

Tewkesbury Borough Local Plan to 2011



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INTRODUCTION

The Plan

1. The Tewkesbury Borough Local Plan is a statutory local plan prepared under the provisions of the Town and Country Planning Act 1990. It covers the 49 parishes which comprise the Tewkesbury Borough administrative area, and covers some 160 sq miles of north Gloucestershire stretching from the Cotswolds in the east to Severnside parishes in the west, and the gap which separates Gloucester and Cheltenham. The extent of the plan area is defined on the Proposals Map.
2. The plan area is predominantly rural in character, with the main concentrations of population being located in the Severn Vale primarily within the Tewkesbury urban area, Bishops Cleeve/Woodmancote to the north of Cheltenham, and Brockworth, Churchdown and Innsworth located in the Green Belt to the north-west of Gloucester, and in Winchcombe, an historic Cotswold market town.

Plan Period

3. The plan period is from 1st July 1991 to 30th June 2011 in parallel with the adopted Gloucestershire Structure Plan Second Review (November 1999).

Planning Context

4. The planning context within which the Tewkesbury Borough Local Plan to 2011 was prepared is as follows:

(a) Central Government

Central Government produces the legislative framework for the planning system, as well as general advice on how the process is to operate in practice.

The Town and Country Planning Act 1990 and Planning (Listed Buildings and Conservation Areas) Act 1990 are the principal acts underlying the current planning system. Supporting legislation includes the Town and Country Planning (General Permitted Development) Order 1995, Town and Country Planning Use Classes Order 1987 and the Town and Country Planning (Development Plan) (England) Regulations 1999. In addition, the Government produces national statements of planning policy known as Planning Policy Guidance Notes covering issues such as Green Belts, Housing, Town Centres and Retail Developments, and The Countryside and the Rural Economy. Regional Planning Guidance for the South West (RPG 10) was issued by the Secretary of State in September 2001. This provides the regional context for planning to 2016.

(b) Gloucestershire County Council

The County Council is responsible for interpreting national and regional advice into a set of broad brush policies for Gloucestershire as a whole.

The current development plan is the Gloucestershire Structure Plan Second Review, adopted in November 1999 which covers the period mid 1991 to mid 2011.

The Tewkesbury Borough Local Plan to 2011 has been prepared from its inception in the context of the emerging Structure Plan Second Review. This document identifies the overall level of

housing and employment growth for the district and provides strategic guidance on its distribution. It also contains policies relating to the protection of the Green Belt, Area of Outstanding Natural Beauty and Special Landscape Area, transport, town centres, natural and historic environment, energy, recreation, tourism, water resources, flooding, pollution, telecommunications, minerals and waste management. Separate minerals and waste local plans are being prepared by the County Council.

The County strategy identifies the need to provide for 50,000 new dwellings within Gloucestershire. The majority of the new development is to be provided within and adjacent to the County's main urban areas in locations which assist in meeting sustainable development objectives. Within Tewkesbury Borough most residential development will be provided in the Central Severn Vale and elsewhere, mostly within and adjacent to Tewkesbury / Ashchurch.

(c) Tewkesbury Borough Council

A Deposit Draft was approved in November 1998 with a Revised Deposit in January 2001. The Local Plan Inquiry took place between March 2002 and March 2003, with the Inspector's Report received in December 2003. Following consideration of the Inspector's recommendations, the Tewkesbury Borough Local Plan to 2011 Proposed Modifications was approved for development control purposes on 2nd June 2004. Once adopted, it will provide complete coverage for the whole Borough for the first time.

Purpose of the Plan

5. The key aims of this document may be summarised as follows:-

- a) To formulate clear and precise standards for the assessment of planning applications.
- b) To provide a sustainable development framework for the co-ordination and direction of development and other land-use related activities.
- c) To produce a single comprehensive, precise and easily understood document.
- d) To publicise relevant local planning issues thus enabling the public to participate in choices for the future land use of their area.
- e) To interpret the strategy of the Gloucestershire Structure Plan Second Review and relate it to precise areas of land.
- f) To review all existing statutory and non-statutory plans, and other detailed supplementary planning guidance affecting the plan area.
- g) To ensure that policies and allocations are kept under regular review in accordance with the plan, monitor and manage approach.

6. Overall Vision of the Plan

The Plan's overall vision for the Borough is to ensure that development within the area contributes positively to creating sustainable communities. This will be achieved by directing development to locations where the mix of uses and proximity to existing facilities minimises the increase in transport demand whilst maximising residents' choice for access to the range of destinations they use in their daily lives.

Key Objectives

7. The key objectives which underlie the policies of the Local Plan as a whole and upon which the locational policies are based are as follows:

To promote sustainable development

The promotion of sustainable development lies at the core of the Local Plan. National planning guidance places a clear emphasis on sustainability, and establishes a sequence for site selection that should be followed when identifying new sites. The new housing and employment allocations have been identified in the light of current planning guidance, and in particular, the need to establish more sustainable patterns of development in the future. It is an essential feature of the plan, monitor and manage approach that housing requirements, and the ways in which they are to be met, should be kept under regular review.

To conserve and enhance the built and natural heritage of the Borough.

The attractiveness of the Borough as an area in which to live, work and relax is to a large extent derived from the environmental quality of the countryside and the heritage of the towns, villages and traditional buildings. The Local Plan is committed to conserving and enhancing the quality of both the natural and built environment, regardless of whether such elements are of national quality or local importance.

To stimulate an approach to new development which :

- i. respects local environmental conditions in the detailed siting and design
- ii. takes full account of local eco-systems and biodiversity
- iii. encourages the use of renewable resources
- iv. minimises unnecessary reliance on private transport
- v. emphasises the re-use of brownfield land in sustainable locations
- vi. supports innovative design solutions consistent with sustainability objectives
- vii. supports more efficient use of land and promotes mixed-use development

The Local Plan represents an opportunity to reappraise the overall philosophy underlying the approach to new development. Previous strategies have in many respects tended to encourage forms of development which placed insufficient weight on their long-term environmental impact. Of major concern is the issue of sustainability in planning and whether current development patterns, if continued, will impinge on the quality of life of future generations. The above set of interrelated principles will form a central thread running through the policies of the Local Plan.

To stimulate a healthy local economic base.

The policies of the Local Plan seek to maintain and enhance the prosperity of the Borough and maximise employment opportunities.

To meet the needs of residents whilst enhancing their quality of life.

The needs of citizens are of key concern in the policies of the Local Plan. Development options will be supported which address the requirements of specific groups whilst improving the overall quality of life.

Chapter Objectives

8. The introduction to each chapter will include specific objectives which provide the link between the key objectives and the detailed policies. As well as establishing a clear framework for the policies, these objectives will, where appropriate, also enable performance measures to be established as a means against which policies can be evaluated. Each policy has also been subject to an Environmental Impact Assessment (see Appendix 5).

Form of the document

9. For ease of reference the local plan is sub-divided into the following chapters:

1. General
2. Housing
3. Green Belt
4. Transport
5. Historic Environment
6. Environment
7. Landscape
8. Shopping
9. Tourism
10. Recreation
11. Nature Conservation
12. Agriculture
13. Local Policies

Each of these chapters is preceded by a short introduction setting out background information, a set of specific objectives, and details of implementation and monitoring. Within each chapter, each policy is numbered and capital letters used to distinguish it from its accompanying reasoned justification. The chapter of local policies contains a collection of site specific policies, including those related to the proposed housing allocations; these are categorised according to the parish to which they relate.

The Proposals Map

10. The Proposals Map is contained in a separate document of A3 plans, and is at a scale of 1:20000. Where necessary, detailed insets at 1:5000 scale are used where additional clarity is required.

Article 4 Directions

11. Article 4 of the Town and Country Planning (General Permitted Development) Order 1995 provides a means by which the Borough Council can control specific forms of development which would not otherwise require permission such as minor development within conservation areas. As these Article 4 directions and Article 4(2) Directions relate to specific areas and have land use planning implications they are shown on the Proposals Map and are listed in Appendix 6.

GENERAL

The general chapter of the plan includes policies which apply to much of the subject matter of the rest of the plan and also those policies which do not sit comfortably within any of the individual chapters. These include: the design of new development and the public realm, public art, design for crime prevention, energy efficiency, telecommunications development, utility company development, advertisements, contaminated land, community facilities, disabled access to development, pre-school childcare facilities and implementation.

Objectives:

- To create well designed new development
- To ensure the provision of the appropriate infrastructure for new development
- To ensure that advertisements, signs and notice boards are well designed and do not adversely affect their settings.

GENERAL POLICIES
GNL1-GNL17

SUBJECT: GENERAL DESIGN

POLICY GNL1

ALL NEW DEVELOPMENT MUST BE OF HIGH QUALITY DESIGN. THE DETAILED DESIGN, MATERIALS AND LAYOUT OF THE BUILDINGS OR STRUCTURES MUST BE APPROPRIATE TO THEIR SETTING AND THE CHARACTER OF THE SURROUNDING AREA. WHERE THIS SETTING OR CHARACTER IS OF A POOR OR MEDIOCRE STANDARD OF DESIGN, NEW PROPOSALS IN SUCH AREAS SHOULD, THROUGH GOOD DESIGN, SEEK TO UPGRADE THE OVERALL QUALITY OF THE ENVIRONMENT. SPECIAL REGARD WILL BE GIVEN TO THE DESIGN AND MATERIALS OF PROPOSALS WITHIN AREAS EXHIBITING A STRONG LOCAL VERNACULAR TRADITION OR AREAS OF LOCAL DISTINCTIVENESS.

Reasoned Justification

High quality design has a vital role to play in meeting the objective of maintaining and enhancing the attractiveness of the Borough as a place in which to live, work, visit, and invest through the implementation of new development of high quality and sensitive design by, for example, the creation of streets and public spaces which are safe, accessible and pleasant to use, the stimulation of economic development and the promotion of sustainable development. Central Government guidance on appropriate densities and design are set out in PPG3 – ‘Housing’ paragraph 54 states that: “Good design and layout of new development can help to achieve the Government’s objectives of making the best use of previously developed land and improving the quality and attractiveness of residential areas. In seeking to achieve these objectives, local planning authorities and developers should think imaginatively about designs and layouts which make more efficient use of land without compromising the quality of the environment.” On the subject of appropriate housing densities paragraph 58 sets out that: “Local planning authorities should therefore:

- Avoid developments which make inefficient use of land (those of less than 30 dwellings per hectare net – see definitions at Annex C);
- Encourage housing development which makes more efficient use of land (between 30 and 50 dwellings per hectare net); and
- Seek greater intensity of development at places with good public transport accessibility such as city, town, district and local centres or around major nodes along good quality public transport corridors.”

Tewkesbury Borough comprises a high quality environment containing two contrasting architectural traditions; the Cotswolds and Cotswold Scarp with the use of Cotswold stone walls and stone tiles giving rise to steeply pitched roofs and generally narrow buildings and typical features such as mullion windows and label moulds, and the Severn and Avon Vales where timber framing, brick and clay tiles predominate, giving rise to a wider range of designs and architectural features. Within an intermediate area the design and materials mingle, often with features from the two areas present in individual buildings. Where the positive features of the area contribute to its special character and sense of place, new development proposals will be expected to respect the landscape, building traditions and materials, heritage and other factors that make one place different from another.

This policy is not intended to be unduly restrictive. The nature of the development will influence the form of the design - good quality design does not necessarily require an expensive solution. What is important is to emphasise the principle of good quality design regardless of the existing quality of the built environment. Existing poor quality is no excuse for repeating the mistakes of the past. The

Borough Council will support and encourage high quality design from the simplest to the most prestigious development proposal, and innovative as well as traditional design solutions.

The Borough Council will encourage site layouts which respect the principles of urban design and which concentrate on consideration of the overall scale, density, massing, height, landscape, layout and access of new development in relation to neighbouring buildings and the local area generally, whilst at the same time providing interest and quality. Appropriate building materials and their colour and texture should be reflective of the local environment especially when viewed from, for example, the Cotswold Scarp or other vantage points.

Borough-wide design guidance will be prepared as a Supplementary Planning Document.

SUBJECT: DESIGN REQUIREMENTS FOR MAJOR DEVELOPMENT PROPOSALS

POLICY GNL2

THE BOROUGH COUNCIL WILL REQUIRE THAT APPLICANTS SUBMIT DESIGN STATEMENTS FOR MAJOR NEW DEVELOPMENT PROPOSALS SETTING OUT HOW THE PROPOSAL WILL ADDRESS THE FOLLOWING KEY PRINCIPLES OF URBAN DESIGN:

- CHARACTER
- CONTINUITY AND ENCLOSURE
- QUALITY OF THE PUBLIC REALM
- EASE OF MOVEMENT
- LEGIBILITY
- ADAPTABILITY
- DIVERSITY
- SUSTAINABILITY

MORE DETAILED DEVELOPMENT BRIEFS WILL BE PREPARED FOR ALL SITES OF 10 OR MORE DWELLINGS, OR WITH AN AREA OF 0.5HA OR MORE, A NEW BUILDING OR BUILDINGS WITH A FLOORSPACE OF 1000 M² OR MORE OR A COMBINATION OF THESE SITE TYPES, DEVELOPMENT ON SITES OF 1HA OR MORE, OR OTHER APPROPRIATE SITES IDENTIFIED BY THE BOROUGH COUNCIL.

Reasoned Justification

In order to create the conditions for good design the Borough Council will require the production of design guidance in the form of design statements and development briefs. They should be produced by developers in association with the Borough Council for major new development or redevelopment sites, or other sites identified as appropriate.

The design statement will set out the scheme's design principles and how they will be achieved in relation to the site and its wider context. The design statement should include:

- An explanation of the proposed design concept and how the development will address the design principles outlined in the policy.
- An outline of how these will be reflected in the development's layout, density, scale, landscaping and visual appearance.
- An assessment of how the proposal fits in with existing relevant design guidance such as village appraisals.
- Appropriate illustrative material.

The key principles to be addressed are as follows:

- Character – promotion and enhancement of character in townscape and landscape by respecting local areas of distinctiveness and valued locally distinct patterns of development.
- Continuity and enclosure – continuity of street frontages and enclosure of space by development which clearly defines the boundaries between public and private space.
- Quality of the public realm – provision of spaces and routes that are safe, uncluttered, active and easily definable.
- Ease of movement – by making places that connect with each other and are permeable at a local level.
- Legibility – promotion of a sense of place and identity through a form of development that is easily understood.
- Adaptability – through development that can respond to changing social, economic and market conditions.
- Diversity - through a mix of uses that work together to create vital and viable places.
- Sustainability – through development which uses resources efficiently, reduces the need to travel and takes account of wider sustainability objectives

Development briefs should include appropriate advice on aspects such as scale, density, massing, height, landscape, layout and access in relation to the site itself and its surrounding context. They will be required for all major development sites of one hectare or more, which because of their nature or location, require more detailed treatment. Development briefs will be prepared in consultation with interested parties and will be taken into account as a material consideration in the determination of planning applications.

Development Concept Statements will be prepared by the Borough Council for the Local Plan development allocations, these will be subject to public consultation prior to approval, following which they will become a material consideration in the determination of planning applications for their respective sites.

SUBJECT: ARCHITECTURAL FEATURES

POLICY GNL3

THE BOROUGH COUNCIL WILL ENCOURAGE THE RETENTION AND REPAIR OF EXISTING ARCHITECTURAL FEATURES OF LOCAL HISTORIC OR VISUAL INTEREST, AND THE INTRODUCTION OF NEW FEATURES WHERE THESE CONTRIBUTE TO THE CHARACTER, APPEARANCE AND INTEREST OF AN EXISTING BUILDING OR STREET SCENE.

Reasoned Justification

Architectural features such as brick coursing, tile work, stone carving, ornate doorways, chimney stacks and iron work make a significant contribution to the quality and interest of the local environment. The Borough Council will encourage the retention and repair of existing features of interest and quality, whether they form part of existing buildings, other structures, are free-standing or form part of the street scene. Where appropriate, the occasional use of interesting architectural features in new development, particularly buildings or areas used by the public, can make a significant contribution to the environmental quality of an area.

SUBJECT: FENESTRATION

POLICY GNL4

WHERE EXISTING WINDOWS ARE ALTERED OR REPLACED IN THE CONTEXT OF DEVELOPMENT PROPOSALS, OR NEW WINDOWS EITHER INSERTED INTO EXISTING STRUCTURES OR AS PART OF AN EXTENSION, ANY NEW FENESTRATION MUST RESPECT THE CHARACTER AND APPEARANCE OF THE EXISTING BUILDING IN TERMS OF ITS PROPORTIONS, TYPE AND MATERIALS.

Reasoned Justification

While special considerations will apply to listed buildings and conservation areas, this policy is intended to emphasise the importance of fenestration generally and the adverse impact that poorly designed or inappropriate windows can have on the appearance of both individual buildings and the wider street scene. The Borough Council will not always expect applicants to match existing windows in design and materials, although there will be cases where this is the best solution; for example, when extending a traditional building or where existing buildings forming a coherent terrace or group have a character which is worth retaining. In other cases, different window types can be selectively used to good effect to add interest to a building or street scene.

SUBJECT: FLOORSCAPE

POLICY GNL5

WHERE DEVELOPMENT PROPOSALS INCLUDE AREAS OF HARD SURFACING THESE AREAS SHOULD BE DESIGNED TO A HIGH STANDARD INCORPORATING SURFACE TREATMENTS AND FEATURES OF INTEREST COMPATIBLE WITH THEIR SETTING, HISTORICAL CONTEXT AND INTENDED USE.

Reasoned Justification

The Borough Council will ensure that the defined treatment of floorscape areas is fully taken into account in the assessment of development proposals. Such areas can make a major contribution to the environmental quality and interest of the townscape through, for example, the careful selection of materials, colour, texture and design of surface treatment and the introduction (or retention) of features of interest, and areas to which the public have access. Regard will be given to the need to consider the use of porous surfaces to allow more water to soak away, the impact of water run-off features on wildlife (particularly amphibians), and the need to ensure surface materials are appropriate for likely users such as the disabled (see GNL16). Particular attention will be paid to locations within conservation areas or adjacent to buildings or structures of historic or architectural interest, and areas to which the public have access. While in certain locations there will be sound historic or planning reasons for insisting on a specific surface treatment (such as the use of blue engineering bricks in the Tewkesbury alleyways), in other locations the Borough Council will require design solutions compatible with not only the immediate environment but also the anticipated future level of use. In many areas different surface treatments can be used to differentiate between, for example, public and more private areas, between areas of pedestrian priority and possible vehicular conflict, and identify safe crossing points. It must be emphasised that this policy seeks to ensure good design at an appropriate level e.g. concrete will often be the most appropriate surfacing material for a farmyard.

Specific guidance on the approach to be taken within conservation areas is set out at Policy HEN3.

See also Policy EVT9 in respect of Sustainable Urban Drainage Systems.

SUBJECT: PROVISION FOR ART

POLICY GNL6

IN APPROPRIATE CASES, THE PROVISION OF NEW WORKS OF ART AS PART OF DEVELOPMENT SCHEMES WILL BE ENCOURAGED. IN DETERMINING AN APPLICATION THE BOROUGH COUNCIL WILL HAVE REGARD TO THE CONTRIBUTION MADE BY ANY SUCH WORKS TO THE APPEARANCE OF THE SCHEME AND SURROUNDING AREA.

Reasoned Justification

Where applications are received for large residential or commercial developments the Borough Council will encourage developers to make provision for new works of art, craft or decoration in the building or its environs. The Borough Council as local planning authority cannot insist on the provision of works of art as part of development proposals, although provision may be the subject of a voluntary agreement between the Council and developer. Where the Borough Council is the developer it is well placed to make provision for art as part of its own schemes.

SUBJECT: CRIME PREVENTION

POLICY GNL7

THE BOROUGH COUNCIL WILL EXPECT THE INTRODUCTION OF FEATURES DESIGNED TO MINIMISE CRIME IN THE DESIGN, SITING AND LAYOUT OF NEW DEVELOPMENT.

Reasoned Justification

There are many ways in which the opportunities for criminal activity can be minimised in the design of new developments, subject to the other policies of the Local Plan. For example, individual buildings can be designed so as not to provide an obvious route of entry or escape for intruders; open spaces within residential areas should be designed to ensure overlooking by surrounding houses; footpath links should be well lit and not contain blind spots; planting can be used to include thorny varieties; and public areas designed to discourage vandalism and graffiti. The local planning authority has a valuable role to play in ensuring that wherever possible the potential for opportunistic crime is designed out, although these factors (further guidance is set out in Circular 5/94 "Planning out Crime") must be balanced against wider objectives such as environmental improvement and conservation.

SUBJECT: ENERGY EFFICIENT DEVELOPMENT

POLICY GNL8

NEW DEVELOPMENT PROPOSALS WILL BE ENCOURAGED TO DEMONSTRATE A HIGH LEVEL OF ENERGY EFFICIENCY IN RELATION TO:

- SITING, ORIENTATION AND RESPECT FOR LOCAL ENVIRONMENTAL CONDITIONS, AND
- BUILT FORM, DESIGN AND MATERIALS

Reasoned Justification

Buildings of all types use large amounts of energy for heating, lighting and air conditioning. Much of this is generated in power stations by burning fossil fuels which are not only a finite resource but also produce harmful emissions such as carbon dioxide and sulphur dioxide which contribute to the greenhouse effect and acid rain respectively. While these are national and international issues, the Local Plan has an important role to play in encouraging energy efficient practices in new development, together with the Council's own Home Energy Conservation Act (HECA) policy. New development, both residential and commercial, should generally seek to maximise the benefit obtained from solar gain through, for example, southerly orientation of principal habitable rooms and avoidance of large windows on northerly aspects. Consideration should also be given to the energy efficiency of the built form (for example, buildings sharing side walls, such as terraced houses or flats, generally benefit from reduced heat loss) and the use of energy efficient technology within buildings for heating, lighting, air conditioning and insulation. The Borough Council will support proposals to upgrade energy systems in existing buildings to improve energy efficiency, consistent with the other policies of the Local Plan. Where appropriate, developers will be encouraged to adopt an integrated approach to energy generation and use such as the incorporation of combined heat and power schemes into development projects. Landscaping proposals can also have an impact such as the use of planting as windbreaks, or deciduous trees which can provide summer shading whilst permitting the penetration of winter sunshine. Innovative new proposals such as earth sheltered dwellings or schemes which make a positive contribution to energy efficiency will be encouraged, subject to no overriding environmental impact.

SUBJECT: TELECOMMUNICATIONS POLICY GNL9

PROPOSALS FOR DEVELOPMENT INVOLVING THE INTRODUCTION OF TELECOMMUNICATIONS EQUIPMENT WILL ONLY BE PERMITTED PROVIDED THAT THEIR ENVIRONMENTAL IMPACT IS MINIMISED. CAREFUL CONSIDERATION WILL BE GIVEN TO THE VISUAL IMPACT OF PROPOSED EQUIPMENT WITHIN THE AREA OF OUTSTANDING NATURAL BEAUTY, SPECIAL LANDSCAPE AREA, LANDSCAPE PROTECTION ZONE, CONSERVATION AREAS AND IN RESPECT OF LISTED BUILDINGS.

APPLICANTS WILL BE EXPECTED TO USE/SHARE EXISTING STRUCTURES OR BUILDINGS WHERE THIS DOES NOT COMPROMISE OPERATIONAL EFFICIENCY.

Reasoned Justification

The Borough Council supports the introduction of modern telecommunications networks which are essential to the growing demand for improved communications in both the home and at work. However, the development of new technology and the upgrading of existing systems can have land use implications in the form of new structures such as masts, aerials and satellite dishes. Such structures can cause particular environmental problems in sensitive areas such as the Area of Outstanding Natural Beauty.

Applicants will be expected to demonstrate that proposals minimise their impact on the landscape by both careful design and siting and, where appropriate, sharing existing facilities or sites, and the removal of redundant structures.

Government advice is set out in PPG8: Telecommunications.

SUBJECT: UTILITIES

POLICY GNL10

THE COUNCIL WILL LIAISE WITH THE UTILITY COMPANIES AND OTHER ORGANISATIONS IN ORDER TO ENCOURAGE APPROPRIATE SITING AND DESIGN OF NECESSARY SERVICES SO THAT THEY RESPECT THE CHARACTER OF THE SURROUNDING AREA AND LANDSCAPE.

Reasoned Justification

Utility services include infrastructure works for the electricity, gas and water industries, now provided by private sector companies. There are also extensive cable laying networks proposed by cable companies. The Council has limited control over their activities. The construction of certain structures such as electricity sub-stations, sewage disposal works or gas governors can have an impact on the local environment. It is important that even the siting or re-location of overhead lines is treated sensitively both in visual terms and in relation to existing or proposed development. The Council will consult with the appropriate agencies to ensure that the character of conservation areas and areas of high landscape quality, in particular, is respected.

SUBJECT: IMPLEMENTATION

POLICY GNL11

PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT UNLESS THE INFRASTRUCTURE AND PUBLIC SERVICES NECESSARY TO ENABLE THE DEVELOPMENT TO TAKE PLACE ARE EITHER AVAILABLE OR CAN BE PROVIDED.

THE NATURE OF THE INFRASTRUCTURE REQUIRED WILL VARY IN RELATION TO THE NATURE AND SCALE OF THE DEVELOPMENT PROPOSED, THE CHARACTER OF THE SITE, DEMANDS MADE BY THE SCHEME ON THE LOCAL INFRASTRUCTURE AND CHANGING LOCAL COMMUNITY NEEDS. AT THE VERY LEAST, SUITABLE FACILITIES FOR DRAINAGE AND ACCESS MUST EITHER EXIST OR BE PROVIDED.

Reasoned Justification

All development proposals will have consequences for the local infrastructure or environment. Some, such as house extensions, may have minimal effect; others may have a positive benefit; others will have a potentially adverse impact which must be minimised, be it effects on traffic flows, on the physical environment, on the use of nearby sites, or on facilities available to the public. Where it is necessary, the Council will seek to ensure the provision of adequate infrastructure to serve proposed new development.

Government advice is contained in DETR circular 1/97 "Planning Obligations".

SUBJECT: BOUNDARY TREATMENT

POLICY GNL12

WHERE A PARTICULAR FORM OR FORMS OF BOUNDARY TREATMENT CONSTITUTE AN IMPORTANT ELEMENT IN THE CHARACTER OF A DEVELOPMENT, PROPOSALS FOR NEW OR REPLACEMENT BOUNDARY TREATMENTS WHICH ARE DISCORDANT WITH THE DEVELOPMENT'S CHARACTER WILL NOT BE PERMITTED.

Reasoned Justification

Many developments are designed and landscaped as integral compositions with careful disposition of public open spaces and private space. The materials used in both the buildings and boundary features are normally chosen to form a harmonious impression. Subsequent proposals to introduce unsympathetic boundary features (e.g. a 2m close boarded fence around a front garden on an open plan estate) can be highly damaging to the visual amenity of a substantial area. This policy is therefore included in order to ensure that changes to boundary treatment maintain the visual amenity of their settings.

Natural boundaries such as hedgerows should, where appropriate, use appropriate indigenous species.

SUBJECT: ADVERTISEMENTS

POLICY GNL13

ADVERTISEMENTS, SIGNS AND NOTICE BOARDS WILL ONLY BE PERMITTED WHERE THEY ARE WELL SITED, IN SCALE AND CHARACTER WITH, AND OF A DESIGN APPROPRIATE TO, THE BUILDING AND THE LOCALITY. DIRECTIONAL SIGNS, WHILST NOT APPROPRIATE IN A VILLAGE OR TOWN STREET, MAY BE ACCEPTABLE IN RURAL AREAS WHERE THERE IS NO CONFLICT WITH VISUAL AMENITY AND PUBLIC SAFETY PROVIDED THAT ANY SUCH SIGNS ARE KEPT TO A MINIMUM (NORMALLY ONLY ONE SIGN), AND PURELY SERVE TO INFORM CUSTOMERS AS TO THE LOCATION OF THE BUSINESS WITHOUT CONTAINING ADDITIONAL EXTRANEOUS INFORMATION. ANY ILLUMINATION MUST BE APPROPRIATE TO ITS LOCATION.

Reasoned Justification

While advertisements have an important role to play in benefiting both commerce and customers, and in many areas can provide life and interest to the street scene, at the same time the Borough Council is committed to ensuring that advertising of an inappropriate design does not detract from the quality of either individual buildings, a shopping street, village centre or the surrounding area. Within rural areas off-site signs can quickly produce an unsightly impact within the countryside and are generally inappropriate. However, advance signs which direct customers to facilities within rural areas located away from main roads and which rely on casual visitors may be appropriate, provided that such signs simply sign the location of the business without any additional information. The use of sensitive design in all areas need not compromise the purpose of the advertisement in attracting attention to a specific facility. In all cases the Borough Council will not grant consent for poorly sited or badly designed advertisements which can have an adverse impact over a wide area, and could also create an unfortunate precedent. To be acceptable proposals must demonstrate that they are of high quality design, permanent appearance and of a size which does not detract from the visual amenity of either the building to which it is to be attached, or the immediate locality. Signs combining more than one advertisement are often preferable. It is very unlikely that signs extending above fascia level will be acceptable. Particular care will be accorded to illuminated signs. Where such illumination is acceptable, preference will be given to external as opposed to internal means of illumination.

Detailed government guidance is set out in PPG19: Outdoor Advertisement Control. Policy HEN8 will apply within Conservation Areas.

SUBJECT: REDEVELOPMENT OF CONTAMINATED SITES

POLICY GNL14

PROPOSALS INVOLVING THE DEVELOPMENT OR REDEVELOPMENT OF CONTAMINATED LAND (AND ALSO ADJACENT LAND) MUST BE ACCOMPANIED BY A THOROUGH SURVEY SHOWING THE TYPE AND EXTENT OF CONTAMINATION PRESENT AND A DETAILED SCHEME OF MEASURES TO REMOVE THE CONTAMINATION OR MAKE IT SAFE, AS WELL AS DETAILS OF THE ACTUAL OR INTENDED USE.

Reasoned Justification

The redevelopment of contaminated sites (or, for example, sites which are adjacent to land which is gassing) without proper treatment are likely to lead to risks to the health of people using the completed development, and the mobilisation of contaminants which can put at risk the quality of surface or ground waters. It is important therefore that sites are decontaminated properly before development takes place. The Borough Council will advise where sites are gassing or non-gassing in each case there must be a distance of 250 metres leeway between the site and any new development.

Other agencies responsible for contamination are the Waste Regulation Authority, the Environment Agency, the Health and Safety Executive as well as the local authority's environmental health and building control responsibilities.

SUBJECT: NEW COMMUNITY FACILITIES

POLICY GNL15

CHANGES OF USE OR REDEVELOPMENT OF BUILDINGS TO PROVIDE COMMUNITY USES WILL BE ENCOURAGED, SUBJECT TO OTHER POLICIES CONTAINED IN THE LOCAL PLAN, IN PARTICULAR POLICIES ON THE RE-USE OF REDUNDANT RURAL BUILDINGS, ACCESS, CONSERVATION AND LISTED BUILDINGS.

THE CHANGE OF USE OR REDEVELOPMENT OF BUILDINGS IN COMMUNITY USE SUCH AS A VILLAGE HALL, SCHOOL OR MEDICAL FACILITIES TO NON-COMMUNITY USES WILL ONLY BE PERMITTED WHERE THERE IS NO LOCAL NEED, OR APPROPRIATE ALTERNATIVE PROVISION IS MADE.

WHERE THERE ARE PROPOSALS FOR NEW OR EXTENDED COMMUNITY FACILITIES THESE SHOULD BE LOCATED WITHIN OR ADJACENT TO SETTLEMENTS AND WILL BE ASSESSED IN RELATION TO THE FOLLOWING CRITERIA :

- NO ADVERSE IMPACT ON AMENITY OF SURROUNDING AREAS
- WELL SITED IN RELATION TO ADJACENT BUILDINGS
- SYMPATHETIC IN SCALE

- ADEQUATE PROVISION IS MADE FOR ACCESS BY PEDESTRIANS, CYCLISTS AND PUBLIC TRANSPORT USERS, AND FOR VEHICULAR ACCESS AND PARKING.
- TRAFFIC GENERATED DOES NOT HAVE AN UNACCEPTABLY ADVERSE IMPACT

Reasoned Justification

It is important both on social, employment and sustainability grounds that villages retain as far as possible their community facilities. The facilities such as village halls often provide a valuable social service particularly for the elderly and infirm, but also for children and young people such as through playgroups, youth clubs and scout/guide activities. The lack of public transport for many social groups makes the retention and creation of such facilities vital to everyday life. It is also important on sustainable grounds that we encourage community uses to be provided in rural settlements particularly where use can be made of redundant buildings.

Where there is an identifiable need for new community facilities, proposals should aim to minimise the effect on the surrounding area, particularly in relation to environmental impact and traffic generated. Where alternative provision is proposed new facilities must be adequate in terms of quality, size and location.

SUBJECT: DISABLED ACCESS

POLICY GNL16

PROPOSALS FOR NEW DEVELOPMENT SHOULD, WHERE PRACTICABLE AND REASONABLE, ENSURE ADEQUATE ACCESS FOR PEOPLE WITH DISABILITIES. THIS IS OF PARTICULAR IMPORTANCE IN RELATION TO BUILDINGS OPEN TO THE PUBLIC (INCLUDING BUILDINGS FOR EMPLOYMENT AND EDUCATION PURPOSES).

Reasoned Justification

The Borough Council will encourage developers to build in features which provide ready access to new development to all sections of the community. Such features will include level or gently sloping access to all entrances and to suitable car parking areas. Where possible new homes should be constructed to ensure that they are, as far as possible, flexible and adaptable to meet the changing needs of families throughout their lives. 6.2 million people in Great Britain have a disability. 70% of these are over the age of 70. Section 76 of the Town and Country Planning Act requires local planning authorities, when granting planning permission, to draw the attention of the applicant to Sections 4 & 7 of the Chronically Sick and Disabled Persons Act 1970. The types of building to which the Act applies are buildings open to the public e.g. shops, restaurants, hotels, places of entertainment, leisure and community buildings and to places of employment and education. The Council will encourage the provision of access for the mobility handicapped (including people with wheelchairs and pushchairs) wherever practicable. This also applies to buildings and land within a local authority's ownership. Where the use of an existing building is to be changed it may not always be practicable to provide for disabled access. The site layout should maximise convenience of access by the disabled.

Planning controls do not normally extend to internal features; therefore this policy relates primarily to external access arrangements and facilities.

SUBJECT: PRE-SCHOOL CHILDCARE FACILITIES

POLICY GNL17

PLANNING PERMISSION WILL BE GRANTED FOR NEW PRE-SCHOOL CHILDCARE FACILITIES, THE EXTENSION TO EXISTING PREMISES OR INTENSIFICATION OF EXISTING USES PROVIDED THAT:

- SAFE PROVISION IS MADE FOR VEHICLE DROPPING OFF/COLLECTION OF CHILDREN
- ADEQUATE OFF-STREET PARKING IS AVAILABLE
- THE PREMISES ARE SAFELY, EASILY AND CONVENIENTLY ACCESSED BY ALL MEANS OF TRANSPORT
- NOISE, BOTH FROM INSIDE THE BUILDING AND THE GARDEN/OUTDOOR PLAY AREA, DOES NOT CAUSE AN UNACCEPTABLE LEVEL OF DISTURBANCE TO THE RESIDENTS OF SURROUNDING PROPERTY
- THE BUILDING IS SUITABLE FOR THE PROPOSED USE IN TERMS OF ITS SIZE, LAYOUT, SECURITY AND SAFE ACCESS TO A GARDEN/OUTDOOR PLAY AREA.
- PREMISES ARE LOCATED WITHIN OR ADJACENT TO EXISTING SETTLEMENTS

Reasoned Justification

Pre-school childcare facilities such as children's nurseries raise issues related to noise and disturbance from both vehicle movements, and children (both within the premises, and particularly when at play). This often conflicts with the overriding objective of securing provision where it is needed within existing residential areas so as to be accessible and convenient for parents, and to try to minimise car use. Facilities should meet social services guidelines, and the social and economic needs of the local and wider community.

HOUSING

INTRODUCTION

Background

The overall level of housing provision for Gloucestershire as set out in the adopted Structure Plan Second Review is for about 50,000 new dwellings 1991-2011. Of this total about 9900 dwellings are allocated to Tewkesbury Borough. After the deduction of existing commitments and completions (5929 dwellings as at 1st January 2003) and windfalls (393 dwellings), this leaves sites to be found for approximately 3578 new dwellings within the Borough.

Within Tewkesbury Borough the Structure Plan strategy seeks to steer the majority of new development to the Central Severn Vale. In particular, Policy H5 calls for a major extension to the south of the existing urban area to the south of Brockworth, whilst Policy H4 indicates that elsewhere in the Borough most development will be provided within and adjacent to Tewkesbury / Ashchurch. Elsewhere new development should take place in or adjacent to principal settlements at locations which provide opportunities to maximise the use of public transport. In rural areas Policy H6 requires that residential development in settlements should be well integrated with the existing form and framework of the settlement without adverse impact on the setting of the settlement or intrusion into the surrounding countryside. Provision should be confined to those settlements which have access to or can provide sufficient employment opportunities and community facilities and are well served by public transport. Residential development elsewhere will be strictly controlled.

RPG10 Regional Planning Guidance for the South West (September 2001) identifies Principal Urban Areas which offer the best opportunity for accommodating the majority of development in a sustainable way. Within Gloucestershire, Gloucester and Cheltenham are defined as PUAs and which will form the focus for new development within the County. Where this is not possible, development should be in the form of planned urban extensions. Outside the PUAs, towns should be designated to act as local service centres, while smaller towns and villages in rural areas should provide for local needs.

