle paths
  - Improved active travel connectivity across the A46, the railway line and motorway and to Ashchurch for Tewkesbury Railway Station
  - Bus routes to be facilitated linking all areas of development along primary streets



- Provision of future connections through the MoD to be considered and future-proofed for
- Proposals that investigate the opportunity to remove private vehicles from the B4079 should be explored
- A mobility hub provided close to the train station to promote and encourage all journeys from within the Garden Town to the station to be made by active means

- Provision for smaller mobility hubs within Village Centres and Neighbourhood Hubs throughout the development
- Options explored for on-site car clubs with discounted memberships for residents to discourage multiple cars per household.

### What we don't want to see

- Cars prioritised over people
- Lack of joined up sustainable transport routes
- Development that makes it difficult for people to use sustainable modes of transport
- No consideration of wider 'off-site' connections
- Parking solutions prioritised over good placemaking



Leisure footpaths



Leisure footpaths



Leisure footpaths

## Relevant Planning Policies

### Gloucester, Cheltenham and Tewkesbury Joint Core Strategy 2011 – 2031

- Policy SD3: Sustainable Design and Construction
- Policy SD4: Design Requirements
- Policy INF1: Transport Network
- Policy INF4: Social and Community Infrastructure

### Tewkesbury Borough Plan 2011-2031

- Policy TRAC1 – Pedestrian Accessibility
- Policy TRAC2 – Cycle network and Infrastructure
- Policy TRAC8 - Old Railway Line Tewkesbury
- Policy HEA1 - Healthy & Active Communities

### NPPF

- Chapter 8 - Promoting healthy and safe communities, and particularly Paragraph 92
- Chapter 9 – Promoting sustainable transport, and particularly Paragraphs 104 and 112
- Chapter 12 – Achieving well-designed places, and particularly Paragraph 130

### Other

- Policies within Gloucestershire’s Local Transport Plan 2020 – 2041
- Provisions of Manual for Streets (2007) and Manual for Streets 2 (2010)
- Provisions of the Planning Practice Guidance (2016)
- Provisions of the National Design Guide (2021)



### 3.1.1 Facilitating Sustainable Travel

#### B. Promoting Active Travel

##### Outcome:

The Garden Town actively promoting and encouraging walking and cycling, to minimise reliance on private cars and embed a step-change towards active travel.

##### Expected information

- Sustainable Movement Environment Strategy (similar term used in Concept Report, could retitle)



Attractive cycle and pedestrian routes

##### What we expect:

- High-quality pedestrian infrastructure that includes the principles of:
  - \* Walkable Neighbourhoods.
  - \* Healthy Streets.
  - \* Liveable Neighbourhoods.
  - \* Low Traffic Neighbourhood Design, and which consider accessibility for all potential users.
  - \* Proposals which respond to Active Travel England and Sport England's Active Design guidance to promote healthy active communities.
- High quality wayfinding to promote routes through the Garden Town and to local facilities and amenities.
- Direct, safe, well maintained attractive cycle and pedestrian routes, that connect residential areas to local centres, schools, employment, open

spaces, Ashchurch Railway Station and into Tewkesbury, which are suitable for both during the day and night,

- A range of options for active travel including leisure routes through open space and more direct commuter routes alongside Primary Streets,
- Filtered permeability used to help promote active travel routes over those that are car based,



Segregated cycle paths on primary streets

- Supporting facilities such as benches, rest points and cycle parking located throughout the development.
- High-quality cycle infrastructure reflecting best practice and in accordance with Department for Transport LTN 1/20 Cycle Infrastructure Design and Sustrans advice.
- Cycle routes to be suitable for a 12-year-old to use safely (a road safety benchmark set by the UK government).
- An expectation that cyclists should use the carriageway on primary streets.
- Shared paths that are not a suitable width and cause conflict between different users.
- Lack of separation between shared footpaths and vehicle routes.
- Insensitive positioning of signage etc. that reduce cycle and footpath widths.

### What we don't want to see:

- Lack of supporting facilities (e.g. storage / rest points).
- Lack of connectivity to existing active travel routes.
- Pedestrians and cyclists considered 'second class' users within the movement network.
- Active Travel routes considered to be less important than vehicle routes.





### 3.1.1 Facilitating Sustainable Travel

#### C. Active Travel Routes Through Tewkesbury Garden Town

##### Outcome:

Detailed design that delivers key active travel routes within the Garden Town.

##### Expected information

- Sustainable Movement Environment Strategy (similar term used in Concept Report, could retitle)
- Active Travel network plan and key sections/ details.

##### What we expect:

- The retention and improvement of the existing National Cycle Network Route 41 (NCNR 41), which should be rerouted to cross over the new bridge over the railway and reconnect into the NCNR 41 route to the west.
- Engagement with Sustrans to agree changes and improvements to NCN 41; particularly to improve its accessibility and safety for all users.

- A minimum of one improved safe, segregated cycle route from the site into Tewkesbury with option testing demonstrated for suitable routes.
- Delivery of a safe active travel route within the east to west within the Carrant Brook River Corridor.
- Delivery of a segregated active travel route alongside the northern edge of the MoD site connecting to Ashchurch Railway Station.
- Improved connections east to west to cross the railway line and motorway and north-south to cross the A46.





Active travel connections across the M5 and railway line





Leisure cycle path through open space






Boundary (Indicative)

-  TGT Boundary
-  MOD Boundary




Crossing

-  Existing
-  Proposed



Active Travel - Existing

-  National Cycle Network Route (NCNR 41) and route link
-  Intermittent Cycle Routes along Roads
-  The Gloucester Way Long Distance Walking Route
-  Bridleway
-  Public Footpaths and other publically accessible routes



Active Travel - Proposed

-  River Corridors
-  Key Green Corridors
-  Secondary Green Routes

Sustainable Travel - Existing

-  Existing Railway
-  Ashchurch for Tewkesbury Rail Station

Long Term Improvement

-  Future improvement along MOD Rail
-  Downgrading of A46 to Sustainable Movement Corridor





## Relevant Planning Policies

### Gloucester, Cheltenham and Tewkesbury Joint Core Strategy 2011 – 2031

- Policy SD3: Sustainable Design and Construction
- Policy SD4: Design Requirements
- Policy INF1: Transport Network

### Tewkesbury Borough Plan 2011-2031

- Policy TRAC1 – Pedestrian Accessibility
- Policy TRAC2 – Cycle network and Infrastructure
- Policy TRAC8 - Old Railway Line Tewkesbury
- Policy HEA1 - Healthy & Active Communities

### NPPF

- Chapter 8 - Promoting healthy and safe communities, and particularly Paragraph 92.
- Chapter 9 – Promoting sustainable transport, and particularly Paragraphs 104, 110 and 112.
- Chapter 12 – Achieving well-designed places, and particularly Paragraph 130.

### Other

- Policies within Gloucestershire’s Local Transport Plan 2020 – 2041
- Provisions of Manual for Streets (2007) and Manual for Streets 2 (2010)
- Provisions of the Planning Practice Guidance (2016)
- Provisions of the National Design Guide (2021)
- Cycle Infrastructure Design (2020)



### 3.1.1 Facilitating Sustainable Travel

#### D. Incorporating existing Public Rights of Way (PROWs)

##### Outcome:

Well integrated public rights of way for the enjoyment of all

##### Expected information

- Movement Hierarchy Plan in DAS
- PROW and other routes with public access Strategy in DAS
- Plans, sections and details for changes to existing PROWs and other routes with public access

##### What do we expect?

- Existing PROWs and other routes with public access retained on their existing alignment and integrated into a network of connections across the Garden Town and into the adjacent countryside
- Clear justification to be provided if PROWs and other routes with public access are intended to be closed or diverted
- Clear principles for how PROWs and other routes with public access are incorporated into the Garden Town, whether within open space or within development blocks
- A clear strategy for the proposed setting and any change in character to retained PROWs and other routes with public access within each site

- Gloucestershire Way long distance route to be upgraded to Bridleway along its length through the Garden Town

##### What we don't want to see

- Removal of existing PROWs and other routes with public access
- Poorly considered retention of existing PROWs and other routes with public access; where routes are inappropriately integrated, become poorly used or are set within ill-considered open spaces.



Accessible PROW through open space.

Boundary (Indicative)

TGT Boundary

MOD Boundary

Crossing

Existing

Proposed

Active Travel - Existing

Existing Railway

Ashchurch for Tewkesbury Rail Station

The Gloucestershire Way Long Distance Walking Route

Bridleway Routes Outside of Proposed Development Parcels

PRoW Routes Outside of Proposed Development Parcels

Active Travel - Proposed

River Corridors

Key Green Corridors

Secondary Green Routes

Long Term Improvement

Future improvement along MOD Rail

Active Travel - Existing PRoW and Long Distance Walking Routes Within Proposed Development Areas

Bridleway Routes within River Corridors

Public Footpath Routes within River Corridors

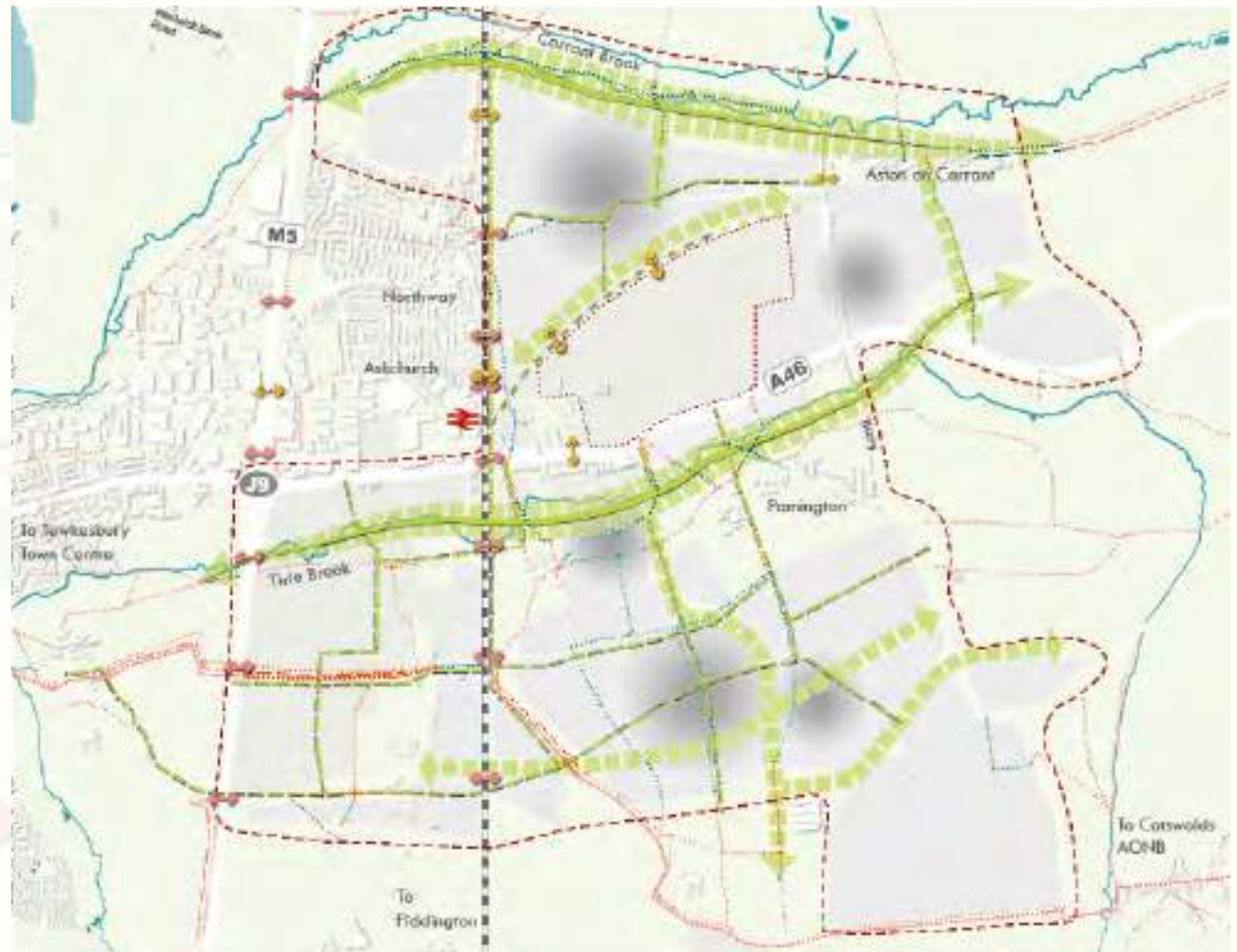
The Gloucestershire Way Long Distance Walking Route within Proposed Development Parcels

Public Footpath Routes within Proposed Development Parcels

The Gloucestershire Way Long Distance Walking Route within Green Corridors

Bridleway Routes within Green Corridors

Public Footpath Routes within Green Corridors



## Relevant Planning Policies

### Gloucester, Cheltenham and Tewkesbury Joint Core Strategy 2011 – 2031

- Policy SD3: Sustainable Design and Construction
- Policy SD4: Design Requirements
- Policy INF1: Transport Network
- Policy INF4: Social and Community Infrastructure

### Tewkesbury Borough Plan 2011-2031

- Policy TRAC1 – Pedestrian Accessibility
- Policy TRAC2 – Cycle network and Infrastructure

### NPPF

- Chapter 8 - Promoting healthy and safe communities, and particularly Paragraphs 92 and 100
- Chapter 9 – Promoting sustainable transport, and particularly Paragraphs 104, 110 and 112
- Chapter 12 – Achieving well-designed places, and particularly Paragraph 130

### Other

- Policies within Gloucestershire's Local Transport Plan 2020 – 2041
- Provisions of Manual for Streets (2007) and Manual for Streets 2 (2010)
- Provisions of the Planning Practice Guidance (2016)
- Provisions of the National Design Guide (2021)



### 3.1.1 Facilitating Sustainable Travel

#### E. Facilitating the use of bus and train travel

##### Outcome:

Public transport is popular, well used and provides an easier, cheaper and more efficient travel option than private car.

##### Expected information

- DOC: Sustainable Movement Environment Strategy (similar term used in Concept Report, could retitle)



New and improved bus routes should serve all Village Centres and Neighbourhood Hubs within the Garden

##### What do we expect?



- Enhanced accessibility and interchange facilities at Ashchurch Railway Station to simplify journeys via sustainable travel methods
- New passenger facilities provided at Ashchurch Railway Station, focussing on provision for walking, cycling and bus connections, but also providing car parking, and a new high quality station building with retail/cafe and toilets
- Opportunities taken to identify and future-proof positive connections from Ashchurch Railway Station to the potential A46 sustainable travel corridor
- Bus service improvements to provide high quality, reliable and convenient services as meaningful and attractive alternatives to personal car use
- Bus routes designed to bring people to Ashchurch Railway Station, employment areas and local centres

- Bus stops located conveniently for residents and employees throughout the Garden Town
- Buses should be routed on Primary Streets and pass through all Village Centres and Neighbourhood Hubs
- The design of all bus and train infrastructure to be considered in terms of placemaking and urban design and in conjunction with active travel provision
- All designs to accord with the Department for Transport's document 'Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure'

##### What we don't want to see

- Poor interconnectivity between transport modes.
- Infrastructure that does not connect bus and rail journeys
- Prioritisation of private vehicle infrastructure over public transport provision.



Boundary (Indicative)

-  TGT Boundary
-  MOD Boundary

Street Hierarchy (Indicative Alignment)

-  Primary
-  Secondary

Crossing

-  Existing
-  Proposed






Active Travel - Existing

-  Existing Railway
-  Ashchurch for Tewkesbury Rail Station
-  Bus Route
-  Bus Stops

Active Travel - Proposed

-  Proposed Improvements to Ashchurch for Tewkesbury Rail Station
-  Indicative Additional Bus Circular Routes to Serve Proposed Development

Long Term Potential/Improvement

-  Indicative Connection through MOD
-  Indicative Connection joining MS & B4079
-  Potential Active Travel to be Safeguarded
-  Future improvement along MOD Rail
-  Downgrading of A46 to Sustainable Movement Corridor



## Relevant Planning Policies

### Gloucester, Cheltenham and Tewkesbury Joint Core Strategy 2011 – 2031

- Policy SD3: Sustainable Design and Construction
- Policy SD4: Design Requirements
- Policy INF1: Transport Network
- Policy INF6: Infrastructure Delivery

### Tewkesbury Borough Plan 2011-2031

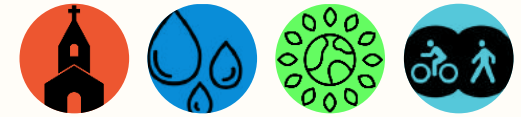
- Policy TRAC3 – Bus Infrastructure
- Policy TRAC4 - High Frequency Bus Routes
- Policy TRAC5 – Ashchurch for Tewkesbury Rail Station
- Policy TRAC6 - M5 Junction 9/A46 Corridor
- Policy TRAC7 - Tewkesbury Northern Bypass Corridor
- Policy HEA1 - Healthy & Active Communities

### NPPF

- Chapter 8 - Promoting healthy and safe communities, and particularly Paragraph 92.
- Chapter 9 – Promoting sustainable transport, and particularly Paragraphs 104, 110, 112 and 113.
- Chapter 12 – Achieving well-designed places, and particularly Paragraph 130.

### Other

- Policies within Gloucestershire's Local Transport Plan 2020 – 2041
- Provisions of Manual for Streets (2007) and Manual for Streets 2 (2010)
- Provisions of the Planning Practice Guidance (2016)
- Provisions of the National Design Guide (2021)



### 3.1.2 Facilitating Streets for All

#### A. People friendly, design-led streets

##### Outcome:

Streets that are well used and enjoyable places to spend time in.

##### Expected information

- Movement Hierarchy Plan identifying Primary, Secondary and Tertiary Streets and sustainable travel routes.
- Cross sections and plans of street types and junctions to be agreed with Gloucestershire Highways
- Street designs which show buildings, trees, utilities locations, visibility splays and other key street features such as SuDS and soil volumes.
- Character Study of Primary Streets to identify any variation along their length.

##### What do we expect?

- High quality street design in accordance with the most current version of Manual for Streets
- A clear hierarchy of Primary, Secondary and Tertiary streets
- Streets to be considered as places which accommodate footways, cycleways, SuDS, street trees and parking.
- A 20mph speed limit throughout the Garden Town with 10mph around local centres with streets designed to passively restrict vehicles speeding
- The street network to have a positive and well considered relationship with Local Centres
- The street network to appropriately include for emergency services, bin lorries, buses and turning heads without this dominating the design.

##### What we don't want to see

- Streets that are not people friendly.
- A lack of hierarchy leading to lack of legibility.
- Streets that are dominated by vehicles rather than attractive networks of spaces.
- Poor relationships between streets and buildings or open spaces.
- Cul-de-sacs / dead ends.
- Duplication of roads (e.g. private drive parallel and alongside primary road)
- Streets without trees or other landscape features.



Primary streets with active travel



## Primary Streets

- To form the main structuring network for development
- To be located through development parcels rather than along their edge
- To have a minimum width of 19m between building frontages
- To facilitate bus routes and 'floating' bus stops'
- Contain taller buildings and larger trees
- Buildings along high Primary Streets to vary in height and form, with limited gaps between buildings except at junctions

- To provide direct routes between different parts of the development with clear wayfinding
- To provide off carriageway cycle paths with clear demarcation
- To include on street parking and dedicated cycling facilities
- To include generously sized street trees and include generous verges suitable for tree planting at regular intervals



Indicative Primary Street Section



## Secondary Streets

- To connect to Primary Streets and be mainly residential in nature.
- To have a minimum width of 16m
- To have cycle routes on carriageway
- To create a parallel network of routes to the Primary Streets which offer alternative connections and traffic resilience character / design speed / parking, street trees)
- Streets where tree planting is a priority to be identified e.g. streets which provide key active travel connections.