National planning policy guidance places a clear emphasis on sustainability and establishes a sequence for site selection which should be followed in identifying new housing allocations. The strategy to meet the strategic requirement for approximately 3578 dwellings to 2011 as set out in Policy HOU1 seeks to make a positive contribution to a more sustainable pattern of development by focussing growth more strongly on the Central Severn Vale / Principal Urban Areas than previous versions of the Local Plan, and subject to a comparative sustainability assessment of potential sites. This included the assessment of Green Belt sites as identified in the Inspector's Report. Policy HOU1 sets out the sequential approach adopted, and the role of the urban capacity study.

In working towards the implementation of the Regional Spatial Strategy and the new Local Development Frameworks, it will be necessary to engage in a process of joint working with Cheltenham Borough Council in order to assess the potential for strategic mixed development in cross border locations such as Uckington / Swindon Village.

One of the key objectives of the Local Plan is to ensure that new developments exhibit a high standard of design and layout which both respect the character and setting of the locality, and make a positive contribution to the townscape. There will be a strong objection to schemes which propose inappropriate standard estate-type solutions, particularly within villages.

Design and development briefs will be prepared for each allocated housing site in consultation with interested parties and will be taken into account as a material consideration in the determination of planning applications. These briefs will set out detailed design requirements as well as, where appropriate, set guidelines on the form of development, including the mix of housing and the need for affordable housing.

Objectives

- To allocate sufficient land to meet the strategic housing requirement, and to ensure that new developments are successfully assimilated into their local context in terms of design, layout and dwelling mix.
- To provide clear guidance on locations appropriate in principle for new residential development.
- To ensure a high standard of amenity in new residential development proposals whilst making most efficient use of available land.
- To encourage the provision of affordable and special needs housing to meet identified local needs.
- To ensure that new development takes place in locations where existing and planned services can accommodate additional growth.

Implementation

Preparation of design and development briefs for the housing allocations set out in HOU1. Development control and housing functions of the Borough Council.

Monitoring

Annual assessment of housing land availability and completions co-ordinated through the Gloucestershire Residential Land Availability Study, and the findings of the Borough-wide Housing Needs Survey. Assessment of the outcome of planning applications and appeals.

HOUSING POLICIES

HOU1-HOU16

SUBJECT: HOUSING ALLOCATIONS

POLICY HOU1

LAND IS IDENTIFIED TO ACCOMMODATE UP TO 3579 DWELLINGS 01.01.2003 TO 30.06.2011 AS DEFINED ON THE PROPOSALS MAP. THE DISTRIBUTION OF DWELLINGS BETWEEN THE IDENTIFIED SITES IS AS FOLLOWS:

<u>SITE</u>	<u>POLICY</u>	<u>DWELLINGS</u>	<u>PHASING</u>
BROCKWORTH / HUCCLECOTE	BR1	1400	2001-2011
BROCKWORTH PRIMARY SCHOOL	BR4	33	2001-2011
WATERMEAD, BROCKWORTH	BR6	60	2001-2011
ST JOHN'S AVE / PARTON RD, CHURCHDOWN	CH3	55-	2001-2011
HUCCLECOTE ROAD, HUCCLECOTE	HU1	60	2001-2011
NOVERTON LANE / MILL LANE, SOUTHAM PARISH	SO1	120	2001-2011
DEAN FARM, BISHOPS CLEEVE	BI2	165	2001-2011
WOODMANCOTE	WO1	130	2001-2011
HILL VIEW NURSERIES, SHURDINGTON	SD1	12	2001-2011
NORTHWAY GARAGES SITE,	AC1	20	2001-2011
NORTHWAY LANE, NORTHWAY	AC2	124	2001-2011
BREDON ROAD, TEWKESBURY	TY5	280	2001-2011
GREENWAYS, WINCHCOMBE	WN1	35	2001-2011
BROCKWORTH DISTRICT CENTRE	BR3	185	2001-2011
MILL LANE BROCKWORTH	BR5	120	2001-2011
M & G SPORTS GROUND / MIDDLE FARM, BADGEWORTH	BA1	350	2007-2011
FARM LANE / LECKHAMPTON LANE SHURDINGTON	SD2	360	2007-2011
BARBRIDGE NURSERIES, UCKINGTON	UC1	70	2001-2011
TOTAL DWELLINGS		<u>3579</u>	

TWO SITES – BA1, AND SD2 ARE PHASED TO THE LATTER PART OF THE PLAN PERIOD 2007 TO 2011. PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT OF THE BA1 SITE IN ADVANCE OF A COMPREHENSIVE REVIEW OF THE GREEN BELT AS REQUIRED BY RPG10, PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT OF THE SD2 SITE PRIOR TO ITS IDENTIFICATION AS AN APPROPRIATE LOCATION FOR STRATEGIC DEVELOPMENT THROUGH THE RSS PROCESS.

Reasoned Justification

Land is identified to meet the requirements of the Gloucestershire Structure Plan Second Review. This identified the need to provide about 9900 dwellings within Tewkesbury Borough. The net dwelling requirement is calculated as follows:-

	Dwellings
Structure Plan Second Review dwelling requirement mid1991-mid2011	9900
Completions mid 1991-end 2002	-4530
Existing commitments at 1 st Jan 2003	- 1399
Expected windfall -2003 mid 2011	- 393
	<u>3578</u>

Windfalls are calculated on the basis of the methodology as set out in the Gloucestershire Housing Monitor 2003. This identifies all brownfield sites not identified through the local plan process and calculates an annual windfall average based on data for the previous 5 years and multiplied (in the first 5 year period only) by 65% to take account of completions arising from new consents. The Urban Capacity Study (February 2002) was used at the Inquiry to inform the windfall debate and as a check on the windfall estimate as set out in the Revised Deposit.

The housing allocations to meet this residual requirement have been identified to provide a sustainable strategy, taking account of government guidance which states that local planning authorities should follow a search sequence, starting with the re-use of previously-developed land and buildings within urban areas, then urban extensions, and finally new development around nodes in good public transport corridors. RPG10 looks to focus most development at the Principal Urban Areas of Gloucester and Cheltenham (which includes the settlements of Longford, Innsworth, Churchdown, Brockworth and Hucclecote). This is a more focussed approach than that of the Gloucestershire Structure Plan Second Review which uses the more general concept of the Central Severn Vale. The proposed review of the Structure Plan, the Structure Plan Third Alteration (to 2016) follows the PUA approach. This document proposed that Bishops Cleeve be included as part of the Cheltenham PUA, although the Panel Report following the EIP recommended that this was inappropriate. All sites have been subject to a full comparative assessment of their sustainability.

Details of the land allocations are set out as local policies relating to each specific site, with the precise boundaries defined on the Proposals Map. Development Concept Statements will be prepared for each site in consultation with interested parties and will be taken into account as a material consideration in the determination of planning applications. Each local policy also identifies the anticipated phasing for each site, as required by government guidance in PPG3.

In order to ensure that the development of potentially more sustainably located sites is not prejudiced, two sites are phased to the latter part of the plan period (2007-2011), these are Middle Farm/M&G sportsground and Farm Lane / Leckhampton Lane. Planning permissions will not be released for these sites prior to their identification as part of the sustainable extensions to the PUAs to be identified through a comprehensive review of the Green Belt. This will ensure that the strategy of the emerging Regional Spatial Strategy is not compromised. The phasing element of HOU1 will be kept under review and be monitored on an annual basis in order to fulfil the plan, monitor, manage approach set out in PPG3. If the SD2 site is identified as part of a sustainable urban extension through the Green Belt review process then a process of joint working with Cheltenham Borough will be entered into in order to develop an appropriate comprehensive mixed development scheme for the area.

The Borough Council will ensure that development proposals are of a high quality design which reflects local character and materials, and integrates successfully into the existing settlement. Detailed design requirements will be set out in the Development Concept Statements, which will also, where appropriate, set guidelines on the form of development, including the mix of housing in terms of dwelling size and type, and the need for affordable housing in accordance with Policy HOU13. It is intended that these will have the status of supplementary planning guidance and be subject to public consultation.

SUBJECT: LARGER SETTLEMENTS CONTAINING A PRIMARY LEVEL OF COMMUNITY FACILITIES AND SERVICES

Policy HOU2

WITHIN ASHCHURCH, BISHOPS CLEEVE, BROCKWORTH, CHURCHDOWN, HUCCLECOTE, INNSWORTH, LONGFORD, NORTHWAY, FARM LANE / LECKHAMPTON LANE (SHURDINGTON PARISH), TEWKESBURY, HAYDEN ROAD (UCKINGTON PARISH), WINCHCOMBE AND WOODMANCOTE RESIDENTIAL DEVELOPMENT PROPOSALS WILL BE SUPPORTED WITHIN THE RESIDENTIAL DEVELOPMENT BOUNDARIES AS DEFINED ON THE PROPOSALS MAP, PROVIDED THAT SUCH DEVELOPMENT CAN BE SATISFACTORILY INTEGRATED WITHIN THE FRAMEWORK OF THE SETTLEMENT, SUBJECT TO OTHER LOCAL PLAN POLICIES AND OTHER MATERIAL CONSIDERATIONS.

IN ALL CASES NEW DEVELOPMENT MUST BE SYMPATHETICALLY DESIGNED IN HARMONY WITH THE SCALE AND CHARACTER OF THE SETTLEMENT, AND NOT ADVERSELY AFFECT THE CHARACTER OF THE SETTLEMENT BY THE REMOVAL OF STRUCTURES OR BUILDINGS OF INTEREST OR THE LOSS OF AN IMPORTANT OPEN SPACE OR OTHER FEATURE.

Reasoned Justification

The settlements listed in the policy have been identified following a review of their function in relation to national, regional and structure plan policies, and an assessment against a range of criteria relating to their level of services and facilities, including a good level of accessibility by public transport to surrounding urban areas.

The precise area to which this policy relates is defined by means of a residential development boundary on the Proposals Map. This will generally encompass the majority of the built-up area of the town or village although, exceptionally, small areas, perhaps because of environmental or other factors, may be excluded from the area within which this policy applies.

Where proposals within the residential development boundaries are acceptable in principle, detailed proposals will be assessed against development control criteria and other local plan policies. They will also need to demonstrate that no adverse impact will be produced by reason of, for example, the environment, visual impact, traffic or the amenities of neighbouring uses, and must be able to be satisfactorily integrated within the settlement as a whole (i.e. in relation to existing development lying both within or outside the residential development boundary). New development should make provision for adequate sewerage and sewage disposal facilities.

It is important to emphasise that new development must respect its surroundings rather than imposing standard urban design solutions which are often inappropriate within villages. This relates not only to the need for variety in terms of dwelling design, but also to the treatment of the spaces around and between dwellings (such as the construction of boundary walls using appropriate materials) and access arrangements where urban highway standards may be incongruous.

Residential development proposals for sites lying outside the residential development boundary will be assessed in accordance with Policy HOU4 (other settlements/rural areas).

SUBJECT: OTHER VILLAGES (INFILLING ONLY) POLICY HOU3

WITHIN ALDERTON, APPERLEY, ASHLEWORTH, DUMBLETON, GOTHERINGTON, GRETTON, HIGHNAM, MAISEMORE, SHURDINGTON AND TWYNING RESIDENTIAL DEVELOPMENT WILL BE RESTRICTED TO INFILLING [I.E. THE FILLING OF AN UNDER-DEVELOPED PLOT IN AN OTHERWISE BUILT-UP FRONTAGE BY NOT MORE THAN TWO DWELLINGS] WITHIN THE RESIDENTIAL DEVELOPMENT BOUNDARY AS DEFINED ON THE PROPOSALS MAP. SUCH DEVELOPMENT MUST NOT ADVERSELY AFFECT THE CHARACTER OF THE SETTLEMENT BY THE REMOVAL OF STRUCTURES OR BUILDINGS OF INTEREST OR THE LOSS OF AN IMPORTANT OPEN SPACE OR OTHER FEATURE, NOR COMPROMISE ENVIRONMENTAL QUALITY. RESIDENTIAL DEVELOPMENT WITHIN THOSE SETTLEMENTS NOT IDENTIFIED AS BEING APPROPRIATE FOR INFILL DEVELOPMENT NOR LISTED IN POLICY HOU2 WILL BE ASSESSED IN ACCORDANCE WITH POLICY HOU4.

Reasoned Justification

The overall context for new residential development within rural settlements as set out in the Gloucestershire Structure Plan Second Review is one of restraint with a strategy that resists additional residential development in villages without adequate facilities.

The settlements to which this policy applies are those which do not have an adequate level of services and facilities, including a good level of accessibility by public transport to surrounding urban areas, but where there are basic facilities and some limited provision for development to meet the needs of rural communities, as opposed to urban housing needs, would be justified.

The precise area to which this Policy relates is defined by means of a residential development boundary on the Proposals Map. This will generally encompass the majority of the built-up area of the village although, exceptionally, small areas, perhaps because of environmental or other factors, may be excluded from the area within which this policy applies.

In order to secure a type and scale of residential development that would be appropriate new development will be restricted to infilling. Where infilling proposals within the residential development boundaries are acceptable in principle (or redevelopment proposals involving a net gain of one or two dwellings on an under-developed infill site), they will also be assessed against other local plan policies and other material considerations. Proposals must demonstrate that no adverse environmental, visual or traffic impact will be produced or the amenities of neighbouring uses adversely affected. Particular emphasis will be placed on securing a high quality design and layout which reflects and complements the existing rural character of the village. New development should make provision for adequate sewerage and sewage disposal facilities.

Residential infill development proposals for sites lying outside the residential development boundary will be assessed in accordance with Policy HOU4 (other settlements/rural areas).

SUBJECT: OTHER SETTLEMENTS/RURAL AREAS POLICY HOU4

OUTSIDE THE RESIDENTIAL DEVELOPMENT BOUNDARIES OF THOSE SETTLEMENTS AS DEFINED IN POLICIES HOU2 AND HOU3, AND THE VILLAGE FRAMEWORKS OF SNOWSHILL AND STANTON AS DEFINED IN POLICIES SN1 AND SA1 RESPECTIVELY, NEW RESIDENTIAL DEVELOPMENT WILL ONLY BE PERMITTED WHERE SUCH DWELLINGS ARE ESSENTIAL TO THE EFFICIENT OPERATION OF AGRICULTURE OR FORESTRY, INVOLVE THE ACCEPTABLE CONVERSION OF AN EXISTING BUILDING, OR THE PROVISION OF AFFORDABLE HOUSING IN ACCORDANCE WITH POLICY HOU14.

Reasoned Justification

In accordance with government advice and the general approach to new development within the rural areas as set out in the Structure Plan, the local plan seeks to prevent sporadic development. Such an approach seeks both in environmental terms to protect the countryside for its own sake, as well as on sustainability grounds in respect of, for example, concentrating new development in locations where development already exists and is properly serviced, and minimising unnecessary vehicle movements.

Outside those areas defined in Policies HOU2 and HOU3 identified on the Proposals Map as being appropriate in principle for residential development, proposals will be assessed against the more restrictive approach set out in HOU4. This applies to those settlements not defined as villages for the purposes of residential development policy, hamlets and small groups or ribbons of development and settlements washed over by the Green Belt. Redevelopment proposals will be assessed in terms of the replacement dwellings policy as there will normally be a presumption against a net increase in the number of dwelling units.

Where, exceptionally, new dwellings are permitted (such as in accordance with Policy HOU14), such proposals will be assessed against other policies of the local plan and other material considerations.

Where settlements are defined in the Parish Insets as being of such high environmental quality that a more restrictive approach to the assessment of proposals for new residential development is appropriate, a village framework is defined. Within these areas new residential development will not be permitted, including proposals for the construction of agricultural workers dwellings or affordable housing which would otherwise be acceptable in principle. Village frameworks have been defined for Snowhill and Stanton (see Policies SN1 and SA1).

SUBJECT: NEW HOUSING DEVELOPMENT WITHIN EXISTING RESIDENTIAL AREAS
POLICY HOU5

THE DEVELOPMENT OR REDEVELOPMENT OF AREAS COVERED BY POLICIES HOU2 AND HOU3 FOR RESIDENTIAL USE WILL BE ACCEPTABLE IN PRINCIPLE PROVIDED THAT THE PROPOSAL:

- (i) RESPECTS THE EXISTING FORM AND CHARACTER OF THE ADJACENT AREA AND STREET SCENE, WITH ANY INCREASE IN DENSITY OR EXTENT OF BUILT DEVELOPMENT INTEGRATING HARMONIOUSLY WITH SURROUNDING LAND USES;
- (ii) DOES NOT RESULT IN AN UNACCEPTABLY LOW DEGREE OF RESIDENTIAL AMENITY FOR EXISTING OR PROPOSED DWELLINGS;
- (iii) IS OF HIGH QUALITY DESIGN, LAYOUT AND MATERIALS; AND
- (iv) MAKES PROVISION FOR APPROPRIATE PEDESTRIAN, CYCLE AND VEHICLE ACCESS AND PARKING ARRANGEMENTS IN ACCORDANCE WITH THE COUNCIL'S PARKING POLICY CONSISTENT WITH THE CHARACTER OF THE AREA.

PROPOSALS FOR THE DEVELOPMENT OF BACKLAND WILL BE ASSESSED AGAINST THESE CRITERIA ALTHOUGH THE DEVELOPMENT OF SITES LOCATED BETWEEN EXISTING DWELLINGS AND OPEN COUNTRYSIDE WILL NOT BE ACCEPTABLE. WHERE EXISTING BUILDINGS ARE DEMOLISHED IN ADVANCE OF THE APPROVAL OF REDEVELOPMENT PROPOSALS, SUCH PROPOSALS WILL BE ASSESSED IN THE LIGHT OF THE ORIGINAL BUILT FORM, DISCOUNTING THE EFFECT OF ANY DEMOLITION.

Reasoned Justification

The Local Plan encourages the development or redevelopment of unused or underused land within those areas acceptable in principle for residential development. Development in such locations can contribute to a more efficient use of urban land, is likely to be close to existing facilities, employment and infrastructure, while simultaneously reducing the need for green field development. While selective demolition and redevelopment can open up sites and realise their full potential, demolition on sensitive sites will not automatically mean that permission will subsequently be granted for redevelopment at a higher density.

One form of development covered by this policy is often referred to as backland development. Such development may be defined as the residential development of land within a built-up area behind existing road frontage development, often on sites previously land locked following development on the frontage or involving surplus land (e.g. former garden land). This definition only relates to sites within existing built-up areas; it does not apply to sites sandwiched between existing dwellings and open countryside.

Where new dwellings are proposed within residential areas which have either been laid out or developed historically in a manner which it is desirable to retain or complement, proposals which are unsympathetic to the overall character or harmony will not be permitted. This policy will apply to proposals to add new dwellings into an existing historic street, or to proposals within modern housing estates which have been laid out as a single entity incorporating a characteristic density or layout which if not reflected by new dwellings, would result in the development of a discordant feature within an otherwise harmonious layout.

Potential sites often include large gardens, open spaces and trees which make a major contribution to the character of an area and may be of nature conservation value. To produce a successful scheme in such circumstances, a high standard of design is required. Design solutions will be encouraged which introduce an appropriate mix of built forms and urban space which successfully integrate with and enhance the existing environment and habitats whilst not adversely affecting the residential amenity of existing and future residents (e.g. in terms of overlooking or overshadowing), and seek to retain local biodiversity.

Ensuring adequate vehicular access into a site without adversely affecting the character of the area is often a key issue, such as through the introduction of new access roads, sight lines and turning facilities. Where in all other respects a scheme is acceptable, it may be preferable in design terms to restrict the intrusive impact of facilities for vehicular access and on-site parking, provided that adequate provision is made as part of an overall scheme (e.g. off-site parking) and residential amenity is not adversely affected. In order to encourage modes of transport other than the car, new housing should make provision for access by foot and cycle.

Tandem development is a specific form of backland development consisting of one house immediately behind another and sharing the same access. This is generally unsatisfactory given the difficulties of access to the house at the back and disturbance and lack of privacy suffered by the house in front.

SUBJECT: REFURBISHMENT OF EXISTING DWELLINGS
POLICY HOU6

THE RETENTION, REPAIR AND REFURBISHMENT OF EXISTING DWELLINGS IN THE COUNTRYSIDE WILL BE ENCOURAGED, PARTICULARLY WHERE DWELLINGS ARE OF HISTORIC SIGNIFICANCE OR MAKE A POSITIVE CONTRIBUTION TO THE LANDSCAPE. ALTERATIONS OR EXTENSIONS WHICH REQUIRE PLANNING PERMISSION WILL BE PERMITTED PROVIDED THE EXISTING DESIGN, CHARACTER, SETTING AND SCALE OF THE DWELLING IS NOT ADVERSELY AFFECTED AND APPROPRIATE BUILDING MATERIALS ARE USED; WITHIN THE AREA OF OUTSTANDING NATURAL BEAUTY, SPECIAL LANDSCAPE AREA AND LANDSCAPE PROTECTION ZONE NORMALLY NATURAL, TRADITIONAL OR RECLAIMED MATERIALS MUST BE USED.

THIS POLICY DOES NOT APPLY TO LISTED BUILDINGS, OR TO BUILDINGS PREVIOUSLY USED AS DWELLINGS AND SUBSEQUENTLY ABANDONED.

Reasoned Justification

Whilst seeking to encourage the appropriate re-use of existing dwellings, the policy is also intended to discourage prospective developers seeking to effectively create a large new family house in place of small traditional cottage in both the Severn Vale and Cotswolds parts of the Borough. In some cases the Council would wish to see small traditional dwellings, which have historic significance or which make a positive contribution to the rural landscape, retained. Where extensions are subject to planning control they should not detract from the scale or character of the existing dwelling or harm the landscape. Design policies will also apply with particular care needing to be taken within rural areas.

While appropriate building materials should be used, this does not mean that traditional materials will necessarily be required (e.g. repairs which cannot be seen).

It should be noted that replacement/refurbished dwellings policies do not apply to listed buildings (see policies HEN10 – HEN14) or to buildings which have previously been used as dwellings and subsequently abandoned. Four recognised tests of abandonment are the physical condition of the dwelling, any intervening use other than residential, the length of time the building has not been lived in and the intentions of the owner over the years.

SUBJECT: REPLACEMENT DWELLINGS POLICY HOU7

THE REBUILDING AND REPLACEMENT OF EXISTING DWELLINGS IN LOCATIONS WHERE THE CONSTRUCTION OF NEW HOUSES WOULD OTHERWISE BE UNACCEPTABLE WILL BE PERMITTED PROVIDED THAT:-

- (A) THE REPLACEMENT DWELLING IS OF SIMILAR SIZE AND SCALE TO THE EXISTING DWELLING
- (B) THE REPLACEMENT DWELLING RESPECTS THE SCALE AND CHARACTER OF EXISTING CHARACTERISTIC PROPERTY IN THE AREA AND HAS NO ADVERSE IMPACT ON THE LANDSCAPE
- (C) NORMAL DEVELOPMENT CONTROL STANDARDS IN RELATION TO ASPECTS SUCH AS DESIGN, MATERIALS, ENVIRONMENTAL IMPACT, PARKING AND RELATIONSHIP TO ADJOINING USES ARE SATISFIED.

WITHIN THE AREA OF OUTSTANDING NATURAL BEAUTY AND SPECIAL LANDSCAPE AREA STRICT DESIGN CONTROLS WILL BE APPLIED GIVEN THE PRIORITY ACCORDED TO PROTECTION OF THE LANDSCAPE, INCLUDING THE USE OF APPROPRIATE BUILDING MATERIALS, NORMALLY NATURAL, TRADITIONAL OR RECLAIMED MATERIALS.

Reasoned Justification

The rebuilding and replacement of existing dwellings (including sub-standard dwellings and those dwellings incapable of economic repair) should not result in the introduction of large scale dwellings of alien design and inappropriate materials which may harm the local environment, and form incongruous features in the wider landscape setting. The requirement that the replacement dwelling should be of a similar size and scale to the existing means that normally the number of bedrooms in the new building would not be expected to exceed those of the original. Strict

controls and guidelines should help ensure obviously poor designs are rejected and measures are taken to avoid harm to the landscape through the introduction of domestic paraphernalia within curtilages in sensitive landscapes although the Council will encourage the introduction of high quality contemporary design. The insistence on appropriate materials and designs will help protect the open countryside and special landscapes within which new development may not normally be a common feature. The use of reclaimed materials may help integrate a replacement dwelling into the surrounding landscape. Permitted development rights may be removed to enable control to be exercised over future extensions and the curtilages of dwellings.

It should be noted that replacement/refurbished dwellings policies do not apply to listed buildings or to buildings which have previously been used as dwellings and subsequently abandoned. Four recognised tests of abandonment are the physical condition of the dwelling, any intervening use other than residential, the length of time the building has not been lived in and the intentions of the owner over the years. Where replacement is considered appropriate and a more appropriate site is identified the Authority will seek to enter into a legal agreement requiring that the original dwelling is demolished.

SUBJECT: DOMESTIC EXTENSIONS
POLICY HOU8

EXTENSIONS TO EXISTING DWELLINGS WILL BE PERMITTED PROVIDED THAT:

1. THE PROPOSAL RESPECTS THE CHARACTER, SCALE, AND PROPORTION OF THE EXISTING OR, WHERE APPROPRIATE, THE ORIGINAL DWELLING.
2. THE DETAILED DESIGN REFLECTS OR COMPLEMENTS THE DESIGN AND MATERIALS OF THE EXISTING DWELLING.
3. THE PROPOSAL DOES NOT RESULT IN INADEQUATE CAR PARKING OR MANOEUVRING SPACE.
4. THE PROPOSAL DOES NOT HAVE AN UNACCEPTABLE IMPACT ON ADJACENT PROPERTY AND THE PROTECTION OF RESIDENTIAL AMENITY, IN TERMS OF BULK, MASSING, SIZE, AND OVERLOOKING.
5. THE PROPOSAL RESPECTS THE CHARACTER AND APPEARANCE OF SURROUNDING DEVELOPMENT.

WHERE AN EXTENSION IS CAPABLE OF BEING OCCUPIED AS A SEPARATE RESIDENTIAL UNIT, THE GRANT OF PLANNING PERMISSION WILL NORMALLY BE SUBJECT TO A CONDITION RESTRICTING ITS USE TO BEING ANCILLARY TO THE MAIN DWELLING.

Reasoned Justification:

The Borough Council is concerned that domestic extensions should generally respect the character of the existing dwelling in terms of the scale, form and bulk of the proposed extension and the materials used. Where the dwelling has been extended in the past, the Borough Council will have regard to the character, scale and proportion of the original building. Problems may arise in both urban areas in respect of residential amenity and within the rural areas where large or unsympathetic extensions to traditional cottages can have a significant effect on both the character of the existing dwelling and its immediate locality.

The intent of this policy is not to stifle imaginative design solutions which will be encouraged where they contribute to the character and visual interest of a building or townscape, but to discourage inappropriate designs such as large over-dominant extensions.

Where a proposal is designed in such a form as to enable the extension to be occupied as a self-contained dwelling unit, such as accommodation for elderly relatives, but is unsuitable for general residential use, the Borough Council will normally only grant permission subject to a condition preventing its future use as a separate unit unconnected with the main dwelling.

While this policy relates to all extensions, proposals within the Green Belt and Area Of Outstanding Natural Beauty will only be acceptable in principle if they comply with Policies GRB1 and LND1 respectively. Detailed criteria in respect of listed buildings, conservation areas and the conversion of agricultural buildings are set out elsewhere in the Local Plan.

Proposals which involve the introduction of dormer windows or other alterations to the roof line resulting in an increased internal volume will be treated as an extension and assessed in accordance with this policy. Garages and outbuildings ancillary to the dwelling will similarly be treated as extensions and assessed against this policy, with particular emphasis placed on siting and design.

Borough-wide design guidance, including advice on good practice in respect of residential extensions, will be prepared as a Supplementary Planning Document.

SUBJECT: CONVERSIONS/SUB-DIVISION
POLICY HOU9

THE CONVERSION OR SUB-DIVISION OF EXISTING DWELLINGS TO PROVIDE AN INCREASED NUMBER OF RESIDENTIAL UNITS (INCLUDING ELDERLY PERSONS ACCOMMODATION) WILL BE PERMITTED PROVIDED THAT:

- (i) THE RESIDENTIAL AMENITY OF NEARBY PROPERTIES IS NOT ADVERSELY AFFECTED
- (ii) APPROPRIATE STANDARDS OF AMENITY, PRIVACY, PARKING AND PEDESTRIAN, CYCLE AND VEHICLE ACCESS ARE PROVIDED;
- (iii) THE CHARACTER OF THE EXISTING BUILDING IS RESPECTED, AND ADEQUATE PROVISION MADE FOR SOUND INSULATION BETWEEN PROPOSED DWELLINGS AND EXISTING AND ADJACENT PROPERTY.
- (iv) THE CHARACTER AND APPEARANCE OF LISTED BUILDINGS ARE NOT ADVERSELY AFFECTED, ALTERATIONS TO SUCH BUILDINGS ARE KEPT TO THE MINIMUM NECESSARY, WITH ARCHITECTURAL FEATURES RETAINED.
- (v) ANY EXTENSIONS ARE OF A HIGH DESIGN STANDARD, AND DO NOT INVOLVE THE LOSS OF THE ARCHITECTURAL INTEGRITY OF AN INDIVIDUAL BUILDING OR GROUP OF BUILDINGS, OR THEIR SETTINGS.
- (vi) THE PROPOSAL DOES NOT RESULT IN AN UNACCEPTABLE LEVEL OF VEHICULAR MOVEMENTS WHICH WOULD ADVERSELY AFFECT THE SAFETY OR THE SATISFACTORY OPERATION OF THE HIGHWAY NETWORK.

Reasoned Justification

The Borough Council will support the more intensive use of existing dwellings provided that such proposals accord with the criteria as set out in the policy which are designed to protect the

amenity of residents and the character and appearance of the existing building. This policy will apply to proposals for the conversion or sub-division of dwellings to provide accommodation for elderly persons; Policy HOU11 relates to new purpose built accommodation. Proposals involving the conversion of outbuildings such as stable blocks and coach houses within the curtilage of any existing dwelling, will similarly be acceptable in principle, although in appropriate circumstances their suitability for use for car parking should be investigated as the preferred option, particularly where this would remove the need for the construction of new garages. This policy should be considered, where appropriate, in the context of the relevant Green Belt, conservation, landscape and listed building policies. See also Policies AGR6 and AGR7 relating to the re-use and adaptation of rural buildings.

SUBJECT: CHANGE OF USE OF AGRICULTURAL LAND TO RESIDENTIAL CURTILAGE
POLICY HOU10

THE BOROUGH COUNCIL WILL NOT PERMIT THE CHANGE OF USE OF AGRICULTURAL LAND TO RESIDENTIAL CURTILAGE UNLESS:

- THERE IS NO ADVERSE ENVIRONMENTAL OR VISUAL IMPACT ON THE FORM, CHARACTER OR SETTING OF THE SETTLEMENT
- THERE IS NO SIGNIFICANT ENCROACHMENT INTO THE SURROUNDING COUNTRYSIDE, AND
- THE FORM OF THE EXTENSION IS NOT INCONGRUOUS WITH THE CHARACTERISTIC PATTERN OF SURROUNDING GARDENS

Reasoned Justification

Care must be taken when assessing proposals for the extension of residential gardens into agricultural land to ensure that this does not adversely affect the environment of the area through, for example, both the domestic landscaping of the garden, but also the future introduction of features such as sheds, areas of hardstanding, drying areas or garages. Within the Green Belt and Area of Outstanding Natural Beauty such proposals will not normally be permitted given the objectives of these designations. Where permission is granted in accordance with this policy, this must not be taken to imply that the enlarged curtilage is automatically appropriate for the extension of the existing dwelling, or the construction of new buildings. Such proposals will be assessed in relation to the relevant policies of the Local Plan.

SUBJECT: ELDERLY PERSONS' ACCOMMODATION (INDEPENDENT UNITS)/ SPECIAL
NEEDS HOUSING
POLICY HOU11

ELDERLY PERSONS FLATS, SHELTERED HOUSING OR SIMILAR ACCOMMODATION AND SPECIAL NEEDS HOUSING WILL BE ACCEPTABLE ON SITES APPROPRIATE FOR RESIDENTIAL DEVELOPMENT PROVIDED THAT SUCH SCHEMES MEET DISABLED ACCESS REQUIREMENTS, AND ARE LOCATED CLOSE TO COMMUNITY, SHOPPING AND PUBLIC TRANSPORT FACILITIES. CAR PARKING WILL BE PROVIDED IN ACCORDANCE WITH THE COUNCIL'S CAR PARKING STANDARDS. APPLICANTS MAY BE ASKED TO ENTER INTO AN AGREEMENT UNDER S106 OF THE TOWN AND COUNTRY PLANNING

ACT 1990 TO RESTRICT THE MINIMUM AGE OF OCCUPANTS WHERE A REDUCED CAR PARKING STANDARD HAS BEEN ACCEPTED.

Reasoned Justification

The Borough Council will support the provision of the full range of dwellings for the elderly and special needs, and recognises the importance of locating such facilities within easy reach of retail, community and public transport facilities. Where schemes are designed in accordance with the specific needs of the elderly (e.g. wheelchair access, emergency alarms, and features such as specially designed baths) and will be provided with a reduced parking standard, the Council will require the applicants to enter into a legal agreement to restrict the minimum age of the occupants. This minimum age will normally be 55 years. Those with special needs would include the elderly and other groups of people with particular needs for support, which might be resident or visiting.

The conversion of existing buildings to provide accommodation for elderly persons is covered by Policy HOU9.

This policy does not apply to nursing homes or residential care homes for the elderly and similar establishments where accommodation is provided on a communal basis, and where proximity to retail and community facilities is not necessary.

See also Policy GNL16 regarding disabled access.

SUBJECT: MOBILE HOMES
POLICY HOU12

APPLICATIONS FOR THE USE OF LAND FOR THE SITING OF MOBILE HOMES OR RESIDENTIAL CARAVANS OR THE EXTENSION OF EXISTING SITES WILL BE ASSESSED IN ACCORDANCE WITH THE CRITERIA RELATING TO NEW RESIDENTIAL DEVELOPMENT. PERMISSION WILL NOT BE GRANTED FOR THE REPLACEMENT OF EXISTING MOBILE HOMES/RESIDENTIAL CARAVANS (OR SITES WITH THE BENEFIT OF AN EXTANT PERMISSION) BY DWELLINGS ON SITES WHERE RESIDENTIAL DEVELOPMENT IS INAPPROPRIATE. PERMANENT EXTENSIONS TO MOBILE HOMES/RESIDENTIAL CARAVANS, WITH THE EXCEPTION OF STORM PORCHES AND GARAGES WILL NOT BE PERMITTED.

Reasoned Justification

Modern mobile homes are defined in Circular 12/78 as "factory built single storey dwellings installed on a concrete slab (but not normally fixed on foundations) and connected to mains electricity and the site water supply and drainage system. Once installed they are not usually moved". Existing mobile homes represent an important element of the overall housing stock of the Borough. However, in planning terms, when assessing whether replacement of mobile homes by dwellings is appropriate, it is important to disregard the existing use/permission, and to assess the site as if it were appropriate for new residential development. New, or the extension to existing, residential caravan sites in the Green Belt will not be permitted.

Mobile homes for agricultural workers will also be assessed against Policy AGR2.

SUBJECT: AFFORDABLE HOUSING

POLICY HOU13

THE OVERALL BOROUGH-WIDE TARGET FOR THE PROVISION OF AFFORDABLE DWELLINGS DURING THE PLAN PERIOD IS ABOUT 1320 DWELLINGS TO BE DELIVERED THROUGH THE LOCAL PLAN. THIS WILL BE SOUGHT WITHIN THE FRAMEWORK SET BY NATIONAL PLANNING POLICY GUIDANCE, GOVERNMENT CIRCULARS AND OTHER ADVICE.

THE BOROUGH COUNCIL WILL SEEK TO NEGOTIATE WITH DEVELOPERS ON ALLOCATED AND UNALLOCATED HOUSING SITES TO PROVIDE LOW COST MARKET AND/OR SUBSIDISED HOUSING THAT WILL BE AVAILABLE TO HOUSEHOLDS WHO CANNOT AFFORD TO RENT OR BUY HOUSES AVAILABLE IN THE EXISTING HOUSING MARKET.

IN ORDER TO ADDRESS THE DEMONSTRATED LACK OF AFFORDABLE HOUSING ACROSS THE BOROUGH, THE BOROUGH COUNCIL WILL SEEK TO NEGOTIATE WITH DEVELOPERS FOR THE PROVISION OF AN ELEMENT OF AFFORDABLE HOUSING ON SITES OF 15 OR MORE DWELLINGS OR ON SITES IN EXCESS OF 0.5 HECTARE. WITHIN SETTLEMENTS WITH A POPULATION OF 3,000 OR FEWER, THE THRESHOLD WILL BE 5 DWELLINGS.

Reasoned Justification

The Tewkesbury Borough Housing Needs Survey (ORS 1998) identified a shortfall of social housing within the Borough of 551 dwellings 1998-2003. This figure was projected forward to arrive at a total of 1322 dwellings 1998-2011. The requirement for social housing is only one component of overall housing market requirements identified by the Housing Needs Survey. As the Local Plan will not provide sufficient affordable housing to meet needs during the plan period, in order to be realistic in terms of likely provision during the plan period, the requirement for social housing figure is used as a proxy for total affordable need. More updated information on affordable housing needs provided in the Ark Report (2000) confirmed that this target was reasonable.

Registered Social Landlords (RSLs) have a vital role in the delivery and management of affordable housing, although the Council as housing authority will also seek to harness the potential of other modes of delivery, as appropriate and through the use of targeted programmes. Where RSLs are not involved, planning decisions for affordable housing would need to include arrangements to control occupancy in accordance with advice set out in paragraph 12 of Circular 6/98. Housing requirements will vary across the Borough in relation to the operation of local housing markets and certain areas are influenced by the close proximity of Gloucester and Cheltenham and hope values. In all cases sites will be assessed in relation to the Housing Needs Survey, updated as appropriate by local surveys and other relevant information. Existing housing market partnership initiatives will be fostered and developed, so that the assessment and delivery of affordable housing in market areas, especially where they straddle administrative boundaries, will be more effective.

Affordable housing is defined in terms of the relationship between housing costs and household incomes rather than by specified tenures, and is housing that is provided at a cost which would be accessible to those households identified as being in housing need and currently excluded from participating in the market because of their lack of resources. It can be provided as both housing for rent and as low cost home ownership (either as shared ownership, other forms of low cost home ownership, or low cost market housing for sale). Within the context of the local housing market in the Borough, affordable housing is defined as representing a home ownership at a price for a two bedroom property, equivalent to 2.5 times average household income in Gloucestershire for: (a) household comprising 1 full-time skilled manual worker and 1 part time semi-skilled manual worker or, (b) a rent level equal to or less than the Housing Corporation rent

cap. The appropriateness of the affordability definition will be kept under review; if necessary the Council will seek to bring forward an updated formula, either by means of Supplementary Planning Guidance or as part of a formal review of the Plan.

The guiding criteria for negotiations on the provision of affordable housing are set out in paragraph 10 of Circular 6/98. Affordable housing will normally be subsidised to meet these affordability criteria. Where affordable housing needs can more effectively be met elsewhere other than on the potential development site under consideration (either on an alternative site or within a nearby settlement perhaps with a better range of facilities), then, exceptionally, the Borough Council may be prepared to negotiate ways of securing alternative provision elsewhere. There will also be other potential sources of supply that may help to meet the need for affordable dwellings, for example, making the best use of existing stock and/or conversions of existing buildings. The Housing Strategy Statement, combined with regular monitoring, has an important role to play in the overall approach to the provision of affordable housing. The Borough Council will seek to ensure that designs and layouts seamlessly integrate affordable housing and general market housing on sites.

In terms of the appropriate size threshold for windfall sites above which affordable housing contributions will be negotiated, Circular 6/98 advises schemes of 25 or more dwellings, or sites of 1 hectare or more. A lower threshold may be appropriate where local exceptional constraints can be justified, provided it is not less than 15 dwellings or 0.5 hectare. Within those settlements in rural areas with populations of 3000 or fewer, the local planning authority should adopt appropriate thresholds. Given the small number of large windfall sites which come forward in either the bigger parishes or those of less than 3000 population (a figure which is likely to further diminish as a consequence of the policies of this local plan), a relatively low threshold is appropriate in order to address part of the shortfall of identified housing needs particularly in those parts of the Borough where there is little scope for securing affordable accommodation by any other means. For this reason, the policy refers to a threshold of 15 dwellings, and 5 dwellings within smaller settlements. In all cases sites will be assessed against the detailed findings of the Housing Needs Survey, updated as appropriate by the Ark Report, local surveys and other relevant information.

An application for planning permission for development which forms part of a more substantial potential development on the same land or adjoining land, will be treated as an application for planning permission for the more substantial development. In respect of high-density specialist housing, neither the local plan policy nor government advice exempts specialist sheltered housing from affordable housing requirements. The Borough Council will consider the level of need for such housing in the area, and whether the proposed units will be affordable in terms of the definition of affordability. Further guidance will be contained in the proposed affordable housing SPG.

SUBJECT: AFFORDABLE HOUSING (EXCEPTIONS SCHEMES)
POLICY HOU14

EXCEPTIONALLY THE LOCAL PLANNING AUTHORITY WILL PERMIT, SUBJECT TO A LEGAL AGREEMENT AND/OR PLANNING CONDITION, RESIDENTIAL DEVELOPMENT WHICH CAN BE DEMONSTRATED TO MEET IN PERPETUITY A PARTICULAR LOCAL NEED THAT CANNOT BE MET IN ANY OTHER WAY. PROPOSED SITES SHOULD BE SMALL IN SIZE AND LOCATED IN OR ADJOINING VILLAGES OR SETTLEMENTS WHERE THERE ARE ADEQUATE LOCAL FACILITIES, INCLUDING PUBLIC TRANSPORT SERVICES, FOR RESIDENTIAL SCHEMES WHERE THE OCCUPATION CAN BE CONTROLLED IN THE LONG TERM.

Reasoned Justification

The Tewkesbury Borough Housing Needs Survey (ORS 1998) highlighted the particular difficulties faced by those on low incomes in securing affordable accommodation in the rural areas, where there are both very few opportunities provided through local plan allocations or on windfall sites, and where housing costs are high. Within these areas rural exceptions schemes will provide the only realistic means of securing affordable housing to both meet local needs and achieve viable and balanced communities. Where a specific need has been identified, either for a village or closely related group of settlements, this policy will, as an exception to normally restrictive planning policies, enable small sites within or adjacent to existing villages, to be released in order to provide affordable housing in perpetuity. The Borough Council will assess the suitability of sites in relation to the scale and character of the specific village in liaison with the local parish council/parish meeting. Either through the involvement of a registered social landlord or by some other appropriate means, the Council would wish to be satisfied that the affordable housing could be enjoyed by successive as well as the initial occupiers of the scheme. Rented housing will be restricted, through binding legal agreements and/or planning conditions, to ensure that local households, or those with local connections, are accorded priority in both initial and subsequent lettings. General market housing or mixed developments consisting of high value housing used to cross-subsidise affordable housing on the same site are inappropriate on exceptions sites. While low cost market housing which meets the Council's affordability definition may be appropriate, its appropriateness will depend on local needs.

In accordance with government advice as set out in PPG3 affordable dwellings granted permission in accordance with this policy will be in addition to the overall strategic housing requirement.

As within the Green Belt there is a general presumption against inappropriate development, and as this area by definition lies close to the built up areas of Gloucester and Cheltenham, it is unlikely that there will be any occasions where rural exceptions schemes will be appropriate within the Green Belt.

SUBJECT: TRAVELLERS' SITES

POLICY HOU15

WITHIN THE EXISTING AUTHORISED TRAVELLERS' SITES AS DEFINED ON THE PROPOSALS MAP, PLANNING PERMISSION WILL ONLY BE GRANTED FOR DEVELOPMENT DIRECTLY RELATED TO THE NEEDS OF TRAVELLERS. APPLICATIONS FOR ADDITIONAL TRAVELLER PROVISION THROUGH EITHER NEW SITES OR EXTENSIONS TO AUTHORISED SITES WILL BE GRANTED PROVIDED THERE IS:

- SAFE AND CONVENIENT ACCESS TO AND FROM THE PRINCIPAL HIGHWAY NETWORK
- ADEQUATE PROVISION FOR ON SITE PARKING, TURNING AND SERVICING OF VEHICLES
- AVAILABILITY OF SERVICES
- NO ADVERSE IMPACT ON SITES OF NATURE CONSERVATION OR ARCHAEOLOGICAL INTEREST
- NO ENCROACHMENT ON THE OPEN COUNTRYSIDE
- CONSISTENCY WITH AGRICULTURE, COUNTRYSIDE AND LANDSCAPE PROTECTION POLICIES
- PROVISION FOR LANDSCAPING AND SCREENING

PROPOSALS SHOULD MAKE USE OF SITES WITH EXISTING BUILDINGS OR STRUCTURES OR DERELICT SITES AND BE WITHIN A REASONABLE DISTANCE OF LOCAL FACILITIES AND SERVICES. TRAVELLERS' SITES ARE NOT APPROPRIATE IN THE COTSWOLDS AREA OF OUTSTANDING NATURAL BEAUTY AND ARE NOT NORMALLY APPROPRIATE IN THE GREEN BELT.

PROPOSALS FOR THE PROVISION OF SITES FOR TRAVELLING SHOWPEOPLE WILL ALSO BE ASSESSED AGAINST THE ABOVE CRITERIA.

Reasoned Justification

These sites should be protected from other forms of development to ensure that adequate provision is retained for travellers' needs in terms of sites for settled occupation, temporary stopping places, and transit sites, as well as for employment related activities.

The six-monthly count of travellers' caravans highlights the high proportion of provision which is met within Tewkesbury Borough. At the January 2004 count, authorised sites (i.e. those with planning permission) accommodated 171 caravans. A further 39 caravans were located on unauthorised sites.

The Council considers that the number of places available on authorised sites should meet travellers' requirements during the plan period, although the Structure Plan Second Review suggests a possible need for a transit site in or near Gloucester. Where applications are received for new or the extension of existing sites, these will be assessed in accordance with the criteria as set out in this policy, other policies of the local plan and other material considerations.

Government advice on gypsy sites and planning as set out in Department of the Environment Circular 1/94 states that while local planning authorities should encourage private site provision through advice and practical help with planning procedures to travellers who wish to acquire their own land for development, "wherever possible, gypsies should be encouraged to consult authorities on planning matters before buying land on which they intend to camp and for which planning permission would be required." "The aim should be as far as possible to help travellers to help themselves, to allow them to secure the kind of sites they need, and thus help avoid breaches of planning control."

Sites may be found in rural or semi-rural settings but there should be no encroachment on the open countryside. Travellers' sites are not normally appropriate in Green Belts and will not be appropriate in areas of open land where development is severely restricted such as in Areas of Outstanding Natural Beauty or Sites of Special Scientific Interest. Sites should generally be located within reasonable distance of local services and facilities (e.g. shops, hospitals and schools), but great care needs to be taken to ensure consistency with agricultural, countryside and landscape protection policies, and to minimise noise and other disturbance resulting from the movement of vehicles to and from the site, the stationing of vehicles on the site and on-site business activities. The Council will seek adequate landscaping and screening of new sites to protect the character of the surrounding area. Other material considerations which will be looked at carefully include the long term acceptability of the site and its potential for integration with the existing local community.

While travelling showpeople are not gypsies, the site location requirements are similar in planning terms and therefore the same criteria will be applied to development proposals. Government advice is set out in Circular 22/91 Travelling showpeople.

SUBJECT: MINSTERWORTH TRAVELLERS' SITES
POLICY HOU16

THREE SITES IN MINSTERWORTH AT THE FORMER MUSHROOM FARM, HYGROVE LANE, LAND ON THE SOUTHERN SIDE OF HYGROVE LANE AND LAND AT CHERRY ORCHARD, OAKLE STREET ARE IDENTIFIED ON THE PROPOSALS MAP AS TRAVELLERS' SITES. THE OCCUPATION OF THE SITES SHALL BE RESTRICTED TO SUCH PERSONS.

THE NUMBER OF CARAVANS/MOBILE HOMES ON THESE SITES MUST NOT EXCEED THE FOLLOWING:

FORMER MUSHROOM FARM, HYGROVE LANE - 13

HYGROVE LANE (SOUTH SIDE) - 9

CHERRY ORCHARD, OAKLE STREET - 6

NO COMMERCIAL USES WILL BE PERMITTED ON THE SITES. THE IMPLEMENTATION OF HIGH QUALITY LANDSCAPING SCHEMES FOR THE SITES AND HIGHWAY IMPROVEMENTS ALONG HYGROVE LANE WILL BE REQUIRED.

Reasoned Justification

Following the break-up of The Ryders site in 1988, there are currently three unauthorised gypsy sites used for settled occupation in Minsterworth. A fourth site was the subject of injunctive action resulting in the cessation of residential occupation. All of the families have a long association with the Minsterworth area, although two of the family groups have resided elsewhere for certain periods following the closure of The Ryders site.

Circular 1/94 advises that local planning authorities should wherever possible identify locations for gypsy sites in local plans. In deciding where to provide for gypsy sites, locations might be considered outside existing settlements, but within a reasonable distance of local services and facilities. Paragraph 14 states that "many sites may be found in rural or semi-rural settings, but care needs to be taken to ensure consistency with agricultural and countryside policies." Consideration should also be given to highway issues. The Borough Council is also mindful of the views of local residents who are concerned that the planning system should be seen to operate fairly in relation to all groups in society.

The core families on these three sites have long-established links with the village. However, it would be unreasonable to provide for more distant members of widely-extended families with less direct links with Minsterworth, and therefore, given the capacity of the sites, the numbers of caravans/mobile homes which can be provided are limited. The figures for the number of caravans/mobile homes on each site is an average of the last six counts (from July 2001 – January 2004), given the need to take account of seasonal and other fluctuations.

The details of necessary highway improvements to Hygrove Lane such as the provision of passing spaces, or improvements to the A48 junction will require further investigation.

GREEN BELT

Background

Central government has remained committed to the concept of Green Belts since their introduction in 1955. Current guidance as set out in PPG2 re-emphasises the five purposes of the Green Belt:

- to check the unrestricted sprawl of large built-up areas
- to safeguard the surrounding countryside from further encroachment
- to prevent neighbouring towns from merging into one another
- to preserve the special character of historic towns
- to assist in urban regeneration.

Green Belts are also seen as having a positive role in providing access to open countryside for a variety of outdoor leisure pursuits. While they may contain areas of attractive landscape, the quality of the rural landscape is not necessarily an important factor in their continued protection. Detailed boundaries should be altered only exceptionally, and should normally endure beyond local plan timescales.

In Gloucestershire, a Green Belt between Gloucester and Cheltenham was first proposed in 1957 and later formally approved as part of the County Development Plan Quinquennial Review in 1968. The 1981 Structure Plan confirmed the retention of the Green Belt between Gloucester and Cheltenham as well as an extension to the north of Cheltenham to separate Cheltenham from Bishops Cleeve. The commitment to the Green Belt is currently set out in Policy GB1 of the Structure Plan Second Review.

At the local level the detailed boundaries of the current Green Belt within Tewkesbury Borough were originally defined in the Green Belt Interim Policy Statement (1980); a non-statutory document prepared in advance of Structure Plan approval. This was eventually superseded following adoption of the following 3 statutory local plans.

- (a) Gloucester North Environs Local Plan (1983)
- (b) Cheltenham Environs Local Plan (1986)
- (c) North Vale Green Belt Local Plan (1990)

The Tewkesbury Borough Local Plan to 2011 is the first statutory document to encompass the whole of the Green Belt within the Borough. The Green Belt has been successful in terms of retaining openness and restricting urban sprawl and inappropriate development.

The strategy of urban focus in RPG10 indicates the need to accommodate new housing allocations in locations from which a wide range of services, including educational, employment, recreational and retail, are accessible by a range of modes of transport. It is only possible to allocate the Borough's strategic housing requirement in such locations by using a limited range of well located Green Belt sites as part of the strategy. This is due to the degree to which the Green Belt constrains the areas peripheral to Cheltenham and Gloucester within the Borough. This provides the justification for the exceptional circumstances through which land may be released from the Green Belt for development as recommended by the Local Plan Inquiry Inspector (see also the Housing Introduction). The exceptional circumstances justifying the use of some Green Belt sites as part of the Plan's strategy are set out below:

PPG2 advises that where local plans are being revised and updated, existing Green Belt boundaries should not be changed unless alterations to the structure plan have been approved, or other exceptional circumstances exist, which necessitate such revision. When drawing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns of development, and consider the consequences (for example in terms of car travel) of the spatial location of new development.

The exceptional circumstances can be summarised under three key headings:

1) The need to allocate sufficient sites at the PUAs to meet RPG10 & structure plan requirements in locations which accord with the criteria set out in PPG3, & the lack of appropriate sites which meet both the locational criteria & the dwelling residual requirement.

2) Aspects of the characters of the Green Belt sites proposed for inclusion in HOU1 contribute to the justification for their allocation. The Middle Farm / M&G sports ground site, and the Mill Lane, Brockworth site are both enclosed on the edge of the built up area by roads which form a strong defensible boundary to the countryside beyond. The Hillview Nurseries site is substantially covered in buildings and offers the opportunity to return part of this already developed area to open green land .

3) The RPG10 requirement to critically review the Green Belt & remove land from the Green Belt for development if, on balance, this would provide the most sustainable solution for accommodating future development requirements. This has been done within the Borough area to 2011 & Green Belt sites identified which do not compromise essential Green Belt objectives.

With the PUA emphasis, absence of any alternative strategic locational guidance (Bishops Cleeve for example is specifically excluded from the Cheltenham PUA), & paucity of potential non-Green Belt sustainable options, the Local Plan is unable to meet its housing requirements without the use of Green Belt. The local planning authority, following on from the Inspector's recommendations, has critically examined the sustainability merits of potential sites and other material considerations, and identified Green Belt locations where development would minimise any impact on critical Green Belt objectives. A strategic County-wide Green Belt assessment to indicate possible future directions of growth to 2026 was undertaken by the Gloucester-Cheltenham Joint Study Area as part of their input into the Regional Spatial Strategy. The 2007 phasing of the strategic scale Local Plan Green Belt and safeguarded land sites provides the opportunity to review these allocations should the Green Belt review conclude that these were inappropriate.

PPG2 advises that if an alteration is proposed to the general extent of the Green Belt, then the Secretary of State will wish to be satisfied that opportunities for development within the urban areas contained by and beyond the Green Belt has been considered. Sites on the edge of the PUAs must take account of development opportunities and phasing within Gloucester and Cheltenham:

Gloucester

Housing land availability situation as at 1.04.2004:

Structure Plan requirement m1991 to m2011 = 10,250

Completions 6,677

Local Plan allocations (net of completions/commitments) = 1,186

Other commitments = 6,356 (4,075 by m2011)

Urban capacity/windfall = 642

The housing land availability situation indicates a significant potential overprovision in relation to the Structure Plan requirement of 2,330 dwellings to m2011 (plus a further 2,281 commitments anticipated post m2011). The Gloucester UCS (March 2003) identified 175 dwellings on 4 greenfield sites which were excluded on the basis that the Structure Plan Third Alteration has a strategy of no additional urban extensions. Of these, 129 dwellings on the 2 largest sites now have planning permission. The City is concerned about deliverability, particularly in relation to the potential allocation of Hunts Grove to the south of the City (within Stroud District), and the impact on the implementation of RAF Quedgeley, and therefore on completion of the Gloucester SW Bypass, which could in turn delay major regeneration proposals within the City centre.

Cheltenham

Housing land availability situation as at 1.04.2004:

Structure Plan requirement m1991 to m2011 = 7,350

Completions = 4,424

Local Plan allocations = 478

Other commitments = 1,947 (of which 190 at GCHQ Oakley unlikely to be built by m2011, while a 30 dwelling allowance is made for dwelling losses)

Urban capacity/windfall = 1,222 (1,700 – 478 LP sites).

Despite a relatively small number of local plan allocations, Cheltenham has a residential oversupply of 721 dwellings to m2011. The Borough Council therefore do not need to allocate other potential sites within or adjacent to the urban area such as Starvehall Farm (300) or safeguarded land at Leckhampton (450-550), or to use Green Belt within the Borough such as at NW Cheltenham (2000).

In terms of both the Cheltenham and Gloucester urban areas there is in theory a case for undertaking a comparative assessment of sites across administrative areas, as, particularly in Cheltenham, more sustainable locations may be identified which arguably ought to be developed sooner as part of a comprehensive plan, monitor & manage approach. However, current mechanisms preclude the deferment or redistribution of district housing requirements as set out in the Structure Plan, and the Local Plan must identify land to meet its total allocation. There is no evidence that the proposed allocation or phasing of sites will prevent either previously developed or more sustainable options from coming forward within the PUs. Within Cheltenham potential strategic locations are not currently being promoted by the Borough Council (or supported by the Local Plan Inspector), given the identified level of urban capacity/windfall; it is therefore not anticipated that these predominantly small, urban sites will be directly affected by the scale of greenfield allocations proposed in the Tewkesbury Borough Local Plan. In Gloucester there are concerns about phasing in relation to the Southern Bypass. However, greenfield sites on the northern fringe will not affect this specific issue, and would provide a balance in terms of housing choice.

The suggested test of exceptional necessity is met by the fact that to reallocate the Green Belt sites elsewhere in the Borough would result in an unsustainable strategy contrary to government advice, Regional Guidance and the Structure Plan.

In relation to whether or not it is appropriate in policy terms to use Green Belt, the Development Plan comprises the Structure Plan Second Review and the more up-to-date RPG10 – the latter provides a clear steer for future development proposals which the Borough Council has addressed, is confirmed by the GOSW Direction and which the County Council should take into account in any revisions to the Structure Plan Third Alteration.

A number of minor Green Belt boundary changes are also proposed in order to resolve historic anomalies. These are detailed within the policies.

The policies in this chapter will only apply within the 19 Parishes within the plan area whose areas include part of the Green Belt.

These are:

Badgeworth
Bishops Cleeve
Boddington
Brockworth
Churchdown
Down Hatherley
Elmstone Hardwicke

Hucclecote
Innsworth
Leigh
Longford
Norton
Shurdington

Staverton
Stoke Orchard
Twigworth
Uckington
Southam
Woodmancote

Objectives

- To protect the openness of the Gloucestershire Green Belt.
- To maximise the use and enhance the appearance of the Gloucestershire Green Belt consistent with overall Green Belt objectives.

Implementation

Development control function of the Borough Council.

Monitoring

Assessment of the outcome of planning applications and appeals relating to sites within the Green Belt.

GREEN BELT POLICIES

GRB1-GRB5

SUBJECT: GREEN BELT POLICY GRB1

IN THE GREEN BELT, PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT OTHER THAN:

- a) THE CONSTRUCTION OF NEW BUILDINGS FOR THE FOLLOWING PURPOSES:
 - i) NECESSARY FOR THE EFFICIENT USE OF AGRICULTURE OR FORESTRY;
 - ii) ESSENTIAL FACILITIES FOR OUTDOOR SPORT AND OUTDOOR RECREATION, FOR CEMETERIES AND OR OTHER USES OF LAND WHICH PRESERVE THE OPENNESS OF THE GREEN BELT AND WHICH DO NOT CONFLICT WITH THE PURPOSES OF INCLUDING LAND WITHIN IT; AND
 - iii) LIMITED EXTENSION, ALTERATION OR REPLACEMENT OF DWELLINGS PROVIDED THAT ANY EXTENSION OR ALTERATION DOES NOT RESULT IN DISPROPORTIONATE ADDITIONS OVER AND ABOVE THE SIZE OF THE ORIGINAL BUILDING AND THAT ANY REPLACEMENT IS NOT MATERIALLY LARGER THAN THE DWELLING IT REPLACES.

- b) THE RE-USE OF BUILDINGS PROVIDED:
 - i) IT DOES NOT HAVE A MATERIALLY GREATER IMPACT THAN THE PRESENT USE ON THE OPENNESS OF THE GREEN BELT AND THE PURPOSES OF INCLUDING LAND IN IT;
 - ii) THE PROPOSAL DOES NOT INCLUDE ANY EXTENSION TO THE BUILDING OR THE ASSOCIATED USE OF LAND SURROUNDING THE BUILDING WHICH WOULD CONFLICT WITH THE OPENNESS OF THE GREEN BELT AND THE PURPOSES OF INCLUDING LAND IN IT;
 - iii) THE BUILDING IS OF PERMANENT AND SUBSTANTIAL CONSTRUCTION AND IS CAPABLE OF CONVERSION WITHOUT MAJOR OR COMPLETE RECONSTRUCTION; AND
 - iv) THE FORM, BULK AND GENERAL DESIGN OF THE BUILDING IS IN KEEPING WITH THE SURROUNDINGS

- c) THE CARRYING OUT OF AN ENGINEERING OR OTHER OPERATION OR THE MAKING OF A MATERIAL CHANGE IN THE USE OF LAND PROVIDED THAT IT MAINTAINS THE OPENNESS OF THE GREEN BELT AND DOES NOT CONFLICT WITH THE PURPOSES OF INCLUDING LAND IN IT.

Reasoned Justification

This policy reflects government advice as set out in PPG2 and applies throughout the Green Belt, including within those settlements located entirely within the designation. Infilling development will not be permitted within those settlements washed over by the Green Belt. Any buildings or structures must be strictly ancillary to the permitted Green Belt use, and of a size, design and siting which minimises their impact on both openness and in visual terms. The construction of new buildings for essential facilities should be genuinely required for uses of land which preserve the openness of the Green Belt and do not conflict with the purposes of including land in it. Possible examples of such facilities include small changing rooms or unobtrusive spectator accommodation for outdoor sport, or small stables for outdoor sport and outdoor recreation where they are ancillary to the enjoyment of a dwelling-house or a working farm, and of an appropriate design and materials.

SUBJECT - DELETIONS FROM GREEN BELT
NEW POLICY GRB2

THE FOLLOWING SITES AS DEFINED ON THE PROPOSALS MAP WILL BE DELETED FROM THE GREEN BELT.

- A. HILLVIEW NURSERIES, SHURDINGTON
- B. LAND WEST OF SMITHS INDUSTRIES, SOUTHAM PARISH
- C. LAND AT CHELTENHAM ROAD EAST, CHURCHDOWN
- D. LAND AT ASHVILLE, CHELTENHAM ROAD EAST, CHURCHDOWN
- E. STAVERTON TECHNOLOGY PARK, STAVERTON
- F. LAND AT CHURCH LANE/SCHOOL LANE, SHURDINGTON
- G. LAND AT FARM LANE, SHURDINGTON
- H. LAND AT MIDDLE FARM/M&G SPORTSGROUND, BADGEWORTH PARISH
- I. LAND AT LONGFORD/INNSWORTH
- J. LAND AT HUCCLECOTE ROAD, HUCCLECOTE
- K. LAND AT MILL LANE, BROCKWORTH

Reasoned Justification

The detailed boundaries of the Green Belt were defined in three separate adopted local plans; Gloucester North Environs Local Plan (1983), Cheltenham Environs Local Plan (1986) and North Vale Green Belt Local Plan (1990).

The Borough Council remains fully committed to supporting the Green Belt and whilst recognising that boundaries should be altered only exceptionally, has taken the opportunity afforded by the Tewkesbury Borough Local Plan to 2011 to remove some anomalies which have arisen in relation to detailed boundaries as well as formally removing the Green Belt designation on the small brownfield housing site at Hill View Nurseries, Shurdington (Policy SD1).

The detailed justification for each of the Green Belt deletions is as follows:

Hill View Nurseries, Shurdington (0.36ha): Existing nurseries allocated for residential development; land at rear to be restored to open countryside.

West of Smiths Industries, Southam Parish (5.2ha): Employment land to be removed from Green Belt so as to provide a clear and consistent boundary and to help maintain the competitiveness of a key local employer, in conjunction with two new additional areas of Green Belt.

Cheltenham Road East, Churchdown (0.24ha): Small area of developed land is excluded so as to form a clear boundary to the Green Belt consistent with the boundary elsewhere along the north-eastern edge of Churchdown.

Ashville, Cheltenham Road East, Churchdown (1.14ha): Developed land and land with the benefit of planning permission for employment uses is excluded in order to form a clear and consistent boundary around the edge of the employment "island" within the Green Belt.

Staverton Technology Park, Staverton (4.6ha): Development of a former hostel as a well established business park means site should be excluded in the same way as for the other major employment designations in the vicinity.

Church Lane/School Lane, Shurdington (0.65ha): Small area of developed land is excluded so as to form a clear boundary to the Green Belt in this part of Shurdington.

Farm Lane, Shurdington (1.79ha): Built up area on south-eastern side of Shurdington Road completely enclosed by Farm Lane which will provide a clear edge to the Green Belt.

Middle Farm/M&G sportsground, Badgeworth Parish: Land allocated for residential development.

Longford/Innsworth: Land allocated for residential development.

Hucclecote Road, Hucclecote: Land allocated for residential development.

Mill Lane, Brockworth: Land allocated for residential development.

See also Policy GRB3 - Additions to Green Belt.

SUBJECT: ADDITIONS TO GREEN BELT
NEW POLICY GRB3

THE FOLLOWING SITES AS DEFINED ON THE PROPOSALS MAP ARE ADDED TO THE GREEN BELT:-

- A LAND ADJACENT PAGETS ROAD, BISHOPS CLEEVE
- B NORTHERN EDGE, INNSWORTH CAMP, CHURCHDOWN PARISH
- C OPEN SPACE OFF BRANDON CLOSE, CHURCHDOWN
- D LAND BETWEEN PARTON ROAD AND BROOKFIELD LANE, CHURCHDOWN
- E LAND ADJACENT RUGBY CLUB, BROOKFIELD ROAD, CHURCHDOWN
- F LAND AT JOHN DANIELS WAY, CHURCHDOWN
- G LAND AT THE GREEN, CHURCHDOWN
- H PLAYING FIELD BETWEEN BLENHEIM ORCHARD AND SHURDINGTON ROAD, SHURDINGTON
- I LAND SOUTH OF SMITHS INDUSTRIES, SOUTHAM PARISH
- J LAND NORTH OF SMITHS INDUSTRIES, BISHOPS CLEEVE

Reasoned Justification

The detailed boundaries of the Green Belt were defined in three separate adopted local plans: Gloucester North Environs Local Plan (1983), Cheltenham Environs Local Plan (1986) and North Vale Green Belt Local Plan (1990). Whilst recognising that boundaries should be altered only exceptionally, the Borough Council has taken the opportunity afforded by the Tewkesbury Borough Local Plan to 2011 to remove some anomalies which have arisen so as to create well-defined long term boundaries.

The detailed justification for each of the Green Belt additions is as follows:

Pagets Road, Bishops Cleeve (1.1ha): Railway land included so as to form a consistent boundary between the Green Belt and the edge of the built-up area.

Northern Edge, Innsworth Camp, Churchdown Parish (3.2ha): Land between the Green Belt and outer perimeter of Innsworth Camp included so as to provide a clear and consistent boundary.

Open Space off Brandon Close, Churchdown (2.9ha): Substantial open space attached to the adjacent Green Belt; its designation as Green Belt would provide a clearer, more logical boundary in this location.

Land Between Parton Road and Brookfield Lane, Churchdown (3.2ha): Operational railway land included so as to form a consistent boundary with the edge of the built-up area.

Land Adjacent Rugby Club, Brookfield Road, Churchdown (0.18ha): Site on the edge of the built-up area containing agricultural buildings and currently bisected by the Green Belt boundary; small addition to Green Belt will resolve existing anomaly and create a clear boundary.

Land at John Daniels Way, Churchdown (1.1ha): Operational railway land included so as to form a consistent boundary with the edge of the built-up area.

Land at The Green, Churchdown (1.2ha): Land located within the Special Landscape Area comprising an attractive group of buildings around the green; its designation as Green Belt would ensure a consistency of treatment with adjacent land.

Playing field between Blenheim Orchard and Shurdington Road, Shurdington (2.6ha): Substantial open space attached to the adjacent Green Belt; its designation as Green Belt would provide a clearer, more logical boundary in this location.

South of Smiths Industries, Southam Parish (1.16ha): Land outside the employment area to be designated as Green Belt so as to create a clearer, more consistent boundary.

North of Smiths Industries, Bishops Cleeve (0.22ha): Small area of land outside the employment site to be added to the Green Belt so as to form a clear and consistent boundary.

See also Policy GRB2: Deletions from Green Belt.

EMPLOYMENT

Background

This chapter addresses the land use planning issues associated with job creation and the requirements of new and existing employers as they respond and adapt to changing economic circumstances. While employment issues have traditionally been concerned with industrial and office jobs, it is important to consider the full range of employment needs, although specific land use policies affecting, for example, shopping or tourism are dealt with within the relevant chapters.

The Plan's proposed approach to new employment development will help to reduce transport demand by enabling the provision of employment close to residential areas, where workers will be able to minimise their journey lengths and have the opportunity to use transport modes other than the private car.

The plan area has been and remains an attractive location for employment development given both its proximity to the population centres of Cheltenham and Gloucester, and the excellent transport and communication arteries within the Severn Vale. This is demonstrated by the number of older industrial areas such as those on the perimeter of Gloucestershire Airport, newer development such as Staverton Technology Park, and the development of Gloucester Business Park on the site of the former Gloster Trading Estate at Brockworth/Hucclecote. This latter site is of key importance to the employment requirements of not only the Borough, but Gloucestershire as a whole.

While the major employment areas and industrial sites will continue to play a central role, in a predominantly rural area the Local Plan must also support the creation of local, often small-scale employment opportunities in villages and more remote rural areas. Accessibility to employment opportunities is a key issue in both socio-economic terms and also in respect of the overall aim of decreasing dependency on the private motor car.

The Structure Plan Second Review's requirement for employment land within Tewkesbury Borough between 1991 and 2011 is "about 160 hectares". In mid 2003 the available employment land within the Borough totalled some 193.13 hectares. It is considered that whilst there is no overall shortfall of employment land in terms of the strategic requirement, there remains a need in certain parts of the Borough for an additional allocation of employment land where there is a local shortfall, in the interests of reducing transport demand.

Objectives

- To maintain and enhance the economic vitality of the Borough
- To meet the strategic employment land requirements of the Gloucestershire Structure Plan Second Review
- To encourage the provision of small scale employment uses on suitable sites in rural areas
- To encourage the provision and maintenance of a wide range of employment site types
- To ensure that employment sites are developed in such a way as to safeguard local environmental quality
- To ensure that new development takes place in locations where existing and planned water services can accommodate additional growth.

Implementation

Development control function of the Borough Council. Provision of information and advice on the location of existing employment areas and premises, and details of current vacancies.

Monitoring

Assessment of the outcome of planning applications and appeals. Assessment of indicators of economic activity, categories of employment and travel-to-work data (e.g. unemployment trends and special workplace statistics).

EMPLOYMENT POLICIES
EMP1-EMP5

SUBJECT - MAJOR EMPLOYMENT SITES

POLICY EMP1

WITHIN EXISTING EMPLOYMENT SITES AS DEFINED ON THE PROPOSALS MAP, THE BOROUGH COUNCIL WILL SUPPORT PROPOSALS FOR BUSINESS (CLASS B1), GENERAL INDUSTRIAL (CLASS B2) OR WAREHOUSING (CLASS B8) USE. NEW DEVELOPMENT ON THESE SITES SHOULD BE ACCESSIBLE BY A CHOICE OF TRANSPORT MODES.

THE SEQUENTIAL APPROACH WILL BE APPLIED AS APPROPRIATE TO PROPOSALS FOR ALTERNATIVE USES. HOTEL AND GARAGE SERVICES/ VEHICLE SALES MAY BE ACCEPTABLE IN PRINCIPLE WITHIN THE MAJOR EMPLOYMENT SITES, ALTHOUGH PROPOSALS FOR RETAILING WILL BE RESISTED. LEISURE USES MAY BE APPROPRIATE WHERE THE SITE IS WELL LOCATED IN RELATION TO SETTLEMENTS AND EASILY ACCESSIBLE BY FOOT, CYCLE AND PUBLIC TRANSPORT.

WHERE EXISTING USES HAVE A SIGNIFICANT ADVERSE IMPACT ON ADJACENT RESIDENTIAL AREAS THE BOROUGH COUNCIL WILL SUPPORT PROPOSALS WHICH AMELIORATE THIS IMPACT, PARTICULARLY WHERE THIS INVOLVES THE RELOCATION OF THE EXISTING OPERATION TO AN APPROPRIATE ALTERNATIVE SITE. IN SUCH CIRCUMSTANCES, NEW EMPLOYMENT USES WOULD BE PREFERRED ALTHOUGH THE BOROUGH COUNCIL MAY BE PREPARED TO PERMIT APPROPRIATE ALTERNATIVE USES.

Reasoned Justification

Existing employment areas at Bishops Cleeve / Southam, Staverton / Churchdown, Brockworth / Hucclecote, Innsworth, Uckington, Tewkesbury / Ashchurch and Toddington are defined on the Proposals Map. This policy seeks to retain the attractiveness of these areas as the prime locations for industrial development within the Borough. While in certain locations, and subject to other policies of the plan, other uses such as hotels, leisure or garage services/vehicle sales may be appropriate, the Borough Council will resist retailing proposals. The retailing policies of the local plan seek to protect and enhance the existing town and local shopping centres primarily by steering new development to these areas. Employment centres are not generally well sited in terms of these existing centres, or as well served by public transport..Other employment uses not falling into Classes B1, B2 and B8 will also need to be provided for. Such uses may be acceptable although careful consideration will need to be accorded to any potential adverse impact on the amenity of both residents and other nearby businesses. See also Policies TPT1 and TPT13.

SUBJECT: EMPLOYMENT USES WITHIN SETTLEMENTS OUTSIDE ALLOCATED SITES

POLICY EMP2

WITHIN SETTLEMENTS BUT OUTSIDE AREAS DEFINED IN POLICY EMP1, PROPOSALS FOR NEW, OR THE EXTENSION OF EXISTING EMPLOYMENT USES WILL BE GRANTED WHERE:

- A. ANY INCREASE IN TRAFFIC CAN BE ACCOMMODATED BY THE EXISTING TRANSPORT NETWORK, IN PARTICULAR PUBLIC TRANSPORT;
- B. SATISFACTORY VEHICULAR ACCESS, ADEQUATE PARKING AND MANOEUVRING SPACE CAN BE PROVIDED;
- C. RESIDENTIAL AMENITY OF NEIGHBOURING PROPERTIES IS NOT ADVERSELY AFFECTED.

- D. THE SCALE AND DESIGN COMPLEMENTS THE EXISTING TOWNSCAPE; AND
- E. ENVIRONMENTAL IMPACT IS MINIMISED.
- F. THERE IS PROVISION FOR SAFE AND CONVENIENT ACCESS BY PEDESTRIANS, CYCLISTS AND PUBLIC TRANSPORT USERS.