Indicative Secondary Street Section



## Tertiary Streets

- To be residential and consist of lanes, mews, courts and adopted edge lanes.
- To be very lightly trafficked and two full size footways may not be appropriate.
- A level surface may be used in these locations.
- Streets where planting is a priority to be identified e.g. streets which provide key active travel connections



Indicative Tertiary Street Section



## Relevant Planning Policies

### Gloucester, Cheltenham and Tewkesbury Joint Core Strategy 2011 – 2031

- Policy SD3: Sustainable Design and Construction
- Policy SD4: Design Requirements
- Policy INF1: Transport Network
- Policy INF4: Social and Community Infrastructure

### Tewkesbury Borough Plan 2011-2031

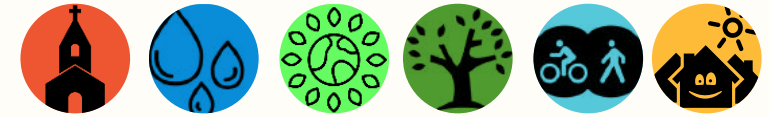
- Policy TRAC1 – Pedestrian Accessibility
- Policy TRAC2 – Cycle network and Infrastructure
- Policy TRAC3 – Bus Infrastructure
- Policy TRAC8 - Old Railway Line Tewkesbury
- Policy HEA1 - Healthy & Active Communities

### NPPF

- Chapter 8 - Promoting healthy and safe communities, and particularly Paragraph 92.
- Chapter 9 – Promoting sustainable transport, and particularly Paragraphs 104, 110 and 112.
- Chapter 12 – Achieving well-designed places, and particularly Paragraph 130.

### Other

- Policies within Gloucestershire’s Local Transport Plan 2020 – 2041
- Provisions of Manual for Streets (2007) and Manual for Streets 2 (2010)
- Provisions of the Planning Practice Guidance (2016)
- Provisions of the National Design Guide (2021)



### 3.1.2 Facilitating Streets for All

#### B. Key Connections

##### Outcome:

A well-integrated mixed-use development that prioritises active travel as the primary mode of travel for commuting, particularly by those living within Tewkesbury Garden Town.

##### Expected information

- DOC: Active Travel Plan

##### What do we expect?

- Direct, safe and attractive Active Travel connections between residential areas and commercial areas
- Provision of a direct Active Travel route from the station to all major commercial/employment areas
- A mobility hub at the station that provides facilities and cycle hire facilities
- Mobility hubs within each Village Centre and Neighbourhood Hub. These should be integrated with public space and be at the heart of each Character Hub - a focal point for the community
- Provision of high-quality cycle facilities at employment areas
- All employment areas to be serviced by bus routes

- A bus route to Ashchurch Railway Station with limitations on access by private vehicles (with the exception of blue badge holders)

##### What we don't want to see

- Convoluted Active Travel routes that dissuade people from using them and encourage private vehicle use for commuting to commercial areas



Cycle parking within employment areas

## Relevant Planning Policies

### Gloucester, Cheltenham and Tewkesbury Joint Core Strategy 2011 – 2031

- Policy SD3: Sustainable Design and Construction
- Policy SD4: Design Requirements
- Policy INF1: Transport Network

### Tewkesbury Borough Plan 2011-2031

- Policy TRAC1 – Pedestrian Accessibility
- Policy TRAC2 – Cycle network and Infrastructure
- Policy TRAC3 – Bus Infrastructure
- Policy RES5 - New Housing Development
- Policy EMP5 - New Employment Development (General)
- Policy HEA1 - Healthy & Active Communities

### NPPF

- Chapter 8 - Promoting healthy and safe communities, and particularly Paragraphs 92.
- Chapter 9 – Promoting sustainable transport, and particularly Paragraphs 104, 110 and 112.
- Chapter 12 – Achieving well-designed places, and particularly Paragraph 130.

### Other

- Policies within Gloucestershire’s Local Transport Plan 2020 – 2041
- Provisions of Manual for Streets (2007) and Manual for Streets 2 (2010)
- Provisions of the Planning Practice Guidance (2016)
- Provisions of the National Design Guide (2021)



### 3.1.3 Connecting beyond the Garden Town

#### A. Creating a Sense of Arrival

##### Outcome:

Well defined arrival points as entrances to the Garden Town.

##### Expected information

- DOC: Junction design — detailed drawings
- DOC: Land Use Plan



Avoid large car parks fronting onto primary streets and defining the entrance into the Garden Town

##### What do we expect?

- Well defined points of arrival into the Garden Town ensuring consideration is given to arrival by all modes of travel
- Arrival points to respond to the character of the local neighbourhood whether this is rural or urban
- Building frontage and landscape design along the existing road network and at 'edge' of development to respond positively to how the Garden Town is viewed on arrival or from local viewpoints
- Junction design considered carefully alongside placemaking, urban design and landscaping to ensure high quality arrival points.
- Safe crossing points for pedestrians and cyclists.

##### What we don't want to see

- No sense of arrival
- Out of scale, unsightly junctions and highway infrastructure dominating arrival points.
- Entrance points into the Garden Town to be dominated by out of town retail parks and car parks



Built form and landscape creating a sense of arrival

- Boundary (Indicative)
- TGT Boundary
- Gateways
- Key Urban Gateway
  - Key Rural Fringe Gateway





## Relevant Planning Policies

### Gloucester, Cheltenham and Tewkesbury Joint Core Strategy 2011 – 2031

- Policy SD6: Landscape
- Policy SD4: Design Requirements
- Policy SD14: Health and Environmental Quality
- Policy INF6: Infrastructure Delivery

### Tewkesbury Borough Plan 2011-2031

- Policy LAN2 - Landscape Character
- Policy RES5 - New Housing Development
- Policy EMP5 - New Employment Development (General)

### NPPF

- Chapter 8 - Promoting healthy and safe communities, and particularly Paragraph 92
- Chapter 12 – Achieving well-designed places, and particularly Paragraph 130.

### Other

- Policies within Gloucestershire’s Local Transport Plan 2020 – 2041
- Provisions of Manual for Streets (2007) and Manual for Streets 2 (2010)
- Provisions of the Planning Practice Guidance (2016)
- Provisions of the National Design Guide (2021)



### 3.1.3 Connecting beyond the Garden Town

#### B. Better Connectivity across Railway & Motorway corridors

##### Outcome:

Improved connections over the M5, railway line and A46 to adequately connect Tewkesbury Garden Town to its surroundings; in particular by active travel modes.

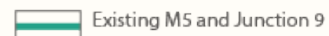
##### Expected information

- DOC: Identification of Improved connections (marked on a plan)
- DOC: Sustainable Movement Environment Strategy (similar term used in Concept Report, could retittle)

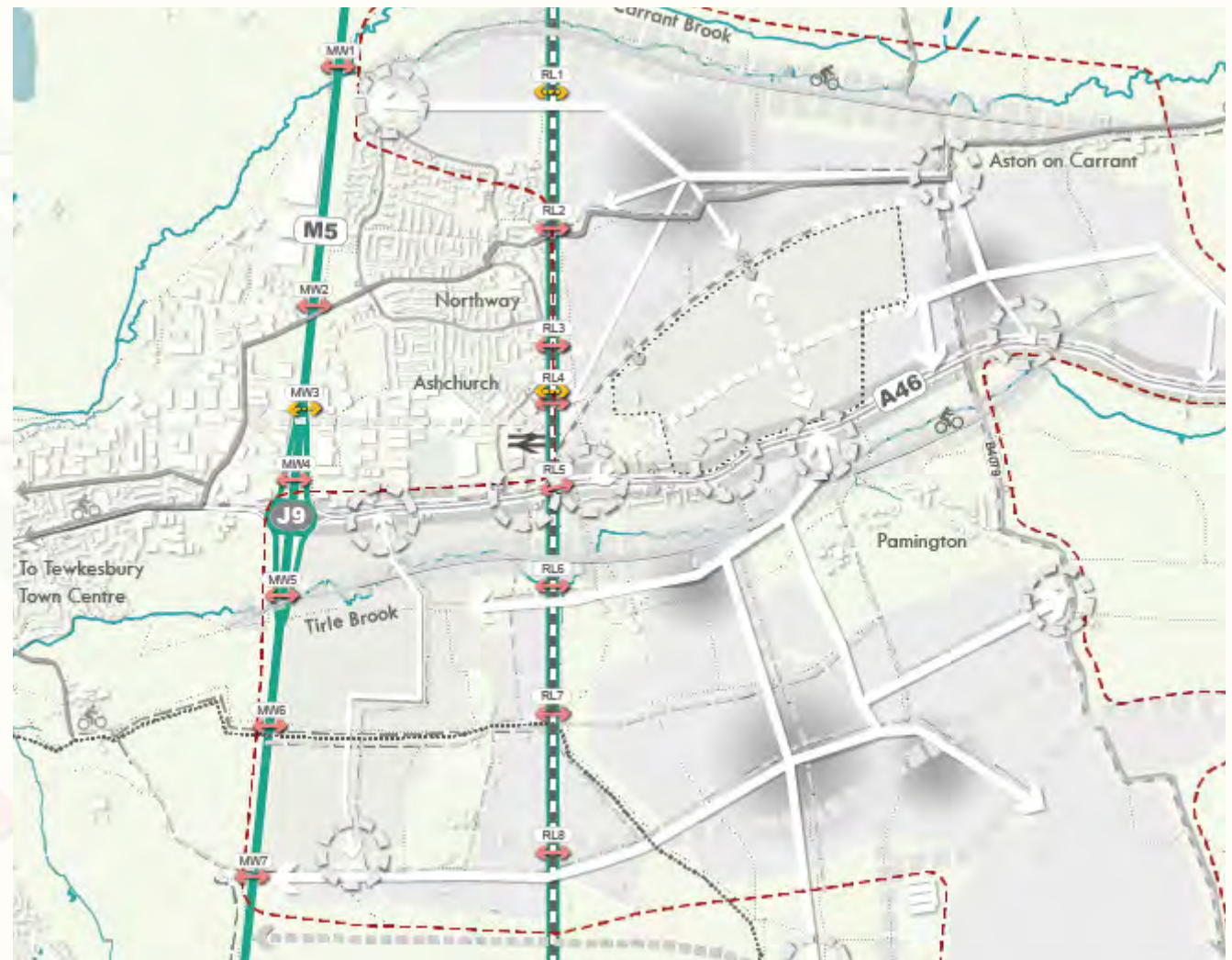
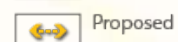
Boundary (Indicative)



Transport Corridors



Crossing



## What do we expect?

### Crossing the M5 motorway

- **Hardwick Bank Road (Ref MW1)**

- Description: Road bridge over M5, two-way carriageway for vehicles and footways to both sides.
- Ambition: Footways to be improved along Hardwick Bank Road east and west of the bridge

- **Northway Lane (Ref MW2)**

- Description: Vehicular bridge over the M5, with two-way carriageway for vehicles, footways to both sides and narrow cycle lanes (NCN route 41).
- Ambition: Retain as existing and improve NCN with segregated cycle lane.

- **Possible Future Connection (Ref MW3)**

- Description: Possible connection to Shannon way and onwards to cycle route (previous rail route).

- Ambition: Long term feasibility of restoring active travel connection into Tewkesbury to be carried out

- To connect to the existing cycle route with active travel route across the M5/rail (see Local Plan TRAC 8).

- **J9 Roundabout (Ref MW4)**

- Description: Existing M5 crossing – roundabout at J9; with pedestrian/cycle route around northern half.

- Ambition: to improve active travel connections by providing segregated cycle route with safe crossing points

- **PROW under M5 (Ref MW5)**

- Description: PROW (Walton Cardiff Footpath 6 - AWC6) under M5 adjacent to Tirlle Brook.

- Ambition: To be maintained as PROW with improvements to enable active travel from Garden Town to

Tewkesbury School throughout the year including lighting and surfacing work

- **PROW over M5 via farm access track (Ref MW6)**

- Description: PROW (Walton Cardiff Bridleway 9 - AWC9) bridge over motorway

- Ambition: Explore opportunities to use this route as part of a key active travel corridor

- **Rural lane (Ref MW7)**

- Description: Existing M5 crossing, bridge over motorway – rural lane, no pavement other than on bridge.

- Ambition: Designate as Quiet Lane - signage to remind drivers of use by cyclists and walkers

## What do we expect?

### Crossing over existing railway



This photo is taken from TBC local heritage list - new photo to be provided by TGT?



- **New bridge (Ref RL1)**

- Description: New road bridge over railway.
- Ambition: New pedestrian / cycle and vehicular bridge over railway with NCN 41 diverted to this bridge.
- **Existing level crossing (Ref RL2)**
- Description: Existing level crossing along Grange Road and route of NCN 41.
- Ambition: Closed to vehicular traffic once new bridge (RL1) opens.

- **Existing pedestrian bridge (Ref RL3)**

- Description: Existing landmark and locally listed pedestrian iron bridge on PROW (Ashchurch Footpath 22 - AAS22) which crosses over the railway line connecting Northway to greater PROW network.
- Ambition: Retain and repair fabric in line with heritage recommendations.

- **Existing pedestrian bridge (Ref RL4)**

- Description: at station between platforms.
- Ambition: Provide new pedestrian/cycle bridge as part of future station re-development connecting station platforms to land to east across the MoD branchline.



- **A46 road bridge (Ref RL5)**
  - Description: Existing A46 bridge over railway.
  - Ambition: Retain and look to upgrade for active travel as junction 9 offline solution is delivered.
- **Existing lane runs under railway (Ref RL6)**
  - Description: Existing lane runs under railway

- Ambition: Retain and explore opportunities to enhance the connection as part of a primary street network within the Garden Town

- **Existing gated level crossing (Ref RL7)**

- Ambition: Retain as part of PROW network within Garden Town

- **Existing bridge over railway (Ref RL8)**

- Description: Existing bridge over railway — narrow single carriageway / rural lane and PROW (Ashchurch Bridleway 32 - AAS32)
- Ambition: Retain and explore opportunities to enhance the connection as part of a primary street network within the Garden Town

### **What we don't want to see**

- An insular isolated Garden Town with no real possibility for sustainable travel connections beyond the Site

- Segregated areas of the Garden Town that do not have full and easy access by sustainable travel to the Village Centres and other facilities across the Garden Town
- Poor connectivity leading to reliance on private vehicle in preference to sustainable travel

## Relevant Planning Policies

### Gloucester, Cheltenham and Tewkesbury Joint Core Strategy 2011 – 2031

- Policy SD3: Sustainable Design and Construction
- Policy SD4: Design Requirements
- Policy INF1: Transport Network
- Policy INF6: Infrastructure Delivery

### Tewkesbury Borough Plan 2011-2031

- Policy TRAC1 – Pedestrian Accessibility
- Policy TRAC2 – Cycle network and Infrastructure
- Policy TRAC5 – Ashchurch for Tewkesbury Rail Station
- Policy TRAC6 - M5 Junction 9/A46 Corridor

### NPPF

- Chapter 8 - Promoting healthy and safe communities, and particularly Paragraph 92.
- Chapter 9 – Promoting sustainable transport, and particularly Paragraphs 104, 110, 112 and 113.
- Chapter 12 – Achieving well-designed places, and particularly Paragraph 130.

### Other

- Policies within Gloucestershire's Local Transport Plan 2020 – 2041
- Provisions of Manual for Streets (2007) and Manual for Streets 2 (2010)
- Provisions of the Planning Practice Guidance (2016)
- Provisions of the National Design Guide (2021)



### 3.1.3 Connecting beyond the Garden Town

#### C. Parking

##### Outcome:

- Exemplary quality of provision of parking for all modes of travel, part of a culture that generates mode shift to more sustainable ways of getting around.

##### Expected information

- Transport Plan / Sustainable Travel Statement
- Parking Analysis



Rear mews to accommodate parking away from the street

##### What do we expect?

- The provision of parking spaces for cars to be considered as appropriate for the development and justified as per Local Plan Policy TRAC9. This should consider parking for residents, visitors and within Village Centres and Neighbourhood Hubs to provide access for local facilities and amenities
- A parking analysis to serve the needs of the development in terms of maintaining ease of movement and protecting the quality of the environment
- Parking spaces subservient to streets, open spaces and the public realm
- Well integrated parking spaces which are considered alongside the overall design of an area, including planting, trees and quality of materials
- Electric charging points for all dwellings and at key locations within the public realm.
- Car parking located either to the side or rear of properties
- Storage and secure parking for bicycles (of various types and sizes) and scooters for all residents in a location that makes access to and use of the bicycle easy (i.e. at the front of homes and not in sheds/rear gardens)
- A strategy for future proofing land used for parking spaces to return it to amenity space as and when private car usage declines
- Provision made for car clubs; with share spaces provided at Local Centres and commercial uses.

## What we don't want to see

- Business as usual car parking solutions
- Parking solutions that promote the use of private vehicles over and above Active Travel or Public Transport use car use.
- Poorly located or poorly designed car parking that dominates public spaces
- Car parking provided at the front of dwellings
- A parking strategy which impacts negatively on the surrounding settlements or environment



Streets dominated by cars



Streets designed to naturally discourage parking



Parking courtyards in front of homes



On plot parking to the rear of the house



## Relevant Planning Policies

### Gloucester, Cheltenham and Tewkesbury Joint Core Strategy 2011 – 2031

- Policy SD3: Sustainable Design and Construction
- Policy SD4: Design Requirements
- Policy INF1: Transport Network

### Tewkesbury Borough Plan 2011-2031

- Policy TRAC2 – Cycle network and Infrastructure
- Policy TRAC3 – Bus Infrastructure
- Policy TRAC9 - Parking Provision
- Policy RES5 - New Housing Development
- Policy EMP5 - New Employment Development (General)
- Policy HEA1 - Healthy & Active Communities

### NPPF

- Chapter 9 – Promoting sustainable transport, and particularly Paragraphs 104, 110 and 112
- Chapter 12 – Achieving well-designed places, and particularly Paragraph 130

### Other

- Policies within Gloucestershire’s Local Transport Plan 2020 – 2041
- Provisions of Manual for Streets (2007) and Manual for Streets 2 (2010)
- Provisions of the Planning Practice Guidance (2016)
- Provisions of the National Design Guide (2021)

## 3.2 Landscape

The Concept Plan set out that Tewkesbury Garden Town would take a 'landscape-led approach' and defined that as 'balancing the protection of existing landscape assets with creating new growth areas'. This approach considers climate resilience and building in a responsible manner, seeks to retain existing landscape features and consider the issue of flooding holistically.

This approach is especially important in Tewkesbury and Ashchurch, on the edge of the Cotswolds AONB, land rises steeply to the east of the site and any development will be highly visible from raised ground. Local flooding issues around Tewkesbury are acute and the two brook systems adjacent within the Garden Town can play a critical role in alleviating pressure downstream.

The NPPF outlines the importance of conserving and enhancing the natural environment. It sets out how a network of high-quality open spaces is important for the health and well-being of communities, for the delivery of wider benefits for

nature and in supporting efforts to address climate change, as well as contributing to achieving well-designed places.

The National Design Guide recognises that 'Nature contributes to the quality of a place, and to people's quality of life, and it is a critical component of well-designed places. Natural features are integrated into well-designed development. They include natural and designed landscapes, high quality public open spaces, street trees, and other trees, grass, planting and water' (paragraph 90). The guidance gives importance to providing a network of high quality, green open spaces with a variety of landscapes and activities, including play (N1), that seeks to improve and enhance water management (N2) and which supports rich and varied biodiversity (N4).

Natural England's Green Infrastructure Framework provides a valuable resource that can help guide applicants setting out:

- Why Green Infrastructure should be provided - the benefits
- What good looks like - the attributes
- How to Plan, Design, and Nurture Green Infrastructure

The Landscape Led Structuring Plan on the following page sets out the high-level structure for the Garden Town. Whilst the exact position and alignment of information on this plan need not be followed rigorously; its overarching intentions as set out in the supporting topic pages should be complied with. These topics cover:


- A Landscape Led Approach
- Biodiversity Net Gain
- Strategic green corridors and their role






Boundary (Indicative)

 TGT Boundary


 MOD Boundary


Existing Landscape

 Cotswolds AONB

 Priority Habitat

 Woodland

 Amenity Green Space


 Watercourse

Access - Existing Infrastructure

 Existing Train Line

 Existing National Cycle Route (NCR 41 and 45) and Link Route

 The Gloucester Way Long Distance Walking Route

 Bridleway

 Existing Public Footpath and other publically accessible routes


Constraints


 Flood Risk

 Village Buffer

Opportunities

 River Corridors


 Key Green Corridors

 Secondary Green Routes

 Land Formerly Historic Orchard

 Active Travel Route through River Corridors

 Future improvement along MOD Rail

 Potential for Reciprocal Views Between the New Development and Surrounding Landscape



### 3.2.1 A Landscape Led Approach

#### A. Green Infrastructure

##### Outcome:

A clear hierarchy and character of green infrastructure which respects the existing landscape features of the Garden Town provides an exceptional range of benefits for the people, wildlife and the natural environment.