IN RESPECT OF PROPOSALS FOR NEW EMPLOYMENT USES, THE USE MUST REMOVE OR REDUCE THE DETRIMENTAL IMPACT OF ANY EXISTING USES UPON THE AMENITY OF THE SURROUNDING LAND.

Reasoned Justification

Whilst most new employment uses will be accommodated on identified employment sites, some proposals are likely to come forward elsewhere within settlements either on vacant sites or as the result of redevelopment. Great care must be taken in assessing the potential effects of such proposals on surrounding land users. It is also important to support new enterprises in villages provided that they are appropriate in scale, type and design and comply with the above criteria.

There are many instances of non-conforming uses within the plan area, e.g. an office building in the middle of a residential area. Many of these situations are not problematic and may be beneficial. However in some cases non-conforming uses can reduce the environmental quality of the surrounding area to an unacceptable degree by noise, smell, increased traffic or adverse visual impact. It is desirable, where such uses are a problem, to take advantage of opportunities to improve the situation and to avoid allowing it to deteriorate. This is in the interests of protecting the amenity enjoyed by users of the surrounding land.

SUBJECT: RURAL BUSINESS CENTRES

POLICY EMP3

WITHIN THE RURAL BUSINESS CENTRES AS DEFINED ON THE PROPOSALS MAP PROPOSALS TO REDEVELOP AND AMALGAMATE UNITS WILL NORMALLY BE RESISTED. ANY PROPOSALS TO EXPAND WITHIN THESE SITES MUST DEMONSTRATE THAT THE SMALL SCALE NATURE OF UNITS AND ACTIVITY ON THE SITE WILL BE RETAINED. PROPOSALS FOR NEW RURAL BUSINESS CENTRES, AND EXTENSIONS TO EXISTING ONES WILL BE ASSESSED IN ACCORDANCE WITH POLICY EMP4.

Reasoned Justification

Rural business centres are generally located within the countryside or adjacent to villages, often converted from existing farm buildings or the redevelopment of previously developed land, but in all cases characterised by the fact that they comprise a range of small-scale business units. As the individual businesses expand they will be expected to move to larger premises on allocated major employment sites.

Existing rural business centres within the Borough are the Knightsbridge Business Centre (Coombe Hill), Isbourne Business Park (Winchcombe) and The Steadings (Maisemore), Park Farm (Gretton), Highfield Farm (Deerhurst), Homedowns Achievement Park, Highnam Business Centre, Brockeridge Farm and Duddage Farm (Twynning) and Twigworth Court.

SUBJECT: RURAL EMPLOYMENT POLICY

POLICY EMP4

WITHIN THE RURAL AREAS NEW SMALL SCALE EMPLOYMENT USES APPROPRIATE TO THEIR LOCAL CONTEXT WILL BE PERMITTED PROVIDED THAT THEY ARE EITHER DIRECTLY RELATED TO

THE ESSENTIAL NEEDS OF AGRICULTURE, FORESTRY OR OTHER RURAL INDUSTRIES, WHERE IT CAN BE DEMONSTRATED THAT THERE ARE SPECIFIC REASONS WHY A RURAL LOCATION IS NECESSARY, OR MAKE USE OF SITES WITH EXISTING BUILDINGS OR STRUCTURES. IN ALL CASES PROPOSALS MUST:

- (A) BE CAPABLE OF SAFE AND CONVENIENT ACCESS BY ROAD WITHOUT DETRIMENT TO THE LOCAL HIGHWAY NETWORK,
- (B) BE WELL RELATED TO LOCAL RESIDENTIAL AREAS IN SUCH A WAY TO ALLOW ACCESS BY WALKING, CYCLING OR PUBLIC TRANSPORT.
- (C) BE, BY MEANS OF GOOD DESIGN, SITING AND APPROPRIATE LANDSCAPING, SATISFACTORILY ASSIMILATED INTO THE COUNTRYSIDE, AND
- (D) NOT LEAD TO ANY SIGNIFICANT ADVERSE EFFECT ON NEARBY RESIDENTIAL OR OTHER USES BY WAY OF NOISE, VIBRATION, POLLUTION, TRAFFIC GENERATION OR OTHER DISTURBANCE.

THE TREATMENT OF EXISTING BUILDINGS ON THE SITE WILL BE ASSESSED IN ACCORDANCE WITH POLICIES AGR6 AND AGR7.

ONCE ESTABLISHED, PROPOSALS RELATING TO NEW RURAL BUSINESS CENTRES WILL BE ASSESSED IN RELATION TO POLICY EMP3.

Reasoned Justification

Although it is recognised that most employment requirements should be met on the major allocated sites, there is also a growing need for new employment opportunities in rural areas due mainly to the continuing decline in agricultural employment opportunities.

New employment uses within or adjacent to rural settlements frequently cause problems of loss of amenity to residents due to increased traffic, noise and visual intrusion. Care must be taken in the design of systems to manage surface water run-off and to safeguard any potential pollutants on the site in order to avoid the risk of pollution from such development, reference should be made to the Environment Agency in the design of such schemes.

Rural employment opportunities may be better realised on carefully selected sites outside villages, where existing under-used developed, or derelict sites may be beneficially changed to an employment use. It is desirable, for example, for the achievement of conservation of historic farm complexes that new non-residential uses should be found for them which can retain their essential character. Provided that sites are limited in scale, are carefully integrated in the landscape and are suitably accessed, then these sites may make a valuable contribution to the rural economy. This approach will allow farmers to take advantage of increased opportunities for farm diversification which as well as helping to provide jobs may add to the attractiveness of the area for tourists. In addition, relatively small-scale bad neighbour uses may be accommodated without adverse effect upon the amenity of other land users if they are located outside settlements.

When assessing planning applications for the re-use or adaptation of rural buildings, the primary consideration will be whether the nature and extent of the new use proposed for the building is acceptable in planning terms. However, the national guidance set out in PPG7 (Annex D) also points out that it is not always appropriate to allow the re-use of new agricultural buildings.

"Evidence that a building is not redundant for its present use is not by itself sufficient grounds for refusing permission for a proposed new use. However, in circumstances where planning authorities have reasonable cause to believe that an applicant has attempted to abuse the system by constructing a new farm building

with the benefit of permitted development rights, with the intention of early conversion to another use, it will be appropriate to investigate the history of the building to establish whether it was ever used for the purpose for which it was claimed to have been built."

Employment uses appropriate to a rural area are defined as being of any type which creates jobs, which are small in scale and do not result in unacceptable environmental impact (including traffic impact) in a rural setting.

Within areas covered by landscape protection designations such schemes may still be acceptable but greater importance would be attached to their visual impact, and the impact of associated highway improvements.

SUBJECT: EXISTING EMPLOYMENT USES OUTSIDE SETTLEMENTS, ALLOCATED SITES AND RURAL BUSINESS CENTRES

POLICY EMP5

PROPOSALS FOR THE CHANGE OF USE OR REDEVELOPMENT OF EXISTING EMPLOYMENT SITES IN RURAL AREAS WILL BE ENCOURAGED WHERE THEY REDUCE THE ADVERSE ENVIRONMENTAL IMPACT CAUSED BY THE EXISTING USE ON THE AMENITY OF USERS OF THE SURROUNDING LAND. PROPOSALS WHICH CREATE OR EXACERBATE ADVERSE ENVIRONMENTAL IMPACT WILL BE RESISTED.

Reasoned Justification

Within the rural parts of the Borough there are a number of established non-conforming employment sites which are not allocated in the plan as being zoned for employment use. The reasons for their existence vary but most have a history which pre-dates the planning system. Such sites give rise to a variety of adverse environmental effects which it would be desirable to reduce or remove e.g. wider landscape impact, local noise, traffic impact and pollution.

This policy does not apply to existing small scale employment uses appropriate to a rural area, or to proposals involving residential use.

Whilst it would not be realistic for the Borough Council to seek to remove these uses, it is desirable to take advantage of opportunities to improve these situations where they arise. Planning briefs will be produced where this is appropriate. It is recognised that such sites often have local employment benefits and accordingly they should normally be expected to remain in employment use.

Some examples of sites covered by this policy are as follows:

The Park	Stoke Orchard
Bull Rubber	Fiddington
Culls Meadow	Toddington
Old Saw Mill Site	Toddington
Station Yard	Greet
Works near Hardwicke	Elmstone Hardwicke
Gilders Transport	Gretton

TRANSPORT

Background

There is a complex inter-relationship between the movement of people and goods. This will be affected by a local plan strategy which influences the use of land, the location of future development and transport infrastructure. Gloucestershire County Council's Local Transport Plan sets out the County Council's strategy for implementing a move towards more sustainable transport patterns within the County, evolving from the basis of the transport policies of the Structure Plan Second Review.

A critical relationship which forms the core of much of the sustainability debate is that between the freedom of choice offered by the private car, and the need, in terms of minimising the use of resources and production of pollutants, to promote an increase in walking, cycling and public transport trips.

An indication of the current situation can be obtained from the analysis of the 1991 Census:

<u>1991 Census Indicator</u>	<u>Tewkesbury Borough</u>
	%
Households with access to a car	80.7
Travel to work up to 4 kms	45.8
Travel to work 5-19 kms	47.3
Travel to work 20+ kms	6.9
Work trips using public transport	6.0
Work trips using cars	69.9
Work trips using motorbikes	2.4
Work trips using cycles	5.9
Work trips on foot	8.2

While these figures represent a number of key indicators only, they nevertheless emphasise the existing pattern of travel to work trips and their dominance by the private car. One of the objectives of the Local Plan is to critically assess the location of new development and infrastructure so as to gradually encourage a pattern of development which will result in both shorter trip lengths and decreased reliance on the private car.

This approach does not imply that the plan will be biased against the private car or measures to relieve highway problems adversely affecting many existing communities. A balanced set of policies are included which set out the Council's commitment to a variety of highway schemes to provide improved transport infrastructure and traffic relief to existing areas, while simultaneously promoting alternative modes of transport.

Objectives

- To encourage the increased use of public transport, cycling and walking
- To reduce the use of private motor vehicles
- To reduce average trip distances
- To improve the safety of highway users
- To encourage the implementation of a high quality public transport system to link the centres and suburbs of Cheltenham and Gloucester and their surrounding areas
- To move towards the creation of an integrated public transport network
- To alleviate traffic problems in historic town centres
- To ensure proper access and appropriate parking provision for all new development

Implementation

Much of the detailed implementation depends upon other bodies, primarily Gloucestershire County Council as Highway Authority, but also the Highways Agency in respect of motorways and trunk roads and the private sector regarding, for example, the provision of new infrastructure in association with development proposals, and the management of bus services.

Monitoring

The assessment of a range of transport indicators such as car ownership, trip length, level of emissions and public transport usage.

TRANSPORT POLICIES

TPT1 to TPT18

SUBJECT: ACCESS FOR DEVELOPMENT POLICY TPT1

DEVELOPMENT WILL BE PERMITTED WHERE:

- (a) PROVISION IS MADE FOR SAFE AND CONVENIENT ACCESS TO THE DEVELOPMENT BY PEDESTRIANS AND CYCLISTS;
- (b) AN APPROPRIATE LEVEL OF PUBLIC TRANSPORT SERVICE AND INFRASTRUCTURE IS AVAILABLE, OR CAN BE MADE AVAILABLE;
- (c) THE TRAFFIC GENERATED BY AND/OR ATTRACTED TO THE DEVELOPMENT, TOGETHER WITH THAT ARISING FROM OTHER EXISTING OR PLANNED DEVELOPMENT, WOULD NOT IMPAIR THE SAFETY OR SATISFACTORY OPERATION OF THE HIGHWAY NETWORK, AND
- (d) HIGHWAY ACCESS CAN BE PROVIDED TO AN APPROPRIATE STANDARD WHICH WOULD NOT ADVERSELY AFFECT THE SAFETY OR SATISFACTORY OPERATION OF THE HIGHWAY NETWORK, NOR CAUSE AN UNACCEPTABLE LOSS OF AMENITY TO USERS OF ADJACENT LAND.

Reasoned justification

Proposed development schemes should make provision for realistic, safe and easy access by a range of modes of transport. This will help to encourage the use of transport modes other than the private car, giving rise both to traveller safety improvements and also wider environmental benefits.

In the interests of public safety, it is essential that development is only permitted where the traffic generated can be safely accommodated by the transport network and the development itself be safely accessed. Guidance on the detailed design of accesses is set out in Gloucestershire County Council's publication Highway Requirements for Development.

SUBJECT: TRAFFIC CALMING

POLICY TPT2

WHERE TRAFFIC CALMING SCHEMES ARE PROPOSED THESE SHOULD BE DESIGNED WITH A FORM AND APPEARANCE APPROPRIATE TO THE VISUAL AND ENVIRONMENTAL CHARACTER OF THEIR SETTINGS.

IN LOCATIONS WITH AGRICULTURAL TRAFFIC, CARE MUST BE TAKEN IN THE DESIGN OF TRAFFIC CALMING SCHEMES TO ENSURE THAT PASSAGE IS MAINTAINED FOR WIDE BODIED AGRICULTURAL VEHICLES.

Reasoned Justification

Conflict between pedestrian safety and motor traffic in villages, towns and other built up areas can be alleviated by the selective implementation of traffic calming measures which meet the Highway Authority's safety criteria. These may range from 'gateway' installations at village edges to make motorists aware that they are entering an area with a different character where they should drive more slowly, to 20 m.p.h. zones in urban areas where selective road narrowing, installation of speed tables in the road and contrasting surface treatments to reduce vehicle speeds may be used. Traffic calming can be visually and aurally intrusive; indeed visibility is usually a key design feature. It is therefore important that the character of the calming site is carefully considered and taken account of in project design. If traffic calming schemes are designed in such a way to make the passage of agricultural vehicles difficult or impossible this is likely to harm the viability of local agricultural activity to the detriment of the local economy. The design of traffic calming schemes will normally be subject to consultation with local people, and will also take full account of the needs of emergency vehicles.

SUBJECT: PEDESTRIAN NETWORKS

POLICY TPT3

THE MAIN PEDESTRIAN NETWORKS WILL BE PROTECTED, AND WILL BE ENHANCED WHERE OPPORTUNITIES ARISE THROUGH THE DESIGN OF DEVELOPMENT PROPOSALS ALONG THESE ROUTES.

Reasoned Justification

The provision of attractive walking routes within and between existing and proposed developed areas can make an important contribution towards encouraging people to make shorter journeys on foot rather than by car. Supplementary Planning Guidance will be developed showing the routes of the primary and secondary pedestrian networks so that when opportunities arise through development, these routes can be extended or enhanced to the benefit of the community.

SUBJECT: FOOTPATHS AND BRIDLEWAY PROTECTION IN THE IMPLEMENTATION OF HIGHWAY SCHEMES

POLICY TPT4

THE INTEGRITY OF THE FOOTPATH AND BRIDLEWAY NETWORK WILL BE SAFEGUARDED DURING THE PLANNING AND IMPLEMENTATION OF HIGHWAY PROJECTS. SAFE CROSSINGS OF NEW OR WIDENED ROADS BY MEANS OF BRIDGES OR UNDERPASSES ON THE DEFINITIVE ROUTE, OR DIVERSIONS OF FOOTPATHS OR BRIDLEWAYS TO NEARBY SAFE CROSSINGS NOT INVOLVING SIGNIFICANT INCONVENIENCE TO WALKERS AND RIDERS WILL BE SUPPORTED.

Reasoned Justification

The crossing of main roads with high design speeds, and particularly dual carriageways, by walkers or riders is a hazardous activity for all road users concerned. Where a new road cuts an existing footpath or bridleway, the perceived increase in danger will inevitably deter walkers and riders from using them. Accordingly the issue will be raised during consultations at the earliest possible stage when a route has been identified, e.g. at preferred route stage for a trunk road, in order to include the design or appropriate crossings in consultation with the Highways Authority, interested groups and parish councils. Any diversions made should be safe, reasonably direct and attractive to walkers/riders.

SUBJECT: CYCLE NETWORK ENHANCEMENT

POLICY TPT5

THE BOROUGH COUNCIL WILL SEEK TO SECURE THE IMPLEMENTATION OF THE FOLLOWING SCHEMES FOR THE ENHANCEMENT OF THE CYCLEWAY NETWORK WITHIN THE BOROUGH:

- THE COMPLETION OF INTER-URBAN CYCLE ROUTES BETWEEN GLOUCESTER AND CHELTENHAM ALONG THE B4063, AND TEWKESBURY TO BROCKWORTH VIA BISHOPS CLEEVE AND CHELTENHAM
- THE PROVISION OF THE NATIONAL CYCLE NETWORK LINKS BETWEEN TEWKESBURY AND GLOUCESTER, TEWKESBURY AND EVESHAM AND GLOUCESTER TO EVESHAM VIA CHURCHDOWN, CHELTENHAM AND BISHOPS CLEEVE; ALSO THE GLOUCESTER TO FOREST OF DEAN LINK.

THE BOROUGH COUNCIL WILL ALSO SUPPORT THE PROVISION OF INTRA CENTRE CYCLE NETWORKS WITHIN ITS AREA IN TEWKESBURY / ASHCHURCH, BISHOPS CLEEVE /

WOODMANCOTE, THE CHELTENHAM FRINGE, BROCKWORTH / HUCCLECOTE / SHURDINGTON AND CHURCHDOWN / LONGFORD / INNSWORTH.

THE DESIGN OF ALL DEVELOPMENT, INCLUDING ASSOCIATED HIGHWAY WORKS, SHOULD MAKE APPROPRIATE PROVISION FOR CYCLISTS BY THE INTRODUCTION OF, FOR EXAMPLE: CYCLEWAYS, SECURE CYCLE PARKING FACILITIES AND CYCLE-FRIENDLY JUNCTION LAYOUTS.

Reasoned Justification

The Borough Council is committed to encouraging the increased use of cycles for a range of journeys both in the interests of promoting personal fitness and minimising dependence on the motor car. The key to stimulating more journeys by cycle is the provision of routes for cyclists which are safe and attractive and adequately surfaced, minimise points of potential conflict with other road users and are relatively direct.

The provision of safe and well routed cycleways can make a considerable contribution to achieving lower levels of car use and therefore air and noise pollution within and around the plan area. While it is important to make such provision physically separate from motor traffic as far as is possible in order to avoid an adverse effect upon road safety with an increased number of cyclists taking to the road, it is recognised that in some circumstances non-segregated routes may be necessary or better e.g. to make a route viable or avoid isolated sections which cyclists may perceive as unsafe to use.

The Borough Council will be seeking to harness the publicity and enthusiasm created by the National Cycle Network project to encourage local cycle movements along the route (e.g. Churchdown to Gloucester / Cheltenham and Bishops Cleeve to Cheltenham) as well as investigating the connecting links (e.g. to Tewkesbury).

The Council will also, in conjunction with the County Council, seek to extend existing cycleways and advisory routes and to introduce new and improved networks as set out in the Local Transport Plan. In particular, the design of new road schemes and junctions will be expected to have full regard to the needs of cyclists. Where pedestrian/cyclist conflict is not a problem the dual use of footways may be developed as part of the network with appropriate signage and surface marking. The Council's policy in respect of cycle parking is set out at policy TPT6.

This policy, along with those concerning public transport and pedestrian route enhancement, will contribute directly to the sustainable transport objectives of the plan. Identification of a network should proceed in negotiation with the County Council, Cheltenham Borough Council, Gloucester City Council and local cycling amenity groups. Such networks should also investigate links into Worcestershire.

SUBJECT: CYCLE PARKING:

POLICY TPT6

ADEQUATE PROVISION SHOULD BE MADE FOR SECURE CYCLE PARKING IN PROPOSALS FOR NON-RESIDENTIAL DEVELOPMENT IN ACCORDANCE WITH THE FOLLOWING STANDARDS:

LAND USE	MINIMUM CYCLE AND MOTOR CYCLE PARKING
A1 FOOD RETAIL	1/ 60 SQM
A1 NON FOOD RETAIL	1/ 120 SQM
A2 PROFESSIONAL SERVICES	1/ 166 SQM
A3 PUBLIC HOUSE / RESTAURANT	1/ 26 SQM
B1 (A) AND (B) OFFICE AND R&D	1/ 166 SQM
B1 (C) / B2 INDUSTRIAL	1/ 330 SQM

B8 WAREHOUSING / DISTRIBUTION	1/ 330 SQM
C1 HOTEL	0.15 / EMPLOYEE
C1 HOSTEL	0.15 / EMPLOYEE
C2 HOSPITAL	0.15 / EMPLOYEE
C2 NURSING HOME	0.15 / EMPLOYEE
C2 BOARDING SCHOOL	0.15 / EMPLOYEE + 0.15 / STUDENT
C3 DWELLING HOUSE / FLATS	1 / DWELLING
C3 SHELTERED HOUSING	0.15 / EMPLOYEE
D1 DOCTOR'S / VET'S SURGERY / HEALTH C	0.15 / EMPLOYEE
D1 SCHOOL / CRECHE / DAY CENTRE	0.15 / EMPLOYEE + 0.15 / STUDENT
D1 HIGHER / FURTHER EDUCATION	0.15 / EMPLOYEE + 0.15 / STUDENT
D1 ART GALLERY, MUSEUM, LIBRARY	1 / 300 SQM PUBLIC AREA + 0.15 / EMPLOYEE
D1 PUBLIC HALL / PLACE OF WORSHIP	1 / 20 SEATS OR 1 / 26 SQM
D2 CINEMA / CONCERT HALL, NIGHT CLUB	1 / 20 SEATS OR 1 / 26 SQM
D2 LEISURE / SPORTS CENTRE / FITNESS CL	1 / 66 SQM

WHERE THIS IS NOT POSSIBLE THE AGREEMENT OF THE DEVELOPER WILL BE SOUGHT TO THE PROVISION OF A COMMUTED SUM FOR THE PROVISION OF SECURE CYCLE PARKING CLOSE BY.

Reasoned Justification

In order to encourage the increased use of bicycles it is essential that appropriate provision is made for their secure parking in new development and also within existing developed areas. Otherwise the fear of theft is likely to deter bicycle use.

The standards above are those set out in the Gloucestershire Local Transport Plan. The application of these standards will help to increase the use of cycling as a means of transport across the Borough and within the areas beyond the Borough Boundaries, as facilities are needed both at the beginning and end of journeys in order to be attractive to existing or potential cyclists.

Appropriate design is very important as several existing types of cycle rack have been proved to damage wheels etc. in practice. The proven design which should be used is of the inverted square "U" type known as the universal cycle parking stand. These are of low cost and enable frame and wheels to be locked to the stand without risk of damage to the cycle. They are suitable for medium and short term use. Where longer term storage is required - e.g. for offices or factories the same kind of rack may be used but should be in covered accommodation. Each stand provides parking space for two cycles. Where there is significant danger of theft or damage to cycles, cycle lockers should be provided for longer-term storage.

Where it is inappropriate to provide cycle parking on the site of the development then an alternative location shall be agreed, by the local authority, or commuted sum for such provision made. Such payments should satisfy the tests detailed in Annex B of DOE Circular 16/91.

Commuted sums would be paid to the Borough Council which would then provide the cycle parking facilities.

The need for motor cycle parking should also be considered as part of any parking scheme.

SUBJECT: DISABLED ACCESS TO PUBLIC TRANSPORT

POLICY TPT7

THE PROVISION OF PUBLIC TRANSPORT FACILITIES REQUIRING PLANNING PERMISSION WILL BE REQUIRED TO PROVIDE SUITABLE ACCESS AND FACILITIES FOR DISABLED PEOPLE AND ANY RECONSTRUCTION OR REFURBISHMENT OF OLDER TRANSPORT FACILITIES SHOULD, SO FAR AS IS PRACTICABLE, INCORPORATE IMPROVED ACCESS FOR DISABLED PEOPLE.

Reasoned Justification

It is estimated that in excess of 7% of the population are unable to use conventional transport systems or have extreme difficulty in doing so. The quality of a person's life depends, at least in part, on how free they are to travel and when. Small improvements can often be made at little cost e.g. using ramps rather than steps, clearer signing / announcements and induction loops. Enhancing facilities for users with mobility handicaps could help the availability of transport services by increasing passenger access. Every accessible link in the network will enable more passengers to reach several other potentially useful links.

SUBJECT: PARK AND RIDE PROVISION

POLICY TPT8

THE BOROUGH COUNCIL WILL INVESTIGATE AND PROMOTE SITES FOR THE DEVELOPMENT OF PARK AND RIDE FACILITIES IN CONJUNCTION WITH GLOUCESTERSHIRE COUNTY COUNCIL, GLOUCESTER CITY COUNCIL AND/OR CHELTENHAM BOROUGH COUNCIL WHERE APPROPRIATE, SUBJECT TO ANY DIRECT ADVERSE ENVIRONMENTAL IMPACT ON RESIDENTIAL AREAS BEING MITIGATED BY SUITABLE SITING AND LANDSCAPING TO AN ACCEPTABLE LEVEL. THE SITES MUST HAVE SUITABLE ACCESS AND SHOULD NOT GIVE RISE TO AN UNACCEPTABLE LEVEL OF ADVERSE IMPACT ON THE LOCAL HIGHWAY NETWORK OR SERVICE. PARK AND RIDE WILL NOT BE APPROPRIATE WITHIN THE GREEN BELT UNLESS VERY SPECIAL CIRCUMSTANCES ARE DEMONSTRATED TO EXIST THROUGH THE FULFILMENT OF THE FOLLOWING CRITERIA:-

- A COMPREHENSIVE ANALYSIS OF ALL POSSIBLE SITES IN NON-GREEN BELT LOCATIONS RELATED TO THE RELEVANT RADIAL ROUTE HAS FIRST BEEN UNDERTAKEN PROVING THAT NO OTHER SITE IS SUITABLE;
- AND THAT
- DAMAGE TO THE OPENNESS OF THE GREEN BELT HAS BEEN FULLY ASSESSED AND APPROPRIATE MITIGATION MEASURES HAVE BEEN PROPOSED.

Reasoned Justification

Park and ride facilities can contribute substantially to the reduction of road congestion, and therefore pollution. Park and ride facilities have to be located upon the main traffic routes into settlements and must offer a convenient service and a good level of security for vehicles if they are to be successful. The preference must be to identify sites on brownfield or undeveloped land within urban areas. While the provision of park and ride facilities will be supported they will not be permitted in the Green Belt unless very special circumstances have been proved as set out in the policy.

SUBJECT: PUBLIC TRANSPORT CORRIDORS

POLICY TPT9

THE MAIN PUBLIC TRANSPORT CORRIDORS ARE IDENTIFIED ON THE PROPOSALS MAP, DEVELOPMENT PROPOSALS WHICH GIVE RISE TO TRAFFIC IMPACT UPON ONE OR MORE OF

THESE CORRIDORS MAY BE REQUIRED TO CONTRIBUTE TOWARDS THE PROVISION OF SUSTAINABLE TRANSPORT MEASURES ON THE RELEVANT ROUTE(S) THROUGH BUS QUALITY PARTNERSHIP CONTRIBUTIONS AND BY THE PROVISION OF IMPROVED PEDESTRIAN AND CYCLING FACILITIES.

Reasoned Justification

The continuously increasing number of petrol and diesel powered cars on the roads pose a number of serious environmental problems which are made worse by the congestion this increase in car traffic leads to. One of the most damaging impacts is from the carbon dioxide (CO²) released into the atmosphere by the burning of fuel in engines. CO² is a major contributor to the greenhouse effect, emissions of which central government is committed to reduce to 1990 levels by 2005. One of the main ways of achieving this is to encourage the reduction of car use. Other adverse environmental impacts include noise, other air pollutant emissions, delay resulting from congestion, community severance and deaths/injury from road accidents.

Reducing the number of car journeys without infringing civil liberties must rely upon providing alternative means of transport which are more attractive to travellers than their cars. This means some form of high quality public transport. The distribution of population, focused on two main settlements in close proximity to each other, also enables one of the main problems of public transport commuter operation - that of unbalanced traffic flows (typically into town in the morning and out of town in the evening) to be overcome due to the rush hour traffic flowing both ways between Cheltenham and Gloucester.

During the late 1980's and early 1990's the possibility of providing a modern light rail system linking Cheltenham & Gloucester centres with suburban links to e.g. Quedgeley, Brockworth, Bishops Cleeve and Charlton Kings was explored by a public / private sector partnership called the Severn Vale Passenger Transport Initiative. This process demonstrated that whilst the idea was an attractive one, with the levels and concentrations of population existing or proposed for central Gloucestershire it would not be viable.

In response to this disappointing outcome Gloucestershire County Council has worked through the Local Transport Plan process to create an integrated approach to strengthening public transport provision and other non car modes such as walking and cycling in the central part of the County. This approach is set out in section 6.2 of the Gloucestershire Local Transport Plan 2001-2006 as the Central Severn Vale Area Strategy. Its thrust is to ensure that non-car modes become more attractive to travellers, and that as well as improved provision for the existing population, that new development must contribute towards the creation of better bus service provision, and a more attractive network of routes for walkers and cyclists. A key element of this strategy is the identification of routes for enhanced public transport provision set out in figure 41. The proposed Local Plan housing and employment allocations will contribute through S106 agreements towards the implementation of these public transport enhancements involving eg: bus quality partnerships and bus priority measures where appropriate.

Most of the major routes into Cheltenham and Gloucester and between the two pass through the Borough, these routes are all subject to routine rush hour congestion which directly inconveniences inhabitants of the Borough. Without measures to increase the number of peak hour journeys undertaken by bus, rail, cycle or foot, there will be increasing problems of congestion.

SUBJECT: RAILWAY STATIONS

POLICY TPT10

THE BOROUGH COUNCIL WILL SUPPORT IN PRINCIPLE THE PROVISION OF INCREASED PASSENGER ACCESS TO THE RAIL NETWORK. IN FURTHERANCE OF THIS AIM A SITE IS IDENTIFIED AS SHOWN ON THE PROPOSALS MAP AT CHURCHDOWN FOR A MAIN LINE RAILWAY STATION. THE BOROUGH COUNCIL WILL ENCOURAGE PROPOSALS TO IMPLEMENT SUCH A FACILITY.

Reasoned Justification

Churchdown formerly had a main line railway station located immediately to the north of the railway bridge at the junction of Parton Road and Station Road; this closed c.1970 as a result of the Beeching review of the national rail network.

In order to increase public transport access, increase modal choice and help to reduce reliance on the private car, it is desirable to increase the number of railway stations on the network in suitable locations for access by existing concentrations of population. Whilst there is limited potential within the County for additional railway stations, Churchdown is a location where such a facility could be provided with an appropriate provision of car parking. A new station would provide access to a wide range of employment destinations generally within the Bristol, Birmingham, Swindon, Cardiff area.

SUBJECT: SUPPORT FOR RESTORATION OF GLOUCESTERSHIRE WARWICKSHIRE RAILWAY

POLICY TPT11

SUPPORT IN PRINCIPLE WILL BE GIVEN TO THE RESTORATION OF THE CHELTENHAM TO STRATFORD-UPON-AVON RAILWAY LINE AS AN OPERATIONAL RAILWAY. THE LINE OF THE GLOUCESTERSHIRE-WARWICKSHIRE RAILWAY IS IDENTIFIED UPON THE PROPOSALS MAP. THE LINE WILL BE SAFEGUARDED FROM DEVELOPMENT WHICH WOULD PREJUDICE ITS USE FOR THE THROUGH RUNNING OF TRAINS.

Reasoned Justification

The restoration of the main line railway between Cheltenham and Stratford-upon-Avon is a long term project being pursued by private groups of railway enthusiasts, using the name Gloucestershire Warwickshire Railway within Gloucestershire. The company's headquarters and depot is at Toddington station within Stanway parish. . The railway follows the foot of the Cotswold escarpment and is an increasingly important tourist attraction. Ultimately this could bring visitors to Cheltenham and Stratford-Upon-Avon as well as to other attractions such as Sudeley Castle and Stanway House within the Borough. Additionally, Railtrack have indicated that the former railway line between Cheltenham and Stratford Upon Avon has the potential to become part of the national rail network again, for freight only use, if it were needed.

The Council will continue to explore the potential to deliver National Cycle Network route 41 to the north of Cheltenham along the general route of the railway together with Sustrans, Gloucestershire County Council and the GWSR where appropriate. It would not be appropriate to show a specific route on the proposals map as it is still under development by Sustrans.

SUBJECT: PARKING STANDARDS

POLICY TPT12

WHEN CONSIDERING PROPOSALS FOR DEVELOPMENT, THE PROVISION OF VEHICLE PARKING SPACES WILL BE REQUIRED IN ACCORDANCE WITH THE COUNCIL'S APPROVED PARKING STANDARDS.

MIXED USES WILL BE ASSESSED AS A SUM OF EACH OF THE RELEVANT INDIVIDUAL ELEMENTS OF THE PROPOSAL E.G. ANCILLARY USES SUCH AS AN OFFICE USE WITHIN AN INDUSTRIAL DEVELOPMENT.

A MORE RESTRICTIVE APPROACH WILL BE APPLIED TO PARKING PROVISION IN LOCATIONS WHICH ARE WELL SERVED BY PUBLIC TRANSPORT.

Reasoned Justification

Whilst sufficient provision should be made for parking in association with development, it is important to recognise the contribution towards transport that modes other than the private car will increasingly make, and particularly public transport, cycling and walking. Over-provision of car parking spaces will encourage the continued or increased use of private cars. In line with guidance in PPG13 and the Gloucestershire Local Transport Plan, parking standards are currently under review within the County through a joint review process involving the District Councils. When the review is complete the Borough Council will revise its interim standards which were set out as a series of parking provision maxima in the Revised Deposit Draft at Appendix 5 and will adopt them as Supplementary Planning Guidance.

In highly sustainable locations which are very well served by public transport it will be appropriate to consider applying a reduced parking standard.

SUBJECT: M5 JUNCTION 9 TO A46 ASTON CROSS

POLICY TPT13

THE BOROUGH COUNCIL WILL SEEK THE DESIGN AND IMPLEMENTATION OF MEASURES TO ALLEVIATE THE TRAFFIC PROBLEMS WHICH EXIST ON THE A46 BETWEEN M5 JUNCTION 9 AND ASTON CROSS, SUBJECT TO ENVIRONMENTAL CONSIDERATIONS.

Reasoned Justification

Following the cancellation of the A46, M5 to Evesham trunk road improvement scheme, the improved A46 route between Tewkesbury and the M40 at Warwick has brought greater pressure on the sub-standard length of trunk road through Ashchurch Parish. The policy includes consideration of improvements to M5 junction 9 within its scope.

SUBJECT: TEWKESBURY NORTHERN BYPASS CORRIDOR PROTECTION

POLICY TPT14

LAND IS IDENTIFIED ON THE PROPOSALS MAP FOR THE PROTECTION OF THE TEWKESBURY NORTHERN BYPASS CORRIDOR.

Reasoned Justification

Following its public consultation exercise Gloucestershire County Council resolved not to proceed with the Tewkesbury Northern Bypass, and also to cancel the protection applying to the parts of the route between Northway Lane and Greenway Lane along the disused railway line, and also phase 4 (The Mythe Causeway) to the west of Bredon Road. The scheme having been deprogrammed, it is however necessary to retain the protection of phases 1, 2 and 3, that is, the section between Bredon Road and Ashchurch Road, the link to Northway Lane, Northway Lane upgrading, (the Newtown Bypass), and Shannon Way junction upgrading. This protects the route should its provision prove essential in the long term following implementation of development permitted and projected for the Tewkesbury Ashchurch area.

SUBJECT: PEDESTRIAN DOMINATION IN TEWKESBURY MAIN STREETS

POLICY TPT15

THE BOROUGH COUNCIL WILL PURSUE THE IMPLEMENTATION OF TRAFFIC MANAGEMENT MEASURES WITHIN TEWKESBURY TOWN CENTRE AND PEDESTRIAN DOMINATION WITHIN THE MAIN STREETS AS DEFINED ON THE PROPOSALS MAP.

Reasoned Justification

Following the deprogramming of the Tewkesbury Northern Bypass, there remains a need to address traffic management issues. Discouraging private car use and encouraging walking, cycling and public transport use will help to improve environmental quality in the town centre.

In particular, there is an opportunity to enhance the pedestrian environment such as by increasing the width of the pavements and narrowing the carriageway in parts of Church Street, Barton Street and High Street, whilst retaining adequate arrangements for servicing/unloading and investigating enhanced car parking arrangements.

See also Policy TC4.

SUBJECT: NEW PETROL FILLING STATIONS

POLICY TPT16

PROPOSALS FOR NEW PETROL FILLING STATIONS AND ASSOCIATED ROAD-RELATED RESTAURANT AND ACCOMMODATION FACILITIES ON THE TRUNK AND "A" ROAD NETWORK MAY BE PERMITTED PROVIDED THAT THESE FACILITIES ARE GROUPED TOGETHER TO FORM KEY SITES, ARE DESIGNED FOR ONE-WAY WORKING, ARE SPACED AT APPROPRIATE INTERVALS AND PROVIDED THAT THEY DO NOT RESULT IN ADVERSE VISUAL IMPACT, PARTICULARLY WITHIN AN AREA OF OUTSTANDING NATURAL BEAUTY, AND SUBJECT TO THERE BEING NO UNACCEPTABLE IMPACT ON THE SAFETY OR SATISFACTORY OPERATION OF THE HIGHWAY NETWORK. PROPOSALS INVOLVING NEW DIRECT ACCESS ONTO A TRUNK ROAD SHOULD BE AVOIDED.

Reasoned Justification

Within the Borough, the trunk and "A" road network is generally well provided with petrol filling stations with little scope for further provision. However, exceptionally there may be a justifiable case for a new petrol filling station e.g. on a new road which by-passes existing facilities. The provision of roadside restaurant and accommodation facilities associated with petrol filling stations is helpful in providing opportunities for breaks on long journeys, especially for parties with children which are not easily able to make use of public houses. Specific advice relating to service provision on trunk roads can be found in DTp. Circular 4/88, "The Control of Development on Trunk Roads".

SUBJECT: REFURBISHMENT OF EXISTING PETROL FILLING STATIONS

POLICY TPT17

PROPOSALS FOR THE REFURBISHMENT OR INTENSIFICATION OF USE OF EXISTING PETROL FILLING STATIONS WILL BE ACCEPTABLE PROVIDING THAT THEY ARE APPROPRIATE TO THEIR SETTING AND DO NOT RESULT IN AN ADVERSE IMPACT ON THE ENVIRONMENT, SAFETY, OR THE SATISFACTORY OPERATION OF THE HIGHWAY NETWORK.

Reasoned Justification

The refurbishment and upgrading of petrol filling stations benefits road users and also local residents (by the provision of shop facilities etc.). However, the provision of large canopies, many of which feature internally illuminated signage, and other large advertising signs where these features did not previously exist or existed but were on a smaller scale, can have a seriously detrimental effect upon local environmental quality - e.g. provision of a forecourt canopy in a residential setting or conservation area where none previously existed. The use of appropriate materials for their setting is likely to assist in making such proposals acceptable.

SUBJECT: PROTECTION OF POTENTIAL FREIGHT RAILHEADS
POLICY TPT18

THE RAILWAY SIDING AT ASHCHURCH AS IDENTIFIED ON THE PROPOSALS MAP WILL BE PROTECTED FROM DEVELOPMENT WHICH WOULD PREJUDICE ITS FUTURE USE AS THE ACCESS FOR A ROAD-RAIL INTERCHANGE FACILITY.

Reasoned Justification

In furtherance of a sustainable transport network it is important to enable the transfer of freight traffic between road and rail. Apart from the requirement for rail access, potential sites must also be well located on the principal highway network. The Gloucestershire Structure Plan Second Review has indicated that there is one location within the Borough which could fulfill the role of a railhead: this is at Ashchurch. Whilst the development of such a facility is unlikely in the short term, it is important that the potential for such a use is protected. Any such proposal would be subject to the provision of appropriate highway and other infrastructure and environmental mitigation measures.

HISTORIC ENVIRONMENT

Background

The Borough includes the two historic towns of Tewkesbury and Winchcombe which together with the large number of smaller historic settlements contain a substantial number of the 1,828 buildings within the Borough listed by the Secretary of State for Culture, Media and Sport as being of Special Architectural or Historic Interest.

Tewkesbury and Winchcombe both have substantial conservation areas, with a further twelve designations covering the village centres of Ashleworth, Buckland, Church End (Twynning), Dumbleton, Forthampton, Great Washbourne, Laverton, Stanton, Bishops Cleeve, Woodmancote, Gretton and Snowhill. These areas have been designated because they are considered by the Borough to have "special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance". Further conservation area designations are currently being progressed as part of an ongoing review.

The range of policies in this section guide the protection of the built heritage through the exercise of the Borough's powers under the Planning Acts and also address the conservation of the parts of the historic environment which do not enjoy Statutory Protection. Policies for the protection of archaeological interests are also included.

Historic Environment Objectives

- To preserve and enhance the built historic environment
- To ensure that the special architectural or historic interest of listed buildings is safeguarded
- To safeguard archaeological sites of both national and county significance and to encourage their appropriate management and provision of interpretative material
- To preserve and enhance the character and appearance of designated conservation areas, and to periodically review the appropriateness and extent of conservation area designations
- To protect where possible unlisted historic buildings which form important landscape or townscape features or are important to the cultural heritage of the area
- To safeguard features of industrial archaeological importance and encourage their appropriate conservation or use and interpretation
- To secure where possible a viable economic future for historic buildings consistent with their character

Implementation

The development control function of the Borough Council. Provision of specialist conservation and design advice on sensitive sites. Advice on grant availability. Involvement of English Heritage.

Monitoring

Assessment of the outcome of planning and listed building consent applications. Regular review of the existing number and extent of designated conservation areas. Regular review of grants situation to include resourcing, targeting and effectiveness. Survey of buildings at risk.

HISTORIC ENVIRONMENT POLICIES

HEN1 – HEN24

SUBJECT: CONSERVATION AREAS - GENERAL

POLICY HEN1

WITHIN CONSERVATION AREAS SPECIAL ATTENTION WILL BE PAID TO THE DESIRABILITY OF PRESERVING OR ENHANCING THEIR CHARACTER AND APPEARANCE. PROPOSALS WHICH PRESERVE OR ENHANCE THE CHARACTER OR APPEARANCE OF CONSERVATION AREAS WILL BE SUPPORTED. IN APPROPRIATE CASES ENVIRONMENTAL ENHANCEMENT SCHEMES WITHIN CONSERVATION AREAS WILL BE IMPLEMENTED.

SPECIAL ATTENTION WILL BE GIVEN TO THE PROTECTION AND ENHANCEMENT OF HISTORIC FEATURES WHICH CONTRIBUTE TO THE TOWNSCAPE AND HISTORIC CHARACTER. PARTICULAR IMPORTANCE WILL BE ATTACHED TO THE RETENTION OF TRADITIONAL MATERIALS IN THE REPAIR AND REFURBISHMENT OF EXISTING BUILDINGS, AND IN THE CONSTRUCTION OF NEW BUILDINGS AND OTHER WORKS.

Reasoned Justification

The areas protected by conservation area designation form a major part of the rich legacy of historic built environment within the Borough. It is the responsibility of the Borough Council to safeguard this valuable and irreplaceable resource. The Borough Council will continue to consider the designation of new conservation areas and the review of existing conservation areas under Sections 69 & 70 of the Planning (Listed Buildings and Conservation Areas) Act 1990 where areas of Special Architectural or Historic Interest are identified. This policy does not imply any relaxation of development control policies outside conservation areas.

The Conservation Areas of Ashleworth, Bishops Cleeve, Buckland, Church End (Twynning), Dumbleton, Forthampton, Great Washbourne, Gretton, Laverton, Snowhill, Stanton, Tewkesbury, Winchcombe and Woodmancote are defined on the Proposals Map. The policy will also apply to any new conservation areas designated in the future.

SUBJECT: CONSERVATION AREA: SETTING AND IMPACT

POLICY HEN2

IN PROPOSALS FOR DEVELOPMENT WITHIN OR IN CLOSE PROXIMITY TO A CONSERVATION AREA PARTICULAR ATTENTION SHOULD BE PAID TO THE DEVELOPMENT'S IMPACT ON THE CONSERVATION AREA AND ITS SETTING INCLUDING ANY EXISTING TREES. FULL DETAILS OF DESIGN AND MATERIALS TO BE USED WILL NORMALLY BE REQUIRED IN SUCH CASES. THUS PLANNING APPLICATIONS IN OUTLINE FORM WILL ONLY BE ACCEPTED IN EXCEPTIONAL CIRCUMSTANCES.

WHERE NEW DEVELOPMENT OR RE-DEVELOPMENT IS PROPOSED WITHIN A CONSERVATION AREA, IT MUST BE OF A HIGH STANDARD OF DESIGN AND PRESERVE OR ENHANCE THE CHARACTER OR THE APPEARANCE OF THE CONSERVATION AREA IN TERMS OF SCALE, FORM, MATERIALS AND QUALITY.

PROPOSALS RETAINING TRADITIONAL BUILDING LINES WITHIN DESIGNATED CONSERVATION AREAS WILL BE FAVOURED. SPECIAL ATTENTION SHOULD BE GIVEN TO THE PROTECTION AND ENHANCEMENT OF HISTORIC FEATURES WHICH CONTRIBUTE TO THE TOWNSCAPE AND HISTORIC CHARACTER. PARTICULAR IMPORTANCE WILL BE ATTACHED TO THE RETENTION OF TRADITIONAL MATERIALS IN THE REPAIR AND REFURBISHMENT OF EXISTING BUILDINGS AND IN THE CONSTRUCTION OF NEW BUILDINGS AND OTHER WORKS.

APPROVED POLICIES AND STANDARDS WILL BE RELAXED WHERE THIS WOULD BE IN THE INTERESTS OF PRESERVING OR ENHANCING THE CHARACTER OR THE APPEARANCE OF

THE CONSERVATION AREA.

Reasoned Justification

New development of inappropriate design or materials, or in an unsuitable location, and the removal of established trees can severely harm the visual quality of the area being conserved. The use of appropriate traditional window and door designs which are sympathetic to the design of historic buildings is particularly important in maintaining the attractiveness of a conservation area.

In considering whether planning permission should be granted for a proposed development within a conservation area, design and siting detail will always be important factors. These should be appropriate to the character, scale, style and materials of the existing building(s) and its setting. These details can only be properly considered in the context of a full planning application. All proposals for development in conservation areas are required to be advertised.

Clear, accurate drawings are essential which show the proposed development in its townscape context or setting. In some cases, particularly when assessing sensitive sites, scale models and other visual aids will be appropriate. In the interests of ensuring that development contributes positively to preserving and enhancing the character and appearance of conservation areas, the availability of contextual information should provide a clearer view of the likely impact of development proposals for effective decision making.

The sense of enclosure created in the main shopping streets of Winchcombe and Tewkesbury by the existing building lines is a fundamental element of the attractive historic built environment of these towns and should be retained.

Within villages historic development has often given rise to cottages or agricultural buildings built directly adjacent to roads and which often form an important element of the built/historic environment of rural settlements.

SUBJECT: VISUAL IMPACT OF PARKING PROVISION, STREET FURNITURE AND THE RE-INTRODUCTION OF LOST FEATURES AND INTRODUCTION OF NEW FEATURES IN CONSERVATION AREAS

POLICY HEN3

WITHIN DESIGNATED CONSERVATION AREAS, THE MATERIALS USED AND THE DESIGN AND LAYOUT OF PARKING AREAS AND THE PROVISION OF VEHICULAR ACCESSES AND STREET FURNITURE MUST MINIMISE THE ADVERSE VISUAL IMPACT WHICH COULD ARISE FROM SUCH DEVELOPMENT. PARKING AND ACCESS STANDARDS WILL BE RELAXED WHERE THIS WOULD BE IN THE INTERESTS OF PRESERVING OR ENHANCING THE CHARACTER OR THE APPEARANCE OF THE CONSERVATION AREA.

WITHIN DESIGNATED CONSERVATION AREAS NEW AND REPLACEMENT STREET FURNITURE SHOULD BE OF APPROPRIATE DESIGN AND MATERIALS THAT PRESERVE OR ENHANCE THE CHARACTER OR APPEARANCE OF THE SURROUNDING STREET SCENE.

PROPOSALS FOR THE REINTRODUCTION OF A LOST HISTORIC FEATURE OR FOR THE INTRODUCTION OF A WELL DESIGNED NEW FEATURE WILL BE ENCOURAGED WHERE IT CAN BE SHOWN THAT PRESERVATION OR ENHANCEMENT OF THE CHARACTER OR APPEARANCE OF THE CONSERVATION AREA WILL RESULT.

Reasoned Justification

Whilst the provision of parking spaces frequently forms a necessary part of development proposals these can have a very damaging effect upon the character and appearance of a conservation area, the same is true of tarmac and paving materials used in built development and highway schemes. Accordingly it is particularly important that the materials chosen and the arrangement of parking spaces should harmonise as far as is possible with the townscape and minimise the visual intrusion caused by parked cars.

Prior to the 19th Century very little "street furniture" existed. Even with the introduction of cast iron street lamps and bollards these were very sparsely distributed along the streets. In villages street furniture would have been virtually non-existent before the 20th Century.

Modern conditions necessitate much larger amounts of street furniture including street lighting, bollards, benches, rubbish bins and signposting. Manufacturers have responded enthusiastically to this demand with large catalogues of reproduction and pseudo-19th Century style street furniture some of which is very ornate. Within towns such as Tewkesbury and Winchcombe street furniture was historically plain, and the most appropriate effect today can usually be achieved with an approach based on the minimum necessary street furniture. It should be noted that in conserving historic townscape the aim is to preserve a character which is the result of frequent change over a period of almost 900 years. As recently as the early 19th Century Tewkesbury's streets were unpaved and many of the shops would then have been houses. All the shops would have had shuttered windows at night. In recognition of this process of evolution it may be that well designed modern street furniture would also be appropriate within some conservation area settings.

In the course of time various historic features are removed for many reasons. Where good evidence exists to show their original form reinstatement can bring about real benefits in the built historic environment e.g. the reinstatement of appropriate railings in front of a building. In some cases the introduction of a new feature can enhance a conservation area e.g. the Crescent Gates at Tewkesbury Abbey. Clearly great care is necessary to avoid schemes which in execution fail to enhance the conservation area.

**SUBJECT: DEVELOPMENT INVOLVING DEMOLITION WITHIN A CONSERVATION AREA
POLICY HEN4**

THERE IS A PRESUMPTION IN FAVOUR OF RETAINING EXISTING BUILDINGS WALLS AND STRUCTURES WITHIN A CONSERVATION AREA. ONLY IN EXCEPTIONAL CIRCUMSTANCES WHERE AN EXISTING BUILDING, WALL OR STRUCTURE OF IMPORTANCE TO THE CHARACTER OF THE CONSERVATION AREA IS PROVED TO BE COMPLETELY BEYOND REPAIR WILL ITS DEMOLITION BE PERMITTED. ANY PROPOSALS FOR REPLACEMENT SHOULD BE IN ACCORDANCE WITH POLICY HEN2. DEMOLITION OF A BUILDING IN A CONSERVATION AREA WILL ONLY BE PERMITTED WHERE THE PROPOSALS FOR THE RE-USE OF THE SITE ARE ACCEPTABLE. THE IMPLEMENTATION OF PLANNING PERMISSION FOR SUCH DEMOLITION WILL BE CONDITIONAL UPON THE LETTING OF A CONTRACT FOR THE APPROVED REDEVELOPMENT OF THE SITE.

Reasoned Justification

The character of a conservation area is the sum of many factors including unlisted historic buildings which may or may not appear of particular interest or quality individually yet which together form a coherent and attractive whole which should be retained. The Borough Council is unlikely to allow the demolition of buildings, although it may be appropriate to remove other structures. Conservation area designation is not intended to "pickle" the area concerned; indeed it is accepted that sensitively designed new development can enhance the quality of such an area. Care must be taken in relation to respecting the settings of listed buildings.

Where appropriate, protected species such as bats should be safeguarded, and opportunities taken to enhance their habitat.

**SUBJECT: OPEN SPACES, WATER FEATURES, HEDGEROWS AND TREES WITHIN
CONSERVATION AREAS**

POLICY HEN5

PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT WHICH ADVERSELY AFFECTS IMPORTANT OPEN SPACES, WATER FEATURES, HEDGEROWS AND TREES WITHIN DESIGNATED CONSERVATION AREAS.

Reasoned Justification

Within many conservation areas green space, trees and water features form an important element of the character being safeguarded. Accordingly these features should be protected against damaging development proposals. They may also be the subject of environmental enhancement initiatives in order to plant new trees and manage existing ones and improve the nature conservation value of ponds.

SUBJECT: SHOPFRONTS IN CONSERVATION AREAS

POLICY HEN6

WITHIN DESIGNATED CONSERVATION AREAS PROPOSALS AFFECTING EXISTING SHOPFRONTS OR FOR NEW SHOPFRONTS MUST DEMONSTRATE A HIGH STANDARD OF DESIGN AND BE SYMPATHETIC IN SCALE, STYLE AND DETAIL TO THE ORIGINAL BUILDING. WHERE POSSIBLE EXISTING HISTORIC SHOPFRONTS SHOULD BE RETAINED AND RESTORED.

Reasoned Justification

The style of shopfronts plays a most important role in the townscape. Where possible, improvements will be sought to remedy poor design in an existing shopfront. Particular attention will also be paid to the colour and finish as well as the lettering styles used in proposed designs. The increasing incidence of proposals for security grilles and shutters is a particular cause of concern because of their adverse visual impact upon the street scene.

(See also Shopping Policies RET7 and RET8)

SUBJECT: BLINDS AND CANOPIES IN CONSERVATION AREAS

POLICY HEN7

PROPOSED EXTERNAL SUN BLINDS AND CANOPIES WITHIN DESIGNATED CONSERVATION AREAS MUST BE SYMPATHETIC IN STYLE, COLOUR AND MATERIALS TO BUILDINGS TO WHICH THEY ARE TO BE ATTACHED AND THEIR ARCHITECTURAL STYLE. BLINDS WILL NOT NORMALLY BE PERMITTED ON BUILDINGS WITHOUT A SHOP FRONT OR FASCIA.

Reasoned Justification

Blinds or canopies of inappropriate materials, colour or form can seriously damage the visual integrity of a building and/or streetscape to the detriment of the conservation area.

SUBJECT: ADVERTISEMENTS SIGNS AND NOTICE BOARDS IN CONSERVATION AREAS

POLICY HEN8

PROPOSALS FOR ADVERTISEMENTS, SIGNS AND NOTICE BOARDS INCLUDING BLINDS AND CANOPIES WITHIN DESIGNATED CONSERVATION AREAS WILL NOT BE PERMITTED UNLESS THEY ARE WELL SITED, HARMONISE WITH THEIR SETTING, AND IF ATTACHED TO A BUILDING, WILL RESPECT ITS FORM, ARCHITECTURAL COMPOSITION AND PROPORTIONS. ANY PROPOSALS FOR ILLUMINATED SIGNS MUST DEMONSTRATE THAT THEIR DESIGN WILL PRESERVE OR ENHANCE THE CHARACTER OR THE APPEARANCE OF THE CONSERVATION AREA.

Reasoned Justification

Inappropriately designed advertising material or signs have a seriously detrimental effect on the visual quality of the built environment of the conservation area - this can be minimised by the use of appropriate standards of design and materials.

Where illuminated signs are proposed, externally-illuminated signs that are discreetly located and designed are likely to be preferred. Signs mounted on buildings should avoid obscuring any architectural features.

SUBJECT: HISTORIC COURTS & ALLEYWAYS

POLICY HEN9

PROPOSALS FOR DEVELOPMENT ADJOINING ALLEYWAYS IN THE HISTORIC TOWN CENTRES OF TEWKESBURY AND WINCHCOMBE SHOULD MAINTAIN OR ENHANCE THEIR HISTORIC CHARACTER, IN PARTICULAR THEIR ENCLOSED QUALITY AND THEIR USE AS PEDESTRIAN ROUTES. THE DESIGN OF PROPOSALS FOR DEVELOPMENT BETWEEN THE MAIN STREETS AND ADJACENT AREAS MUST PAY CLOSE ATTENTION TO THE HISTORIC CHARACTER OF THESE AREAS AND INCLUDE THE USE OF TRADITIONAL MATERIALS AND PITCHED ROOFS. THE BOROUGH COUNCIL WILL SUPPORT PROPOSALS FOR THE RESTORATION AND RE-OPENING OF HISTORIC COURTS AND ALLEYWAYS.

Reasoned Justification

Tewkesbury, and to a lesser extent, Winchcombe, have a number of surviving mediaeval alleyways which make an important contribution to the historic character of the town and form valuable pedestrian links between the main streets and adjacent parts of the town. These are fragile survivals which can easily be lost by insensitive development. The areas behind the shops and other buildings fronting the main streets form an important element of the historic built environment which have suffered from much inappropriate development in the past. The ill effects of such development can be redressed to some extent by ensuring that all development in future pays close attention to the scale, form, materials and style of the remaining historic buildings in these areas.

Many former courts and alleyways have been blocked by building works and so lost as an amenity. It is desirable to restore these where possible whether or not as public rights of way in order to strengthen the historic fabric of the town.

SUBJECT: REPAIR OF LISTED BUILDINGS

POLICY HEN10

THE COUNCIL WILL ENCOURAGE THE REPAIR OF BUILDINGS LISTED AS BEING OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST BY ENCOURAGING SCHEMES THROUGH DESIGN AND PLANNING ADVICE WHICH LEAD TO THEIR REPAIR AND RESTORATION.

Reasoned Justification

Survey work has shown that many of the Listed Buildings within Tewkesbury Borough require repair and maintenance either to retain them in good condition or to prevent further deterioration. The full use of buildings leads to a higher standard of maintenance and repair and compatible uses will be encouraged with design guidance from the Borough Council in accordance with the land use policies set out in this plan. Advice may also be provided by English Heritage in appropriate cases.

Protected species such as bats should be safeguarded and opportunities taken to enhance their habitat.

SUBJECT: ALTERATIONS/EXTENSIONS TO, LISTED BUILDINGS

POLICY HEN11

DEVELOPMENT PROPOSALS INVOLVING WORKS TO A LISTED BUILDING MUST PAY PARTICULAR ATTENTION TO THE SCALE, PROPORTIONS, CHARACTER AND DETAILING OF THE BUILDING BOTH INTERNALLY AND EXTERNALLY. ANY PROPOSALS WHICH ADVERSELY AFFECT SUCH ELEMENTS OR RESULT IN THE SIGNIFICANT LOSS OF HISTORIC FABRIC WILL NOT BE PERMITTED. ANY ALTERATIONS, EXTENSIONS OR REPAIRS TO EXTERNAL

ELEVATIONS SHOULD RESPECT THE EXISTING MATERIALS IN TEXTURE, QUALITY AND COLOUR.

REPAIRS AND ALTERATIONS TO BUILDINGS LISTED AS BEING OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST SHOULD NORMALLY BE CARRIED OUT USING TRADITIONAL MATERIALS AND BUILDING TECHNIQUES.

Reasoned Justification

The Borough Council has a statutory duty with respect to buildings listed by the Secretary of State as being of special architectural or historic interest which is to have special regard to the desirability of preserving any listed building or its setting or any features of special architectural or historic interest which it possesses. The character of such buildings is easily damaged by inappropriate building work which pays no regard to the building's materials. In particular, the appearance of historic buildings has in the past been adversely affected by the unsympathetic replacement of doors and windows. Care must also be taken in relation to respecting the setting of listed buildings.

Maintenance and alteration work should where possible be carried out using appropriate materials for the building concerned. This includes the use of lime rather than cement mortars and the use of stone, slate, brick and clay tile rather than reconstituted products. Timber frames are particularly vulnerable to the damaging effect of repairs using unyielding modern structural members which can cause destructive stresses as the building "breathes" with changing temperature and humidity. Technical advice, or information on where to obtain it will be offered by the conservation officer and/or English Heritage. This policy is used for both planning and listed building consent applications although it should be noted that Section 54A does not apply to the latter.

The Council will encourage the change of use of listed buildings provided that the original use is no longer viable and where the alternative use is compatible with and will preserve the character and appearance of the building and its setting.

SUBJECT: SURVEY DRAWINGS AND PHOTOGRAPHS WHERE WORKS ARE PROPOSED TO LISTED BUILDINGS
POLICY HEN12

WHERE DEVELOPMENT INVOLVING WORKS TO A LISTED BUILDING IS PROPOSED WHICH WILL, REMOVE OR ALTER HISTORIC FEATURES OR, EXCEPTIONALLY, WILL DEMOLISH IT, DETAILED SURVEY DRAWINGS AND PHOTOGRAPHS OF THE FABRIC TO BE AFFECTED MUST BE SUBMITTED. .

Reasoned Justification

In deciding whether or not to grant permission for development involving works to listed buildings it is essential to have full information on the nature of historic features/fabric to be affected by the proposal. The degree of detail necessary will be dependent on the importance of the building and the degree of destruction or modification of historic features proposed.

SUBJECT: SETTING OF LISTED BUILDINGS
POLICY HEN13

DEVELOPMENT WILL NOT BE PERMITTED WHICH WILL ADVERSELY AFFECT THE SETTING OF A LISTED BUILDING.

Reasoned Justification

A high standard of design will be required in development proposals which affect the setting of a listed building.

The setting of listed buildings often contributes to their attractiveness. Development which adversely affects a listed building's setting will therefore devalue its visual amenity to the detriment of the surrounding area. Accordingly in order to be acceptable the design of proposed development must

pay close attention to its effect on nearby listed buildings and their setting and should be in accord with their scale and character.

SUBJECT: DEMOLITION OF LISTED BUILDINGS

POLICY HEN14

THERE IS A GENERAL PRESUMPTION IN FAVOUR OF RETAINING LISTED BUILDINGS; THEIR DEMOLITION WILL ONLY BE PERMITTED IN VERY EXCEPTIONAL CIRCUMSTANCES.

BEFORE CONSENT IS GRANTED FOR THE DEMOLITION OF A LISTED BUILDING APPLICANTS WILL BE REQUIRED TO SUBMIT CONVINCING EVIDENCE TO SHOW THAT: EVERY POSSIBLE EFFORT HAS BEEN MADE TO REPAIR AND RESTORE THE BUILDING AND CONTINUE THE PRESENT USE; IT HAS BEEN IMPOSSIBLE TO FIND A SUITABLE ALTERNATIVE USE FOR THE BUILDING; THAT THERE IS CLEAR EVIDENCE THAT REDEVELOPMENT WOULD PRODUCE SUBSTANTIAL PLANNING BENEFITS FOR THE COMMUNITY WHICH WOULD DECISIVELY OUTWEIGH THE LOSS RESULTING FROM THE BUILDING DEMOLITION. WHERE CONSENT FOR THE DEMOLITION OF A LISTED BUILDING IS GRANTED, IT WILL BE CONDITIONAL ON THE APPROPRIATE ARCHAEOLOGICAL RECORDING OF THE BUILDING PRIOR TO DEMOLITION.

Reasoned Justification

By their nature listed buildings are irreplaceable. Every effort should therefore be made to retain them. Demolition could be considered, for example, where all efforts possible to secure the restoration and appropriate use of the building have failed.

Protected species such as bats should be safeguarded and opportunities taken to enhance their habitat.

SUBJECT: CONTROL OF BOUNDARY DESIGN ADJACENT TO LISTED BUILDINGS

POLICY HEN15

THE DESIGN AND MATERIALS OF BOUNDARY WALLS AND FENCES SHOULD BE SYMPATHETIC TO THE DESIGN AND MATERIALS OF THE LISTED BUILDINGS TO WHICH THEY RELATE.

Reasoned Justification

The materials and design of the boundaries of listed buildings are frequently an important part of their settings. New walls or fences or repairs to existing ones should be in keeping with the building they are built in association with.

SUBJECT: PROTECTION OF BUILDINGS OF LOCAL INTEREST

POLICY HEN16

THE BOROUGH COUNCIL WILL ENCOURAGE PROPOSALS WHICH RETAIN BUILDINGS AND FEATURES OF LOCAL HISTORIC OR ARCHITECTURAL INTEREST.

THE BOROUGH COUNCIL WILL SEEK TO PROTECT HISTORICALLY IMPORTANT GROUPS OF FARM BUILDINGS FROM DESTRUCTIVE DEVELOPMENT PROPOSALS OR DEMOLITION.

Reasoned Justification

Many buildings, despite not being of sufficient interest to warrant inclusion on the statutory list are highly valued by the community for their local architectural and historic interest and their value in the townscape/landscape. Therefore these buildings will be protected where this is practicable. Most buildings dating from before 1840 are already on the statutory list. Most buildings which would be protected by this policy are likely to have been constructed between 1840 and 1939. Where the removal or alteration of historic features is unavoidable, the Council will encourage applicants to submit survey drawings and photographs of the fabric that would be affected.

The list of Buildings of Local Interest is available for inspection at the Council's offices and will be kept under review. The Council will inform all the owners of the properties that are included on the list about the policy for the protection of the buildings and will give advice about their sympathetic repair and restoration.

In conserving historic agricultural buildings, and particularly complete farm complexes, the importance of the whole group of buildings in explaining how the complex was used must be recognised. Many agricultural buildings which have great value as part of a group are unlisted because of their failure individually to satisfy the listing criteria. If these buildings are not protected the only traditional agricultural buildings to survive eventually will be those which are listed - mainly barns, and the understanding of the way in which the farmyard evolved historically will be lost.

These groups of buildings are an important element of the rural landscape and are worthy of protection for this reason also. Implementation will be sought via the identification of the better surviving groups of unlisted farm buildings. Whilst less weight attaches to this policy than those for listed buildings, the amenity and historic value of these buildings does play a legitimate part in assessing development proposals which affect them.

Protected species such as bats should be safeguarded and opportunities taken to enhance the habitat.

**SUBJECT: ADVERTISEMENTS ON LISTED BUILDINGS
POLICY HEN17**

PROPOSALS FOR THE DISPLAY OF ADVERTISEMENTS ON LISTED BUILDINGS WILL BE PERMITTED ONLY WHERE:

1. THE ADVERTISEMENT IS APPROPRIATE IN TERMS OF ITS SCALE, DESIGN AND MATERIALS AND WILL NOT DETRACT FROM THE CHARACTER OR APPEARANCE OF THE BUILDING, AND
2. THE ADVERTISEMENT IS NOT INTERNALLY ILLUMINATED.

IF IT IS PROPOSED THAT THE ADVERTISEMENT IS ILLUMINATED, THE DESIGN AND METHOD OF ILLUMINATION WILL NOT DETRACT FROM THE CHARACTER OR THE APPEARANCE OF THE BUILDING.

Reasoned Justification

The local planning authority may only seek to control advertisements in the interests of amenity and public safety. The character and appearance of listed buildings is one aspect of the amenity consideration which can be easily damaged by the fixing of advertisements or other signage which are inappropriate in design, materials or the method of illumination. In particular, plastic and the use of internal illumination for signage are likely to clash with the character of historic buildings within the Borough, the size and colour of signage can also adversely affect the building. Providing that they are sensitively designed and sited externally illuminated signs can be permitted.

**SUBJECT: SHOPFRONTS ON LISTED BUILDINGS
POLICY HEN18**

PROPOSALS FOR THE ALTERATION OF EXISTING SHOPFRONTS OR INSTALLATION OF NEW SHOPFRONTS ON LISTED BUILDINGS SHOULD BE TO A HIGH STANDARD OF DESIGN AND RESPECT THE CHARACTER AND APPEARANCE OF THE LISTED BUILDING. APPLICANTS WILL BE REQUIRED TO SUBMIT DETAILED ELEVATIONS AND SECTIONS AT AN APPROPRIATE SCALE TO SHOW THE EXACT APPEARANCE OF THE SHOP FRONT.

Reasoned Justification

Within the historic shopping centres of Winchcombe and Tewkesbury there are many listed buildings with shopfronts. Many of these shopfronts form an important part of the building's historic fabric which should be treated with great care in order to secure their conservation. Other shopfronts have been inappropriately replaced or altered. Opportunities to restore a more appropriate design of shopfronts can be of benefit but great care must be exercised in design and detail in order to avoid pastiche. In particular the Council will endeavour to work with building owners to identify the design of former shopfronts where these have been received, so that their authentic reconstruction can be considered. In order to properly assess the quality of proposals the submission of large scale elevations and sections will be necessary. Exceptionally, modern shop fronts of very high quality design and materials, which respect the character of the building may also be permitted. The installation of external roller shutters is unlikely to be appropriate on shop fronts of listed buildings in the Borough, given the historic character of these buildings.

SUBJECT: CONSERVATION OF INDUSTRIAL ARCHAEOLOGY POLICY HEN19

DEVELOPMENT PROPOSALS WHICH ENABLE THE SUITABLE RE-USE, CONSERVATION AND INTERPRETATION OF BUILDINGS AND FEATURES OF INDUSTRIAL ARCHAEOLOGICAL SIGNIFICANCE WILL BE ENCOURAGED.

Reasoned Justification

The industrial period in Britain is of great historical significance. Britain pioneered and applied many of the technologies on which 19th and 20th Centuries development was based all over the world. The archaeology of the period is a vital resource for understanding these developments, many of which were not recorded in written or pictorial form. Much of the landscape and many of the monuments of the industrial period in Britain therefore have a world significance and the protection of the archaeology of this period is therefore an important conservation task for the local planning authority.

Whilst Tewkesbury Borough is not generally noted for its industrial archaeological interest this makes it all the more important to focus on this less obvious aspect. The Borough does contain a number of important sites as well as many lesser known ones. More prominent features include Mythe and Over bridges, Upper Lode lock, the Herefordshire and Gloucestershire Canal and factories associated with the wartime aircraft industry at Bentham, Stoke Orchard, Brockworth and Staverton. There are also features of railway interest and buildings associated with the agricultural industry. The Borough Council will endeavour to protect remains and encourage their effective interpretation wherever possible.

Protected species such as bats should be safeguarded and opportunities taken to enhance the habitat.

SUBJECT: SCHEDULED ANCIENT MONUMENTS POLICY HEN20

DEVELOPMENT WHICH WOULD ADVERSELY AFFECT A SCHEDULED ANCIENT MONUMENT OR OTHER SITE OF NATIONAL ARCHAEOLOGICAL IMPORTANCE OR ITS SETTING WILL NOT BE PERMITTED.

Reasoned Justification

The scheduled ancient monuments and other nationally important archaeological sites within the Local Plan area form an important part of the area's character which it is desirable to preserve. Existing Scheduled Ancient Monuments are shown on the Proposals Map; these have statutory protection already. The monuments protection programme which is reviewing all archaeological sites in the County Sites and Monument Record will give rise to new or amended sites to which this policy will apply. In the meantime advice on such sites will be provided by the County Archaeologist from interpretation of SMR data or as the result of archaeological appraisal.

Scheduled Ancient Monuments are defined on the Proposals Map.

SUBJECT: ARCHAEOLOGICAL ASSESSMENT
POLICY HEN21

WHERE ARCHAEOLOGICAL REMAINS MAY BE AFFECTED BY A DEVELOPMENT, APPLICANTS SHOULD SUBMIT AN ASSESSMENT OF THE ARCHAEOLOGICAL IMPLICATIONS OF THEIR PROPOSALS AS PART OF A PLANNING APPLICATION TOGETHER WITH AN INDICATION OF HOW THE IMPACT OF THE PROPOSALS ON THE ARCHAEOLOGICAL REMAINS WILL BE MITIGATED.

Reasoned Justification

Archaeological evidence of the human past is widespread in the rural landscape, and within and beneath existing towns and villages. The County Sites and Monuments Record (SMR) currently contains information on about 20,000 sites of archaeological and historical interest in Gloucestershire. Applicants are advised to consult the SMR in order to obtain a preliminary indication of the archaeological significance of potential development sites; advice can be given at this stage as to whether it will be necessary to commission an archaeological evaluation of the site which may consist of desk-based research and field evaluation. The results of such evaluation, together with proposals for the treatment of identified archaeological remains, by preservation or by appropriate levels of recording, should be submitted in support of a planning application.

SUBJECT: ARCHAEOLOGICAL RECORDING
POLICY HEN22

WHERE THE PRESERVATION OF ARCHAEOLOGICAL REMAINS IS NOT JUSTIFIED, DEVELOPMENT WILL NOT NORMALLY BE PERMITTED UNTIL ADEQUATE PROVISION HAS BEEN MADE, AND SECURED THROUGH PLANNING CONDITIONS OR LEGAL AGREEMENTS UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT 1990, FOR AN APPROPRIATE PROGRAMME OF ARCHAEOLOGICAL INVESTIGATION AND RECORDING.

Reasoned Justification

In such cases applicants will be expected to demonstrate that satisfactory provision has been made for a programme of archaeological investigation. Its scope will depend on the results of any assessment and may include survey, excavation, recording or a watching brief, and the analysis, archiving and publication of the results as is appropriate.

SUBJECT: MANAGEMENT AND INTERPRETATION OF
ARCHAEOLOGICAL SITES
POLICY HEN23

THE PROPER MAINTENANCE AND SYMPATHETIC MANAGEMENT OF IMPORTANT ARCHAEOLOGICAL SITES WILL BE ENCOURAGED, INCLUDING WHERE APPROPRIATE THE PROVISION OF SUITABLE ON SITE INTERPRETATIVE DISPLAYS.

Reasoned Justification

The adoption and implementation of suitable land management plans are the key to successful preservation and enhancement of archaeological sites. These can be integrated where appropriate with countryside management plans. The County Archaeologist and/or English Heritage can advise on appropriate management regimes.

SUBJECT: HISTORIC BATTLEFIELDS
POLICY HEN24

IN ASSESSING PROPOSALS FOR DEVELOPMENT WITHIN THE REGISTERED SITE OF THE BATTLE OF TEWKESBURY (1471) AS DEFINED ON THE PROPOSALS MAP REGARD WILL BE PAID TO THE CONSERVATION OF THE HISTORIC LANDSCAPE. .

Reasoned Justification

The non-statutory Battlefields Register compiled by English Heritage has the status of a material consideration in determining planning application. Proposals should be able to demonstrate that they respect the character of the registered site and generally retain its openness.

ENVIRONMENT

Background

Environmental issues have become increasingly prominent in any assessment of the land use planning system. New development proposals must be carefully assessed in relation to their environmental consequences across a broad range of issues.

One of the key constraints within the plan area is the floodplain associated with the Rivers Severn and Avon and their tributaries. Policies are included which set out the approach to development which would affect this washland area. Other policies relate to the protection of water quality, light pollution, and noise pollution. An issue of particular importance in terms of the wider objectives of the local plan in seeking to minimise the use of non-renewable resources is a commitment to the encouragement of proposals for renewable energy generation. While many of these are likely to be small-scale and innovatory in nature, they nevertheless have considerable merit in both exploring and adapting the technology as well as promoting the whole philosophy of renewable energy.

Flooding

Tewkesbury Borough includes a substantial area of land lying within the floodplain of the River Severn and its tributaries, which is subject to the frequent flood events that are associated with these rivers. The floodplain is an important feature that provides land where, in times of flood, excess water can flow downstream or can be stored. Accordingly the Borough Council has adopted a Policy Statement on Flood Protection to comply with the Government's revised strategy for development and flood protection expressed in Planning Policy Guidance Note 25.