##### Expected information

- DOC: Tree Survey and Arboricultural Implications
- TIP: Undertake baseline analysis including local context analysis
- TIP: Include a plan identifying retention of existing landscape features and justification for any removal of existing features, with an explanation of how landscape features are well integrated within the DAS
- TIP: Provide a Green infrastructure framework plan in the DAS

##### What do we expect?

- Proposals to be 'Landscape-led' with every green space having a clear role and function
- Proposals that understand and respond to the local context including the site's history, wider geography and landscape, geology, topography, existing blue and green infrastructure, biodiversity, local communities and character
- Important existing landscape features retained and well-integrated contributing positively to the character of the town
- Green infrastructure to be ambitious and deliver multi-functional green spaces that are part of the overall placemaking
- Proposals which are forward thinking and deliver in terms of climate change ambitions, enable connectivity,

provide for growing, play and sports and provide a variety of spaces for all people and wildlife

- A minimum of 50% of the Garden Town area to be allocated to green infrastructure (not including private back gardens).

##### What we don't want to see

- Green spaces that are 'leftover' and poorly integrated, not well related to other uses, and are poorly maintained, therefore becoming unsafe and under-used.



Strategic Green Infrastructure must fulfil a range of functions

## Relevant Planning Policies

### Gloucester, Cheltenham and Tewkesbury Joint Core Strategy 2011 – 2031

- Policy SD3: Sustainable Design and Construction
- Policy SD4: Design Requirements
- Policy SD6: Landscape
- Policy SD9: Biodiversity and Geodiversity
- Policy INF3: Green Infrastructure
- Policy INF6: Infrastructure Delivery

### Tewkesbury Borough Plan 2011-2031

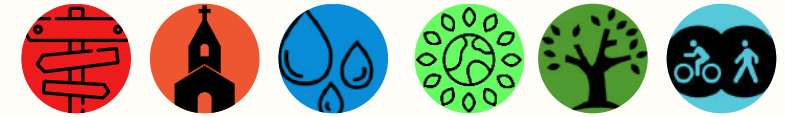
- **Policy LAN2 - Landscape Character**
- **Policy NAT1 - Biodiversity, Geodiversity and Important Natural Features**
- **Policy NAT2 - The Water Environment**
- **Policy NAT3 – Green Infrastructure: Building with Nature**
- **Policy RCN1 - Public Outdoor Space, Sports Pitch and Sports Facility Provision**
- **Policy RCN2 - New Sports and Recreational Facilities**
- **Policy RCN3 - Allotments & Community Gardens**

### NPPF

- Chapter 8 - Promoting healthy and safe communities, and particularly Paragraphs 92 and 93.
- Chapter 12 – Achieving well-designed places, and particularly Paragraph 130.
- Chapter 15 - Conserving and enhancing the natural environment, and particularly Paragraphs 174 and 180

### Other

- Principles and priorities within the Strategic Framework for Green Infrastructure in Gloucestershire (2015)
- Guidance within the Cheltenham and Tewkesbury Social, Sport and Open Spaces Study: Developer Contributions Toolkit (2017)
- Guidance within the Flood and Water Management SPD (February 2018)
- Provisions of the Planning Practice Guidance (2016)
- Provisions of the National Design Guide (2021)



### 3.2.1 A Landscape Led Approach

#### B. Landscape Hierarchy

##### Outcome:

Public spaces with a clear role and purpose within a clear hierarchy of spaces and which contribute positively to the character of the Garden Town.

##### Expected information

- TIP: Undertake baseline analysis including local context studies
- TIP: Provide a plan in the DAS identifying River Corridors, Key Green Corridors, Secondary Green Routes, Village buffers and Possible Future Green Corridors with information outlining the role and function of each of these and with precedents to support this and justify the character of each
- TIP: Records of engagement with local communities relating to Village Buffer design development

##### What do we expect?

- A hierarchy of different types of landscape; each defined by specific characteristics. These are to include Village Buffers, River Corridors, Greenways and Secondary Green Routes
- Green spaces to be integrated within the Garden Town, and designed with sensitivity around existing villages and the natural landscape
- Baseline and local context analysis to inform the appropriate role and character of each of the categories within the hierarchy
- Existing landscape features that should be retained and respected identified (e.g. watercourses, trees, hedgerows, PROWs, important views)
- Historic and local character information to inform proposals (e.g. location of historic orchards, local landscape designations)
- Justification for proposals including character and role to be explained and backed up by analysis
- Possible future Green Corridors to be identified and future-proofed

### River Corridors

- To be primary strategic elements of green infrastructure within the Garden Town.
- Character to be influenced by existing field patterns
- Act as successful flood plains
- Are enhanced to be destinations for residents and locals to use for relaxation and recreation play and growing spaces
- Provide key east-west connections for active travel
- Existing habitats are enhanced and expanded to encourage wildlife and biodiversity

- Are positively overlooked by adjacent homes and buildings.

### Greenways

- Provide a further network of green spaces through Tewkesbury Garden Town
- Build on the River Corridors by being a significant part of the green infrastructure that underlines that the development is a Garden Town.
- Accommodate existing PROWs
- Provide area for new active travel routes.
- Are significant enough in size to include key open spaces for residents



The two brooks will be protected and play a critical role in water management



Greenways should provide active travel



- Have a character that relates to the neighbourhoods that they sit between, and that their functions will relate to adjacent land uses.

### Secondary Green Routes

- To be smaller in size than Key Green Corridors but identifiable because they prioritise planting and support active travel routes.
- To provide connections through built development.



Secondary Green Routes between buildings

- To provide space for additional functions such as local or 'doorstep' play, community gardens or planting.

### Village Buffers

- To provide an appropriate separation and relationship between the Garden Town and existing settlements.
- To be consulted on with the local community to determine size and scale, role and aspirations



Landscape buffers will help to protect the setting of existing villages

- Aspirations to include but not limited to, its function, its dimensions, key existing and desired routes through it, possible planting, provision of play, growing space, sports.

### What we don't want to see

- Proposals which do not respect the existing character
- Proposals which disregard existing landscape features
- Proposals which cause harm to existing habitats and wildlife corridors
- Green Corridors which are not fronted onto by properties
- Existing river corridors becoming urbanised e.g. with the introduction of hard river banks

## Relevant Planning Policies

### Gloucester, Cheltenham and Tewkesbury Joint Core Strategy 2011 – 2031

- Policy INF3: Green Infrastructure
- Policy SD4: Design Requirements
- Policy INF3: Green Infrastructure
- Policy INF6: Infrastructure Delivery

### Tewkesbury Borough Plan 2011-2031

- Policy LAN2 - Landscape Character
- Policy NAT1 - Biodiversity, Geodiversity and Important Natural Features
- Policy NAT2 - The Water Environment
- Policy NAT3 – Green Infrastructure: Building with Nature

### NPPF

- Chapter 8 - Promoting healthy and safe communities, and particularly Paragraphs 92 and 93
- Chapter 12 – Achieving well-designed places, and particularly Paragraph 130

### Other

- Principles and priorities within the Strategic Framework for Green Infrastructure in Gloucestershire (2015)
- Guidance within the Cheltenham and Tewkesbury Social, Sport and Open Spaces Study: Developer Contributions Toolkit (2017)
- Guidance within the Flood and Water Management SPD (February 2018)
- Provisions of the Planning Practice Guidance (2016)
- Provisions of the National Design Guide (2021)



### 3.2.2 Strategic Green Corridors and Their Roles

#### A. Approach to Biodiversity Net Gain (BNG)

##### Outcome:

An ambitious and collaborative approach to the creation of new connected habitat and ecosystems as well as enhancing existing habitats.

##### Expected information

- DOC: Biodiversity Survey and Report
- TIP: Provide key BNG calculations together with explanatory text, plans, diagrams and images within the Design and Access Statement (or other appropriate document accompanying the Planning Application)
- TIP: Review local wildlife priority habitats and look for opportunities to provide them on site

##### What do we expect?

- A collaborative and joined up approach to baseline survey work to understand the existing biodiversity of the Site.
- An approach that retains and enhances existing ecology, habitats, hedgerows, trees and water courses to align with and benefit the Landscape-led approach and Landscape Hierarchy intentions.
- Innovative proposals to achieve a minimum 20% BNG on site (or within a maximum of 5 miles from the site) including providing opportunities within the multi-functional green corridors (EA requirement of 10% noted in IDP)
- Proposals to connect and link up habitats on site and in surrounding areas
- A high standard of design for green infrastructure in accordance with established, recognisable standards – including the National Design Guide and Building with Nature.

##### What we don't want to see

- Isolated provision of BNG 'developer by developer'.
- New habitat creation that is isolated
- New habitat creation that does not respond to local or target species requirements
- Frequent small scale interventions over a smaller number of larger scale meaningful interventions



Wildlife can be brought right to everyone's front door by creating habitats

## Relevant Planning Policies

### Gloucester, Cheltenham and Tewkesbury Joint Core Strategy 2011 – 2031

- Policy SD3: Sustainable Design and Construction
- Policy SD9: Biodiversity and Geodiversity
- Policy SD14: Health and Environmental Quality
- Policy INF3: Green Infrastructure

### Tewkesbury Borough Plan 2011-2031

- Policy NAT1 - Biodiversity, Geodiversity and Important Natural Features
- Policy NAT2 - The Water Environment
- Policy NAT3 – Green Infrastructure: Building with Nature

### NPPF

- Chapter 12 – Achieving well-designed places, and particularly Paragraph 130
- Chapter 15 - Conserving and enhancing the natural environment, and particularly Paragraphs 174 and 180

### Other

- Principles and priorities within the Strategic Framework for Green Infrastructure in Gloucestershire (2015)
- Guidance within the Cheltenham and Tewkesbury Social, Sport and Open Spaces Study: Developer Contributions Toolkit (2017)
- Guidance within the Flood and Water Management SPD (February 2018)
- Provisions of the Planning Practice Guidance (2016)
- Provisions of the National Design Guide (2021)



### 3.2.2 Strategic Green Corridors and Their Roles

#### B. Flooding/ SuDS

##### Outcome:

Creative and holistic solutions to flood risk and water management.

##### Expected information

- DOC: Drainage Strategy Including SuDS (Sustainable Urban Drainage Systems)
- DOC: Flood Risk Assessment together with explanatory text, plans, diagrams and images within the DAS (or other appropriate document accompanying the Planning Application) setting out the strategy to manage flood risk and provide water management.
- TIP: Include a plan showing the proposed SuDS layout and how the SuDS network supports nature and biodiversity in the DAS.

##### What do we expect?

- Water run-off to be no greater from development sites than existing condition
- All built development should be located away from areas at risk of flooding.
- Joined up thinking (site-wide) to achieve the best overall strategy in relation to flood mitigation and water storage
- Location and capacity for storage considered holistically as part of the Landscape-led approach and Landscape Hierarchy; so that infrastructure is designed as an integral part of the Garden Town
- Exploration into improvements to the watercourse capacity to alleviate flood risk within and outside the development
- Proposals should be future-proofed (including surface water drainage schemes) and designed to appropriate,

locally specific allowances for climate change for peak river flood flows and rainfall intensity, and undertake new hydraulic modelling where necessary

- Existing watercourses to be retained and improved / re-naturalised (e.g. de-culverting, restoration or re-profiling of watercourses; removal of barriers to fish migration; or the integration of watercourses within wider green/blue infrastructure networks), with opportunities for improvements to watercourses for ecology to be explored
- Creative SuDs solutions and proposals to reduce run-off rates
- SuDs to be attractive features as part of open spaces including rain gardens, permeable paving, swales and detention basins
- Attenuation should be provided at source to minimise downstream impacts

- SuDS to be integrated into the overall design using gently undulating slopes and avoiding hard, over engineered solutions.
- Strategy and design to consider the ongoing maintenance required for proposed SuDS and demonstrate this has been considered from the outset.
- Permeable surfaces prioritised including within parking areas

### What we don't want to see

- Over-engineered solutions.
- Poorly located solutions at the expense of placemaking.
- Large attenuation basins that do not provide amenity value.
- Over provision of hard surfaces increasing water run-off



Water storage pushed to the edge of the site, providing little wider value



Rain gardens within the street network help to reduce water run-off



Over provision of non-permeable surfaces



Water storage used as part of a placemaking strategy

## Relevant Planning Policies

### Gloucester, Cheltenham and Tewkesbury Joint Core Strategy 2011 – 2031

- Policy INF2: Flood Risk Management
- Policy SD3: Sustainable Design and Construction
- Policy SD14: Health and Environmental Quality
- Policy INF3: Green Infrastructure

### Tewkesbury Borough Plan 2011-2031

- Policy NAT1 - Biodiversity, Geodiversity and Important Natural Features
- Policy NAT2 - The Water Environment
- Policy NAT3 – Green Infrastructure: Building with Nature
- Policy ENV2 - Flood Risk and Water Management

### NPPF

- Chapter 14 - Meeting the challenge of climate change, flooding and coastal change and particularly Paragraph 154, 167 and 169

### Other

- Principles and priorities within the Strategic Framework for Green Infrastructure in Gloucestershire (2015)
- Guidance within the Flood and Water Management SPD (February 2018)
- Provisions of the Planning Practice Guidance (2016)
- Provisions of the National Design Guide (2021)



### 3.2.2 Strategic Green Corridors and Their Roles

#### C. Play, Sports and Public Outdoor Space

##### Outcome:

A wide variety of fantastic green spaces that residents and local people gather at and enjoy and which provide an important role for good health, exercise, wellbeing and community.

##### Expected information

- DOC: Open Space Assessment
- DOC: Provide a public outdoor space, play and sports provision strategy with explanatory text, plans, diagrams and images within the DAS (or other appropriate document accompanying the Planning Application)

##### What do we expect?

- High quality outdoor space and play for all ages, abilities and backgrounds to promote health and well-being through exercise and community interaction
  - Proximity to other land uses and community facilities demonstrated
  - The location of outdoor space, play equipment and sports facilities to be convenient, accessible and safe whilst not inconveniencing local neighbours
  - A variety of outdoor spaces to be provided e.g. parks and gardens, natural and semi-natural green space, amenity green space, equipped play areas, natural play areas, allotments, community gardens and large open spaces
  - Character of outdoor spaces, sports provision and play that responds to the Landscape Hierarchy and character of its locality
- Each neighbourhood to have a well-connected, biodiverse green space
  - All parks and open spaces to follow Building with Nature guidelines and standards and provide opportunities to connect with nature
  - Play opportunities to be provided within Village Centres, Neighbourhood Hubs and along streets as well as within housing areas
  - A strategic 5k looped running route within the green infrastructure network of spaces
  - Proposals to meet or exceed Fields in Trust standards
  - Community gardens to encourage people to learn to grow food, get active, and make new friends, as well as encouraging healthy eating e.g. small scale food-growing initiatives along local streets, parks or gardens, community owned farms and community-run cooperatives to provide locally produced affordable food



- Facilities e.g. secure bike parking, lighting, toilets, bins, seating and picnic benches to be provided in convenient locations.

### Areas of play

- Design to be inspired by existing local character and heritage
- Use of materials that respond to local character
- A Landscaped Area of Play (LAP) within 200m walking distance from every home
- A Locally Equipped Area of Play (LEAP) within 500m walking distance from every home
- A Neighbourhood Area of Play (NEAP) within 1000m walking distance from every home. .
- A Multi Use Games Areas (MUGA) within 700m walking distance from every home

### Pocket Parks

- Be frequently provided across the development.
- Be more formal within the Local Centres.
- Bring nature and play into the heart of the development
- Be connected by greenways forming an important network of open space
- Be fronted by homes ensuring natural surveillance



Play space informed by the landscape and topography

### What we don't want to see

- Play spaces that only provide off the shelf equipment
- Age restricted or segregation of play spaces by ability
- Play spaces pushed out to the edges of sites
- Poorly located solutions at the expense of placemaking.



A pocket park providing play space within water attenuation basins

## Relevant Planning Policies

### Gloucester, Cheltenham and Tewkesbury Joint Core Strategy 2011 – 2031

- Policy INF1: Transport Network
- Policy INF3: Green Infrastructure
- Policy SD3: Sustainable Design and Construction
- Policy SD4: Design Requirements

### Tewkesbury Borough Plan 2011-2031

- Policy NAT3 – Green Infrastructure: Building with Nature
- Policy TRAC1 – Pedestrian Accessibility
- Policy TRAC2 – Cycle network and Infrastructure
- Policy HEA1 - Healthy & Active Communities

### NPPF

- Chapter 8 - Promoting healthy and safe communities, and particularly Paragraph 92
- Chapter 9 – Promoting sustainable transport, and particularly Paragraphs 104 and 112
- Chapter 12 – Achieving well-designed places, and particularly Paragraph 130

### Other

- Principles and priorities within the Strategic Framework for Green Infrastructure in Gloucestershire (2015)
- Guidance within the Cheltenham and Tewkesbury Social, Sport and Open Spaces Study: Developer Contributions Toolkit (2017)
- Principles within the Planning for Sport Guidance (2019)
- Provisions of the Planning Practice Guidance (2016)
- Provisions of the National Design Guide (2021)



### 3.2.3 Visual Context

#### A Views/ Visual Impact

##### Outcome:

Development is sensitively integrated into the existing visual, landscape and historic context

##### Expected Information:

- DOC: Landscape and Visual Impact Assessment
- DOC: Historic Impact Assessment
- DOC: Historic Environment Statement



Development which responds sensitively to a Listed Building

#### What do we expect?

- Suitability of the location, type and scale of development within the concept plan to be thoroughly tested through landscape and visual impact assessment (LVIA)
- The results of any landscape and visual appraisal and impact assessment to influence the masterplan through an iterative process
- Space within the masterplan to be set aside for landscape mitigation measures to reduce impact from the wider landscape setting
- Proposals that respond to the Gloucestershire Landscape Character Assessment 2006 and the Cotswolds AONB Landscape Character Assessment 2003; responding sensitively to the Cotswolds AONB and the Severn Vale Landscape Character Area
- Key views to be protected
- All 'edges' of the Garden Town to be designed sensitively to their setting; including height, mass, density.
- Appropriate landscape mitigation measures to reduce the scale of impact from the development on the landscape character and visual context.
- Development and landscape proposals to respond sensitively to views towards listed buildings and their settings including St Nicholas Church (II\*) and Northway Mill (II)
- Any development in proximity or with an impact on important historic buildings or other listed buildings must be appropriately and sensitively designed, considering in particular proposed heights, massing and detailed design.
- Locally Important Open Spaces to be protected from new development that would adversely affect their open character and appearance

- A landscape buffer to the existing settlements of Aston on Carrant and Pamington (see Landscape Hierarchy Section).
- Landscape buffers considered adjacent to less desirable neighbours e.g. rail and road corridors, sewage treatment works or Starveall Farm chicken farm
- Consideration given to where landscape design (e.g. tree planting, hedge planting) or building design (e.g. green roofs, material choice) might be a suitable solution as part of an approach to designing sensitively across key areas of the Garden Town.
- Inappropriate development close to the AONB
- Inappropriate development close to listed buildings
- Poorly considered 'edges' to the Garden Town, adjacent to its more rural edges and small settlements

### **What we don't want to see**

- Lack of landscape and visual appraisal and impact assessment
- Designs which do not respond to the results of landscape and visual appraisal and impact assessment
- Poorly considered massing, density and building heights

## Relevant Planning Policies

### Gloucester, Cheltenham and Tewkesbury Joint Core Strategy 2011 – 2031

- Policy SD6 - Landscape
- Policy SD7 - The Cotswold Area of Outstanding Natural Beauty
- Policy SD8 - Historic Environment

### Tewkesbury Borough Plan 2011-2031

- Policy HER2 - Listed Buildings
- Policy HER5 - Non-Designated Heritage Assets
- Policy LAN1 – Special Landscape Areas
- Policy LAN2 – Landscape Character

### NPPF

- Chapter 15 - Conserving and enhancing the natural environment, and particularly Paragraph 176
- Chapter 16 - Conserving and enhancing the historic environment, and particularly Paragraph 190

### Other

- Principles and priorities within the Strategic Framework for Green Infrastructure in Gloucestershire (2015)
- Provisions of the Planning Practice Guidance (2016)
- Provisions of the National Design Guide (2021)

### 3.3 Built Form / Developable Areas

The Concept Plan established a vision of vibrant communities that ‘draw upon the unique qualities of Tewkesbury’ but deliver a place that enables people to live, work and socialise in a well designed, high-quality new development.