The Environment Agency has a general duty to provide advice on flooding issues. To this end, the Agency produces floodplain maps for stretches of watercourses including the River Severn where such information is available. The floodplain area shown on the proposals map is for indicative purposes only and is based on the 1947 flood levels updated annually with more recent information where available. There may be areas peripheral to the floodplain as shown which are at risk from flooding that do not appear on this map, and also areas subject to flooding on minor watercourses for which exact information on the extent of the areas affected is not currently available. Developers are therefore urged to seek advice from the EA at the earliest opportunity when considering development in the vicinity of floodplain areas or other watercourses.

Where the Environment Agency indicate it to be necessary a flood risk assessment (FRA), as set out in PPG 25 "Development and Flood Risk" (Appendix F), must be commissioned by the developer. The FRA will identify the likely frequency, extent and impact of flooding, taking into account the adequacy of any flood defences, the effect the development would have both on and off site and an assessment of the likely impact of climate change. The FRA will inform the planning decision and may identify appropriate design and mitigation measures.

The Risk Based Approach

PPG 25 also sets out that local planning authorities should apply a risk-based approach to their decisions through the application of a sequential test. Three zones are defined by the guidance according to degree of flood risk, ranging from little or no risk, through to high risk.

- Little or no risk is where there is a less than 0.1% risk of flooding (ie: less than 1 in 1000 years). The policy below does not apply to these areas.
- Low to Medium risk is where there is a 0.1% to 1.0% annual probability of flooding (ie: between 1 in 100 and 1 in 1000 years).
- High risk is where the annual probability of flooding is greater than 1%. (ie: 1 in 100 years)

Within the high risk flood zone there are 3 sub-divisions:

1. Functional flood plain.
2. Undeveloped and sparsely developed areas.
3. Developed areas.

The definition of these areas will be carried out on a site by site basis through the Flood Risk Assessment process and will be subject to the agreement of the Environment Agency. These subdivisions are not defined on the Proposals Map.

Areas at High Risk

The 'Functional flood plain' is defined as the unobstructed or active areas where water regularly flows in times of flood. Built development in such areas should be wholly exceptional and limited to essential transport and utilities infrastructure that has to be there because no other site can be found.

'Undeveloped or Sparsely developed areas' are similar to the above however some development may have taken place in the past. In these areas development should also be exceptional unless that particular location is absolutely essential with no other site being appropriate.

Within Tewkesbury Borough the largest 'developed areas' regularly affected by flooding are at Tewkesbury and Longford. Scope for additional development within the existing developed areas may exist subject to appropriate minimum floor level and access considerations.

Areas at Low to Medium Risk

In areas at low to medium risk the opportunities for development are greater but measures may still be required to mitigate potential flood risk. It is important for developers to discuss their proposal with both the Borough Council and the Environment Agency at the earliest practical opportunity to discuss the risks and to identify, in appropriate cases, what design criteria are necessary to mitigate flood risk problems. This would include incorporating suitable sustainable drainage systems to ensure that flows or volumes of surface water discharging to the receiving watercourse are appropriate to the existing characteristics of the catchment.

Sites within the indicative floodplain as defined on the proposals map will be at risk; however, there may also be other sites that are at risk (albeit at a lower level of risk) where an FRA will be required. Developers are urged to enter in discussions with the EA at the earliest opportunity to assess the risk associated with their site, and where appropriate the detail of any FRA that needs to be submitted.

Where development is permitted in areas at 'Low to Medium' or 'High' risk of flooding, the local planning authority will consider the removal of permitted development rights.

Floodplain mapping on the Proposals Map

The high flood risk areas shown on the proposals map are the Environment Agency's current Indicative Floodplain Mapping at the time of adoption. The policy will be applied to the latest available version of this information which is reviewed on a three monthly basis in the light of new information produced through Flood Risk Assessments or special floodplain studies.

Objectives

- To protect the floodplain of the Rivers Severn and Avon and their tributaries from development likely to exacerbate flooding problems.
- To prevent water pollution and protect the quality of groundwater supplies.
- To minimise air, light and noise pollution.
- To support in principle proposals for renewable energy generation subject to acceptable environmental impact.

Implementation

Through the development control process in conjunction with other agencies (e.g. Environment Agency) responsible for specific aspects.

Monitoring

Assessment of planning application decisions and appeals.

ENVIRONMENT POLICIES

EVT1 – EVT9

SUBJECT: ENERGY POLICY EVT1

PROPOSALS FOR THE DEVELOPMENT OF RENEWABLE ENERGY INSTALLATIONS WILL BE SUPPORTED, PROVIDED THAT THEY:

- (A) DO NOT RESULT IN UNACCEPTABLE LOSS OF AMENITY TO LOCAL RESIDENTS OR BUSINESSES BY REASON OF NOISE, TRAFFIC OR OTHER DISTURBANCE
- (B) DO NOT RESULT IN ANY RISK TO PUBLIC HEALTH AND SAFETY
- (C) DO NOT ADVERSELY AFFECT THE QUALITY OF CONSERVATION AREAS OR LANDSCAPES DESIGNATED AS AREA OF OUTSTANDING NATURAL BEAUTY, SPECIAL LANDSCAPE AREA OR LANDSCAPE PROTECTION ZONE.
- (D) DO NOT ADVERSELY AFFECT THE ECOLOGY OF WILDLIFE HABITATS IN KEY WILDLIFE SITES OR SITES OF SPECIAL SCIENTIFIC INTEREST
- (E) ARE COMPATIBLE WITH THE PLAN'S OTHER POLICIES FOR RIVER MANAGEMENT

Reasoned Justification

Whilst a large power station would lie outside local planning controls, proposals for certain forms of alternative energy generation do require planning permission. Examples of schemes include those producing wind, solar and hydro-electric power, and proposals for energy generation from waste and bio-mass. The burning of wood bio-mass would provide a market for large areas of currently neglected traditionally coppiced woodland, as well as encouraging new planting. As electricity supply companies are obliged (under the 1989 Electricity Act) to purchase a minimum amount of power from renewable sources, an increased number of proposals may result.

The advantages of such schemes are that they can conserve fossil fuel resources, can be used as energy sources indefinitely and may not pollute the atmosphere. The proposals can, however, lead to environmental damage if proper consideration is not given to location and siting. Wind turbines, for example, because of their size (40.5 metres in height for a medium sized 330 kw turbine, up to 75m for the largest 3000 kw turbine currently in the UK, on Orkney), can have adverse effects on amenity.

Approval from the Environment Agency would be needed for hydro-power schemes. In processing such schemes the Agency will take account of the impact on water resources, flood defence and fisheries interests.

SUBJECT: LIGHT POLLUTION POLICY EVT2

THE BOROUGH COUNCIL WILL SEEK TO MINIMISE LIGHT POLLUTION RESULTING FROM NEW DEVELOPMENT PROPOSALS. DETAILS OF ANY EXTERNAL LIGHTING SCHEME REQUIRED AS PART OF ANY DEVELOPMENT SHOULD BE SUBMITTED AS PART OF THE PLANNING APPLICATION. APPLICANTS WILL BE EXPECTED TO DEMONSTRATE THAT THE SCHEME PROPOSED IS THE MINIMUM NEEDED FOR SECURITY AND OPERATIONAL PURPOSES AND THAT IT MINIMISES POTENTIAL POLLUTION CAUSED BY GLARE AND SPILLAGE.

Reasoned Justification

The potential impact from any lighting proposal for security or directional purposes or to increase the use of a facility, such as floodlights, can be as severe as the more obvious pollutants, such as noise or dust. It is therefore vital that any proposals essential to a development are clear from the initial application. Careful location and design of lighting can minimise the impact. The Council will expect down lighting in all cases and will encourage the reduction of light pollution as part of comprehensive schemes. With improvements to technology it is possible to achieve the desired effect that is both safe and effective without compromising the environment. A report by the Royal Fine Art Commission: "Lighten Our Darkness" gives examples of good practice and the Institute of Lighting Engineers' guidance notes assist in the design of lighting. The Council liaises with the police on security aspects.

SUBJECT: NOISE POLLUTION POLICY EVT3

DEVELOPMENTS LIKELY TO GENERATE LEVELS OF NOISE WHICH ARE UNACCEPTABLE EITHER IN VOLUME OR FREQUENCY OF OCCURRENCE SHOULD, WHERE APPROPRIATE, BE SITED AWAY FROM PEOPLE SO AS TO AVOID ANY NOISE DISTURBANCE AND NEW DEVELOPMENT SHOULD ITSELF BE SITED AWAY FROM SOURCES OF NOISE. APPROPRIATE STEPS MUST BE TAKEN DURING CONSTRUCTION AND OPERATION OR OCCUPATION OF THE COMPLETED DEVELOPMENT TO REDUCE LEVELS OF NOISE POLLUTION. PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT WHERE NOISE WOULD CAUSE HARM AND IT CANNOT BE AMELIORATED.

Reasoned Justification

Excessive noise levels can affect the quality of life and, ultimately, people's health. The minimum acceptable daytime standard set by the World Health Organisation during daytime (taken by the Borough Council to be 0700 to 2200) is LA eq (60 minutes) 50dB and at night time, LA eq (5 minutes) 35 dB. Should a proposed development generate noise levels in excess of this, or be located close to a noise source, amelioration measures such as internal sound proofing or external acoustic barriers should be included. A reasonable degree of peaceful enjoyment of gardens and amenity areas will also be expected.

Apart from the more obvious noise sources, such as motorways, mechanical and industrial noise, or certain recreational pursuits including motorcar or motorcycle racing and circuiting, other less obvious sources must be carefully considered, such as air handling units (vents, fans etc.) and refrigeration and compression units.

Developments that should not be located near noise sources include not only housing but also schools, hospitals and other community facilities.

Detailed guidance is given in PPG24 on noise exposure categories when considering proposed sites for residential development near existing noise sources.

SUBJECT: AIR QUALITY POLICY EVT4

WHEN JUDGING THE ENVIRONMENTAL SUITABILITY OF ANY DEVELOPMENT ANY EFFECT ON AIR QUALITY WILL BE TAKEN INTO ACCOUNT. APPROPRIATE MEASURES SHOULD BE TAKEN TO ENSURE THERE IS NO RISK TO PUBLIC HEALTH FROM THE RELEASE OF AIRBORNE POLLUTANTS.

Reasoned Justification

Air quality can directly influence people's health, both locally and on a global level. For example, particulates may be produced by vehicle emissions; chemicals such as chloro-fluoro carbons (CFCs), used in air conditioning and refrigeration units, may affect global warming and ozone depletion;

insecticides and fungicides used in buildings can be toxic; building operations and some industrial processes can cause dust.

Planning has an important role in preventing pollution resulting from new development or changes of use and the Council (both Planning and Environmental Health functions) will work closely with Government Departments to ensure standards are met.

**SUBJECT: DEVELOPMENT IN HIGH, AND LOW TO MEDIUM FLOOD RISK AREAS
POLICY EVT5**

WITHIN AREAS WITH A HIGH FLOOD RISK, AND LOW TO MEDIUM FLOOD RISK, AS IDENTIFIED ON THE PROPOSALS MAP, AND OUTSIDE THESE AREAS IF REQUIRED BY THE ENVIRONMENT AGENCY, PROPOSALS FOR DEVELOPMENT MUST BE ACCOMPANIED BY A FLOOD RISK ASSESSMENT (FRA) IN ACCORDANCE WITH PPG25, ANNEX F. DEVELOPMENT WILL BE PERMITTED PROVIDED THAT THE PROPOSED DEVELOPMENT HAS BEEN DEMONSTRATED TO MEET ALL OF THE FOLLOWING CRITERIA IN RESPECT OF FLOOD PROTECTION:

1. THERE ARE NO OTHER APPROPRIATE SITES FOR THE DEVELOPMENT IN A LOWER RISK ZONE,
2. IT WILL NOT ITSELF BE AT UNACCEPTABLE RISK FROM FLOODING,
3. IT WILL NOT INCREASE THE RISK OF FLOODING TO THIRD PARTIES WITHIN THE FLOODPLAIN OR IN ADJOINING AREAS BY REDUCING FLOOD STORAGE CAPACITY, INCREASING THE DEPTH OF FLOOD FLOWS, ADVERSELY AFFECTING FLOW VELOCITIES OR DIVERTING FLOOD FLOWS,
4. THE RISK TO HUMAN LIFE AND PROPERTY IS ACCEPTABLE,
5. A MINIMUM ACCESS STRIP OF 8M ON THE BANKS OF MAIN RIVERS AND ON ORDINARY WATERCOURSES IS PROVIDED,
6. ANY EXISTING FLOOD DEFENCES AND OTHER EXISTING OR POTENTIAL FLOOD ALLEVIATION MEASURES ARE ADEQUATELY SAFEGUARDED,
7. IT WOULD NOT RESULT IN EXTENSIVE CULVERTING,
8. WHERE ADDITIONAL FLOOD DEFENCES, OTHER MITIGATION WORKS OR WARNING MEASURES ARE REQUIRED THEY MUST BE FULLY FUNDED BY THE DEVELOPER INCLUDING ADEQUATE PROVISION FOR ONGOING MAINTENANCE THROUGH A DEDICATED COMMUTED SUM FOR 30 YEARS,
9. THE PROPOSAL DOES NOT INVOLVE SIGNIFICANT AND UNSUSTAINABLE ADDITIONAL FLOOD DEFENCES IN UNDEVELOPED OR SPARSELY DEVELOPED AREAS OR WITHIN THE FUNCTIONAL FLOODPLAIN.

Reasoned Justification:

Planning Policy Guidance note 25 Development and Flood Risk sets out a risk based approach to the execution of development control policy and land use planning in areas subject to flood risk. The policy sets out the criteria by which development proposals will be judged. It should be noted that in many cases FRAs will be required for development proposals on land which is not in itself at risk from flooding. The objectives of the policy are to protect the ability of floodplains to perform their function of accommodating the flow and storage of floodwater, and also to protect habitable property from flooding.

In order to provide an appropriate margin for any future variation in flood levels, conditions will be placed upon planning permissions in order to specify the minimum ground floor levels of any building in areas at risk of flooding, subject to the advice of the Environment Agency, considered to be appropriate to the level of risk in the locality in which the development is situated. This will normally be a minimum of 600 mm above the designated 1% flood level for that particular locality. Means of access should be above the designated 1% flood level.

SUBJECT: GROUNDWATER PROTECTION
POLICY EVT6

NEW DEVELOPMENT WILL NOT BE PERMITTED WHICH COULD DAMAGE GROUNDWATER RESOURCES OR PREVENT USE OF THESE RESOURCES.

Reasoned Justification

Groundwater resources are a vital component of potable water supplies; once polluted, the damage can be irrevocable. They can also have an impact on sites of wildlife significance. It is therefore essential that development which threatens this resource is not permitted. The Council will have regard to current Environment Agency guidance on the protection of groundwater.

SUBJECT: WATER POLLUTION

POLICY EVT7

PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT WHICH WOULD DAMAGE THE QUALITY AND ECOLOGY OF RIVERS, WATERCOURSES AND OTHER BODIES OF WATER. NEW DEVELOPMENT MUST BE ACCOMPANIED BY ADEQUATE SEWAGE DISPOSAL INFRASTRUCTURE INCLUDING SEPARATION OF SURFACE AND FOUL WATER SYSTEMS IN ORDER TO AVOID WATER POLLUTION BY SEWAGE, SEWERAGE EFFLUENT, INDUSTRIAL WASTES OR CONTAMINATED SURFACE WATER. PROPOSALS MUST DEMONSTRATE THAT WHERE HAZARDOUS, TOXIC OR POLLUTANT MATERIALS ARE USED, OR WASTES PRODUCED, THAT THESE WILL BE STORED, HANDLED OR DISPOSED OF IN WAYS THAT AVOID THE RISK OF POLLUTION.

Reasoned Justification

The Environment Agency is responsible for protecting water quality in rivers, watercourses and other bodies of water in accordance with statutory river quality objectives. The local planning authority will support this approach through ensuring that proposals for development do not adversely affect water quality. Where there is any potential hazard from pollutants used or produced in the proposed development, it is essential that information is supplied on how these materials will be dealt with.

Urban stormwater is now increasingly recognised as a source of pollution caused by urban activities and this can have a considerable effect on the quality and character of urban streams. For this reason the EA will wish to consider, and may require, stormwater treatment for developments which, alone or in combination with others, exceed 1 hectare in extent. Treatment, if required, will depend on environmental need and may include grass swales, reed-beds, settlement ponds or other constructed wetlands.

SUBJECT: DEVELOPMENT NEAR SEWAGE TREATMENT WORKS
POLICY EVT8

DEVELOPMENT WILL NOT BE PERMITTED WHICH WOULD BE ADVERSELY AFFECTED BY ODOUR POLLUTION WITHIN THE "CORDONS SANITAIRES" AROUND THE SEWAGE TREATMENT WORKS INDICATED ON THE PROPOSALS MAP AT HAYDEN (BODDINGTON AND STAVERTON PARISHES), INNSWORTH, TEWKESBURY, WINCHCOMBE AND BROCKHAMPTON (BISHOPS CLEEVE PARISH).

Reasoned Justification

Because of naturally occurring smells from sewage treatment (either the works or fields used for sludge disposal), it is advisable that a zone should be kept free of development around certain sewage works, where the effluent treated is equivalent to that of a population greater than 2000.

Development which is not likely to be acceptable would include dwellings, schools and institutions, commercial sites generating employment, and generally proposals where people who might be affected by the odour would be introduced to the area.

For smaller treatment works within the Borough, as part of the normal consultation procedure on planning applications, Severn Trent will advise where development may not be appropriate in close proximity to the works.

**SUBJECT: SUSTAINABLE URBAN DRAINAGE SYSTEMS
POLICY EVT9**

DEVELOPMENT PROPOSALS MUST DEMONSTRATE THAT APPROPRIATE PROVISION HAS BEEN MADE IN THEIR DESIGN FOR THE ON SITE ATTENUATION AND TREATMENT OF SURFACE WATER RUN-OFF IN ACCORDANCE WITH THE ENVIRONMENT AGENCY'S SUSTAINABLE URBAN DRAINAGE SYSTEMS CRITERIA.

Reasoned Justification

Uncontrolled surface water run-off from urban areas can adversely affect water quality in watercourses and also exacerbate flooding danger and habitat damage. It can also reduce the amount of water permeating the ground depleting the available water resource. In order to address these problems the Environment Agency working with its partners has developed an approach called Sustainable Urban Drainage Systems (SUDS) through which these adverse effects can be removed or reduced.

Three main techniques form the core of the approach: the scope for minimising water collection is most important in which the infiltration of water into the ground is maximised by permeable surfacing, the use of swales etc. Secondly, collected water should be removed from the site in a way that reduces the level of pollution and allows for further infiltration and volume loss, finally, and only if necessary, passive treatment can be installed to improve water quality before final discharge (by reed bed etc.)

The following benefits are offered by SUDS which conventional drainage systems do not provide: the protection and enhancement of water quality and biodiversity in urban streams, the restoration and maintenance of flow regimes in urban streams, protection from flooding, protection from pollution caused by accidental spillage or misconnections, design sympathetic to their environmental setting and the needs of the community, natural groundwater recharge where appropriate and the simplification of construction of, for example, car parks where gullies and drains may be avoided through the use of porous paving.

Three main techniques form the core of this approach:

- (a) the reduction in the volume of water to be discharged from the site by the use of permeable surfacing, swales, soakaways etc;
- (b) the attenuation and initial treatment of the remainder in a way that reduces the level of pollution and controls the rate of discharge, and as required
- (c) the installation of further treatment and environmental facilities (such as reed beds etc) which can provide a final polish to the water quality and enhance habitat provision.

LANDSCAPE

Background

The landscape is an important part of all our lives, which although often taken for granted, has a significant impact on both the environment and the quality of life. Landscape is not simply an issue associated with the rural areas where landform, woodland, mature trees, hedgerows, fields and other features contribute to the overall character, but also within urban areas and villages where at a smaller scale, landscape features such as parks, open areas, and street trees can be equally important.

The Cotswolds Area of Outstanding Natural Beauty is a nationally recognised landscape designation originally approved in August 1966 with modifications by the Countryside Commission confirmed in December 1990. Within the plan area the AONB follows the sweep of the Cotswolds scarp along the eastern edge of the Borough from Buckland/Snowhill in the north to Coopers Hill in the south, and including the outlier of Oxenton Hill. Parishes affected by the AONB designation are as follows:

Alderton	Gretton	Stanton
Badgeworth	Hawling	Stanway
Brockworth	Oxenton	Sudeley
Buckland	Prescott	Teddington
Dumbleton	Shurdington	Toddington
Gotherington	Snowhill	Winchcombe
Great Witcombe	Southam	Woodmancote

Within Gloucestershire the County Council have recognised the landscape quality of a number of additional areas defined as Special Landscape Areas in the Structure Plan Second Review. Within the Local Plan area these areas comprise land adjacent to the AONB and at Churchdown Hill. The criteria used for assessing the Special Landscape Areas and their detailed boundaries have been reassessed in the context of the Local Plan. Their revised boundaries are shown on the Proposals Map. The Local Plan also identifies a Landscape Protection Zone to recognise, protect and enhance the riparian landscape of the Rivers Severn and Avon and their tributaries to include the washland enclosed by adjacent hills and bluffs and associated landscape features.

Within towns and villages there exist locally important open spaces and landscape features which make an important contribution to the character of a particular settlement or street scene. These are identified on the Proposals Map as Important Open Spaces. The Local Plan also identifies Parks and Gardens of Special Historic Interest as defined in the English Heritage Register.

As well as defining areas of existing landscape importance and the policies to be applied, an important part of the document is concerned with setting the framework for both retaining and enhancing existing landscape features and the introduction of new elements when assessing applications for development.

Objectives

- To protect areas of high landscape quality from harmful development
- To ensure that new development takes full account of both existing landscape features via their retention and enhancement where appropriate, and by the introduction of new landscaping schemes

Implementation

Development control function of the Borough Council in liaison with specialist groups such as the Forestry Authority. Through the tree preservation order legislation and hedgerow protection regulations as appropriate.

Monitoring

Assessment of planning applications, decisions and appeals.

LANDSCAPE POLICIES
LND1-LND9

SUBJECT: AREA OF OUTSTANDING NATURAL BEAUTY (AONB)

POLICY LND1

THE EXTENT OF THE AREA OF OUTSTANDING NATURAL BEAUTY IS SHOWN ON THE PROPOSALS MAP. IN THE ASSESSMENT OF PROPOSALS FOR DEVELOPMENT WITHIN THE AONB, OVERRIDING PRIORITY WILL BE ACCORDED TO THE CONSERVATION OF THE NATURAL BEAUTY OF THE LANDSCAPE.

DEVELOPMENT PROPOSALS SHOULD NOT ADVERSELY AFFECT THE QUALITY OF THE NATURAL ENVIRONMENT; OR ITS VISUAL ATTRACTIVENESS. THE BOROUGH COUNCIL WILL ALSO HAVE REGARD TO THE NEEDS OF AGRICULTURE, FORESTRY, OTHER RURAL INDUSTRIES AND TO THE ECONOMIC AND SOCIAL WELL-BEING OF LOCAL COMMUNITIES. SMALL-SCALE DEVELOPMENT MAY BE ACCEPTABLE WITHIN THE AONB WHERE IT IS ESSENTIAL TO MEET LOCAL COMMUNITY NEEDS AND WHERE IT WOULD BE WITHIN OR ADJACENT TO EXISTING TOWNS AND VILLAGES AND IN SYMPATHY WITH THE LANDSCAPE CHARACTER OF THE AREA.

MAJOR DEVELOPMENT PROPOSALS WILL ONLY BE PERMITTED IN THE AONB IN EXCEPTIONAL CIRCUMSTANCES WHERE THERE IS A PROVEN NATIONAL INTEREST AND AN ABSENCE OF SUITABLE ALTERNATIVE SITES.

Reasoned Justification

The AONB is a national designation, the boundaries of which are determined by the Countryside Agency. The primary objective of the designation is to conserve the natural beauty of the landscape. In pursuing this primary objective, account will also be taken of the economic and social needs of local communities for sustainable development. Demands for recreation within the AONB will be met where it is consistent with the conservation of natural beauty and the needs of agriculture and forestry.

The Cotswolds AONB was originally designated in 1966 with modifications in 1990. It is an area acknowledged as having a landscape character and quality of national importance. Such areas are the most sensitive landscapes in the country and are particularly vulnerable to pressures for development and change. Built Cotswold stone features add to the character of the AONB, particularly dry stone walls.

In assessing whether developments are appropriate it must be recognised that the Cotswold landscape is not uniform in character, and includes various forms of landscape type each with its own distinctive topography, vegetation and visual characteristics. To illustrate this fact it should be noted that within the AONB in Tewkesbury Borough the Countryside Commission have defined 4 distinct landscape types:

- i) High wold e.g. Cleeve Common
- ii) Edge landscape e.g. South East of Cheltenham, western edge of Cleeve Hill
- iii) Incised landscape e.g. around Winchcombe
- iv) Outliers e.g. Oxenton, Alderton and Dumbleton Hills

Given the importance of the AONB designation, the Borough Council may require landscaping schemes to be submitted in support of applications for development to demonstrate the impact of the

proposal on the surrounding landscape, and where appropriate the character and appearance of the spaces to be created in the layout and design of the proposed development, existing features to be retained (such as dry stone walling which should be retained or replaced where practicable), new planting, surface materials and means of enclosure. The landscaping scheme should reflect the character of the location. Detailed advice may be obtained from the Borough Council on the type of landscaping required and suitable species to be planted.

In the case of outline applications, where the landscape impact is an issue which must be considered at the outset so as to arrive at an informed assessment of the development proposal as a whole, the Borough Council will inform the applicant that the landscaping issue should not form a reserved matter for subsequent approval.

On sensitive sites such as those subject to distant views or with a particularly sensitive or vulnerable character, or where the proposed development is likely to result in a significant impact, the Borough Council will require the applicants to prepare a detailed landscape appraisal. This should demonstrate, with reference to photographs and drawings, the impact of the development on the surrounding landscape.

SUBJECT: SPECIAL LANDSCAPE AREA (SLA)

POLICY LND2

THE EXTENT OF THE SPECIAL LANDSCAPE AREA IS SHOWN ON THE PROPOSALS MAP. IN THE ASSESSMENT OF PROPOSALS FOR DEVELOPMENT SPECIAL ATTENTION WILL BE ACCORDED TO THE PROTECTION AND ENHANCEMENT OF THE LANDSCAPE CHARACTER OF THE SPECIAL LANDSCAPE AREA WHICH ARE OF LOCAL SIGNIFICANCE. WITHIN THIS AREA PROPOSALS MUST DEMONSTRATE THAT THEY DO NOT ADVERSELY AFFECT THE QUALITY OF THE NATURAL AND BUILT ENVIRONMENT, ITS VISUAL ATTRACTIVENESS, WILDLIFE AND ECOLOGY, OR DETRACT FROM THE QUIET ENJOYMENT OF THE COUNTRYSIDE.

Reasoned Justification

The Gloucestershire Structure Plan Second Review defines, in broad terms, Special Landscape Areas which are areas of high quality countryside of local significance. While they are of a quality worthy of protection in their own right, they also play a role in providing the foreground setting for adjacent 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. The boundaries are identified by breaks of slope, or the inclusion of the foreground setting to a change of slope and will follow identifiable physical features including ditches, rivers and streams, hedgerows and field boundaries, woodland edges, roads, public rights of way and tracks, railway lines and settlement edges.

In assessing whether developments are appropriate it must be recognised that the Cotswold landscape is not uniform in character, and includes various forms of landscape type each with its own distinctive topography, vegetation and visual characteristics.

The Borough Council will require landscaping schemes to be submitted in support of applications for development within the Special Landscape Area. Such schemes should show sufficient detail to demonstrate the impact of the proposal on the surrounding landscape, and where appropriate, the character and appearance of the spaces to be created in the layout and design of the proposed development, existing features to be retained, new planting, surface materials and means of enclosure. The landscaping scheme should reflect the character of the location. Detailed advice may

be obtained from the Borough Council on the type of landscaping required and suitable species to be planted.

In the case of outline applications where the landscape impact is an issue which must be considered at the outset so as to arrive at an informed assessment of the development proposal as a whole, the Borough Council will inform the applicant that the landscaping issue should not form a reserved matter for subsequent approval.

On sensitive sites such as those subject to distant views or with a particularly sensitive or vulnerable character, or where the proposed development is likely to result in a significant impact, the Borough Council will require the applicants to prepare a detailed landscape appraisal. This should demonstrate with reference to photographs and drawings, the impact of the development on the surrounding landscape.

The identification of the SLA aims to protect the foreground setting of the AONB where the topography of the area is a continuation of the adjacent AONB and/or where the vegetation and associated features are characteristic of the AONB. The SLA is of a high landscape quality that is worthy of protection in its own right, but it also protects the setting of the nationally designated AONB. The policy aims to protect the visual attractiveness of the area, its wildlife and ecology and the ability of people to enjoy the quietness of the countryside. For these reasons the policy goes beyond the more general countryside protection policy LND4.

SUBJECT: LANDSCAPE PROTECTION ZONE (LPZ)

POLICY LND3

A LANDSCAPE PROTECTION ZONE IS IDENTIFIED ON THE PROPOSALS MAP. WITHIN THE LPZ SPECIAL PROTECTION IS GIVEN TO THE ECOLOGY AND VISUAL AMENITY OF THE RIVER ENVIRONMENT. DEVELOPMENT WILL NOT BE PERMITTED WHICH:

- A. HAS A DETRIMENTAL VISUAL OR ECOLOGICAL EFFECT ON THE CHARACTER OF THE RIVER BANKS OR ASSOCIATED LANDSCAPE SETTING OF THE SEVERN VALE.
- B. HAS AN ADVERSE IMPACT ON THE WATER ENVIRONMENT.

WITHIN THE LPZ THE LOCAL PLANNING AUTHORITY WILL SEEK TO PROTECT OR ENHANCE THE ENVIRONMENT AND WHERE POSSIBLE, PROVISION WILL BE MADE FOR IMPROVED PUBLIC ACCESS. IMPORTANT LANDSCAPE FEATURES WITHIN THE LANDSCAPE PROTECTION ZONE WILL BE RETAINED AND WHERE APPROPRIATE ENHANCED TO ENSURE THEIR LONG TERM RETENTION.

Reasoned Justification

The local authority recognises the ecological and amenity importance of the river area around the Severn, at the confluence of the Severn and Avon and along the Chelt and Leadon valleys and as such considers the area worthy of designation as a Landscape Protection Zone.

The Landscape Protection Zone seeks to protect, enhance and conserve the riparian landscape of the river valley including the floodplain, tributaries lined with trees, adjacent hills and areas of visual and ecological importance, such as woodland, orchards, copses, hedgerows, key wildlife sites, parkland areas and examples of traditional vernacular architecture, all of which contribute to the overall landscape quality and character of the area.

In assessing proposals for development, overriding priority will be given to the protection and enhancement of the ecology, nature conservation interest and landscape quality within the Landscape Protection Zone. The local authority will encourage improvements to public access providing there is no adverse impact on the environment and will encourage the retention and replacement of natural features.

Landscaping schemes must be submitted in support of applications for development within the LPZ. Such schemes should be detailed enough to demonstrate the impact of the proposal on the surrounding landscape, and where appropriate, the character and appearance of the spaces to be created in the layout and design of the proposed development, existing features to be retained, new planting, surface materials and means of enclosure. The landscaping scheme should reflect the character of the location. Detailed advice may be obtained from the Borough Council on the type of landscaping required and suitable species to be planted. The Council would also encourage other means of enhancement not directly linked to applications operated by other countryside agencies (e.g. Countryside Stewardship Scheme).

In the case of outline applications where the landscape impact is an issue which must be considered at the outset in order to arrive at an informed assessment of the development proposal the Borough Council will inform the applicant that the landscaping issue should not form a reserved matter for subsequent approval.

On sensitive sites, such as those subject to distant views, or with a particularly sensitive or vulnerable character, or where the proposed development is likely to result in a significant impact, the Borough Council will require the applicants to prepare a detailed landscape appraisal. This should demonstrate with reference to photographs and drawings, the impact of the development on the surrounding landscape. The detailed approach towards the assessment of proposals for the development of marinas and moorings is set out in policy TOR8.

The identification of the LPZ aims to protect the distinct landscape associated with the rivers within the Borough. The policy is specifically concerned with the protection of the ecology of the area, the appearance of the landscape and the safeguarding of the water environment. For these reasons the policy goes beyond the more general countryside protection policy LND4.

SUBJECT: LANDSCAPE - COUNTRYSIDE PROTECTION

POLICY LND4

IN CONSIDERING PROPOSALS FOR DEVELOPMENT IN RURAL AREAS OTHER THAN THE AREA OF OUTSTANDING NATURAL BEAUTY, SPECIAL LANDSCAPE AREA, AND LANDSCAPE PROTECTION ZONE, REGARD WILL BE GIVEN TO THE NEED TO PROTECT THE CHARACTER AND APPEARANCE OF THE RURAL LANDSCAPE.

Reasoned Justification

The countryside of the Borough is worthy of protection for its own sake. Although some areas have been identified in recognition of particular character types, e.g. the Cotswold Hills AONB and the River Severn and Avon Landscape Protection Zone, the remaining rural areas of the Borough are also of great importance in terms of their visual amenity and biodiversity. In order to safeguard the existing environmental quality of the Borough development proposals affecting these rural areas should be designed to harmonise with their character or, if they are unacceptably intrusive, be refused.

SUBJECT: IMPORTANT OPEN SPACES

POLICY LND5

IMPORTANT OPEN SPACES ARE IDENTIFIED ON THE PROPOSALS MAP. PROPOSALS WHICH WOULD ADVERSELY AFFECT THEIR CHARACTER AND APPEARANCE WILL NOT BE PERMITTED.

Reasoned Justification

The Borough Council considers that the loss of the defined important open spaces, both public and private, within or adjoining settlements would adversely affect the character and setting of these settlements. These areas should be of amenity value to the public, clearly visible and important to the character of the settlement and the street scene. Appendix 4 lists the Important Open Spaces together with a summary of their reason for designation.

Examples of areas identified as important open spaces are where the land is a focal point in the street scene, provides the setting for a landmark building, such as a church, or forms a landscaped edge to the built up area of a settlement.

The Borough Council will offer advice and information to local communities to assist with the production of Village Design Statements where the Parish or Town Council are producing them.

SUBJECT: HISTORIC PARKS AND GARDENS

POLICY LND6

WITHIN THE HISTORIC PARKS AND GARDENS AS DEFINED ON THE PROPOSALS MAP THE FOLLOWING WILL APPLY: -

- (A) DEVELOPMENT THAT WOULD DESTROY, DAMAGE OR OTHERWISE ADVERSELY AFFECT THE CHARACTER APPEARANCE OR SETTING OF HISTORIC PARKS AND GARDENS (INCLUDING THOSE IDENTIFIED AS BEING OF SPECIAL HISTORIC INTEREST), OR ANY OF THEIR FEATURES WILL NOT NORMALLY BE PERMITTED.
- (B) PLANTING SCHEMES WHICH ENHANCE, MANAGE OR RE-CREATE FEATURES OF HISTORIC PARKLAND AND GARDENS AND ASSOCIATED LANDSCAPE WILL BE ENCOURAGED.

Reasoned Justification

English Heritage has published a Register of Parks and Gardens of Special Historic Interest. There are 5 such parks and gardens within Tewkesbury Borough and these are as follows:

- Highnam Court
- Snowhill Manor
- Stanway House
- Sudeley Castle
- Toddington Manor

Central government advice is that historic parks and gardens should be safeguarded from development that would destroy them or adversely affect their character. Management of historic landscapes is also needed including the re-establishment of traditional farming methods and the restoration of landscapes damaged by previous development or neglect. Regard should also be taken of the wildlife interest of parkland, and appropriate management undertaken of features important for nature conservation. The Borough Council will actively support bodies and organisations which work to

achieve these aims. The Council in conjunction with the County Council, Countryside Agency and Gloucestershire Historic Gardens and Landscape Trust will work with the owners of historic landscapes to establish management plans.

**SUBJECT: LANDSCAPING OF NEW DEVELOPMENTS
POLICY LND7**

NEW DEVELOPMENT PROPOSALS WILL, WHERE APPROPRIATE, REQUIRE THE PROVISION OF A HIGH QUALITY LANDSCAPING SCHEME WHICH WILL FORM AN INTEGRAL PART OF THE OVERALL DEVELOPMENT. PROPOSALS MAY ALSO REQUIRE A LANDSCAPE APPRAISAL INDICATING EXISTING LANDSCAPE FEATURES AND THESE SHOULD BE INTEGRATED WHERE APPROPRIATE INTO THE LANDSCAPING SCHEME.

Reasoned Justification

New development provides an opportunity for comprehensive landscaping of good quality. It is important that landscaping is seen as an integral part of any scheme which should be considered as part of the detailed layout of the site. Many new sites will have existing landscape features which are worthy of retention. Where practical, it is important that these should be retained particularly for their amenity and nature conservation value. Existing mature trees should be retained as boundary features and within open space areas. Large trees and forest trees should not in general be incorporated in garden curtilages. New tree planting should consist of species suited to the location. Large trees should not be planted within small gardens whilst where practicable there should be scope within the overall scheme, to provide areas of open space where large trees can be planted without the likelihood of potential damage to hard surfaces and/or property. Specific policies apply with regard to landscaping of development in the Cotswolds AONB, Special Landscape Area and Landscape Protection Zone (Policies LND1, LND2 and LND3).