What makes Tewkesbury special is its diversity — of buildings and public spaces, but also of jobs and opportunities for the local community to come together. The aspiration is to create a place that respects existing communities, reflects local character but at the same time creates something new and exciting for the region.

By their nature, vibrant places are complex and must be more than just a series of housing sites. The National Design Guide recognises the need for ‘a diverse range of uses and activities’ and ‘a richness of experience gained from all of our sense’. This experience is delivered by good design — creating a place that is ‘fit for purpose, durable and brings delight’ and is a result of the structure of the place, just as much as it is the materials,

quality of detail and appearance of a building or open space.

The Urban Form Structuring Plan on the following page sets out the high-level structure for the Garden Town. Whilst the exact position and alignment of information on this plan need not be followed rigorously; its overarching intentions as set out in the supporting topic pages should be complied with. These topics cover:

- Identity
- Built Form
  - \* Mixed-use Walkable Neighbourhoods
  - \* Land Uses
  - \* Block Structure
  - \* Density and Heights
  - \* The Design of Homes
  - \* Climate Resilience
  - \* Lifespan





Boundary (Indicative)



TGT Boundary



MOD Boundary

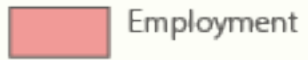
Proposed Land Use



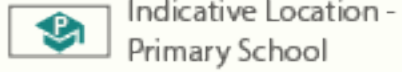
Residential



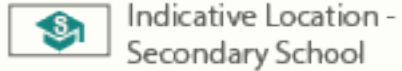
Mixed



Employment



Indicative Location -  
Primary School



Indicative Location -  
Secondary School

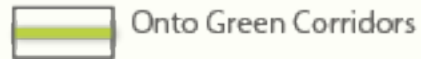


Village Centre

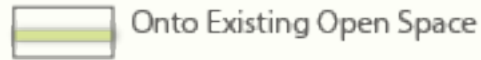


Neighbourhood Hub

Frontages



Onto Green Corridors



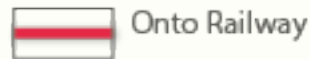
Onto Existing Open Space



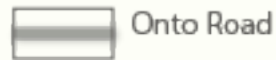
Onto Existing Building/ Development



Onto MOD



Onto Railway



Onto Road





### 3.3.1 Identity

#### Outcome:

A distinctive Garden Town that reflects local character using typical street layouts, materials and building typologies.

#### Expected Information:

- DOC: A Design and Access Statement (DAS) that includes:
- TIP: The DAS should include an appraisal of the site context, opportunities and constraints, the story of the place, and an understanding of key features both on and off-site
- TIP: The DAS should include the design narrative that demonstrates how the proposed design has responded to that analysis
- TIP: The DAS should include an appraisal of distinctive design and materials in the area and how that has contributed to the design of the buildings and public spaces

- TIP: The DAS should include precedent images for materials and design details
- TIP: The DAS should include a clear rationale where innovative building types and materials are proposed
- DOC: Cross sections and elevations of proposed buildings

#### What do we expect?

- A place with well-designed and proportioned buildings that reflect the distinctiveness of Tewkesbury and its surrounding villages
- Non-residential buildings that are distinct from their surroundings and frame important public spaces
- Opportunities identified within more urban parts of the Site to create a new identity, with higher densities and a different urban form to that typically found within the area
- Key views to be protected and used to help structure the urban form

- A positive relationship between buildings and public space including all streets
- The use of local materials within buildings and the public realm
- Retention and reuse of existing buildings

#### What we don't want to see

- Standard house-types without any relationship to the local area
- Use of inappropriate building materials that don't reflect the scale and character of the area
- Excessive ground engineering to create level building plateaus

## Relevant Planning Policies

### Gloucester, Cheltenham and Tewkesbury Joint Core Strategy 2011 – 2031

- Policy SD4: Design Requirements
- Policy SD6: Landscape
- Policy SD8: Historic Environment
- Policy SD11: Housing Mix and Standards

### Tewkesbury Borough Plan 2011-2031

- Policy RES5 - New Housing Development
- Policy DES4 - Shopfronts
- Policy EMP5 - New Employment Development (General)
- Policy RCN2 - New Sports and Recreational Facilities

### NPPF

- Chapter 8 - Promoting healthy and safe communities, and particularly Paragraph 92 and 93.
- Chapter 12 – Achieving well-designed places, and particularly Paragraph 130.

### Other

- Provisions of Manual for Streets (2007) and Manual for Streets 2 (2010)
- Provisions of the Planning Practice Guidance (2016)
- Provisions of the National Design Guide (2021)



### 3.3.2 Built Form

#### A. Developable Areas

##### Outcome:

- A place that is self-sustaining and clearly structured

##### Expected information:

- DOC: A plan within the DAS showing the site masterplan within the wider neighbourhood structure with a clear rationale for whether the site is connecting into an existing neighbourhood or creating a distinct new place.
- DOC: An Environmental Statement screening request for any applications above 5ha.

##### What do we expect?

- Buildings and urban open spaces to be located within the Development Areas shown on the Built Form structuring plan (page 98)
- A village centre within Carrant Green accommodating a mix of land uses needed to create a vibrant heart to the community.
- A village centre within Seven Bends accommodating a mix of uses and supporting the integration of commercial land in Oxenton Borders
- Developable Areas to be clearly defined, separated from each other and nearby settlements by their landscape setting as shown on the structuring plan (page 80)

- Neighbourhood hubs to be provided within Teddington Fields and Seven Bends as shown on the structuring plan (page 98)

##### What we don't want to see?

- Development of buildings and formal open spaces beyond the boundaries of the developable areas.



Village centres and Neighbourhood Hubs will be a place for people to come together

## Relevant Planning Policies

### Gloucester, Cheltenham and Tewkesbury Joint Core Strategy 2011 – 2031

- Policy SD4: Design Requirements
- Policy INF1: Transport Network
- Policy INF3: Green Infrastructure
- Policy INF4: Social and Community Infrastructure

### Tewkesbury Borough Plan 2011-2031

- Policy RES5 - New Housing Development
- Policy DES4 - Shopfronts
- Policy EMP5 - New Employment Development (General)
- Policy LAN2 - Landscape Character
- Policy RCN1 - Public Outdoor Space, Sports Pitch and Sports Facility Provision
- Policy RCN2 - New Sports and Recreational Facilities

### NPPF

- Chapter 8 - Promoting healthy and safe communities, and particularly Paragraph 92 and 93
- Chapter 9 - Promoting sustainable transport, and particularly Paragraph 106
- Chapter 11 - Making effective use of land, and particularly Paragraph 119
- Chapter 12 – Achieving well-designed places, and particularly Paragraph 130

### Other

- Policies within Gloucestershire's Local Transport Plan 2020 – 2041
- Provisions of Manual for Streets (2007) and Manual for Streets 2 (2010)
- Provisions of the Planning Practice Guidance (2016)
- Provisions of the National Design Guide (2021)



### 3.3.2 Built Form

#### B. Mixed-Use Walkable Neighbourhoods

##### Outcome:

A place where all residents daily needs (such as shopping, meeting people, play, health and education) are available within about a 10 minute walk from their front door

##### Expected Information:

- DOC: A plan showing the site masterplan within the wider neighbourhood structure with a clear rationale for whether the site is connecting into an existing neighbourhood or creating a distinct new place.
- DOC: A plan showing the proposed mix of uses and floor area for any non-residential space.
- DOC: Cross sections and axonometric visualisations of the Village Centres and Neighbourhood Hubs.
- DOC: A plan showing the location of main entrances to all mixed-use buildings.

##### What do we expect?

- Distinct neighbourhoods to be laid out in accordance with the structuring plan (page 98)
- Clustering of uses together in a centrally accessible location within each neighbourhood including shops, offices, cafés, schools, community and health facilities.
- Village Centres and Neighbourhood Hubs to be at the centre of key movement corridors, ensuring they are locally accessible but also benefit from passing visitors
- Well designed public space to be at the heart of these Village Centres and Neighbourhood Hubs
- Active frontages in mixed-use locations with flexible ground-floors that can be adapted over time
- Clearly explained rationale for any special cases for non-residential uses to be located away from Village

Centres and Neighbourhood Hubs (such as on the edge of landscape corridors or within historic buildings)

- Each site to be designed in accordance with the relevant guidance set out in section 4 of this Strategic Planning Framework

##### What we don't want to see?

- Sites that only provide housing unless they can clearly demonstrate that they are within a 10 minute walking distance of an existing or proposed neighbourhood centre
- Segregated non-residential uses that encourage visits by car
- Blank frontages within mixed-use neighbourhood centres that create inactive frontage



Village Centres will provide a range of shops, commercial space and community uses including entrances to schools



Village Centres will have a key public space at their heart - this may be more formal but should still perform a range of functions from play to water



Neighbourhood Hubs will be more intimate and provide a few shops, a cafe, smallscale commercial units etc.



Neighbourhood Hubs will provide public space for people to meet

## Relevant Planning Policies

### Gloucester, Cheltenham and Tewkesbury Joint Core Strategy 2011 – 2031

- Policy SD3: Sustainable Design and Construction
- Policy SD4: Design Requirements
- Policy INF1: Transport Network
- Policy INF4: Social and Community Infrastructure

### Tewkesbury Borough Plan 2011-2031

- Policy RES5 - New Housing Development
- Policy TRAC1 – Pedestrian Accessibility
- Policy TRAC2 – Cycle network and Infrastructure
- Policy TRAC8 - Old Railway Line Tewkesbury
- Policy HEA1 - Healthy & Active Communities
- Policy RCN1 - Public Outdoor Space, Sports Pitch and Sports Facility Provision
- Policy RCN2 - New Sports and Recreational Facilities

### NPPF

- Chapter 8 - Promoting healthy and safe communities, and particularly Paragraph 92.
- Chapter 9 – Promoting sustainable transport, and particularly Paragraphs 104, 110 and 112.
- Chapter 12 – Achieving well-designed places, and particularly Paragraph 130.

### Other

- Policies within Gloucestershire’s Local Transport Plan 2020 – 2041
- Provisions of Manual for Streets (2007) and Manual for Streets 2 (2010)
- Provisions of the Planning Practice Guidance (2016)
- Provisions of the National Design Guide (2021)



### 3.3.2 Built Form

#### C. Land Uses

##### Outcome:

A place that is self-sustaining and adaptable to long-term change.

##### Expected Information:

- DOC: A plan showing the mix of uses across a site.
- DOC: A land-use budget clearly showing the amount of land set aside for each use and where appropriate the amount of floorspace or number of units.

##### What do we expect?

- The Garden Town to be predominantly residential in character but supported by a range of uses with access to existing employment opportunities, schools and community facilities within the borough
  - Village Centres and Neighbourhood Hubs to provide a mix of uses to fulfil residents' daily needs
  - One 6 FE Secondary school to be provided within Carrant Green
  - One 6 FE Secondary school to be provided within Seven Bends
  - Four 3 FE Primary Schools to be provided within Carrant Green, Teddington Fields and Seven Bends as shown in the structuring plans (page 98)
  - Schools to be landmark buildings, clearly connected to the Village Centres or Neighbourhood Hubs and active travel routes
- Commercial buildings to be designed to be human scale, with well-designed entrances that promote a sense of place
  - Approximately 60 Ha of land to be provided for employment, with the majority of commercial space located within Oxenton Borders.



- 1000 sqm of space for flexible healthcare use within Carrant Green within the Village Centre
- 1000 sqm of space for flexible healthcare use within Seven Bends within the Village Centre
- Engagement with Tewkesbury Borough Council and the Parish Councils on the need, long-term management and location of any community facilities.
- Community facilities to be flexible landmark buildings



School buildings should be landmark civic buildings at the heart of each Character



Key public spaces should connect civic and commercial uses

### What we don't want to see?

- Single-form entry schools.
- Community facilities without clear long-term management plans or funding.

TBC to advise on requirements for later living



Commercial buildings should be well designed and inspiring

## Relevant Planning Policies

### Gloucester, Cheltenham and Tewkesbury Joint Core Strategy 2011 – 2031

- Policy SD3: Sustainable Design and Construction
- Policy SD4: Design Requirements
- Policy SD14: Health and Environmental Quality
- Policy INF4: Social and Community Infrastructure

### Tewkesbury Borough Plan 2011-2031

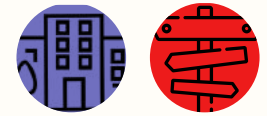
- Policy RES5 - New Housing Development
- Policy DES4 - Shopfronts
- Policy EMP5 - New Employment Development (General)
- Policy RCN1 - Public Outdoor Space, Sports Pitch and Sports Facility Provision
- Policy RCN2 - New Sports and Recreational Facilities

### NPPF

- Chapter 8 - Promoting healthy and safe communities, and particularly Paragraph 92, 93 and 98.
- Chapter 6 - Building a strong, competitive economy, and particularly Paragraph 81.
- Chapter 12 – Achieving well-designed places, and particularly Paragraph 130.

### Other

- Provisions of the Planning Practice Guidance (2016)
- Provisions of the National Design Guide (2021)



### 3.3.2 Built Form

#### D. Block Structure

##### Outcome:

- A place that is compact, legible and human scale with a block structure that makes it easy and convenient to walk around the development.

##### Expected Information:

- DOC: A plan showing the proposed block structure including adjacent sites whether existing or proposed
- DOC: A plan showing the use of perimeter blocks and highlighting:
  - \* Private amenity Space
  - \* House types
  - \* Servicing arrangements

##### What do we expect?

- Development blocks that are primarily formed by building fronts, mainly of houses.
- Simple perimeter block layouts with clear separation of public and private space.
- Variety of block shapes and sizes to respond to topography, fields patterns and boundaries but predominantly square or rectangular in shape.
- Perimeter blocks between 40-60m wide and 60-100m long.
- The interior of blocks to be flexible to accommodate a range of uses such as:
  - \* Private gardens.
  - \* Parking courts if well-overlooked.
  - \* A mixture of private mews-style homes, and flats above garages that may be subservient to a main house

- Gaps between buildings that front onto streets to have good quality boundary walls made of locally appropriate materials.



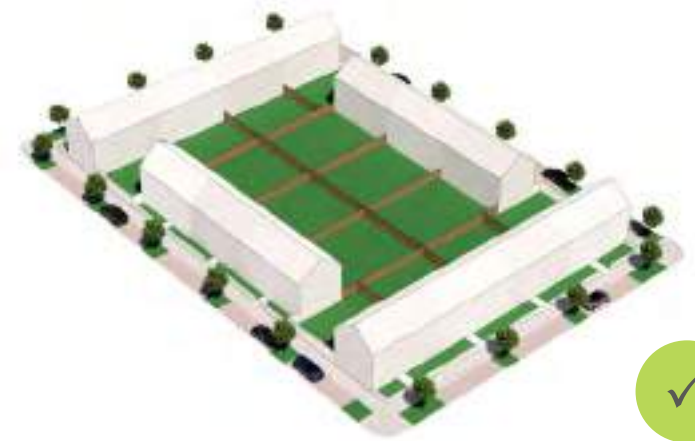
Housing fronting onto a communal garden - parking to the rear

## What we don't want to see?

- Development where the blocks are too big to make walking attractive.
- Cul-de-sacs that limit connectivity.
- Perimeter block interiors that are over-dominated by parking spaces.
- Poor quality boundary treatments to block interiors.



Homes overlooking the street with on plot parking within the block



Typical perimeter block with private gardens and buildings fronting onto streets



Perimeter block with mews development and parking overlooked by homes and Flats Over Garages

## Relevant Planning Policies

### Gloucester, Cheltenham and Tewkesbury Joint Core Strategy 2011 – 2031

- Policy SD3: Sustainable Design and Construction
- Policy SD4: Design Requirements
- Policy SD11: Housing Mix and Standards
- Policy INF1: Transport Network
- Policy INF4: Social and Community Infrastructure

### Tewkesbury Borough Plan 2011-2031

- Policy RES5 - New Housing Development
- Policy TRAC1 - Pedestrian Accessibility
- Policy HEA1 - Healthy & Active Communities

### NPPF

- Chapter 8 - Promoting healthy and safe communities, and particularly Paragraph 92.
- Chapter 9 – Promoting sustainable transport, and particularly Paragraphs 104 and 112.
- Chapter 12 – Achieving well-designed places, and particularly Paragraph 130.

### Other

- Provisions of the Planning Practice Guidance (2016)
- Provisions of the National Design Guide (2021)



### 3.3.3 Built Form

#### E. Densities and Heights

##### Outcome:

A high quality and compact urban place that promotes the efficient use of land, reduced use of the car and vibrant, sociable communities

##### Expected Information

- DOC: Plan showing densities across the site
- DOC: Landscape Visual Impact Assessment for all development proposals

#### What do we expect?

- Densities to vary across the Garden Town
- Densities to fit within three broad grades: High (50-70dph), Medium (40-50dpm) and Low (30-40 dph)
- Higher densities generally located in the Village Centres and Neighbourhood Hubs and close to the train station. Exceptions may be appropriate in key locations as set out in section 4
- Lower densities generally located towards the edges of the Garden Town, especially towards the eastern rural boundary

- Residential buildings to generally be 2 or 3 storeys
- Exceptions may be allowed in special circumstances (set out within section 4) and should reflect Tewkesbury's heritage of industrial and mill buildings
- Building heights to respect key views.
- All new development to be subject to a Landscape and Visual Impact Assessment (LVIA) which takes account of views from the wider countryside, nearby villages and to and from the Cotswolds AONB (see 3.2.3)
- Homes for later living to be accommodated within High Density areas



High Density (50-70 dph)



Medium Density (40-50dph)



Low Density (30-40 dph)

## Relevant Planning Policies

### Gloucester, Cheltenham and Tewkesbury Joint Core Strategy 2011 – 2031

- Policy SD3: Sustainable Design and Construction
- Policy SD4: Design Requirements
- Policy SD6: Landscape
- Policy SD8: Historic Environment
- Policy SD11: Housing Mix and Standards

### Tewkesbury Borough Plan 2011-2031

- Policy RES5 - New Housing Development
- Policy LAN2 - Landscape Character

### NPPF

- Chapter 9 - Promoting sustainable transport, and particularly Paragraph 112.
- Chapter 11 - Making effective use of land, and particularly Paragraph 119 and 124.
- Chapter 12 – Achieving well-designed places, and particularly Paragraph 130.

### Other

- Provisions of the Planning Practice Guidance (2016)
- Provisions of the National Design Guide (2021)



### 3.3.2 Built Form

#### F. The Design of Homes

##### Outcome:

An inclusive and beautiful place to live with a range of homes and buildings that provide adequate levels of internal and external space.