Structural planting relates to the major areas of landscaping which are outside the curtilages of the development e.g. adjacent to roads or open spaces. It is important that this planting takes place in the early stages of development to allow it to establish and contribute towards the landscape. This results in a softening of the landscape impact of new development, and if linked with existing landscape features gives value not only in terms of amenity but also in ecology and nature conservation. In appropriate circumstances the Council would normally attach conditions to planning permissions in order to secure the provision of structural planting.

**SUBJECT: TREES/WOODLANDS
POLICY LND8**

IN ASSESSING PROPOSALS FOR DEVELOPMENT THE LOCAL AUTHORITY WILL ENSURE THAT WHERE POSSIBLE AND PRACTICABLE PROPOSED SCHEMES RETAIN TREES/WOODLANDS AND HEDGEROWS OF GOOD QUALITY AND OF AMENITY AND NATURE CONSERVATION VALUE. WHERE PROTECTED TREES ARE LOST THE COUNCIL WILL REQUIRE APPROPRIATE REPLACEMENTS.

Reasoned Justification

Under the Town and Country Planning Act 1990 (as amended), the Council is empowered to protect trees in the interests of amenity by the making of Tree Preservation Orders (TPOs). The Act also contains special provisions for notification of tree works for trees in conservation areas that are not subject to TPOs. It is the Council's intention to continue to use TPOs as a means of protecting important individual trees and areas of woodland. Woodlands are important landscape features, many of which, particularly the ancient semi-natural woodlands, support a rich flora and fauna.

The Council recognises that it may not always be practical to save all protected trees, particularly those which are over mature or in declining health. A planning permission can supersede a TPO to allow the removal of trees on a site, however the Local Authority would prefer to enter into negotiations with developers and/or owners to achieve schemes which retain trees of environmental amenity. Where protected trees are lost the Council will normally seek suitable replacements in order to retain the character of an area and to ensure that future generations can benefit from these actions.

Under the consultation procedures as set out with the Forestry Commission and the County Council, the Council will consider felling licence applications and will not normally raise objections where the application accords with sound management principles ensuring that particular regard is paid to trees of nature conservation and high amenity value to minimise landscape harm. This will apply equally to all woodlands including those not covered by a Tree Preservation Order.

The Council will encourage new woodland planting and the retention and sympathetic management of all existing woodlands within the Borough. Where woodland areas are unavoidably lost appropriate areas of new woodland planning will be sought. In particular, the Council will encourage new woodlands within the community woodland strategy for Gloucestershire.

New planting can have an adverse effect on archaeological sites; therefore proposals will be assessed against the historic character of the landscape and in consultation with the County Archaeologist.

**SUBJECT: SITING OF BUILDINGS IN RELATION TO TREES
POLICY LND9**

IN ASSESSING PROPOSALS FOR DEVELOPMENT THE LOCAL AUTHORITY WILL ENSURE THAT MATURE AND/OR IMPORTANT TREES, TO BE RETAINED ON THE SITE, HAVE ADEQUATE SPACE TO ALLOW FOR THEIR FUTURE GROWTH.

THE SITING OF BUILDINGS IN RELATION TO TREES MUST TAKE INTO ACCOUNT POSSIBLE DAMAGE TO THE EXISTING TREES, AND THEIR ROOT SYSTEMS, AND POTENTIAL DAMAGE TO BUILDINGS THROUGH ROOT ACTION.

THE SITING OF BUILDINGS MUST ALSO CONSIDER POSSIBLE NUISANCE TO THE BUILDING'S OCCUPANTS THROUGH OVERSHADOWING, LEAF AND BRANCH DROP.

EXISTING MATURE, OR IMPORTANT, TREES ON A DEVELOPMENT SITE SHOULD BE LOCATED WITHIN AREAS OF PUBLIC OPEN SPACE AND NOT WITHIN PRIVATE GARDENS.

Reasoned Justification

The Local Authority will consider both the effect of the development on the tree(s) and the potential effect of the tree(s) on development. In determining the acceptable distance between trees and development the Local Authority will refer to British Standard 5837 "Trees in relation to construction" (1991), together with the age and condition of the tree(s) and their potential future growth.

TOURISM

Background

Tourism, as recognised by PPG21, is an issue which covers a wide range of activities and types of development and which can have significant economic and employment benefits. However, a balance is required between promoting tourism whilst not destroying the quality of the environment which attracts visitors in the first place.

In general terms the two main areas of attraction to visitors within the plan area are the Cotswold edge with its picturesque villages, dramatic landscape with wide ranging views from the scarp and the market town of Winchcombe, and, in the Vale, the Rivers Severn and Avon with the opportunity for boating holidays and river-related activities.

The Local Plan provides land-use planning guidance on both the general approach to tourism initiatives and the development of visitor attractions, as well as the assessment of proposals for additional visitor accommodation such as new hotels, guest houses or caravan sites. The significance of the river network is recognised with guidance being provided on the development of marinas.

The continued restoration of that part of the Cheltenham to Stratford railway line within the plan area by the Gloucestershire Warwickshire Railway is an initiative encouraged by the Borough Council which is likely to generate increased tourism opportunities (see policy in transport chapter). Similarly, although on a much longer time scale, the proposed restoration of the Herefordshire and Gloucestershire Canal is also supported.

Objectives

- To balance the encouragement of tourism developments in appropriate locations with wider environmental concerns
- To make better use of the river network for tourism, subject to other policies of the local plan
- To encourage the opportunities afforded by longer-term projects such as the Gloucestershire Warwickshire Railway

Implementation

Development control function of the Borough Council, and liaison with specialist groups as appropriate (e.g. South West Tourism). Provision of information and advice through the Tourist Information Centres.

Monitoring

Assessment of planning applications, collection of data on, for example, visitor numbers.

TOURISM POLICIES

TOR1-TOR9

SUBJECT: GENERAL POLICY POLICY TOR1

THE BOROUGH WILL SUPPORT PROPOSALS FOR TOURISM RELATED DEVELOPMENT PROVIDED THAT, WHERE APPROPRIATE:

1. THE PRIORITY IS GIVEN TO THE RE-USE OF EXISTING BUILDINGS IN ACCORDANCE WITH COUNCIL POLICY
- 2 THERE IS GOOD ACCESS INCLUDING ACCESS FOR WALKERS, CYCLISTS AND THOSE WITH SPECIAL NEEDS
- 3 THE PROPOSAL SUPPORTS THE LOCAL PLAN'S WIDER OBJECTIVES, PARTICULARLY IN RELATION TO CONSERVATION, TRANSPORT, RECREATION, ECONOMIC DEVELOPMENT, THE ENVIRONMENT AND NATURE CONSERVATION.
- 4 THE SITING, DESIGN AND SCALE IS IN KEEPING WITH THE LANDSCAPE AND WHEREVER POSSIBLE AND PRACTICABLE SEEKS TO ENHANCE IT
- 5 THE PROPOSAL AIMS TO INTERPRET THE PHYSICAL AND HISTORIC HERITAGE OF THE AREA
- 6 A PROPOSAL THAT WOULD ATTRACT SUBSTANTIAL NUMBERS OF VISITORS ~~IF~~ SHOULD BE ACCESSIBLE BY PUBLIC TRANSPORT AS WELL AS BY CAR

AND SUBJECT TO THERE BEING NO UNACCEPTABLE IMPACT ON THE SAFETY OR SATISFACTORY OPERATION OF THE HIGHWAY NETWORK.

Reasoned Justification

Tourism is an important source of employment in the Borough. It is a positive activity with the potential to benefit the community and the place, as well as the visitor. It also helps to bolster the rural economy particularly through farm diversification. Tourism can bring its own problems for the environment and if unmanaged could well destroy the very environment and heritage that visitors have come to enjoy. It is therefore important that the right balance is achieved between environmental safeguards and the management of visitors e.g. that adequate car and coach parking is provided in the right locations and that signing directs people to the facilities that they come to use and see. It is important that the positive economic and environmental benefits of tourism should be maximised whilst minimising their negative environmental impacts. Much policy framework guidance exists as non statutory policy guidance. This guidance is contained in South West Tourism's draft regional tourism strategy 'Towards 2015', the Gloucestershire Tourism Strategy and the Borough Council's Tourism and Economic Development Strategy. It is important that any development does not detract from or adversely affect the quality of the landscape and its visual beauty. Tourism development can bring with it added problems such as traffic generation. The Borough Council will judge any application against impact on the landscape, and traffic generation.

The overriding priority is protection of the character of the landscape particularly in the AONB and to a lesser degree in the SLA and LPZ. The fact that the area is popular with visitors is not in itself sufficient justification for the location of a new tourist attraction. Tourism can help to sustain old and historic buildings which can often be adapted to tourism needs whilst maintaining their original character and the character of the area whilst offering an opportunity for historic interpretation of such buildings.

SUBJECT: SERVICED / SELF CATERING ACCOMMODATION
POLICY TOR2

THE DEVELOPMENT OF SERVICED AND SELF-CATERING ACCOMMODATION WILL NOT BE PERMITTED OUTSIDE RESIDENTIAL DEVELOPMENT BOUNDARIES, EXCEPT WHERE THE PROPOSAL RESULTS IN THE RENOVATION AND IMPROVED USE OF EXISTING BUILDINGS.

Reasoned Justification

Overriding importance is given to the protection of the open countryside particularly within the AONB, and there should be no conflict with Green Belt policies.

Within settlements there may be scope for development particularly on redundant sites or sites where a change of use would be acceptable. It is important that, where new development takes place, the amenity of adjoining residents or uses is not affected. Scale and design will be important. Adequate car parking in accordance with the Council's standards must be provided and that there is no adverse impact on the surrounding environment and special landscape designations. Whilst new development will not normally be accepted in open countryside, it is recognised that some types of tourist accommodation are well suited to conversions. The Borough Council recognises that conversions or changes of use can often breathe new life into old buildings and may result in a suitable viable use. Each application will be considered in terms of design and effect on the existing building.

SUBJECT: EXTENSIONS TO HOTELS/ACCOMMODATION
POLICY TOR3

FAVOURABLE CONSIDERATION WILL BE GIVEN TO THE EXTENSION OF EXISTING TOURIST ACCOMMODATION PROVIDING THAT THE PROPOSAL IS IN SCALE AND CHARACTER WITH THE EXISTING BUILDINGS AND THAT THERE IS NO ADVERSE IMPACT ON THE SURROUNDING ENVIRONMENT AND SPECIAL LANDSCAPE DESIGNATIONS.

Reasoned Justification

The Borough Council recognises that often tourist accommodation enterprises need the flexibility to expand and adapt to changes in market demand to remain viable and up to date with existing markets and demand. Normally, the Borough Council will look favourably upon extensions subject to the above. Extensions in the Green Belt will be assessed against Policy GRB1.

SUBJECT: NEW STATIC CARAVAN/LOG CABIN/CHALET SITES
POLICY TOR4

IN CONSIDERING PROPOSALS FOR NEW STATIC CARAVAN, LOG CABIN OR CHALET SITES, OVERRIDING PROTECTION WILL BE AFFORDED TO THE LANDSCAPE, PARTICULARLY WITH REGARD TO SITING AND LANDSCAPE DESIGN AND IMPACT ON LOCAL AMENITY. ANY PROPOSAL MUST BE WELL RELATED TO MAIN ROUTES. DETAILS OF SITE LAYOUT AND LANDSCAPING WILL BE REQUIRED AS PART OF ANY APPLICATION.

PARTICULAR REGARD WILL BE HAD TO THE PROTECTION OF THE NATURAL LANDSCAPE IN THE AREA OF OUTSTANDING NATURAL BEAUTY AND THE SPECIAL LANDSCAPE AREA.

Reasoned Justification

Whilst the Borough Council wish to encourage tourism, it is also important that the natural environment is protected. Overriding importance is given to protection of the landscape within the AONB and SLA.

Elsewhere proposals will be judged against their impact on the landscape and consideration will be given to traffic implications.

Proposals will not be appropriate in the Green Belt in accordance with GRB1.

SUBJECT: TOURING CARAVAN AND CAMPING SITES
POLICY TOR5

APPLICATIONS FOR NEW TOURING CARAVAN AND CAMPING SITES WILL BE PERMITTED WITHIN THE AONB OR SLA PROVIDED THAT OVERRIDING PROTECTION IS ACCORDED TO THE PROTECTION OF THE LANDSCAPE.

ELSEWHERE APPLICATIONS WILL BE JUDGED AGAINST THEIR IMPACT ON THE LANDSCAPE.

IN ALL CASES APPLICATIONS WILL NOT BE PERMITTED WHERE THERE IS AN UNACCEPTABLE ENVIRONMENTAL OR AMENITY IMPACT OR WHERE THE SITE IS NOT EASILY ACCESSIBLE FROM A MAIN ROUTE.

Reasoned Justification

The Borough Council recognises that camping and caravanning are popular recreational pursuits providing important elements of tourist accommodation for flexible and mobile holidays. Caravan and camp sites can, however, be visually intrusive in the landscape detracting from the very landscape quality that visitors come to see.

Proposals will not be appropriate in the Green Belt, in accordance with GRB1.

SUBJECT: EXTENSIONS TO EXISTING CARAVAN/CAMP SITES
POLICY TOR6

EXTENSIONS TO EXISTING TOURING AND STATIC CARAVAN AND CAMP SITES WILL BE PERMITTED SUBJECT TO THE FOLLOWING CRITERIA:-

1. NO UNACCEPTABLE IMPACT ON THE LANDSCAPE IN TERMS OF SITING
2. EXTENSIONS MUST RELATE WELL TO THE EXISTING SITE
3. NO ADVERSE IMPACT ON SITES OF NATURE CONSERVATION, ARCHAEOLOGICAL INTEREST, LISTED BUILDINGS OR CONSERVATION AREAS
4. PROVISION SHOULD BE MADE FOR THE LANDSCAPING AND SCREENING OF CARAVANS, BUILDINGS AND STORAGE AREAS FROM NEIGHBOURING DEVELOPMENT AND TO MINIMISE ANY VISUAL INTRUSION INTO THE COUNTRYSIDE.

Reasoned Justification

Caravanning and camping are a popular part of the tourist industry. Many caravan operators provide high quality well managed sites often with a recreational element such as fishing and walking. Extensions to well-run, well laid out sites are often preferable to new sites and may help to keep existing sites viable. The Local Authority wish to enable demand to be met whilst balancing this demand against protection of the environment.

Proposals will not be appropriate in the Green Belt in accordance with GRB1.

SUBJECT: FARM DIVERSIFICATION
POLICY TOR7

PROPOSALS FOR FARM DIVERSIFICATION FOR TOURISM USES WILL BE SUPPORTED WHERE THERE IS NO CONFLICT WITH DESIGNATIONS TO SAFEGUARD THE QUALITY OF THE ENVIRONMENT, AND WHERE PROPOSALS CAN BE SUCCESSFULLY INTEGRATED WITHIN A RURAL ENVIRONMENT, AND INVOLVE THE RE-USE OF EXISTING FARM BUILDINGS.

Reasoned Justification

The activities outlined below are examples of tourism related farm diversification projects:

1. Use of farm buildings for holiday lets e.g. farmhouse B & B, self catering holiday units, and camping barns.
2. Sport and outdoor recreational activities subject to landscape impact and other environmental constraints
3. Recreational uses with an educational content e.g. farm and nature trails and open days
4. Countryside pursuits
5. Country crafts
6. Certificated caravan sites

Each application will be subject to landscape impact, design, effects on listed buildings and neighbouring uses, and development control criteria. Any proposals for new build will require special justification and must not conflict with other policies contained in the Local Plan.

Whilst keen to promote tourism as part of farm diversification, the Council will need to be satisfied that activities proposed will not conflict with any other policy objectives contained in the Local Plan.

PPG2 and PPG7, the Ministry of Agriculture, South West Tourism, The Countryside Agency and the Forestry Commission all provide advice for various aspects of countryside management, farm diversification and farm tourism.

SUBJECT: MARINAS
POLICY TOR8

THE DEVELOPMENT OF NEW MARINAS/ MOORINGS IN OR ADJACENT TO URBAN AREAS WILL BE ENCOURAGED WHERE THEY ARE ALLIED TO EXISTING FACILITIES AND SUBJECT TO NO SIGNIFICANT CONFLICT WITH LANDSCAPE OR NATURE CONSERVATION POLICIES AND HAVING REGARD TO THEIR IMPACT ON THE LANDSCAPE PROTECTION ZONE.

Reasoned Justification

Marinas play a vital role in the attractiveness of an area to tourists. They normally offer a range of facilities such as boat storage, clubhouse, chandlery and a sewage disposal point. Marinas are a prime focus for river traffic. The range of facilities includes new development which unless carefully designed, can be very urban in appearance.

SUBJECT: HEREFORDSHIRE AND GLOUCESTERSHIRE CANAL
POLICY TOR9

THE BOROUGH COUNCIL SUPPORTS IN PRINCIPLE THE RESTORATION OF THE HEREFORDSHIRE AND GLOUCESTERSHIRE CANAL. THE LINE OF THE HEREFORDSHIRE AND GLOUCESTERSHIRE CANAL IS IDENTIFIED ON THE PROPOSALS MAP. THE BOROUGH COUNCIL WILL SAFEGUARD THE LINE OF THE HEREFORDSHIRE AND GLOUCESTERSHIRE CANAL, INCLUDING MAISEMORE LOCK, FROM DEVELOPMENT WHICH WOULD PREJUDICE ITS RESTORATION TO FULLY NAVIGABLE CONDITION.

Reasoned Justification

The route of the Herefordshire and Gloucestershire canal runs from the Severn at Gloucester to Hereford via Newent and Ledbury. It was built between 1792 and 1845 and closed in 1881. The canal was built to take Welsh gauge narrow boats 72 feet in length with a beam of about 8' 6". Following its closure much of its cut was filled in and a railway was built upon it. This ironically, has probably helped to preserve the route of the canal, and it is understood that such obstructions which have occurred since the closure of the railway and canal can be circumvented.

The design of the restoration scheme for the canal corridor should pay careful attention to the desirability of maintaining, and where practicable, enhancing the bio-diversity of the land in question. It is anticipated that the restoration of the canal corridor will bring significant opportunities to enhance bio-diversity as has been demonstrated on sites such as that at Over.

The benefits which may accrue from a properly managed canal corridor restoration project both during and following its implementation are substantial and will increase as the restoration proceeds. These may be summarised as follows:

- The economic advantages to both the area surrounding the canal corridor and on the waterways route to it accruing from the tourists attracted to the canal by boat, road, cycle and foot.
- The educational value of carefully restored and interpreted historic remains.
- The recreational value of what has the potential to become a long distance footpath route in a road traffic free and highly attractive environment to the benefit of local people and tourists.
- The nature conservation value of the restored canal corridor, (most of the channel is presently dry or filled in), carefully managed to create a rich series of new habitats.

It is important to note that most of these benefits can be achieved before the canal is fully restored for navigation.

The Herefordshire and Gloucestershire Canal Trust achieved charitable trust status in 1992 and is pursuing its aim of restoration to fully navigable standards. The Trust's achievements to date and the progress of canal restoration projects elsewhere in England suggest that this is a project with a real prospect of achieving substantial benefits for the community and is worthy of the Borough Council's support.

The Borough Council supported the successful restoration of the Over Canal Basin through the negotiation of the S106 agreement for the Staunton's Hill development, and also the provision of The Wharf House at the basin, which will become an important visitor facility for the interpretation of the canal. The Canal Trust has already demonstrated the sustainable nature of the project by the securing of payments in perpetuity for the ongoing maintenance of the canal from the Staunton's Hill development. The progress at the Over Basin site will make a positive and desirable contribution towards local tourism facilities which will be enhanced as the restoration proceeds.

SHOPPING

Background

Retailing is a complex and dynamic industry which affects a wide range of planning issues. It is important in terms of the economic impact that a shopping centre can have on an area, and the social and community benefits derived from convenient access to a range of retail facilities.

Retailers establish themselves at points convenient to their customers. In the past this has led to a hierarchy of village stores or local shops within walking distance serving daily needs, market towns and larger centres providing a greater range and sub-regional or regional centres providing the full range. Social and transport changes, particularly increasing reliance on the private car, have emphasised the importance of convenient car access. While such changes benefit those with cars, they can simultaneously reduce the choice of others such as the elderly who find local facilities under threat, and difficulties or increased cost in reaching alternative provision.

Shopping activity has an environmental impact on the appearance of towns and villages both directly, through the introduction of shop fronts, advertisements and window displays, and indirectly through the provision of ancillary facilities such as parking areas and pedestrian priority schemes, or the incentive to invest in the physical fabric of a centre. In particular, the character and appearance of an historic market town such as Tewkesbury or Winchcombe is related to its long history of retailing in terms of the design of both the townscape and individual buildings. The retention of buoyant retail activity is therefore a key element in the local plan's conservation objectives.

While an attractive retail environment can have positive benefits in terms of both maximising customer expenditure and promoting the attractiveness of a retail centre as a whole, the uncontrolled introduction of inappropriate advertisements, shopfronts and other features can rapidly reduce the quality of the character and appearance of an area, and hence its perception to potential customers as an attractive place in which to shop.

The plan area is fortunate to have convenient access to the three sub-regional centres of Gloucester, Cheltenham and Worcester. Within the Borough, Tewkesbury is the main centre with a catchment of approximately 25,000 people within 10-15 minutes drive time. Elsewhere, the main retail centres within the plan area are those of Bishops Cleeve, Brockworth, Churchdown, Innsworth, Northway and Winchcombe. In addition there exist numerous small local shopping areas and village shops, as well as other facilities such as garden centres, farm shops and shops attached to petrol stations. The Gloucestershire Structure Plan Second Review steers new retail floorspace to within or adjacent the main town centres of Gloucester, Cheltenham, Stroud, Cirencester and Tewkesbury.

The importance of Tewkesbury town centre in the retail hierarchy and the need to protect its vitality and viability means that prime shopping frontages are defined in the High Street where existing A1 retail outlets are protected. Elsewhere in Tewkesbury's main shopping streets, a more flexible approach is adopted. Other retail areas in the Borough are protected by policies which support the retention of A1, A2 or A3 uses.

Objectives

- In accordance with the sequential approach, to accord priority to the location of new retail development within existing town centres, given their relatively convenient access by public transport and scale of investment in existing facilities.
- To retain and enhance the retail attractiveness and quality of Tewkesbury town centre as the prime retail focus within the Borough.
- To support and enhance the vitality and viability of the main retail areas of Bishops Cleeve, Brockworth, Churchdown, Innsworth, Northway and Winchcombe.

- To support the role of local shops and village stores, particularly where such facilities are valued by the local community and contribute to the maintenance of a healthy rural economy.

Implementation

Development control function of the Borough Council.

Monitoring

The monitoring of planning applications involving new retail floorspace. Regular surveys are undertaken to identify the precise types of retail unit within shopping areas, and also, for example, incidence of vacant units and changes in the amount of shopping floorspace.

SHOPPING POLICIES
RET1-RET11

SUBJECT: TEWKESBURY TOWN CENTRE PRIMARY SHOPPING FRONTAGES
POLICY RET1

WITHIN THE TEWKESBURY TOWN CENTRE PRIMARY SHOPPING FRONTAGES AS DEFINED ON THE PROPOSALS MAP CHANGE OF USE FROM RETAIL (CLASS A1) WILL ONLY BE PERMITTED PROVIDED THAT:

1. A MINIMUM OF 75% OF UNITS WITHIN 100M OF THE CENTRE POINT OF THE FRONTAGE OF THE APPLICATION SITE (WHERE THIS MEASUREMENT IS WITHIN THE PRIMARY SHOPPING FRONTAGES AREA) WOULD BE WITHIN CLASS A1 USE, AND
2. THE ALTERNATIVE USE PROPOSED IS FINANCIAL AND PROFESSIONAL SERVICES (CLASS A2) OR FOOD AND DRINK (CLASS A3).

RESIDENTIAL OR OFFICE USE AT UPPER FLOOR LEVEL WILL BE SUPPORTED.

Reasoned Justification

Tewkesbury High Street is the main focus of retailing activity within the Borough. The retention of the vitality and viability of Tewkesbury town centre and in particular the importance of securing attractive continuous shopping frontages for pedestrians, is a key objective of the local plan given its importance in terms of providing a range of shopping facilities in an easily accessible and convenient location, as well as its wider role in supporting the local economy. The shopping focus of the High Street containing the main concentration of A1 retail outlets is defined on the Proposals Map as the primary shopping frontage. Within this area 75% of the shop units are in retail use (Class A1) (Tewkesbury Town Centre Shopping Survey April 2004). The Council is concerned that a higher proportion of A2 or A3 uses within these prime areas could threaten the vitality and viability of the centre as a whole, and will therefore seek to retain at least 75% of the primary shopping area within retail use (Class A1) at ground floor level. 100m will be measured using the centre point of the frontage of the application site (ie 50m in either direction). Where this centre point is within 50m of the edge of the primary shopping frontage, then the measurement will be up to 50m in either direction, but will not continue beyond the primary shopping frontage designation. The full use of upper floors is however strongly encouraged to both support a mix of uses and thus enhancing viability, while also encouraging maintenance of the whole building. Proposals should ensure that where appropriate independent access is retained or provided to upper floors.

SUBJECT: TEWKESBURY TOWN CENTRE MIXED USE FRONTAGES
POLICY RET2

WITHIN THE TEWKESBURY TOWN CENTRE MIXED USE FRONTAGES AS DEFINED ON THE PROPOSALS MAP, PROPOSALS FOR RETAIL (CLASS A1), FINANCIAL AND PROFESSIONAL SERVICES (CLASS A2), FOOD AND DRINK (CLASS A3), RESIDENTIAL OR OFFICE USE AT GROUND LEVEL OR UPPER FLOOR LEVEL WILL BE SUPPORTED.

Reasoned Justification

Outside the Tewkesbury town centre primary shopping frontages, the approach taken in the remaining main commercial streets of the town centre is to define mixed use frontages where, although the predominant use is retail, there is scope for a mix of other uses, including office and residential use. These areas provide the opportunity for both new A2 and A3 retail uses which are unable to find sites within the prime retail area as defined by Policy RET1, as well as, should commercial considerations dictate, a gradual change of some economically marginal retail units to alternative uses.

SUBJECT: RETAIL AREAS
POLICY RET3

WITHIN THE RETAIL AREAS OF BISHOPS CLEEVE, BROCKWORTH, CHURCHDOWN, INNSWORTH, NORTHWAY, TEWKESBURY (NOT COVERED BY POLICY RET1 OR RET2) AND WINCHCOMBE AS DEFINED ON THE PROPOSALS MAP, PROPOSALS FOR RETAIL USE (CLASS A1) FINANCIAL AND PROFESSIONAL SERVICES (CLASS A2), AND FOOD AND DRINK (CLASS A3) AT GROUND FLOOR LEVEL, AND RETAIL (CLASS A1), FINANCIAL AND PROFESSIONAL SERVICES (CLASS A2), FOOD AND DRINK (CLASS A3), RESIDENTIAL OR OFFICE USE AT UPPER FLOOR LEVEL WILL BE PERMITTED. IN EACH CASE, PROPOSALS FOR NEW DEVELOPMENT WILL BE EXPECTED TO BE CONSISTENT WITH THE SCALE AND FUNCTION OF THE CENTRE.

Reasoned Justification:

These retailing areas provide the location for a variety of local shopping uses which make a valuable contribution to the vitality and viability of the centre as a whole. The priority is to maintain Class A1 uses in these locations. Within these areas the change of use from retailing use (A1, A2 or A3) at ground floor level will be resisted in order not to devalue the retail attractiveness of the shopping area as a whole. The full use of upper floors is strongly encouraged particularly where they are disused or underused; this will help to support a mix of uses and thus enhancing viability, while also encouraging maintenance of the whole building. Proposals should ensure that where appropriate independent access is retained or provided to upper floors.

While policies seek to encourage a wide range of new retailing facilities to meet people's day-to-day needs, so reducing the need to travel, proposals must be also be consistent with the scale and function of the centre in order so as to reduce overall car dependency.

SUBJECT: NEW LOCAL FACILITIES
POLICY RET4

SCHEMES TO ESTABLISH SMALL SINGLE SHOP UNITS OR SMALL GROUPS OF SHOPS WITHIN NEW RESIDENTIAL AREAS OR EXISTING SETTLEMENTS WILL BE PERMITTED PROVIDED THAT SUCH FACILITIES :

- 1) PRIMARILY SERVE THE NEEDS OF THE LOCAL COMMUNITY, AND ARE OF AN APPROPRIATE SIZE AND SCALE.
- 2) DO NOT CAUSE ADVERSE IMPACT BY REASON OF TRAFFIC, PARKING, OR DISTURBANCE TO RESIDENTIAL AMENITY, AND
- 3) DO NOT ADVERSELY AFFECT THE VITALITY AND VIABILITY OF EXISTING RETAIL CENTRES

WHERE THE INTRODUCTION OF NEW FACILITIES IS SUPPORTED IN PRINCIPLE AND NO SUITABLE SITES EXIST WITHIN THE NEW RESIDENTIAL AREAS OR EXISTING SETTLEMENTS, THE PROVISION OF NEW LOCAL RETAIL FACILITIES WILL BE PERMITTED ADJACENT TO THESE AREAS ON APPROPRIATE SITES.

Reasoned Justification

Local shopping facilities provide a valuable service to communities and villages, particularly for people who are unable to visit larger retail centres. The Borough Council will encourage the introduction of new facilities within villages, existing or new housing areas subject to criteria which ensure that the proposal is of an appropriate scale to serve the requirements of the immediate local community without adversely affecting other retail centres, and will not result in any adverse impact through, for example, increased traffic movements. Often such facilities are successfully provided in association with petrol filling stations (see also separate Policies TPT16 and TPT17 on the provision of new, or expansion/intensification of existing petrol filling stations). Where new facilities are appropriate but no suitable sites exist within the communities which they are intended

to serve, the Borough Council may be prepared to grant permission on sites adjacent to these areas on appropriate sites.

SUBJECT: VILLAGE SHOPS AND PUBLIC HOUSES
POLICY RET5

THE CHANGE OF USE OF VILLAGE SHOPS AND PUBLIC HOUSES WILL NOT BE PERMITTED UNLESS:

- A) EVIDENCE IS PROVIDED THAT SHOWS THAT THE EXISTING USE IS NO LONGER FINANCIALLY VIABLE AND THAT IT HAS BEEN ADEQUATELY MARKETED AS A GOING CONCERN AT A REALISTIC PRICE FOR A PERIOD OF 18 MONTHS, AND
- B) THAT EFFORTS HAVE BEEN UNDERTAKEN TO SECURE THE VIABILITY OF THE FACILITY THROUGH APPLICATIONS FOR GRANT AID, BUSINESS ADVICE AND DISCUSSIONS WITH COMMUNITY GROUPS, PARISH COUNCILS, THE BOROUGH COUNCIL, THE COUNTY COUNCIL, AND OTHER NATIONAL OR LOCAL BODIES WITH A DIRECT INTEREST IN RURAL SERVICE PROVISION SUCH AS THE COUNTRYSIDE AGENCY, OR
- C) IT CAN BE DEMONSTRATED THAT THE COMMUNITY THAT IT SERVES CAN BE PROVIDED FOR ADEQUATELY BY FACILITIES ELSEWHERE.

Reasoned Justification

The Borough Council recognises the role played by village stores, local shops and public houses within residential areas of the settlements which serve the day-to-day needs of local communities, particularly those people who would find it difficult to use town centres such as the elderly, those with young children or without access to a car.

The closure of a public house particularly where it is the only one in the settlement, would cause harm to the economic and social life of that settlement. Public houses may also provide food, and accommodation as well as being a meeting place for local groups and a good place for local advertising of public meetings or events. In tourist destinations, or on long distance footpath routes, the public house may also have a seasonal caravan or camping site, such facilities particularly where they are the only ones in the settlement, are important to visitors to the area.

To assess applications for the change of use or redevelopment of existing village shops and public houses, the Borough Council will require a thorough analysis of the existing operation and the attempts taken to secure the future and viability of the business.

SUBJECT: NEW RETAIL PROPOSALS
POLICY RET6

WHEN ASSESSING PROPOSALS FOR LARGE RETAIL STORES FOR WHICH A NEED HAS BEEN ESTABLISHED, THE BOROUGH COUNCIL WILL APPLY THE FOLLOWING SEQUENTIAL TEST:

- 1) PREFERENCE WILL BE GIVEN TO TOWN CENTRE LOCATIONS WHERE SUITABLE SITES OR BUILDINGS SUITABLE FOR CONVERSION EXIST, FOLLOWED BY;
- 2) EDGE-OF-CENTRE SITES, DISTRICT AND LOCAL CENTRES, AND ONLY THEN;
- 3) OUT-OF-CENTRE SITES IN LOCATIONS ACCESSIBLE BY A CHOICE OF MEANS OF TRANSPORT.

WHERE DEVELOPMENTS ARE PROPOSED OUTSIDE EXISTING CENTRES, THEY WILL BE ASSESSED AGAINST THE FOLLOWING CRITERIA:

- A) THE IMPACT ON THE DEVELOPMENT PLAN STRATEGY;

- B) THE IMPACT ON THE VITALITY AND VIABILITY OF EXISTING CENTRES;
- C) THE ACCESSIBILITY OF THE PROPOSED DEVELOPMENT BY A CHOICE OF MEANS OF TRANSPORT, AND
- D) THE IMPACT ON TRAVEL AND CAR USE. PROPOSALS SHOULD NOT RESULT IN AN ADVERSE ENVIRONMENTAL OR TRAFFIC IMPACT.

Reasoned Justification

Structure Plan Second Review Policy TC1 sets out the hierarchy of shopping centres within Gloucestershire. Gloucester and Cheltenham are identified as sub-regional centres offering high level comparison shopping which attracts shoppers from a wide catchment which extends beyond the County boundary, they are the main focus for public transport in the County and offer scope for linked trips for employment, shopping, leisure, education or other community facilities and services.

Large scale shopping facilities both food and non-food can have a major impact on the vitality and viability of existing retail centres. The policy approach, in line with Structure Plan guidance steers such provision to sites within existing town centres, or where it can be demonstrated that this is impossible or impracticable, to locations adjacent to the town centres or in district and local centres. Development outside existing centres must take into account their effect on the vitality and viability of existing centres given the objectives of reinforcing the retail attractiveness of existing town centres given their accessibility by public transport and existing infrastructure, and protecting the countryside from inappropriate development. New retail facilities will be assessed to ensure both their accessibility to all shoppers, by a choice of means of transport, and the ability of the local highway network to accommodate any additional traffic. Subject to the criteria as set out in the policy, the Borough Council will also have regard to other policies of the Local Plan when assessing such schemes.

SUBJECT: SHOPFRONTS
POLICY RET7

PROPOSALS FOR NEW SHOP FRONTS OR FOR ALTERATIONS TO EXISTING SHOP FRONTS SHOULD BE OF A DESIGN, COLOUR AND MATERIALS THAT ARE VISUALLY APPROPRIATE BOTH TO THE BUILDINGS TO WHICH THEY RELATE AND THE CHARACTER OF THE SURROUNDING AREA. THE COUNCIL WILL HAVE PARTICULAR REGARD TO THE VISUAL IMPACT OF ANY PROPOSALS FOR THE INSTALLATION OF EXTERNAL SECURITY DEVICES ON SHOPFRONTS.

Reasoned Justification

The style of shopfronts plays an important role in the character and appearance of the street scene. Where possible, improvements will be sought to remedy poor design or materials in an existing shopfront. Particular attention will be paid to the colour and finish as well as the lettering styles used in proposed designs.

Whilst recognising the importance of ensuring the security of commercial and other premises, the introduction of metal shutters, grilles and other devices can have a devastating impact on the vitality of a retail area. This is of concern not only within the main retail areas, but also local shopping centres and areas containing mixed uses. Often the introduction of one or two such measures can encourage a downward spiral in the quality of the street scene as adjacent premises feel obliged to adopt similar precautions. This attitude may significantly harm the visual attractiveness of the retail centre as a whole, particularly when premises are closed, or, especially in the case of small groups of shops, the character of the surrounding neighbourhood.

SUBJECT: GARDEN CENTRES
POLICY RET8

PROPOSALS FOR THE CONSTRUCTION OF NEW OR THE EXTENSION/IMPROVEMENT OF EXISTING GARDEN CENTRES LOCATED IN THE COUNTRYSIDE WILL NOT BE PERMITTED UNLESS THEY:

1. ARE DIRECTLY RELATED AND ANCILLARY TO AN EXISTING AGRICULTURAL OR HORTICULTURAL BUSINESS AND
2. INVOLVE THE REDEVELOPMENT OF AN EXISTING BUILT OR DERELICT SITE, OR THE RE-USE OF EXISTING BUILDINGS, AND
3. DO NOT RESULT IN AN ADVERSE LANDSCAPE IMPACT, AND
4. ARE WELL LOCATED IN RELATION TO THE PRIMARY ROAD NETWORK, AND DO NOT RESULT IN ANY ADVERSE TRAFFIC IMPACT.

SPECIAL ATTENTION WILL BE GIVEN TO THE SITING, DESIGN AND LAYOUT OF BUILDINGS, STRUCTURES AND PARKING AREAS. THE EXTENT OF BUILDINGS/ANCILLARY STRUCTURES, OUTDOOR SALES/DISPLAY AREAS, AND THE RANGE OF GOODS WHICH CAN BE SOLD WILL BE CONTROLLED.

PROPOSALS THAT WOULD FACILITATE ACCESS BY A CHOICE OF MEANS OF TRANSPORT WILL BE ENCOURAGED.