##### Expected Information:

- DOC: Schedule and a plan showing housing types and tenures
- DOC: Elevational drawings of each street type demonstrating how the street will be fronted by buildings
- DOC: Drawings showing the elevations of building types
- DOC: Plans showing the location of utility boxes and similar services including bin storage
- DOC: Plans showing clearly accessible cycle storage
- DOC: Plans of typical parking details for on-plot spaces

- DOC: A site specific code should set a target for the number of Accessible Homes
- DOC: A plan that demonstrates how each home accesses private open space
- DOC: Sunlight/ shading study for private amenity space across the year and throughout the day

Number of bedrooms	Number of bed spaces (persons)	2 Storey dwellings	3 Storey dwellings	Built-in storage
<b>1b</b>	1p			1.0
	2p	58		1.5
<b>2b</b>	3p	70		2.0
	4p	79		
<b>3b</b>	4p	84	90	2.5
	5p	93	99	
	6p	102	108	
<b>4b</b>	5p	97	103	3.0
	6p	106	112	
	7p	115	121	
	8p	124	130	
<b>5b</b>	6p	110	116	3.5
	7p	119	125	
	8p	128	134	
<b>6b</b>	7p	123	129	4.0
	8p	132	138	

#### What do we expect?

- Every home to be well designed and high quality designed, regardless of tenure or type and in keeping with the character of the neighbourhood as set out in section 4
- Homes as a minimum to meet the Nationally Described Space Standards (2015) with regard to gross internal floor areas and storage
- A percentage of homes provided to be affordable homes in line with evidence of current need
- A diverse range of accessible, flexible and adaptable homes to suit people at all stages of life
- A full range of types and tenures of homes
- *TBC to confirm housing need and how it will be addressed in SPF*
- Up to 5% plots to be available for self and custom-build



- All homes to meet Building Regulations M4(2) Category 2 - Accessible and adaptable dwellings
- A percentage of homes to meet M4(3): Category 3 - Wheelchair user dwellings in line with current evidence of local need
- Access to external space for all homes either in private gardens or balconies and terraces
  - \* Private gardens to be at least 40sqm with a minimum depth of 8m
  - \* Private balconies/ terraces to be at least 5sqm
- Communal amenity space to be provided in limited circumstances such as homes for later living but it should be private and clearly separated from the public realm
- Flats to provide communal amenity space in addition to private balconies/ terraces with direct access from communal access points
- Communal amenity to include play space for children and benefit from direct sunlight
- Back to back privacy distances of 15-20m
- Homes to address public streets and spaces, with doors and windows overlooking the public realm
- Well proportioned windows and doors (with a wall to window ratio of 15-35%) and entrances that are clearly articulated through porches or recesses

- Every home to provide flexible living space with generous ceiling heights and include storage space and opportunities for home working
- Every home to benefit from natural sunlight and ventilation unless specific Passive House standards are being achieved
- Planting that forms part of the boundary between homes and the pavement
- Utility boxes that are recessed or located on the sides of buildings, behind boundary walls or within garages away from public view



A variety of homes in one place



Homes fronting onto streets

## What we don't want to see?

- Enclaves of one type or tenure of homes or proposals for gated or private communities
- Poorly designed buildings which means
  - \* Poor proportions
  - \* Blank walls facing the public realm
  - \* Poorly aligned street frontages
  - \* Crudely resolved changes in level
  - \* Building fronts overly dominated by utility boxes
- On-plot parking in front of the house
- Bin stores that dominate the street or result in unsightly and unpleasant environment for residents
- Single aspect homes



Standard house types with limited consideration of placemaking



Poorly considered storage



Carefully considered storage for bins, bikes and service meters



Homes that front onto public space, that enable neighbours to meet and discourage use of the car

## Relevant Planning Policies

### Gloucester, Cheltenham and Tewkesbury Joint Core Strategy 2011 – 2031

- Chapter 9 - Promoting sustainable transport, and particularly Paragraph 112.
- Chapter 11 - Making effective use of land, and particularly Paragraph 119 and 124.
- Chapter 12 – Achieving well-designed places, and particularly Paragraph 130.

### Tewkesbury Borough Plan 2011-2031

- Policy RES5 - New Housing Development
- Policy RES12 - Affordable housing
- Policy RES13 - Housing Mix
- Policy RES14 - Specialist accommodation for older people
- Policy DES1 - Housing Space Standards
- Policy RCN1 - Public Outdoor Space, Sports Pitch and Sports Facility Provision

### NPPF

- Chapter 8 - Promoting healthy and safe communities, and particularly Paragraph 92 and 93.
- Chapter 12 – Achieving well-designed places, and particularly Paragraph 130.

### Other

- Technical housing standards – nationally described space standard (2015)
- Provisions of the Planning Practice Guidance (2016)
- Provisions of the National Design Guide (2021)



### 3.3.3 Built Form

#### G. Climate Resilience

##### Outcome:

An approach to the design and construction of the Garden Town that limits carbon emissions and helps Tewkesbury Borough Council to meet its Net Zero targets.

##### Expected information

- DOC: Whole-life carbon assessment
- DOC: Carbon statement or strategy that describes the sustainable energy system for the development and how it can achieve low carbon emissions
- DOC: A clearly stated pathway to net zero for the development set out within the DAS
- DOC: A Water Conservation strategy for all non-residential development

##### What do we expect?

- Layouts that reduce the use of precious resources including land, energy and water.
- Conformity with the energy hierarchy
  - \* Reducing the need for energy through passive measures including form, orientation and fabric
  - \* Using energy efficient mechanical and electrical systems, including heat pumps, heat recovery and LED lights
  - \* Maximising renewable energy especially through decentralised sources, including on-site generation and community-led initiatives
- The use of renewable energy through installation of photovoltaic panels and heat pumps
- Adaptable design to reduce the need for future redevelopment
- The use of modern methods of construction (MMC) including off-site production to improve building performance, productivity and waste reduction
- Development processes that minimise the amount of carbon produced including the retention of existing buildings, hedgerows, trees
- Designs that work with the natural contours to minimise the movement of earth and soil
- New homes to meet the Future Homes and Buildings Standard
- Careful selection of materials, considering the embodied carbon
- Buildings to include energy efficiency monitoring technology.
- Larger buildings to use centralised heating systems where feasible

- Installation of energy efficient appliances and provision of guidance to new home owners on how to save water and energy.
- Each new home to achieve a minimum water efficiency equivalent to 110l per person per day
- Blue and green roofs with water collected to irrigate planting
- Climate appropriate tree and plant specification
- A clothes line in every private garden
- Water butt provided to each private home
- Infrastructure that cannot adapt over time to the introduction of new technologies
- Use of materials with a large carbon footprint
- Use of artificial grass within the public realm or private gardens

### What we don't want to see?

- Gas fuelled technology installed within homes or other buildings or the provision of 'fossil fuel' infrastructure



New homes must work hard to limit energy and water consumption

## Relevant Planning Policies

### Gloucester, Cheltenham and Tewkesbury Joint Core Strategy 2011 – 2031

- Policy INF2: Flood Risk Management
- Policy INF3: Green Infrastructure
- Policy SD3: Sustainable Design and Construction
- Policy SD4: Design Requirements
- Policy SD9: Biodiversity and Geodiversity
- Policy SD14: Health and Environmental Quality

### Tewkesbury Borough Plan 2011-2031

- Policy RES5 - New Housing Development
- Policy EMP5 - New Employment Development (General)
- Policy HEA1 - Healthy & Active Communities
- Policy NAT1 - Biodiversity, Geodiversity and Important Natural Features
- Policy NAT2 - The Water Environment
- Policy NAT3 – Green Infrastructure: Building with Nature
- Policy ENV2 - Flood Risk and Water Management
- Policy TRAC9 - Parking Provision

### NPPF

- Chapter 9 - Promoting sustainable transport, and particularly Paragraph 104
- Chapter 12 – Achieving well-designed places, and particularly Paragraph 130 and 131.
- Chapter 14 – Meeting the challenge of climate change, flooding and coastal change, and particularly Paragraph 154, 167 and 169
- Chapter 15 - Conserving and enhancing the natural environment, and particularly Paragraph 174

### Other

- Guidance within Tewkesbury Borough Council's Flood and water management SPD (2018)
- Resources provided by the UK Green Building Council
- Provisions of the Planning Practice Guidance (2016)
- Provisions of the National Design Guide (2021)



### 3.3.3 Built Form

#### H. Adaptability and Care

##### **Outcome:**

A place that is adaptable to peoples changing needs and technologies and is cared for and actively managed with opportunities for long-term stewardship by the community.

##### **Expected information**

- DOC: Outline management plan identifying all elements of the public realm including:
- DOC: Ownership plan for public space and infrastructure
- TIP: Consider proposed mechanisms for initial funding and ongoing costs
- TIP: Consider the management structure and community involvement
- TIP: Where areas are agreed for adoption, provide information on layout, materials, construction details and landscaping

- DOC: A plan clearly showing the boundaries between public, private and communal spaces
- TIP: Provide a clear record of engagement that has taken place within the DAS to support the application

##### **What do we expect?**

- Early consideration within the design process of who will take responsibility for owning and managing elements of the public realm.
- Clear management and maintenance responsibility so that residents know who to contact if something needs to be fixed.
- Long-term stewardship opportunities for community assets including key public spaces. Simple and robust design of buildings and spaces using high quality materials to simplify maintenance

- Easily adaptable buildings and multi-purpose public spaces to enable places to change over time
- Adaptability of buildings with flexible spaces for cabling and plant that will enable the use of new technologies
- Fast broadband connections across the site and plugged into each house from day one to support local businesses and to enable people to work from home.
- Adaptable buildings to enable people with disabilities to adapt their homes over time

##### **What we don't want to see?**

- A lack of clarity on ownership and management.
- A lack of clear long-term funding.
- Poorly located community facilities.
- Poor quality materials and detailing.

## Relevant Planning Policies

### Gloucester, Cheltenham and Tewkesbury Joint Core Strategy 2011 – 2031

- Policy SD4: Design Requirements
- Policy INF3: Green Infrastructure
- Policy INF6: Infrastructure Delivery
- Policy INF7: Developer Contributions

### Tewkesbury Borough Plan 2011-2031

- Policy RES5 - New Housing Development
- Policy EMP5 - New Employment Development (General)
- Policy COM2 - Broadband Provision
- Policy RCN1 - Public Outdoor Space, Sports Pitch and Sports Facility Provision

### NPPF

- Chapter 10 – Supporting high quality communications, and particularly Paragraph 114
- Chapter 12 – Achieving well-designed places, and particularly Paragraphs 130 and 131

### Other

- Provisions of the Planning Practice Guidance (2016)
- Provisions of the National Design Guide (2021)



# 4.0 Area Guidance



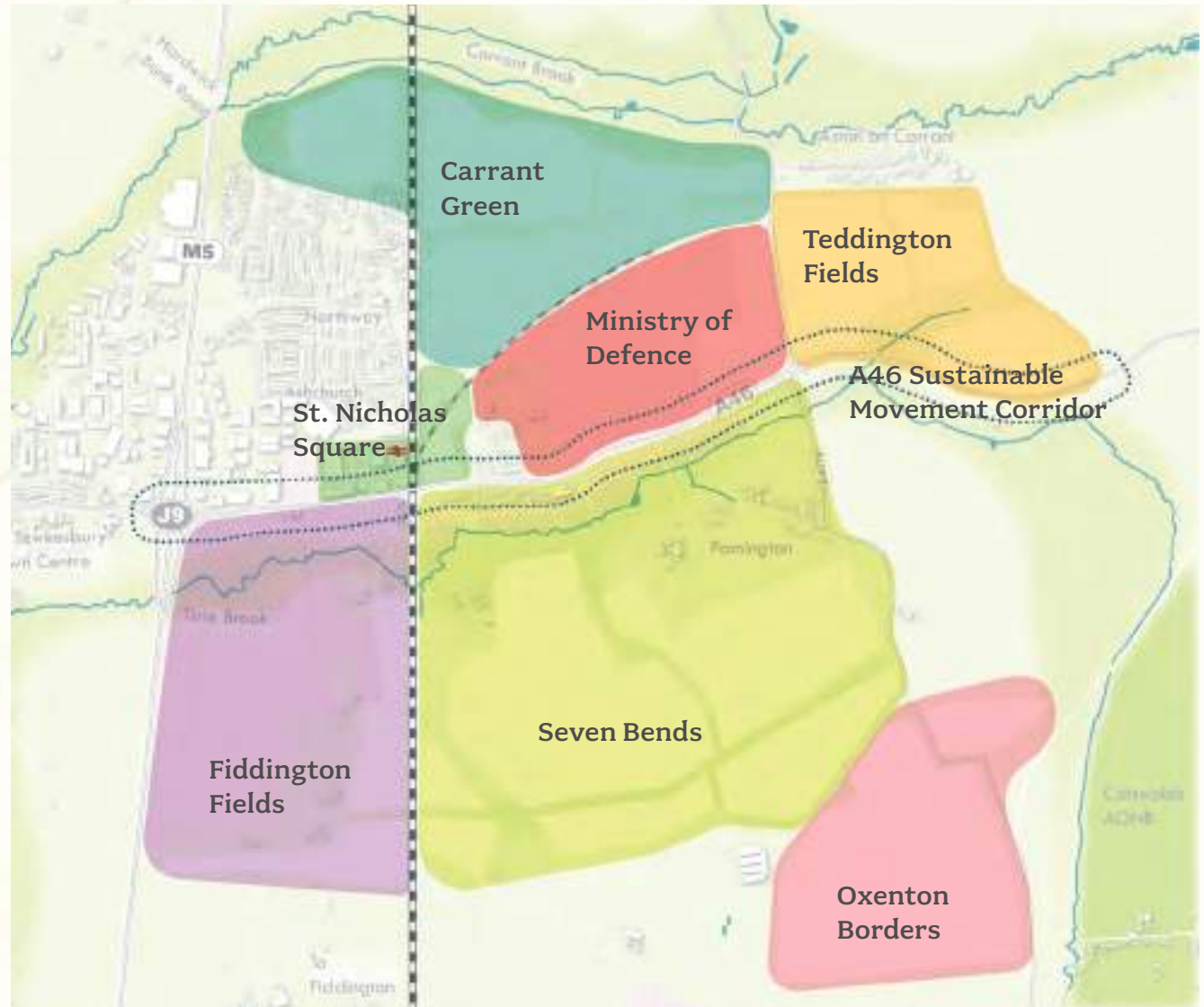
## The Character Areas

The Garden Town covers a significant area, from the urban edge of Tewkesbury to more rural land close to the Cotswold Area of Outstanding Natural Beauty (AONB).

Each area of the Garden Town will be delivered by different landowners and must respond to its specific context.

To add a finer level of detail to the overarching guidance set out in Section 3.0, eight Character Areas have been identified.

This section sets out specific guidance for each, ensuring that any emerging proposals respond to their context and support the overarching vision for the Garden Town.



## 4.1 Carrant Green

### 4.1.1 Context

Carrant Green covers the area north of the station and the MoD, including land north of Northway and land either side of the NCN 41, with its limits at the Carrant Brook to the north and the B4079 to the east.













Hardwick Bank Road dissects the area from east to west. Either side of the road, the fields are large and orientated north to south.

Around the Carrant Brook to the north, the fields get smaller, more intimate and are aligned east to west. The field boundaries here are more mature with greater tree cover. The area feels more rural around the Carrant, partly as a result of the field alignment.

To the south of the site, the area has clear urban boundaries - the railway and Northway to the west and the MoD land to the south.

To the west of the railway, Northway is an area of post-war housing with a small local centre with supermarket and pub. Carrant Brook Junior School is also part of this suburb of Tewkesbury.



Boundary (Indicative)		Existing Landscape & the Environment					
	TGT Boundary		Cotswolds AONB		Amenity Green Space		Watercourse
	MOD Boundary		Priority Habitat		Village Buffer		Existing Gas Pipeline and Easement (approximate position)
			Woodland		Flood Risk		Reciprocal Views
			Historic Orchard				

### 4.1.2 Vision

Carrant Green will be a place with significant character, structured around the historic field patterns to create a thriving new residential neighbourhood for Tewkesbury.

With a primary and secondary school it will be the civic heart of the northern half of the Garden Town. The main Village Centre will become a focal point for the community around a significant public space. It will be linked to the east and west by a new primary street and active travel corridor.

To the north, around the Carrant Brook will be a significant River Corridor open space that will provide space for new recreation, sports and community facilities, exciting new walking and cycling routes and wild spaces within easy reach of all residents.

To the west, new homes will create a new urban edge to Northway, within easy walking distance of the existing facilities.



Northway's existing neighbourhood centre will serve new homes to the north



The Village Centre will provide a range of commercial and community uses alongside higher density homes



A new urban edge can be created on the northern boundary, overlooking the Carrant Brook River Corridor



The Primary Street will change in character as it moves through residential areas towards the Village Centre

### 4.1.3 Design Guidance - Built Form

#### Character

- Character will vary across the area
- Higher densities and a more formal urban block structure is expected around the Village Centre
- There should be variations in building heights along key streets and the potential for taller individual buildings in key civic spaces or even on the edge of the Carrant Brook River Corridor to the north.

#### Frontages

- Development should provide a strong urban edge to the Carrant Brook River Corridor, with 2 and 3 storey buildings.
- Existing field boundaries should be respected, retained and help to form the rectilinear block structure within the site.

- A looser urban grain is expected to the north creating an informal rural edge which should take cues from Tewkesbury's relationship with the river and pastoral landscape beyond
- In lower density areas, homes will be predominantly detached and semi-detached
- Northway Mill and its Mill House are both listed buildings which are located close to the arrival point to Tewkesbury Garden Town from

Hardwick Bank Road and the Carrant Brook. They should be protected within their rural setting.

- Development on the southern edge of the area should provide a strong new urban edge to the MoD site, and a new green active travel link that follows the line of the railway branch.
- The main east to west primary street will change in character across the Garden Town. It will be an important urban street, fronted by development on both sides.



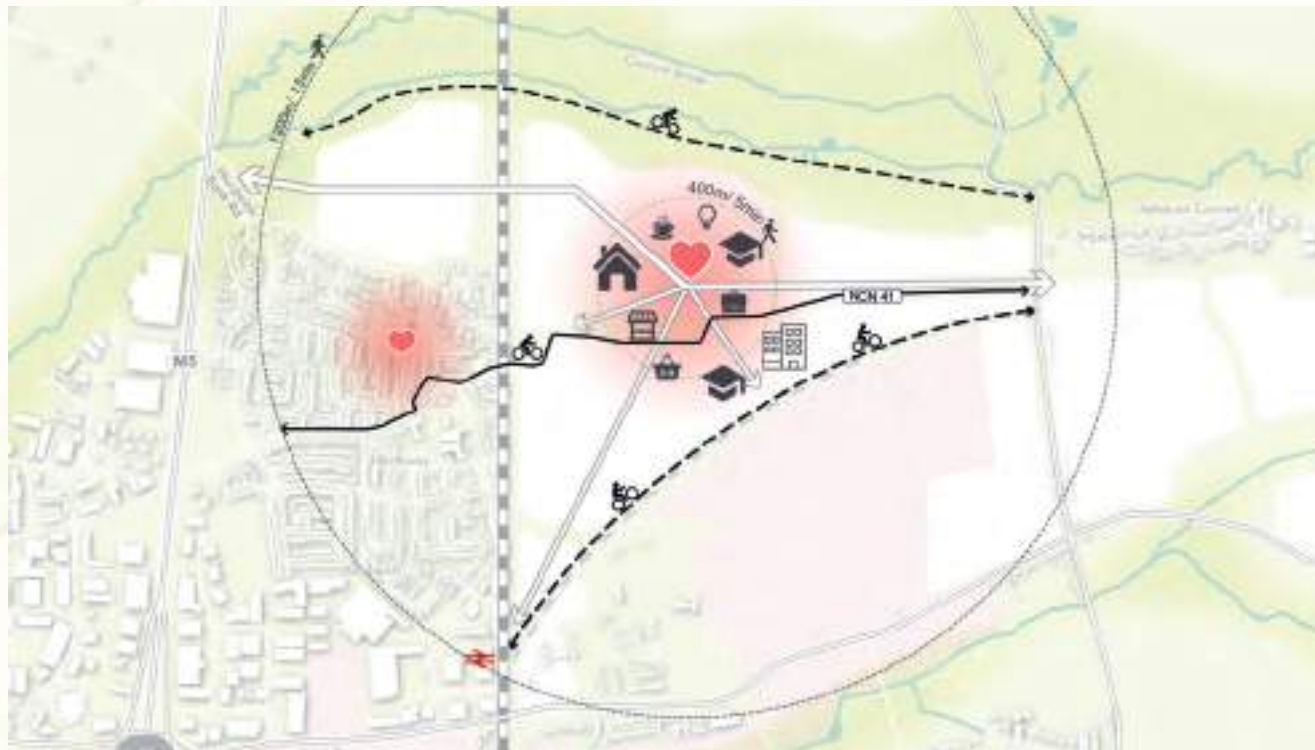
A new urban edge can be created on the northern boundary, overlooking the Carrant Brook River Corridor



Homes overlooking an active travel corridor and the MoD site to the south

## Neighbourhood Structure

- The area will be built out around one main Village Centre
- The Village Centre will include a range of flexible buildings and coalesce around high quality public space
- The new east to west Primary Street must go through the Village Centre, and be roughly in the centre of the site, enabling the majority of residents to reach it within a 10 minute walk
- It will include entrances to both the primary and secondary school and an appropriate mix of uses that provide for residents' day-to-day needs
- The Village Centre should enable good active travel connections towards Ashchurch for Tewkesbury Railway Station with a Primary Street connecting the two and enabling potential bus links
- A potential route for a Primary Street to connect through the MoD site should future-proofed



- The area to the north-west of the site will form part of the Northway neighbourhood, ensuring all residents are within easy walking distance of the existing Neighbourhood Hub

## Mix of Uses

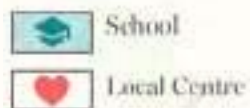
- Predominantly housing, with one large Village Centre, a 6 Form Entry secondary school, a 3 Form Entry primary school and early years provision
- Potential provision for elderly people's housing should be made within the Neighbourhood Centre

## Density and Heights

- High densities are expected around the Village Centre with a mix of building typologies that might include townhouses, terraces and blocks of apartments
- Medium densities are expected to the south of the site, between the Village Centre and the train station, and to the north-west of the site
- Low densities will be expected to the east of the site, and closer to the northern rural edge
- Buildings around the Village Centre should be 3-5 storeys.
- Buildings fronting the Carrant Brook River Corridor should be 2-3 storeys
- Buildings fronting the MoD site to the south should be 2-4 storeys



### Indicative Location



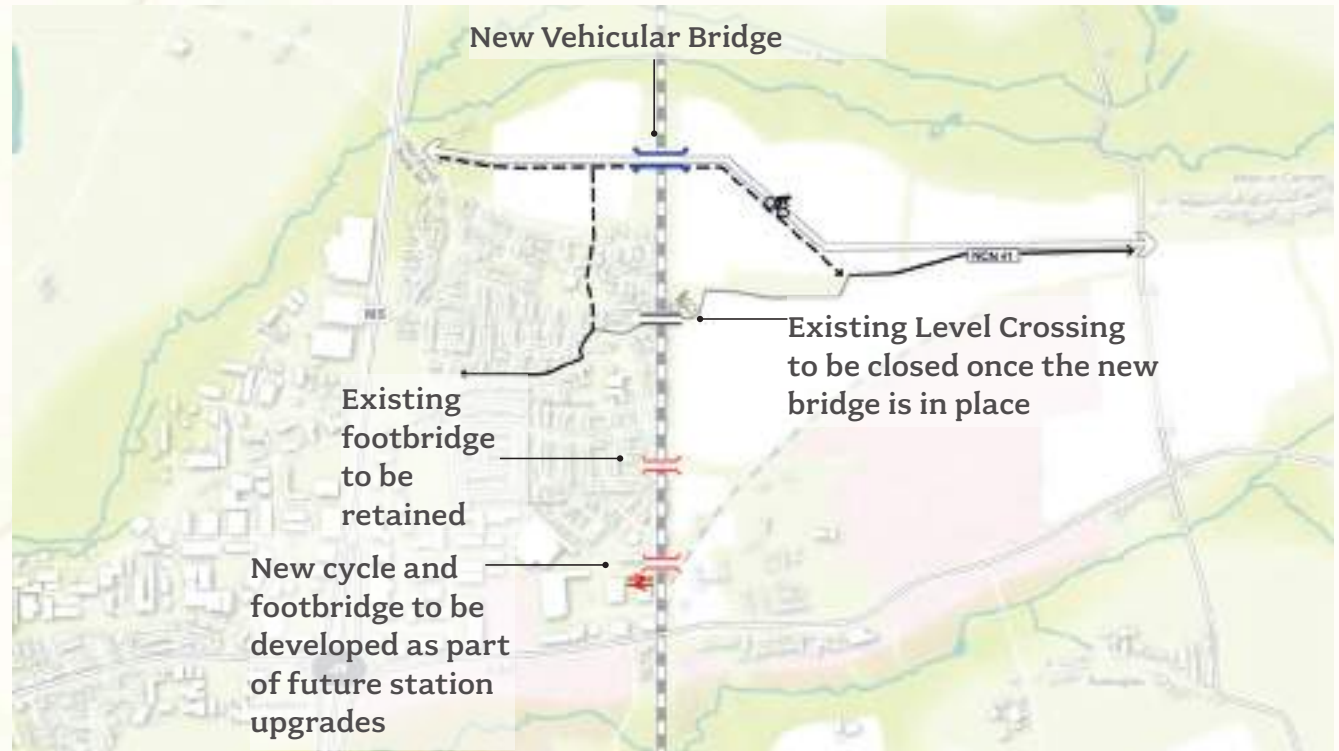
### Proposed Density



#### 4.1.4 Design Guidance - Movement

##### Crossing the railway

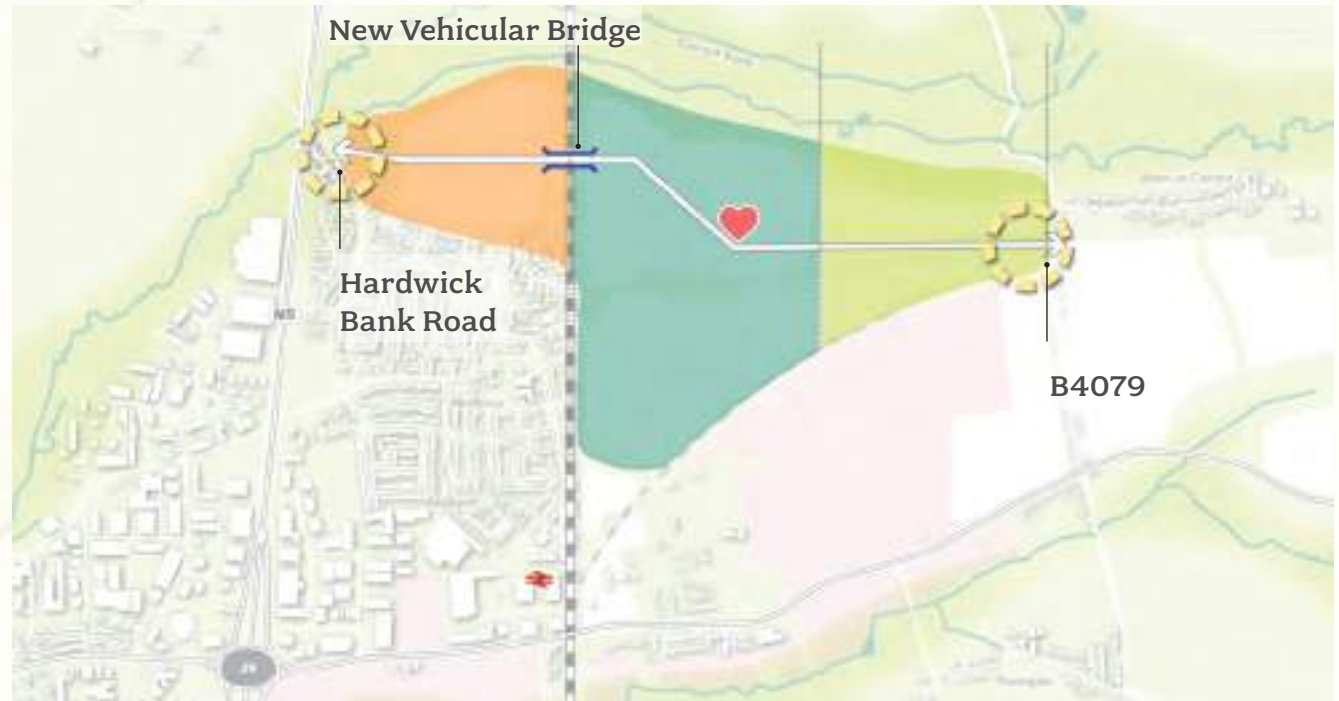
- A new vehicular bridge (including cycle and pedestrian routes) will be required to cross the railway prior to the development of any land
- Consideration should be given to how development adjacent to and surrounding the new bridge relates well to it including where it 'lands'
- It is anticipated that the existing level crossing will be closed once the new bridge is in place
- The re-routing of the NCN41 Cycle Way should be diverted through the development, along segregated cycle paths on the Primary Street and across the new railway bridge to reconnect with the NCN 41 through Northway
- An existing locally listed pedestrian iron bridge on PROW (Ashchurch Footpath 22 - AAS22) crosses over the railway into Northway and this should be retained





### Character of the arterial route

- The Primary Street should run from Hardwick Bank Road, over the new bridge over the railway, through the proposed Local Centre and join the B4079 just north of the MoD site to connect eastward
- The Primary Street should be located through development parcels and not along their edge
- Key arrival points to the Garden Town will be at Hardwick Bank Road and the B4079; The landscape and buildings here should provide a sense of arrival
- The character of the Primary Street should be 20mph along its entire route, except through the Village Centre where it should be 10mph
- The street environment within the Village Centre should prioritise people and active travel options



The Primary Street will include active travel provision



Rain gardens and quality materials will help to make the street more people friendly and slow traffic

## Active travel greenways

3 Key east to west active travel routes must be provided including:

- A Greenway with active travel provision alongside the MoD boundary to connect from the B4079 to the railway station.
- The Carrant Brook River Corridor with active travel provision within the open space



A new Greenway alongside the MoD boundary overlooked by new homes



Cycling through the Carrant Brook River Corridor



NCN41 will connect through the Village Centre

## 4.1.5 Design Guidance - Landscape

### Carrant Brook River Corridor

The River Corridor is the key landscape feature within the north of the Garden Town. The masterplan for the site should set a clear design vision for the River Corridor that meets the following principles:

- Reflect and enhance the existing rural character
- Consider the impact of flooding and how this will be accommodated
- Significantly increase biodiversity, considering priority habitats
- Provide space for natural play for people of all ages
- Promote health and wellbeing through formal sports provision sensitively introduced into the landscape
- Enable active travel, enabling longer routes and connections to Tewkesbury and the surrounding countryside
- Retain the existing east-west PROW (Ashchurch Footpath 63 - AAS63) between the two channels of the Carrant Brook

### Aston-on-Carrant Village Buffer

- Engagement must take place with the community to understand how the existing village can be protected, whilst enabling the community to use new services and facilities within the Garden Town
- Whilst the nature and scale of any open space should emerge through consultation. We recommend a minimum 150m buffer is provided from the back of existing gardens to any new development

## 4.2 St. Nicholas Station Square

### 4.2.1 Context

This neighbourhood is a small area that encompasses the Grade II\* listed St. Nicholas Church and its environs and the existing Ashchurch for Tewkesbury Railway Station.

This is the historic heart of Ashchurch 'the church near the ash tree' and its history is that of a rural parish with a 'Locally Important Open Space' to the south, providing the setting for the church on arrival from the A46.

There are two Grade II listed monuments within the Church yard and two Grade II listed buildings within close proximity of the Church within a collection of other buildings within their curtilage. The station includes a Grade II listed water tower.

The former railway cottages (Midland Cottages) sit in open fields to the north of the site.

The railway branchline to the MoD site bisects the area and whilst only sporadically used it does create an important barrier.



Ashchurch Station



The rural setting of the parish church of St Nicholas



The former rectory

## 4.2.2 Vision

St. Nicholas Station Square is a key arrival point into Tewkesbury Garden Town.

The church and its rural setting are respected. But to the north and west of the station, higher density development and a mix of uses contribute to the creation of a vibrant urban quarter.

These complementary uses support activity around the station, with a new station building including mobility hub and facilities for active travel plus a key public space that helps to cross the railway branchline and draw people towards the Village Centre to the north.

A primary street connects to the Village Centre in the north, enables buses to access the station. Greenways enable quick access by foot and bike to the north and east.



A new station will help to attract residents to the area and encourage rail



Public space will lead people to the north and the Village Centre in Carrant Green



A new Station Square will include places where the community can come together



The site provides an opportunity for higher density homes that should reflect local character and respect the historic setting of the church

### 4.2.3 Design Guidance - Built Form

#### Neighbourhood Structure

- Development should be focused to the north of the MoD branchline and West of the station
- Heritage and access issues will limit development to the south of the MoD branch line

#### Density, Mix of Uses and Character

- The area must be predominantly residential with active ground floor uses around the station and Station Square
- Non-residential uses could include shops, food and drink or community facilities
- Taller buildings of 4 or 5 storeys could be appropriate to the north and west of the site. However, this needs to be designed sensitively due to the heritage setting.
- The railway cottages should be considered within any masterplan and residents should be engaged at the earliest opportunity



#### 4.2.4 Design Guidance - Movement

##### Access to the station

- An improved vehicle junction off the A46 is challenging to provide in light of the constraints around the station. The focus should be on providing good active travel connections to the station from the Carrant Green Village Centre and to the east alongside the MoD railway branchline
- A bus route to the station should be provided from the Carrant Green Village Centre along a Primary Street through the development
- The MoD railway branchline should be incorporated into proposals to the satisfaction of the MoD. Any masterplan should improve the crossing point for pedestrians and cyclists, creating new links to the station
- A new pedestrian/ cycle bridge should be provided that improves connections from the station and platforms to



the north and south of the railway branchline. Care will need to be taken of the Grade II listed water tower

- Any new development to the west of the station should enable a new active travel route along the former Tewkesbury branch line

## 4.2.5 Design Guidance - Landscape

### St Nicholas Church Green

- The green space to the south of the church will be safeguarded to protect the setting of the church and as a locally listed open space
- The local community should be consulted on improvements to the space which could include for example community orchards
- There is the potential for some form of development in the south-western corner of the site if it can be demonstrated to have no adverse impact on the setting of the historic buildings.
- Any new development should not require a new access to be created off the A46.

### Station Square

- A new urban public space should be provided to the east of the station to provide an arrival point to the Garden Town.

- This space should help pedestrians and cyclists to cross the MoD branchline and improve access to the station.
- It should enable drop-off for bus and taxi passengers and provide additional facilities such as bike parking and parcel collection points.



Station Square must feel lively and safe at all times of the day



Station Square should include elements of play to help to enliven it



## 4.3 A46 Sustainable Movement Corridor

### 4.3.1 Context

The A46 is a key route bringing traffic from the east and the rural hinterland, to the M5 and fast road connections north and south.

This busy road is the main route into historic Tewkesbury from the east. It is a typical A-road which has seen significant development over the last 20 years including new housing, and major commercial uses including an outlet shopping centre close to junction 9.

The B4079 (and the junction where it crosses the A46) currently demarcate a distinction between the 'rural' and the 'urban'.

### 4.3.2 Vision

With the future delivery of the M5 Junction 9 (J9) offline solution to the south of the Garden Town, the A46 can become a 'spine' of active travel, connecting two characterful open spaces - St Nicholas Church Green in the west to Teddington Fields in the east.



### 4.3.3 Design Guidance - Built Form

- Where new development is possible alongside the A46 (currently east of the MoD site and north of the A46), consideration should be taken as to how to front onto and connect into the A46; taking into account the change in character from urban to rural
- New development should positively contribute to the setting of the road, and its urban to rural character
- Proposals for new sites should meet the objectives of the Garden Town, facilitating access to future development sites and enabling active travel improvements

### 4.3.4 Design Guidance - Movement

#### Crossing the A46

- In both the short and long-term scenarios, improved crossing points across the A46 by active travel means should be provided at key locations
- The possibility of the B4079 providing a key active travel and public transport link between the north and south of

the Garden Town should be considered with opportunities to close this junction to through traffic explored

#### Phased downgrading

- If the off-line J9 solution is delivered, there is the opportunity for the A46 to be 'downgraded' and become a Sustainable Movement Corridor
- Development of the Garden Town should anticipate this Sustainable Movement Corridor, protecting access and enabling safe pedestrian and cycle friendly crossing points

### 4.3.5 Design Guidance - Landscape

#### Greening the street

- Opportunities should be sought to 'green' the Sustainable Movement Corridor, including street trees, verges and planting

#### Green spaces

- The existing open space at St Nicholas Church Green must be protected and enhanced

- New Public open spaces should be created to the East of the Garden Town alongside the A46 particularly around Teddington Fields and the Tirlle Brook



A downgraded road can create more space for people over time

## 4.4 Ministry of Defence

### 4.4.1 Context













The Ministry of Defence (MoD) site is distinct with its larger scale buildings, which have an agricultural / industrial character. It is securely accessed from the A46 and through the railway branchline which joins the mainline at Ashchurch for Tewkesbury Railway Station.

The northern and southern boundaries are partially screened by intermittent groups of large trees.

The site is split into 3 main areas:

- The western portion which comprises residential accommodation, the MoD barracks, and open spaces associated with the MoD's use of the site.
- The central portion which makes up the majority of the site and contains storage sheds. This area has no public access.



Boundary (Indicative)		Existing Landscape & the Environment	
	TGT Boundary		Cotswolds AONB
	MOD Boundary		Priority Habitat
			Woodland
			Historic Orchard
			Amenity Green Space
			Village Buffer
			Flood Risk
			Watercourse
			Existing Gas Pipeline and Easement (approximate position)
			Reciprocal Views

- The eastern portion of the site which is being sold for future development as part of the Garden Town.

### 4.4.2 Vision

Whilst the western and central portion of the site remain in MoD ownership the site will see little change publicly. Proposals for the Garden Town should be future-

proofed by preserving opportunities for east to west and north to south routes through the MoD land, should it become available for development.

The eastern area will become part of the Teddington Fields Character Area and create a significant residential gateway into the Garden Town from the A46, marking a new urban edge to Tewkesbury.

### 4.4.3 Design Guidance - Built Form Character

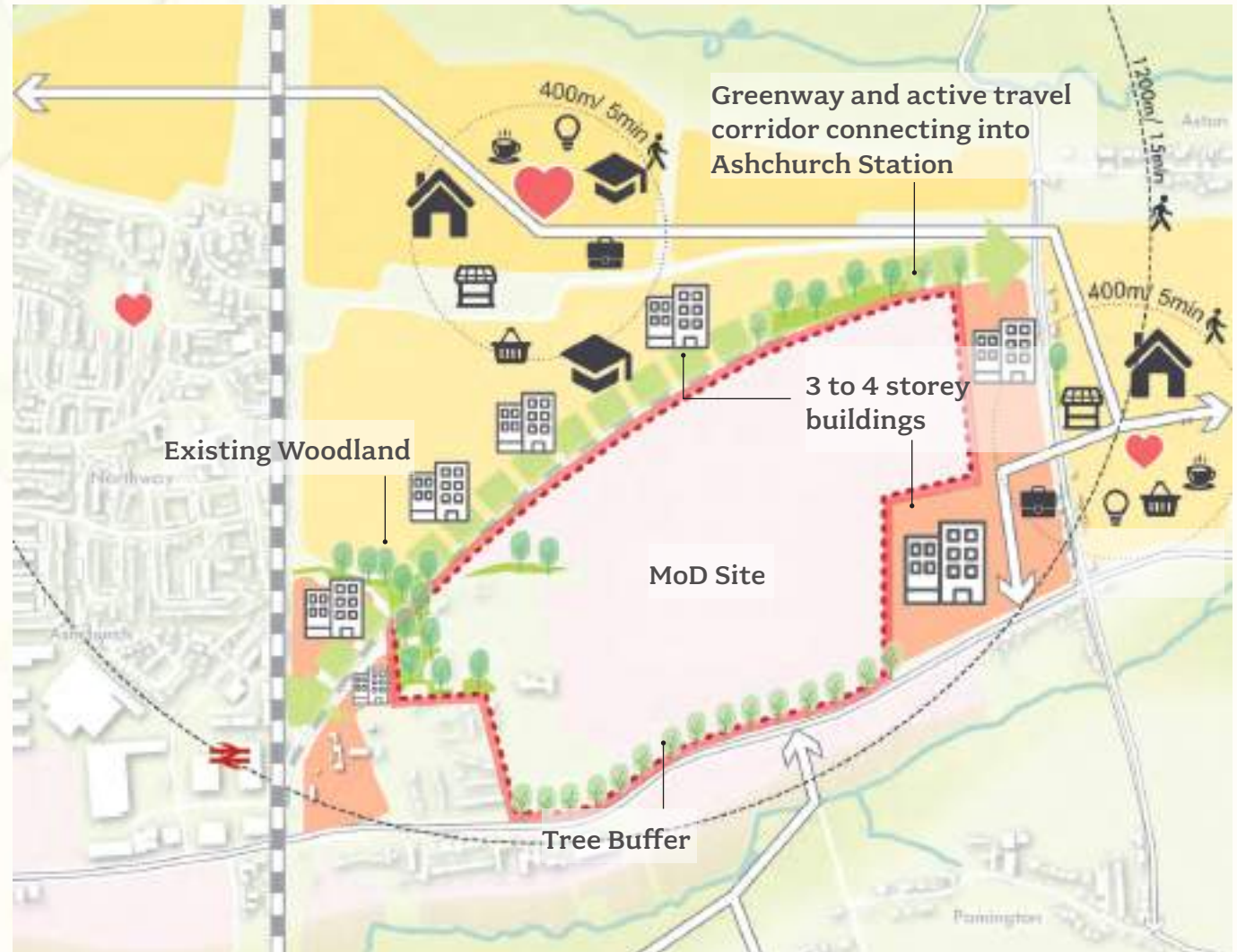
- New proposals on the eastern portion of the site should be urban in character and reflect the areas industrial history
- New development could include mixed-use with some commercial fronting onto the A46
- A Primary Street should run through this eastern area providing a connection from the Teddington Fields Neighbourhood Hub across the B4079, and connecting south to the A46



### Addressing the edges

- Engagement with the MoD will be necessary to ensure adequate off-sets are in place
- Any development within the MoD site should consider future potential connections through from north to south and east to west

### Building heights

- 3 to 4 storey buildings and larger massing could be considered alongside the eastern MoD boundary, reflecting the scale of building on the MoD site



	Residential		Key Green Corridor
	Mixed Use		MOD Boundary (Indicative)
			MOD Buffer (Indicative)

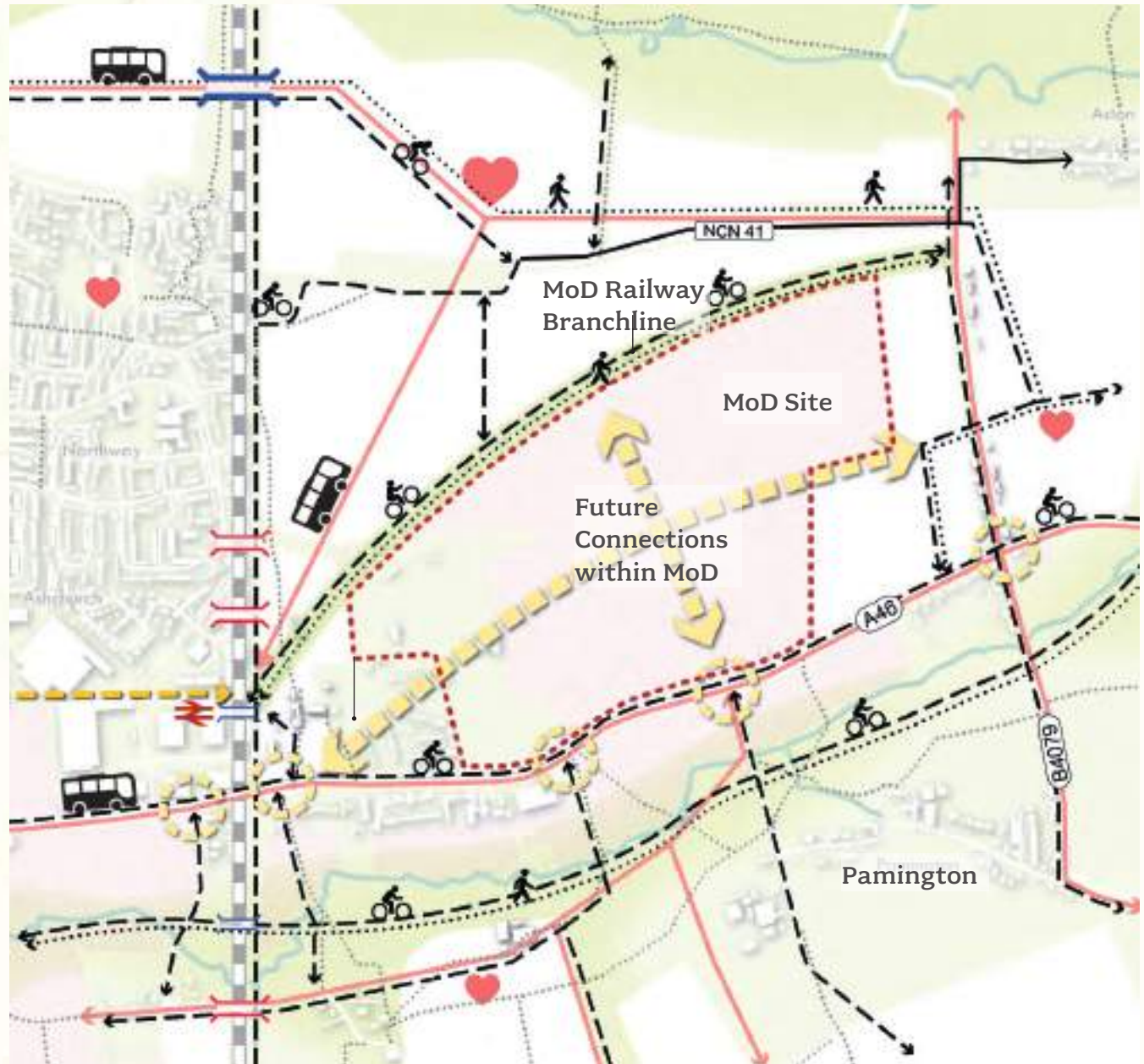
#### 4.4.4 Design Guidance - Movement

##### Internal routes

Whilst there are no current plans for further sell-off of MoD land it is important that any investment in the current buildings does not introduce barriers to future development of active travel routes.

- The existing simple grid pattern across the site should be retained where possible, enabling clear north to south and east to west routes to be generated in the future. This is especially important if building footprints increase over time.
- Every effort should be made to limit the use of concrete and hard surfaces on site where practical to limit water-run-off

-  MOD Boundary (Indicative)
-  MOD Site Spur
-  Key Gateway
-  Local Centre
-  Existing Crossing along Railway
-  Proposed Crossing along Railway



## 4.5 Teddington Fields

### 4.5.1 Context

This area sits to the east of the B4079, north of the A46 and south of Aston-on-Carrant.

It is bisected by the Tirl Brook which at this point is a small ditch flowing from east to west across the site.

The site is predominantly farmland with fields that are orientated north-south. Hedgerows mark the field boundaries. Aston-on-Carrant sits on a small ridge to the north and is accessed from the B4079 which connects Bredon in the North with Bishop's Cleeve in the South.

The B4079 is a historic country lane with a groups of cottages intermittently either side of the road. At the junction with the A46 the lane is significantly constrained on all four sides by housing.

Teddington Hands lies to the east. This is an important stop along the A46 with a farm shop, cafe, fuel station, a historic pub, a grade II listed sign post, and a grade II listed standing stone.



#### Boundary (Indicative)

- TGT Boundary
- MOD Boundary

#### Existing Landscape & the Environment

- Cotswolds AONB
- Priority Habitat
- Woodland
- Historic Orchard
- Amenity Green Space
- Village Buffer
- Flood Risk
- Watercourse
- Existing Gas Pipeline and Easement (approximate position)
- Reciprocal Views

## 4.5.2 Vision

Teddington Fields will be a new rural village, set around a Neighbourhood Hub and public green space that incorporates the Tirlle Brook.

The village will be characterised by its landscape setting with a significant green buffer of community orchards to the north, between any development and Aston on Carrant, and open countryside to the east.

The Neighbourhood Hub and primary school provides for day to day needs; there is a close and intimate relationship with green spaces within the neighbourhood; with the green buffer space to Aston-on-Carrant and the Tirlle Brook watercourse providing a natural setting for the new village.

Buildings will reflect the unique local character and heritage of the area. New buildings will be of the highest quality, reflecting the Site's position on the edge of the Cotswolds AONB.



New homes along quiet streets within a village setting



Public green spaces and pocket parks at the heart of village life



Aston on Carrant Green Buffer providing new community space



A Neighbourhood Hub at the heart of the village

### 4.5.3 Design Guidance - Built Form

#### Character

- Character will vary across the area with a more formal block structure around the Neighbourhood Hub and a looser rural edge to the north and east
- Buildings and the public realm should take cues from the vernacular of the Cotswold AONB
- Existing field boundaries should be respected, retained and help to form a rectilinear block structure within the site.
- Homes around the Neighbourhood hub should have smaller plots and gardens with terraced houses helping to create a sense of place
- Homes will be predominantly detached and semi-detached away from the Neighbourhood Hub
- Planning applications should be accompanied by a clear design rationale that highlights local precedents in architecture and public realm, and how these have informed the detailed design of the area





### **Neighbourhood Structure**

- The area will be built out around one main Neighbourhood Hub which will be roughly in the centre of the site, enabling the majority of residents to reach it within a 10 minute walk
- It will include a small number of flexible buildings and coalesce around high quality public space
- It will include entrances to the primary school and an appropriate mix of uses that provide for residents' day-to-day needs
- The new east to west Primary Street must go through the Neighbourhood Hub

### **Density and mix of uses**

- The Neighbourhood Hub will be medium density with 3-4 storey buildings
- All other development to be low density and to be no more than 2-3 storeys

- Appropriate ground floor uses within the Neighbourhood Hub include community facilities, cafés and shops
- The primary school must be well designed, attractive and a landmark building, no more than 2 storeys in height and able to be used for community purposes after school hours

### **Eastern edge**

- The eastern edge of Teddington Fields will create the new urban edge to the Garden Town
- The composition of built form must be influenced by an LVIA

### **Addressing the A46**

- The B4079 (and the junction where it crosses the A46) currently demarcate a distinction between the 'rural' and the 'urban'

- Development within Teddington Fields should support the rural character of the A46, through appropriate landscaping and a varied building line

### **Addressing the B4079**

- The possibility should be explored for downgrading the B4079 or re-prioritising its use for public transport, active travel and access only
- There are a number of existing buildings along the B4079 with small plots. Consideration should be given to how these homes' amenity will be protected

#### 4.5.4 Design Guidance - Movement

##### Character of the arterial route

- The Primary Street will connect from the B4079 (at a point north of the MoD Site and south of Aston on Carrant) through the Neighbourhood Hub and connect in the south to the A46,
- Its character should reflect the more rural nature of this neighbourhood.
- The Primary Street will act as the main active travel corridor for Teddington Fields, connecting into the east to west Greenway that follows the MoD branchline.
- An additional Primary Street will provide an east to west connection through the Local Centre from the MoD site to the A46 in the east.

- The eastern gateway to the garden village on the A46 will have a unique character, made special by its landscape setting and architecture
- Landmark commercial buildings may be appropriate around the junction with the B4079 but must not be dominated by car parking
- Any non-residential building must reflect the rural character of Teddington Fields.



New development at the western end of the site should support improvements to the A46 through tree planting and buildings that front the road



Homes on the eastern edge of the village will feel distinctly rural, set-back behind green space

## 4.5.5 Design Guidance - Landscape

### Village Buffer around Aston on Carrant

- This will provide appropriate separation between the Garden Town and Aston-on-Carrant
- The Village Buffer should be a minimum of 100 metres from the back of private gardens to any built development. The exact scale of the buffer should be defined through local engagement
- The nature and use of the Village Buffer should be decided through consultation with the local community
- Aspirations should be identified for the role of the buffer including its function, key existing and desired routes through it, possible planting, provision of play, growing space, sports etc.
- An active travel route should be provided that connects the neighbourhood over the B4079 to both the Active Travel routes to the west.



#### Open Space Opportunities



#### Constraints: Opportunities



## PROW and Green Links

- The existing PROW (Ashchurch Footpath 50 - AAS50) that travels north to south from Aston-on-Carrant to the A46 should be retained within a Secondary Green Route and provide a connection to the Tirle River Corridor
  - Opportunities to connect this PROW and Secondary Green Route, across the A46 and to the Tirle River Corridor north of Pamington should be explored to create a walking/cycling loop around the Garden Town
  - National Cycle Network (NCN) Route 41 travels eastwards through Aston on Carrant onto a bridleway (Ashchurch Bridleway 47 - AAS47). Opportunities to enhance connections with of these networks should be explored
  - Tirle Brook
  - The Tirle Brook River Corridor will form an important natural green space at the heart of Teddington Fields
- This open space should enable the brook to flood naturally and support the storage of rain water
  - Re-engineering of the watercourse should be explored to incorporate meanders, dams and enabling wetland meadows and swales.



The Tirle River Corridor could become a haven for wildlife, a wild space for people and support the storage and slow release



Greenways can support residents access to the wider Garden Town

## 4.6 Fiddington Fields

### 4.6.1 Context

This neighbourhood covers the area south of the A46 that runs between the M5 and the railway line, and extends south to just beyond Claydon Lane.

To the north of this area is an area of retail (garden centre / outlet shopping) accessed from the A46. They are served by significant car parks.

Further south two Outline Planning Applications have consent for around 1100 homes, 2 one Form Entry Primary schools, sports pitches and a community facility at the far southern end of the site.

Between the consented homes and retail areas lies the Tirle Brook. The brook and its flood zone have been protected from development. The Gloucestershire Way long-distance footpath crosses the site further south, providing an important east to west link.



Remaining land for development is designated as commercial within the concept plan although applications for further residential development could be considered.

The south of the site is crossed by an underground gas pipeline which restricts development.

## 4.6.2 Vision

Fiddington Fields is a coherent community of homes, where people have good access to community facilities, public transport shops that fulfil their daily needs and jobs within easy walking distance.

At its heart is a Neighbourhood Hub that is a vibrant place for the community to come together.

The site is well connected, allowing people to walk and cycle to Tewkesbury, Seven Bends to the east and the employment opportunities at Oxenton Borders.

Ashchurch for Tewkesbury Railway Station can be accessed easily within a 10 minute walk or 5 minute cycle. Community facilities and civic buildings have a clear function and long-term stewardship arrangements in place.



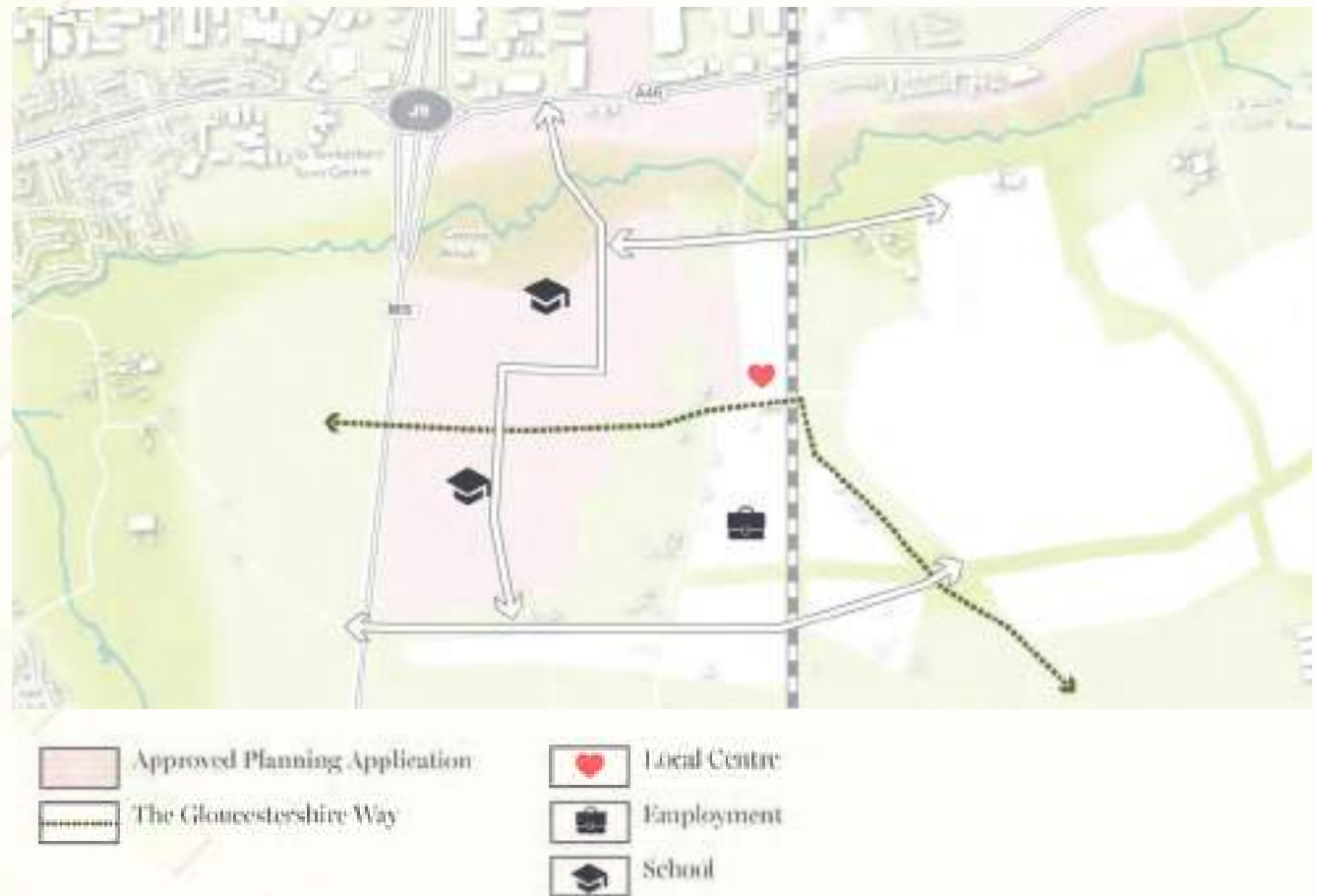
Sports pitches provide a focal point for the local community



The site gives space to the Tirlle River Corridor

### 4.6.3 Design Guidance - Built Form Character

- Character must vary across the area, largely delivered by variations in architectural detailing and materiality
- There is an opportunity to create a unique character and architectural language in the area, using cues from Tewkesbury and other local settlements in terms of materials
- Existing field boundaries should be respected and retained as part of the green infrastructure of the site
- Homes around the Neighbourhood Hub should have smaller plots and gardens with terraced houses helping to create a sense of place
- Homes will be predominantly detached and semi-detached away from the Neighbourhood Hub
- Planning applications should be accompanied by a clear design rationale that highlights local precedents in architecture and public realm, and how these have informed the detailed design of the area



## Neighbourhood Structure

- The area will be built out around one main Neighbourhood Hub which will be to the north of the Gloucestershire Way, enabling the majority of residents to reach it within a 10 minute walk
- The Neighbourhood Hub will include a small number of flexible buildings and coalesce around high quality public space
- The main north to south Primary Road must go through the Neighbourhood Hub
- The Neighbourhood Hub will include entrances to the northern primary school

## Density and mix of uses

- Buildings across the site will be 2-3 storeys but taller buildings of 3-4 storeys will be encouraged within the Neighbourhood Hub

- Appropriate ground floor uses within the Neighbourhood Hub include community facilities, cafés and shops.
- The 2 primary schools must be well designed, attractive and landmark buildings, no more than 2 storeys in height and able to be used for community purposes after school hours

- Employment use is considered appropriate to the east edge of the site alongside the railway.
- Commercial buildings should be well designed, providing a buffer to the railway with any parking provided on the eastern side of buildings adjacent to the railway



Indicative Section of relationship Between Commercial Buildings and the Railway



#### 4.6.4 Design guidance - Movement

##### Enabling east to west connectivity

- All existing PROWs and other routes with public access are to be retained and incorporated into the design of the site, ensuring they are safe and accessible
- The Gloucestershire Way should be retained within a Greenway
- Proposals should improve east to west connectivity across the railway and into Tewkesbury under the M5 for active travel and explore opportunities to create new vehicular links to the east

#### 4.6.5 Design Guidance - Landscape

##### Tirle Brook

- The Tirle Brook green corridor will form an important natural green space at the heart of Fiddington Fields
- This area should consider the impact of flooding, how this will be accommodated and how it might influence the character and design of this open space
- This open space should enable the brook to flood naturally and support the storage of rain water
- The re-engineering of the water course should be explored to incorporate meanders, dams and enabling wetland meadows and swales.
- The brook and River Corridor should be investigated as a location for providing improvements that contribute to BNG across the wider site
- There is the opportunity for significant provision of informal play within the green corridor that is informed by its rural character



The Tirle Brook can become an important habitat for wildlife

## 4.7 Seven Bends

### 4.7.1 Context

This Character Area covers the majority of the area south of the A46 and east of the railway, running to the B4079 (Seven Bends road) to the east.

To the north of the area lies the Tirle Brook - small drainage ditches drain arable land to the south into the brook.



To the north of the brook new homes are being built along the A46.

The village of Pamington lies to the south of the brook, a collection of historic cottages - many of them thatched and half-timbered, with more modern infill development.

Mature hedgerows and green lanes provide an informal structure to the landscape. Two mains gas pipelines cross the site from east to west on the southern edge of the site.









#### Boundary (Indicative)

-  TGT Boundary
-  MOD Boundary

#### Existing Landscape & the Environment

-  Cotswolds AONB
-  Priority Habitat
-  Woodland
-  Historic Orchard

-  Amenity Green Space
-  Village Buffer
-  Flood Risk

-  Watercourse
-  Existing Gas Pipeline and Easement (approximate position)
-  Reciprocal Views

## 4.7.2 Vision

Seven Bends is a self-contained neighbourhood with a Village Centre at its heart. A place where residents can get to schools, jobs and leisure opportunities within walking and cycling distance.

The Village Centre will be at the heart of the southern half of the Garden Town and become a key focal point for the community. Primary streets will connect it to the north and the A46 and west to Fiddington Fields.

A Neighbourhood Hub to the south east will help to connect the area with the employment at Oxenton Borders.

The area will include two new primary schools and a secondary school to the south of the site, forming a new edge to the Garden Town.

To the north the Tirl Brook River Corridor and the Village Buffer around Pamington, will provide unique open

space for communities to come together and for wildlife to thrive.

A network of Greenways will thread through the site along the old hedgerows and PROWs and two significant east

to west greenways at the southern end of the site will provide fantastic opportunities to bring nature into the heart of the development



Innovative architecture fronting onto public space



Opportunities to create unique homes



Creating a new vernacular for Tewkesbury



Streets for people and nature, not just for

### 4.7.3 Design Guidance - Built Form

#### Neighbourhood Structure

- The neighbourhood is of a scale and size to support a large Village Centre, centrally located, and two smaller Neighbourhood Hubs
- The Village Centre will include a range of flexible buildings and coalesce around high quality public space
- The Village Centre will be roughly in the centre of the site, enabling the majority of residents to reach it within a 10 minute walk - the site's main Primary Street must go through the centre
- Entrances to both the secondary school and one primary school should physically connect into the Village Centre or a Neighbourhood Hub
- The Village Centre should enable good Active Travel connections towards the station with a Primary Street connecting directly north and enabling potential bus links
- Additional Neighbourhood Hubs should be located in the north-west and south-east corners of the site. These will be smaller in scale than the Village Centre but should still provide a mix of uses around quality public space



## Mix of Uses

- This neighbourhood is formed predominantly of housing, with one large Village Centre, a 6 Form Entry secondary school and two 3 Form Entry primary schools and early years provision.
- Flexible civic and community buildings should be able to accommodate 1000 sq metres of health care space as well as space to support sports facilities to create a real focal point for the wider community
- Employment opportunities at Oxenton Borders should be easily accessible by walking, cycling and public transport.
- The Neighbourhood Hubs should provide flexible units that can accommodate a range of uses such as café's community facilities or shops to provide for residents' day-to-day needs.

## Character

- Character will vary across the site - in particular the Village Centre and two Neighbourhood Hubs should each have a unique character to help orientate residents and visitors.
- The southern Neighbourhood Hub should specifically connect areas of housing to the commercial buildings at Oxenton Borders. It should be set around a village green or urban square.
- The northern Neighbourhood Hub may have more of a village green character, connecting through to the Tirlle Brook corridor.

- The existing field pattern should inform the layout of the site, with hedgerows preserved as greenways. Existing PROW including the Gloucestershire Way will take people out into the wider countryside and must be not only protected but seen as an integral part of the structure of the site.
- Whilst this site is a scale to act as a standalone Garden Village - it's character should be sensitive to its position on the edge of the AONB and informed by an LVIA. Buildings should use design cues from surrounding



The village centre and southern Neighbourhood Hub will play a critical role in connecting schools, employment, leisure and homes

Cotswold villages - however, there is an exciting opportunity to provide new modern forms of development.

- Civic buildings and those around the Village Centre and Neighbourhood Hubs should be well designed and could reflect the agricultural history of the site with modern interpretations of barn structures.

### Density and Heights

- A range of densities will help to inform changing character across the site.
- Higher densities will be required in the Village Centre with lower densities towards the eastern rural edge and northern area around the Tirl Brook Nature Park.
- Buildings will predominantly be 2/3 storeys. Special one-off buildings at key gateways or within the Village Centre can be up to 4 storeys.



Indicative Location		Proposed Density			
	School		Low		Medium
	Local Centre		Low/ Medium		Medium/ High
	Landscape Buffer		High		

### Frontages

- Development will be set back from the railway with at least a 30m buffer. This buffer should provide space for nature and support the BNG ambitions of the wider Garden Town.
- The possibility should be explored for downgrading the B4079 or re-prioritising its use for public transport, active travel and access only.
- Development will be set back from the B4079 supporting its rural character.

#### 4.7.4 Design Guidance - Landscape

##### Tirle Brook River corridor

- No development should take place within the flood zone
- Reflect and enhance the existing rural character.
- Consider the impact of flooding and how this will be accommodated and support the creation of priority habitats.
- This new green corridor is intended as a natural space - a place for wildlife and nature to thrive.
- This open space should be investigated as a location for providing improvements that contribute to BNG.
- Play and leisure trails should be kept to the urban edges of the site, allowing nature to thrive.
- The existing PROWs that run north-south through the space should be retained.



### Green Buffer to Pamington

- This is expected to provide an appropriate separation and relationship between Tewkesbury Garden Town and Pamington of a minimum of 100m from the nearest private back garden
- The final size, function and role of this buffer should be defined through consultation with the local community.
- This should identify aspirations for the buffer including key existing and desired routes through it, possible planting, provision of play, growing space, sports
- There is an exciting opportunity to reintroduce historic orchards in this new green space and provide public access that links into the Tirlle Brook River Corridor

### Key green corridors

- Greenways should connect across the site utilising existing field boundaries and key drainage routes that feed into the Tirlle Brook.

- They should enable active travel, enabling longer routes and connections to Tewkesbury and the surrounding countryside.
- To the south two significant greenways will be provided in line with the mains gas pipelines. These should be 50m in width and central to the wider Garden Towns BNG targets through.
- East to west greenways should link up with the existing crossing points for the railway.



Existing hedgerows to provide the structure for Greenways



A village Buffer between Pamington and new development should create space for wildlife and people



# 4.8 Oxenton Borders

## 4.8.1 Context

This neighbourhood is within the most south-eastern area of the Garden Town which is located alongside the B4079 .

The proposed off-line J9 solution - a major new road providing access to the M5 and the national Motorway network.

The site is currently a patchwork of fields with a rectilinear structure defined by hedgerows. A consented solar farm will be built to the west. The village of Oxenton lies to the east, across the A435 which connects the site with Bishops Cleeve and Cheltenham to the south.



## 4.8.2 Vision

Oxenton Borders provides a regionally significant commercial development; it is conceived as a ‘campus’ on the edge of ‘Seven Bends’. It provides a mix of uses that give employees and local residents places to eat, relax and exercise during their working day.











The adjacent AONB should inspire the design of the campus; ensuring high aspirations in terms of type of



### Boundary (Indicative)

-  TGT Boundary
-  MOD Boundary

### Existing Landscape & the Environment

-  Cotswolds AONB
-  Priority Habitat
-  Woodland
-  Historic Orchard
-  Amenity Green Space
-  Village Buffer
-  Flood Risk
-  Watercourse
-  Existing Gas Pipeline and Easement (approximate position)
-  Reciprocal Views

### 4.8.3 Design Guidance - Built Form

#### A Neighbourhood, not an industrial estate

- To be conceived as a 'campus' neighbourhood; that is connected to the wider Garden Town, both to allow commuting by active means, but also to create a positive environment for employees with access to the adjacent Village Centre and places to eat, relax and exercise during their working day
- To have a focal point; perhaps a key public space that supports its integration with homes to the north - a place where two communities can come together

#### Character

- The 'campus' should have its own identity, this is an opportunity to consider how the commercial area embeds the principles of a Garden Town and also is sensitive to its setting alongside the AONB



Commercial buildings set around green open space



Green roofs can play a variety of roles, providing views over the Garden Town, space for wildlife, solar energy capture or rain storage



Using SuDS to support placemaking



Activation of the ground floor of key units with services, cafe's and offices will support an emerging business community

### Mix of uses, heights and building design

- It is anticipated that the majority use is commercial/employment, but as a 'campus' there is some flexibility in a mixed-use approach.
- Buildings should be human in scale - no more than 3 storeys.
- Buildings towards the north of the area should have clear active frontages onto greenways and public space.
- Larger 'sheds' should be located towards the south of the site
- All buildings should demonstrate a strategy for use of roof space with either green roof systems, water capture or solar panels.

### 4.8.4 Design Guidance - Movement

#### Parking

- Within the site, private vehicles should be in centralised parking barns, discreetly clad to ensure parking does not dominate the public realm.

### Movement

- Within the site, greenways will be the principle movement network for people
- Vehicular traffic and the movement of lorries to service larger scale units should be limited within the site.
- Active travel connections should be created between this neighbourhood and the Local Centre to the north.



Safe attractive cycle parking in the heart of the campus



Car barns discreetly set into the landscape to limit their visual impact

## 4.8.5 Design Guidance - Landscape

### Greenways

- Provide a nature rich network of green corridors using the existing pattern of hedgerows.
  - Significant woodland planting on the south eastern edge to help mitigate views from the AONB
  - Planting should enhance connectivity for wildlife as well as people.
  - Incorporate trees into the green network that will soften distant views of the development.
  - Prioritise species that are best able to absorb carbon and airborne pollutants, attenuate surface water run-off, cool the atmosphere and provide shade and shelter.
- Provide rich and attractive vertical soft landscape through modular or metal trellis systems fixed to building façades.
  - Install bio-solar roofs on buildings as standard, to deliver biodiversity and renewable energy benefits.



Woodland planting to help screen the site from the AONB



Landscape to support BNG and bring nature into the site

# 5.0 Delivery



## 5.1 Phasing

**An indicative phasing approach was set out within the Evolution of the Concept Plan report which aimed to establish a coherent strategy for new developments to fit with the existing context and the emerging proposals around the Garden Town area.**

**The delivery of up to 10,000 homes at Tewkesbury Garden Town could take 20 years to deliver and is highly dependent on the delivery of significant infrastructure that requires multi-agency and stakeholder support to deliver.**

**As and when applications come forward, they must be supported by the required social, environmental, economic and transport infrastructure.**

**Each character area includes multiple ownerships. It is vital that those interests work together to ensure that each application brings either forms a standalone place in its own right or is part of a coherent vision for the wider character area.**

### **Outcome:**

- Development to come forward in a phased, sequential way to enable sustainable growth

### **What do we expect:**

- Applications to deliver a coherent self-sustaining walkable neighbourhood or be co-ordinated with other applications that support delivery of a self-sustaining walkable neighbourhood
- Applications to provide clarity on how they have collaborated with adjacent landowners and engaged a broad range of stakeholders
- Applications to demonstrate how they are supporting the delivery of the Garden Village vision
- Applications to demonstrate where they have complied with this framework or justify reasons for why a different approach has been taken

- Access to the site, services and utilities to be provided prior to the commencement of any development of homes

### **What don't we want to see:**

- Proposals for land that are isolated from the Garden Town or do not contribute to its vision
- Proposed development within Carrant Green or Teddington Fields without prior delivery of active travel connections to the station and the delivery of an agreed Ashchurch Bridge over Rail solution and spine road in line with these proposals
- Proposed development within Seven Bends or Oxenton Borders without the delivery of the Junction 9 offline solution and dedicated active travel routes to the station

## 5.2 Planning

**In the absence of allocated strategic sites and an adopted Joint Strategic Plan speculative planning applications will need to be determined based on coherent and comprehensive planning applications. They must be in accordance with relevant national policy and the adopted Local Plan.**

### **Outcome:**

**Planning applications that demonstrate how they have complied with this Strategic Design Framework**

### **What do we expect:**

- Planning applicants to agree a full list of submission requirements with Tewkesbury Borough Council through the pre-planning process
- Proposals to come forward as Outline Planning Applications in the first instance or Hybrid Planning Applications where it includes significant infrastructure delivery
- Individual development parcels within OPA areas to come forward as reserved matter applications

### **What don't we want to see:**

- Poorly prepared planning applications with limited analysis of the context or clarity on how they have responded to relevant policy and this Strategic Design Framework

### **Suggested Planning Documents**

- Design and Access Statement including design narrative and response to the Strategic Design Framework
- Drawing Schedule and Full Drawing Set
- Site Location Plan
- Construction Management Plan
- Phasing and Delivery Plan
- Landscaping Design and Access Statement
- Land Use Budget
- Draft S106 Heads of Terms & Principles
- Statement of Community Involvement

### **Supported by a series of assessments and strategies**

- Affordable Housing Statement
- Air Quality Assessment
- Archaeology Assessment and Heritage Statement

- Biodiversity Survey and Report and BNG Calculations
- Energy Strategy Report
- Flood Risk Assessment
- Sustainable Drainage Systems (SuDS) Strategy
- Health Impact Assessment
- Land Contamination Assessment
- Landscape Visual Impact Assessment with relevant verified views
- Lighting Assessment
- Noise Impact Assessment
- Open Space Provision/ Assessment
- Relevant and selected photographs/ photomontages
- Site Waste Management Plan
- Net Zero Carbon Assessment and Sustainability Statement
- Topographical Survey
- Transport Assessment and Active Travel Plan
- Tree Survey/ Arboricultural Impact Assessment
- Utilities Impact Assessment and Strategy
- Waste Management Strategy

## 5.3 Collaboration and Engagement

**Delivery of the vision across such a complex site will depend crucially on collaboration and co-ordination across land ownership boundaries.**

### **Outcome:**

**Co-ordinated development across land ownership boundaries that has the support of local stakeholders**

### **What do we expect:**

- Co-design and engagement of key stakeholders to be carried out throughout the design process for any Planning Application. Defined processes should be agreed with Tewkesbury Borough Council as part of any pre-application process
- Landowners combining their landholdings or working together through collaboration agreements to submit joint applications which reflect the guidance

### **What don't we want to see:**

- Planning applications developed in isolation from stakeholders and neighbouring landowners



Engagement should be collaborative and fun



Applicants should get out into the community to learn from a wide range of people



## 5.4 Stewardship

**Successful places have clarity over the long-term ownership and management of assets.**

**Putting local people at the heart of those long-term management plans supports community ownership and cohesion, a sense of belonging in the local community.**

**Community stewardship is essential to help existing and new residents begin to come together.**

**Infrastructure - roads, schools, playing fields and community assets will all need clear arrangements for management and maintenance to ensure that the Garden Town is sustainable.**

### **Outcome:**

**Infrastructure that is well looked after in a sustainable way with community stewardship of key assets across the**

### **Garden Town**

#### **What do we expect:**

- Local people to be put at the heart of the stewardship of the Garden Town through appropriate bodies such as the Parish Councils
- Clear statements within planning applications setting out the long-term sustainable governance and stewardship of community assets
- Open space, play and sports assets to be the responsibility of recognised and representative community bodies already established or newly set-up prior to the commencement of any development

- Clear strategies for the ownership, management and maintenance of every community asset
- Engagement of relevant bodies such as the Parish Councils, Wildlife Trusts and the Council prior to any planning application to establish the stewardship strategy for a site
- Clear plans for how utilities and adopted highways will be managed and maintained

#### **What don't we want to see:**

- Infrastructure proposed without clear commitment from relevant organisations to manage and care for it in perpetuity
- One-off financial contributions for maintenance without a clear plan for long-term sustainable ownership and management

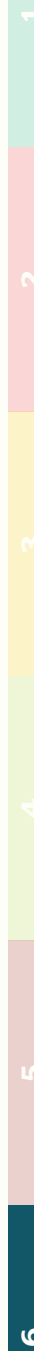
# Appendices



# Appendix A: Validation Requirements for Planning Applications

## Part A - National

- The standard application form
- A location plan based on an up to date ordnance survey map, to a scale of 1:1250 or 1:2500 — which shows the site area and its surrounding context which can be purchased online from one of the Planning Portal’s accredited suppliers either as part of the application process, or separately, and then attached to the application.
- Site Plan (sometimes known as a block plan) to a scale of 1:200 or 1:500 — which shows the proposed development in detail and can be purchased from one of the Planning Portal’s three accredited suppliers.
- Any plans required to comply with Article 7 of the Town and Country Planning (Development Management Procedure) (England) order 2015. The summary checklist for each application type provides further information on required plans.
- An ownership certificate A, B, C or D must be completed stating the ownership of the property.
- Agricultural holdings certificate — this is required whether or not the site includes an agricultural holding. All agricultural tenants must be notified prior to the submission of the application.
- A Design and Access statement (if required) — this should outline the design principles and concepts that have been applied to the proposed development and how issues relating to access to the development have been dealt with. Refer to JCS Policy SD4 for further details on information requirements. Find out more about design and access statements here.
- Fire statement, required for buildings that are 18 metres or higher or buildings that comprise 7 or more storeys, and the building contains 2 or more dwellings or educational accommodation. Further information is available here.
- The correct application fee.



## Part B - Local Validation

- 1 – Affordable Housing Statement
- 2 – Agricultural, Forestry or Occupational Worker Dwelling Justification
- 3 – Agricultural Building Justification
- 4 – Air Quality Assessment
- 5 – Bin Store
- 6 – Biodiversity Survey and Report
- 7 – Condition Survey
- 8 – Community Infrastructure Levy Additional Information Requirement Form
- 9 – Daylight/Sunlight Assessment
- 10 – Drainage Strategy Including SuDS (Sustainable Urban Drainage Systems)
- 11 – Energy Statement
- 12 – Environmental Impact Assessment
- 13 – Flood Risk Assessment
- 14 – Flood Risk Sequential Test and Exception Test
- 15 – Foul Sewerage Assessment
- 16 – Historic Environment Statement
- 17 – Land Contamination Assessment
- 18 – Landscape and Visual Impact Assessment
- 19 – Lighting Assessment
- 20 - Listed Building Drawings
- 21 – Noise Impact Assessment
- 22 – Open Space Assessment
- 23 – Social and Community Infrastructure Justification statement
- 24 – Structural Survey/report
- 25 – Town Centre Impact Assessment
- 26 – Transport Assessment or Statement
- 27 – Travel Plan
- 28 – Telecommunications Supporting Statement
- 29 – Tree Survey and Arboricultural Implications
- 30 - Ventilation/Extraction Statement
- 31 – Viability Assessment
- 32 – Waste Minimisation Statement
- 33 - Water Management Statement



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