Reasoned Justification

This policy applies to proposals for garden centres located within the countryside, and not those within existing urban areas. To be acceptable within the countryside such proposals must retain a close link with the production of goods for sale, although it is accepted that a proportion of these will be imported from elsewhere.

Garden centres have developed in the countryside because this is where the bulk of the produce is grown. There is a tendency for garden centres to diversify the range of goods sold to a point where they have no specific locational need to be in the countryside and compete with the range of goods sold in local shopping centres. This policy seeks to restrict the scale and nature of garden centre development in the countryside so that it would be compatible with its rural location.

Garden centres can have a significant impact on the rural landscape given the type of goods sold, the number of buildings and structures on the site, parking areas and advertisements. This policy seeks to mitigate this impact by ensuring that new proposals are focused on an existing built or derelict site such as a redundant group of farm buildings, and sited in such a way as to minimise its visual impact. The popularity of such centres means that highway issues are often critical. The Borough Council will seek to ensure that there is no adverse impact on the local highway network.

SUBJECT: FARMSHOPS/PICK-YOUR-OWN
POLICY RET9

PROPOSALS FOR FARM SHOPS THAT REQUIRE PLANNING PERMISSION WILL BE PERMITTED WHERE THE POTENTIAL EFFECT ON THE VIABILITY OF NEARBY LOCAL CENTRES, LOCAL AMENITY AND LOCAL TRAFFIC CONDITIONS IS ACCEPTABLE. IN PARTICULAR,

- A) PRIORITY SHOULD BE GIVEN TO THE RE-USE OF ANY EXISTING SUITABLE BUILDINGS OR STRUCTURES WHICH COULD BE CONVERTED OR ADAPTED TO PROVIDE ACCOMMODATION FOR THE PROPOSED USE;
- B) ANY NEW BUILDINGS OR STRUCTURES SHOULD BE STRICTLY ANCILLARY TO THE AGRICULTURAL/HORTICULTURAL USE AND OF A DESIGN AND SITING THAT WOULD MINIMISE THEIR LANDSCAPE IMPACT, AND

- C) SAFE ACCESS ARRANGEMENTS AND ADEQUATE PARKING AREAS SHOULD BE PROVIDED.

Reasoned Justification

Farmshops and pick-your own enterprises both assist in farm diversification and provide a service for the public. Planning permission is not normally required to sell produce wholly grown on the premises. These are often appropriate uses for redundant or under-used traditional buildings, particularly where a parking area can be created within a farmyard. Where this is not practicable, any new structures or buildings necessary for sales and storage must be small scale, designed and sited so as to be generally unobtrusive in the landscape. Where adverse impact is likely on a nearby village shop conditions may be used to limit the broad types of produce sold in the farm shop.

SUBJECT: CLASS A3 FOOD AND DRINK
POLICY RET10

SUBJECT TO POLICIES RET1, RET2, RET3 AND RET4, THE BOROUGH COUNCIL WILL CONSIDER FAVOURABLY PROPOSALS FOR CLASS A3 USE (FOOD AND DRINK) UNLESS THERE WILL BE ADVERSE IMPACT ON THE AMENITY OF LOCAL RESIDENTS PARTICULARLY WITH REGARD TO SMELL, NOISE LEVELS AND LOCAL TRAFFIC ISSUES RELATING TO PARKING AND DELIVERIES.

Reasoned Justification

Class A3 relates to the sale of food or drink for consumption on the premises or of hot food for consumption of hot food for consumption off the premises where special care needs to be taken to ensure adequate provision is made to ensure that noise and smell from such premises do not cause an adverse impact. In addition, the proposal must not contribute to highway danger through either service deliveries or customer access and parking.

SUBJECT: EXTENSIONS TO PUBLIC HOUSES
POLICY RET11

THE BOROUGH COUNCIL WILL SUPPORT THE EXTENSION OF PUBLIC HOUSES IN RURAL AREAS SUBJECT TO THE FOLLOWING CRITERIA:

1. THAT THEY DO NOT ADVERSELY AFFECT THE AMENITY ENJOYED BY NEIGHBOURING RESIDENTS.
2. THAT THEY ARE DESIGNED SO AS TO SAFEGUARD THE CHARACTER OF THE EXISTING PUB AND THE LOCAL AREA.
3. THAT THE ACCESS TO THE SITE IS SUFFICIENT FOR ANY ADDITIONAL TRAFFIC WHICH MAY BE GENERATED.
4. THAT ANY PLAY AREA IS SITED WHERE IT WILL CAUSE MINIMUM LOSS OF AMENITY TO NEIGHBOURING RESIDENTS AND
5. THAT ADEQUATE PARKING PROVISION IS MADE.

Reasoned Justification

In rural settlements public houses perform a particular role for the local community which is a valuable aspect of their quality of life; they may also be the only remaining community meeting places. There has been a general long term trend of closure of rural public houses with their conversion to residential use which has resulted in many settlements losing their only community facility. The key to retaining such uses lies ultimately in ensuring their economic viability; this frequently involves proposals to extend premises in order to accommodate additional restaurant facilities. Provided that the issues of environmental impact listed in the policy can be successfully addressed in the design of schemes, they can help to retain valuable local facilities. This policy will apply to the smaller villages and rural areas outside the towns and larger villages, i.e. not in Tewkesbury/Ashchurch, Winchcombe, Bishops Cleeve/Woodmancote, Brockworth/Hucclecote, Churchdown, Innsworth and Longford. Within the Green Belt proposals must also be considered in the light of policy GRB1.

RECREATION

Background

Recreational opportunities are important whether for participants or spectators. This chapter addresses the issues associated with the provision of a range of sporting and leisure activities to meet both the needs of local residents and visitors. These can vary from the provision of children's play equipment or public open space to larger facilities such as sports centres, golf courses or cultural facilities such as theatres/cinemas, or proposals such as the National Cycle Network. Planning guidance is therefore provided to cover a wide range of activities including policies relating to the assessment of sports facilities, noisy sports and informal recreational uses including provision for cycling, walking and riding.

Government advice such as in PPG17 Sport and Recreation sets out the general areas of relevance to local plans. These include:

- the specific needs for both mainstream and specialist sports facilities (indoor and outdoor) including, where appropriate, large sites (e.g. local motor sports sites);
- the particular recreational needs of the elderly and disabled people;
- the protection of public and private open space and other land of recreational, conservation, wildlife, historical or amenity value;
- the availability of public rights of way; and
- playing fields.

In respect of outdoor playing space the Local Plan works to the National Playing Fields Association recommended minimum standard as being generally appropriate to the needs of the plan area. This standard would not necessarily be appropriate in every individual parish or village as provision often depends on access to facilities, particularly those facilities dependent upon a larger catchment population.

Objectives

- To encourage the provision of indoor and outdoor sports facilities and new arts and entertainment facilities, to meet the various needs of the local population.
- To achieve appropriate minimum standards of outdoor playing space provision within new and existing residential areas, and explore means of addressing deficiencies elsewhere.
- To encourage informal recreational use of the countryside and its quiet enjoyment, and improve access arrangements for walkers, cyclists and horse-riders, consistent with other objectives of the plan.

Implementation

Development control function of the Borough Council.

Monitoring

Monitoring of new recreational facilities which require planning permission. Assessment of existing open space provision and facilities within communities.

RECREATION POLICIES
RCN1-RCN10

SUBJECT: OUTDOOR PLAYING SPACE
POLICY RCN1

THE BOROUGH COUNCIL WILL AIM TO ENSURE THAT THROUGHOUT THE PLAN AREA EASILY ACCESSIBLE OUTDOOR PLAYING SPACE IS AVAILABLE AT A STANDARD OF 2.43ha PER 1000 POPULATION, GENERALLY SUB-DIVIDED AS FOLLOWS:

- (A) 1.6HA - 1.8HA YOUTH AND ADULT USE
- (B) 0.2HA - 0.3HA CHILDREN'S (FORMAL) PLAYSPACE
- (C) 0.4HA - 0.5HA CHILDREN'S (INFORMAL) PLAYSPACE

OF WHICH 1.2HA PER 1000 POPULATION SHOULD BE PLAYING PITCHES.

WITHIN ALLOCATED SITES FOR RESIDENTIAL DEVELOPMENT OR OTHER PROPOSED SITES OF 10 DWELLINGS OR MORE, PROVISION OF OUTDOOR PLAYING SPACE WILL BE EXPECTED TO BE MADE IN ACCORDANCE WITH THIS STANDARD TO CATER FOR THE NEEDS OF FUTURE RESIDENTS. PROVISION OF OPEN SPACE MAY BE EITHER ON SITE OR VIA A COMMUTED SUM, TO BE PAID TO THE BOROUGH COUNCIL, FOR UPGRADING EXISTING FACILITIES. PERMISSION WILL NOT BE GRANTED FOR THE CHANGE OF USE OF EXISTING OUTDOOR PLAYING SPACE TO OTHER USES WHERE THERE IS AN EXISTING DEFICIENCY, OR WHERE THE PROPOSAL WOULD RESULT IN INADEQUATE PROVISION EITHER IN AGGREGATE, OR IN RESPECT OF ANY OF THE THREE DETAILED CATEGORIES.

THE BOROUGH COUNCIL WILL RESIST PROPOSALS FOR DEVELOPMENT WHICH RESULT IN THE LOSS OF PLAYING FIELDS, WITHOUT SUITABLE ALTERNATIVE PROVISION BEING SECURED.

Reasoned Justification

Government advice emphasises the importance of providing adequate outdoor playing space. The Borough Council uses the "National Playing Fields Association 6 Acre (2.43ha) Standard", which is then broken down into three elements. The NPFA recommend that the minimum standard for youth and adult use should be met for all new developments, while that for children's use should be met at all times and in all circumstances. Children's playspace should be provided within convenient and safe pedestrian access from the homes of potential users, while youth and adult facilities could be further away, although still conveniently situated in relation to potential users.

In assessing proposals to reduce the amount of outdoor playing space which serves the leisure time needs for outdoor recreation of the public (whether in the public, voluntary, private, industrial or commercial sectors), the Borough Council will have regard to existing provision in relation to the NPFA standard. Where there is an existing deficiency or the loss of the existing facility will result in a deficiency, then there will be a presumption against the proposal. A deficiency would be identified by surveys of existing outdoor playing space identifying land falling into each of the three categories. Such a deficiency would normally be assessed at parish level, although dependant upon the location of the proposal and catchment populations, it may be appropriate to aggregate parishes or even to consider provision across district boundaries.

Playing fields provide a vital recreational resource for schools and local communities which, once developed, are lost forever.

The NPFA standard is adopted as an interim measure, pending the completion of an assessment of the existing and future needs for open space, sports and recreational facilities in the Borough that will inform the review of the standards.

**SUBJECT: PROVISION OF SPORTS FACILITIES
POLICY RCN2**

SUPPORT WILL BE GIVEN TO THE PROVISION OF OPEN AIR RECREATIONAL FACILITIES, BOTH FORMAL AND INFORMAL, THROUGHOUT THE PLAN AREA. ANY NEW BUILDINGS OR STRUCTURES MUST BE STRICTLY ANCILLARY, AND MUST NOT HAVE ANY ADVERSE IMPACT ON THE QUALITY OF THE ENVIRONMENT OR RESULT IN SIGNIFICANT LOCAL TRAFFIC PROBLEMS. ANY FLOODLIGHTING MUST BE DEMONSTRATED TO BE STRICTLY ESSENTIAL AND TO HAVE MINIMAL ENVIRONMENTAL IMPACT.

PROVISION OF INDOOR OR COVERED FACILITIES SHOULD NOT RESULT IN:-

- AN ADVERSE LANDSCAPE OR ENVIRONMENTAL IMPACT
- AN ADVERSE EFFECT ON RESIDENTIAL AMENITY
- THE QUIET ENJOYMENT OF THE COUNTRYSIDE BEING PREJUDICED
- SIGNIFICANT LOCAL TRAFFIC PROBLEMS
- PREVENTING ACCESS TO THE COUNTRYSIDE BY PREJUDICING EXISTING RIGHTS OF WAY WITHOUT MAKING ALTERNATIVE PROVISION

PARTICULARLY IF THE SITE IS WITHIN THE AREA OF OUTSTANDING NATURAL BEAUTY, SPECIAL LANDSCAPE AREA OR LANDSCAPE PROTECTION ZONE.

OPEN AIR RECREATIONAL FACILITIES AND INDOOR, OR COVERED FACILITIES SHOULD BE ACCESSIBLE BY A CHOICE OF MEANS OF TRANSPORT.

THE PROVISION OF ADDITIONAL OUTDOOR SPORTS PITCHES WILL BE ENCOURAGED THROUGHOUT THE BOROUGH WHERE THERE IS AN IDENTIFIABLE NEED BUT WILL BE ASSESSED AGAINST THE ABOVE CRITERIA.

Reasoned Justification

The Borough Council is committed to encouraging the introduction of recreational facilities to cater for both formal recreational needs such as sports pitches, and waterborne activities, as well as more informal facilities such as rights of way. Within the rural areas priority will be given to ensuring that there is no adverse impact on the character of the environment.

The provision of sports facilities in inappropriate locations can have a detrimental impact on the local environment both in terms of the landscape and due to increased traffic movements. The Borough Council aims to ensure that new facilities are provided in the most appropriate locations near to the population they aim to serve.

Floodlighting can be a nuisance to adjacent land users and can cause an unnecessary glow in the night sky visible for some distance. A proposal for such lighting must demonstrate how essential it is for the particular project and must be of a design to minimise environmental impact e.g. the orientation of high intensity lighting for golf driving ranges away from homes and roads.

Outdoor sport and recreation are appropriate uses within the Green Belt, although any associated buildings must be strictly ancillary and of a size, design and siting which minimises their visual impact. (See also Policy GRB1).

**SUBJECT: NEW ARTS, ENTERTAINMENT AND LEISURE FACILITIES
POLICY RCN3**

THE PROVISION OF NEW ARTS, LEISURE AND ENTERTAINMENT FACILITIES WILL BE ASSESSED IN RELATION TO THE SEQUENTIAL APPROACH. FACILITIES MUST BE IN LOCATIONS PROVIDING CONVENIENT ACCESS BY A CHOICE OF MEANS OF TRANSPORT AND NOT RESULT IN SIGNIFICANT LOCAL TRAFFIC PROBLEMS, OR HAVE AN ADVERSE IMPACT ON THE AMENITY OF THE ADJACENT USERS.

Reasoned Justification

New arts, entertainment and leisure facilities must be assessed in relation to the sequential test set out in PPG6 which seeks to give priority to locations within existing town centres and other locations which are easily accessible by a choice of means of transport.

**SUBJECT: RECREATION IN AONB/SLA/LPZ
POLICY RCN4**

OPEN AIR RECREATIONAL USES ARE ACCEPTABLE IN PRINCIPLE IN THE AREA OF OUTSTANDING NATURAL BEAUTY, SPECIAL LANDSCAPE AREA AND LANDSCAPE PROTECTION ZONE PROVIDED THAT THEY DO NOT INTRODUCE FORMAL OR INCONGRUOUS LANDSCAPE FEATURES, OR OTHERWISE DETRACT FROM THE LANDSCAPE QUALITY OF THE AREA OR THE QUIET ENJOYMENT OF THE COUNTRYSIDE. ANY BUILDINGS, STRUCTURES, PARKING AREAS OR OTHER DEVELOPMENT MUST BE STRICTLY ANCILLARY TO THE OPEN AIR RECREATIONAL USE AND BE SYMPATHETICALLY DESIGNED AND SITED SO AS TO BE FULLY INTEGRATED INTO THE LANDSCAPE. FACILITIES SHOULD BE ACCESSIBLE BY A CHOICE OF MEANS OF TRANSPORT.

Reasoned Justification

The AONB is a national designation intended to protect the quality of the landscape, with the SLA and LPZ being similar local designations. Open air recreational uses will be acceptable within these areas provided that they do not detract from the overriding objective to protect the quality of the landscape. The most visually intrusive open air recreational uses tend to be those which introduce formal or incongruous elements such as buildings or structures which cannot be successfully integrated. Similarly, particularly noisy recreational activities such as motorsports and microlight flying may be inappropriate given the aim of promoting the quiet enjoyment of the countryside.

**SUBJECT: RECREATIONAL RIGHTS OF WAY
POLICY RCN5**

THE BOROUGH COUNCIL WILL SEEK IMPROVEMENTS TO, AND RETAIN OR ENHANCE PUBLIC ENJOYMENT OF THE PUBLIC RIGHTS OF WAY NETWORK WITHIN THE PLAN AREA INCLUDING THE CREATION OF NEW ROUTES. PRIORITY WILL BE GIVEN TO:

- IMPROVING PEDESTRIAN ACCESS TO AND ALONGSIDE WATERWAYS;
- LONG DISTANCE ROUTES AND ROUTES WELL RELATED TO TOURIST ATTRACTIONS;

- ENSURING THE PROVISION OF A CO-ORDINATED NETWORK OF SAFE AND CONVENIENT PEDESTRIAN ROUTES WITHIN EXISTING AND PROPOSED HOUSING AREAS, AND LINKS TO ADJACENT AREAS/FACILITIES AND THE EXISTING FOOTPATH NETWORK.

Reasoned Justification

The footpath and bridleway network represents an important recreational resource for both local residents and visitors. Existing bridleways should be linked by new routes and footpaths made accessible to people with disabilities wherever possible. The Severn Way and Cotswold Way pass through the Borough attracting long-distance walkers and day trips utilising short stretches of these routes or walks associated with the main path. In addition, a number of other local routes (e.g. Wychavon Way) and circular walks have been created to encourage public enjoyment of the countryside. The Borough Council will generally support proposals which promote increased public use and enjoyment of these routes. The long distance footpaths which pass through the Borough are as follows:-

Cotswold Way:	From Chipping Campden to Bath
Wychavon Way:	From Winchcombe to Holt Fleet
Wardens Way:	From Winchcombe to Bourton-on-the-Water
Windrush Way:	From Winchcombe to Bourton-on-the-Water
Severn Way:	Alongside River Severn
Gloucestershire Way:	From Chepstow to Tewkesbury

The Borough Council will also support the maintenance and improvement of a co-ordinated network of local paths. New development proposals which affect public rights of way must demonstrate that where appropriate, suitable alternative provision has been made. Wherever possible, conflict between pedestrians, cycles and vehicles should be avoided. Where the opportunity arises, the Borough Council will seek the provision of new or improved routes either through the context of development proposals, or via negotiation with landowners and user groups. Particular emphasis is given both to the need to improve pedestrian access to and alongside rivers and streams which generally provide attractive walking routes and paths well related to tourist attractions, and to the importance of linking new housing areas to existing and proposed facilities, as well as the surrounding countryside.

**SUBJECT: HORSE RIDING FACILITIES
POLICY RCN6**

PROPOSALS FOR THE DEVELOPMENT OF HORSE RIDING FACILITIES MUST BE WELL RELATED TO AN EXISTING GROUP OF BUILDINGS AND PROPOSE ADEQUATE MEASURES TO CONTROL NOISE, DUST, SMELL AND OTHER POSSIBLE NUISANCES TO OTHER USERS IN THE AREA. FACILITIES MUST GENERALLY BE WELL RELATED TO THE EXISTING BRIDLEWAY NETWORK. HORSE RIDING FACILITIES MUST NOT HAVE AN ADVERSE IMPACT ON THE LANDSCAPE PARTICULARLY WITHIN THE AREA OF OUTSTANDING NATURAL BEAUTY, SPECIAL LANDSCAPE AREA OR LANDSCAPE PROTECTION ZONE, NOR MUST THEY CREATE LOCAL TRAFFIC PROBLEMS.

Reasoned Justification

Horse riding can require considerable areas of land and ranges of buildings for its operation. The potential impact can therefore be considerable. This policy sets out some basic criteria with which proposed developments of this type should aim to comply in order to be satisfactorily accommodated in the countryside, for example sites of nature conservation value should be protected. Within the Green Belt proposals must comply with the general Green Belt policy which refers to stables (Policy

GRB1). Maintenance of existing, and provision of new bridleways will be encouraged through consultation with Gloucestershire County Council.

**SUBJECT: GOLF COURSES AND DRIVING RANGES
POLICY RCN7**

PROPOSALS FOR GOLF COURSES OR GOLF DRIVING RANGES THROUGHOUT THE BOROUGH SHOULD INCLUDE SUFFICIENT DETAILS OF COURSE DESIGN AND TOPOGRAPHY INCLUDING LANDSCAPE DESIGN TO ENABLE THE SCHEMES TO BE PROPERLY ASSESSED. IN THE AREA OF OUTSTANDING NATURAL BEAUTY, SPECIAL LANDSCAPE AREA OR LANDSCAPE PROTECTION ZONE LANDSCAPE APPRAISALS SHOULD BE CARRIED OUT. PROPOSALS SHOULD NOT:

- CAUSE INCONVENIENCE OR DANGER TO USERS OF ROADS AND FOOTPATHS;
- GIVE RISE TO TRAFFIC PROBLEMS
- HAVE AN ADVERSE IMPACT ON THE EXISTING LANDSCAPE, SITES OF ARCHAEOLOGICAL OR NATURE CONSERVATION INTEREST; OR
- CAUSE NUISANCE TO ADJACENT EXISTING USERS

GOLF COURSES AND GOLF DRIVING RANGES SHOULD BE ACCESSIBLE BY A CHOICE OF MEANS OF TRANSPORT. WITHIN THE AONB PARTICULAR REGARD WILL BE PAID TO THE SITING, DESIGN, AND LANDSCAPE IMPACT OF PROPOSALS FOR GOLF COURSES AND GOLF DRIVING RANGES.

Reasoned Justification

Preference will be given to proposals for golf driving ranges that are part of a golf course development. All sites will be subject to landscape, local amenity and environmental safeguards. Other facilities such as hotels or sports centres will be resisted in the open countryside. Care will be taken to avoid the scale of any proposal having an unacceptable level of environmental impact on the locality and highway network; access points and other road facilities must be to the satisfaction of the County Surveyor. The County Archaeological Officer may be consulted to determine whether an archaeological assessment should accompany the planning application. Any other associated uses for the site will be judged against the relevant policies of the local plan. Landscape appraisals must include a detailed plan of existing native landscape features including trees, hedgerows and ponds, as well as detailed plans of proposed landscaping, including tree and plant species.

Proposals for golf driving ranges, in particular, may include floodlighting. This should be assessed against the criteria set out in the general policy for recreation facilities (RCN2).

The safety of the non-golf playing public on footpaths, bridleways or roads crossing or near a proposed golf course or driving range must be considered. Tees and fairways should be arranged so as to avoid accidents from golf balls.

Golf courses usually create a demand for water; any water features incorporated in the design should be capable of collecting winter rainfall/flows for summer irrigation purposes.

**SUBJECT: RECREATIONAL AND COMMERCIAL USE OF PONDS AND LAKES
POLICY RCN8**

PROPOSALS FOR THE RECREATIONAL AND/OR COMMERCIAL USE OF NEW OR EXISTING PONDS AND LAKES WILL BE PERMITTED SUBJECT TO THE USE PROPOSED NOT GIVING RISE TO AN ADVERSE ENVIRONMENTAL IMPACT. ANY ASSOCIATED DEVELOPMENT MUST BE OF SMALL SCALE AND BE STRICTLY ANCILLARY TO THE USE OF THE POND OR LAKE ITSELF. PROPOSALS FOR SUCH USES SHOULD BE ACCOMPANIED BY AN APPROPRIATELY DESIGNED LANDSCAPING SCHEME.

Reasoned Justification

The growing interest in coarse fishing and, for example, farm diversification has given rise to a demand for increased provision of fishing ponds and lakes both new and existing. Such facilities are to be welcomed both as a valuable recreational resource, and, if well designed, also for their wildlife conservation value. (See Policy NCN6 new and restored ponds). However, such uses can create adverse environmental impact because of associated car parking and highway access problems. Inappropriate design with poor or no landscaping can create a discordant feature in the landscape, however with carefully designed landscaping, using native species and provision for wildlife fishing lakes can enhance the landscape and create valuable new habitats. New ponds or lakes should sit convincingly into the existing land-form. Any associated buildings should be small in scale and be built of materials likely to render them inconspicuous in the rural landscape. Other commercial uses of ponds, including their use for tourism purposes or fish farms, for example, may be acceptable providing that the above criteria are satisfied. Where possible facilities should cater for disabled users. Where ponds are of archaeological or historical interest proposals must be designed to ensure no adverse impact.

**SUBJECT: NOISE NUISANCE CAUSED BY SPORTS IN THE COUNTRYSIDE
POLICY RCN9**

PROPOSALS FOR THE DEVELOPMENT OF FACILITIES FOR SPORTS LIKELY TO GENERATE AN UNACCEPTABLE LEVEL OF NOISE NUISANCE WILL NOT BE PERMITTED WITHIN OR ADJACENT TO SETTLEMENTS. ELSEWHERE SUCH SPORTS WILL ONLY BE PERMITTED WHERE THEY:-

- (A) DO NOT SIGNIFICANTLY ADVERSELY AFFECT THE ENJOYMENT OF THE COUNTRYSIDE BY OTHER USERS, INCLUDING THOSE USING PUBLIC RIGHTS OF WAY, AND
- (B) DO NOT ADVERSELY AFFECT THE AMENITY OF RESIDENTS NEAR THE AREA BY REASON OF UNACCEPTABLE NOISE GENERATION.

Reasoned Justification

The Council wishes to promote the quiet enjoyment of the countryside by locals and visitors and will not allow sports and recreational activities which could detract from this. The types of activity which this policy presumes against are motorised sports, microlight flying and permanent sites for clay pigeon shooting or war games.

SUBJECT: ALLOTMENTS
POLICY RCN10

ALLOTMENTS WILL GENERALLY BE PROTECTED FROM DEVELOPMENT. WHERE, EXCEPTIONALLY, DUE TO OTHER OVERRIDING FACTORS DEVELOPMENT OF ALLOTMENT LAND IS PROPOSED, THIS WILL ONLY BE PERMITTED SUBJECT TO PROVISION OF REPLACEMENT ALLOTMENTS OF COMPARABLE EXTENT WITHIN THE LOCAL AREA. THIS PROVISION MUST INCLUDE THE TRANSLOCATION OF THE ALLOTMENT TOP SOIL, WHERE APPROPRIATE, THE PROVISION OF WATER STANDPIPES WITHIN 20 METRES OF EACH ALLOTMENT, THE RELOCATION OF EXISTING GREENHOUSES AND OTHER ANCILLARY EQUIPMENT TO THE NEW SITE WHERE REQUIRED, AND THE PROVISION OF CAR PARKING.

Reasoned Justification

Allotments are an important community resource, in terms of their value for food production, environmental quality, their contribution to local character and local social life. Allotments have usually been worked for many years and have developed a high degree of soil fertility. It is therefore critical, in those exceptional cases where allotments are to be developed, that the topsoil is moved to the new site and that proper provision is made for the other amenities essential to the working of the allotments. Allotment sites are frequently sited close to the historic centres of settlements and may therefore provide the best located sites for development, particularly where options for development are severely constrained. Development of allotment sites should therefore be seen as an exceptional occurrence when other possible site options have been fully considered and have been found less suitable.

NATURE CONSERVATION

Background

The Borough Council has a key role to play in working with other agencies to enable the protection and enhancement of biodiversity within the Borough. This involves the safeguarding of designated nature conservation sites and protected species as well as working with developers to create landscaping schemes which by virtue of their design strengthen biodiversity.

The Local Plan area includes a number of nationally important Sites of Special Scientific Interest which vary widely from, for example, former Cotswold quarries of geological interest, to small areas supporting rare plant species. The Cotswold Beechwoods and Dixton Wood are also a Special Areas of Conservation (SAC) recognised at a European level. Similarly, Key Wildlife Sites represent areas designated for their importance within Gloucestershire. In addition to this area-based approach, the Local Plan sets out guidance on proposals affecting rare species of flora and fauna as protected under the Wildlife and Countryside Act 1981, as well as the protection of important natural features such as hedgerows, trees, ponds, rivers and streams, and the introduction of new or replacement habitat features.

Objectives

- To safeguard and enhance biodiversity within the Borough.
- To ensure that landscaping schemes contribute positively to biodiversity within the Borough.
- To ensure the safeguarding of species protected by the Wildlife and Countryside Act 1981.

Implementation

Development control function of the Borough Council in liaison with English Nature, Gloucestershire Wildlife Trust and other specialist individuals and organisations as appropriate.

Monitoring

Assessment of the outcome of planning applications.

NATURE CONSERVATION POLICIES
NCN1-NCN7

SUBJECT: PROTECTION OF INTERNATIONALLY IMPORTANT NATURE CONSERVATION SITES
POLICY NCN1

DEVELOPMENT WHICH IS LIKELY TO HAVE A SIGNIFICANT ADVERSE EFFECT ON THE INTEGRITY OF A SITE OF INTERNATIONAL IMPORTANCE (IE POTENTIAL AND CLASSIFIED SPECIAL PROTECTION AREAS, CANDIDATE AND DESIGNATED SPECIAL AREAS FOR NATURE CONSERVATION AND RAMSAR SITES) WILL NOT BE PERMITTED.

Reasoned Justification

These categories of internationally designated sites enjoy the highest degree of protection from development which may damage their nature conservation value. Within Tewkesbury Borough the Cotswold Beechwoods SAC (in Brockworth and Great Witcombe parishes) and Dixton Wood SAC (in Alderton parish) have been submitted to the European Commission as part of the "Natura 2000" process. This policy will apply to further sites as designated in the future.

SUBJECT: PROTECTION OF SITES OF SPECIAL SCIENTIFIC INTEREST.
POLICY NCN2

SITES OF SPECIAL SCIENTIFIC INTEREST ARE IDENTIFIED ON THE PROPOSALS MAP. DEVELOPMENT WILL NOT BE PERMITTED WHICH IS LIKELY TO ADVERSELY AFFECT A DESIGNATED OR PROPOSED SITE OF SPECIAL SCIENTIFIC INTEREST, EITHER DIRECTLY OR INDIRECTLY, UNLESS:

- A) THE DEVELOPMENT CAN BE SUBJECT TO CONDITIONS THAT WILL PREVENT DAMAGING IMPACTS ON WILDLIFE HABITATS OR IMPORTANT PHYSICAL FEATURES, OR
- B) IF OTHER MATERIAL FACTORS ARE SUFFICIENT TO OVERRIDE NATURE CONSERVATION CONSIDERATIONS.

Reasoned Justification

Tewkesbury Borough contains a substantial number of sites identified by English Nature as being of Special Scientific Interest. These sites are given statutory protection under the Wildlife and Countryside Act 1981 as amended; their interest is of national importance.

Exceptionally, material considerations could override nature conservation concerns to permit development which would harm the nature conservation interest of a SSSI. An example of this could be the implementation of an essential infrastructure project, the economic, social or environmental benefits of which outweighed the importance of the nature conservation interest involved. In such exceptional cases, care would be taken to mitigate adverse impact upon the SSSI through the detailed design of the scheme and the use of appropriate planning conditions.

The types of development likely to affect a particular site will depend upon the nature of the site's interest, e.g. development which is some way away from a wetland habitat and which introduces a new pollutant into the river system or lowers the water table may destroy a fragile habitat as surely as if the development had occurred on the site.

The nature of sites vary widely from those of geological interest e.g. Cotswold quarries, to small sites containing rare plant species. The advice of English Nature will be sought on the likely effects of development on or adjacent to SSSI's, in the circumstances outlined in S281 of the Wildlife and Countryside Act 1981.

The policy will apply to further sites as designated in the future.

SUBJECT: PROTECTION OF OTHER SITES OF NATURE CONSERVATION OR GEOLOGICAL / GEOMORPHOLOGICAL INTEREST
POLICY NCN3

KEY WILDLIFE SITES AND REGIONALLY IMPORTANT GEOLOGICAL / GEOMORPHOLOGICAL SITES ARE IDENTIFIED ON THE PROPOSALS MAP. PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT WHICH HAS AN ADVERSE EFFECT ON THESE REGIONAL OR LOCAL NATURE CONSERVATION OR GEOLOGICAL / GEOMORPHOLOGICAL INTERESTS UNLESS THE IMPORTANCE OF THE DEVELOPMENT OUTWEIGHS THE VALUE OF THE SUBSTANTIVE INTERESTS PRESENT.

Reasoned Justification:

In addition to nationally important designations such as SSSI's there are a considerable number of sites of regional or local nature conservation or geological / geomorphological importance, including those designated by the Gloucestershire Wildlife Trust as Key Wildlife Sites or Regionally Important Geological / Geomorphological Sites and indicated on the Proposals Map. These encompass a very wide range of habitats and species which warrant protection in order to safeguard biodiversity and the environmental quality of the area. The policy will also give protection to further Key Wildlife Sites which may be identified in the future.

SUBJECT: DEVELOPMENT AFFECTING PROTECTED SPECIES
POLICY NCN4

DEVELOPMENT PROPOSALS WHICH WOULD ADVERSELY AFFECT SPECIES PROTECTED BY THE WILDLIFE AND COUNTRYSIDE ACT 1981 AS AMENDED, THE BADGERS ACT 1992 AND THE EC HABITAT AND SPECIES DIRECTIVE, WILL NOT BE PERMITTED UNLESS PROPER PROVISION IS MADE TO SAFEGUARD BOTH THEM AND THEIR HABITAT THROUGH THE USE OF APPROPRIATE PLANNING CONDITIONS AND/OR LEGAL AGREEMENTS.

Reasoned Justification

A considerable number of rare species of plant and animal are protected by the 1981 Wildlife and Countryside Act from deliberate acts of destruction. However, it is often not easy to judge how a particular development proposal is likely to affect surrounding habitats and therefore any protected species in the vicinity. It is essential in such cases to have expert advice so that either proper provision can be made for protection, or, if the development proposal is incompatible with such safeguarding, planning permission may be refused.

For example, the great crested newt is a pond dwelling amphibian which spends a considerable part of the year living some distance from the pond, perhaps in the base of a nearby hedge returning to the pond for the breeding season. In order to safeguard great crested newts it is essential to preserve their terrestrial habitat area together with the pond.

The Badgers Act 1992 makes provision for the protection of badgers.

SUBJECT: PROTECTION OF IMPORTANT NATURAL FEATURES/BIODIVERSITY
POLICY NCN5

THE BOROUGH COUNCIL WILL SEEK TO PROTECT AND ENHANCE BIODIVERSITY WHEN CONSIDERING DEVELOPMENT PROPOSALS. IN PARTICULAR, THE FOLLOWING NATURAL HABITATS AND FEATURES WILL BE PROTECTED, WHERE POSSIBLE, FROM LOSS OR SIGNIFICANT DETRIMENTAL ALTERATION: ANCIENT SEMI-NATURAL WOODLANDS, SEMI-NATURAL GRASSLANDS, MARSHES, WATER COURSES, ORCHARDS, PONDS, PARKLANDS, HEDGEROWS, LINEAR TREE/SHELTER BELTS AND TREES. WHERE DEVELOPMENT UNAVOIDABLY NECESSITATES THE REMOVAL OF SUCH FEATURES, REPLACEMENT FEATURES OF EQUIVALENT VALUE SHOULD BE PROVIDED.

Reasoned Justification

Biodiversity is a key objective of nature conservation, and an area which needs to be recognised in respect of land use planning. Natural features such as those listed in the policy have a vital

role to play in both supporting biodiversity and contributing to the quality and appearance of the local environment. They may also have archaeological or historical interest by providing evidence of human activity in the past. Where proposed development sites contain such features, the Borough Council will normally expect them to be retained and enhanced as an integral part of the overall scheme. Where existing mature trees make a significant contribution to local amenity, the Borough Council will consider making a Tree Preservation Order to ensure their protection. Should the removal of features prove to be unavoidable, the local authority will expect the developer to provide replacement landscape/habitat features as part of an overall landscaping scheme. In appropriate cases the Local Authority will require evidence of an ecological assessment/wildlife habitat survey prior to determination of the application.

The Borough Council is a member of the Gloucestershire Biodiversity Partnership, which seeks to protect and enhance the biodiversity of the environment within Gloucestershire as a whole. The plan includes a wide range of specific actions some of which are appropriate to the activities of the Local Planning Authorities within the County. Opportunities for their implementation arise through the negotiation of landscaping schemes (including appropriate native species) for development proposals, and, where appropriate, through the negotiation of section 106 agreements.

**SUBJECT: NEW AND RESTORED PONDS
POLICY NCN6**

THE CREATION AND RESTORATION OF PONDS EITHER AS PART OF DEVELOPMENT PROPOSALS OR IN LAND MANAGEMENT/ENVIRONMENTAL ENHANCEMENT SCHEMES WILL BE ENCOURAGED WHERE THESE CONTRIBUTE POSITIVELY TO THE QUALITY OF THE LANDSCAPE AND ENHANCE ITS NATURE CONSERVATION VALUE.

IN ASSESSING SUCH PROPOSALS ATTENTION WILL ALSO BE PAID TO SAFETY CONSIDERATIONS.

Reasoned Justification

Within the Borough, agricultural land management changes and urban development have both resulted in the loss of large numbers of field ponds which were previously used for watering stock. Field ponds have an important part to play in conserving animal and plant life e.g. in the Severn Vale they are particularly important as the habitat of the great crested newt, a protected species for which ponds in the Severn Vale form one of the most important sites in Europe. Both village and field ponds can also play an important amenity and educational role in addition to their intrinsic value as habitats. Safety considerations are also important, e.g. a pond may not be appropriate in close proximity to a children's play area. It is also recognised that ponds may have an historical or archaeological value.

**SUBJECT: WILDLIFE CORRIDORS
POLICY NCN7**

THE PROTECTION OF WILDLIFE CORRIDORS IN-BETWEEN EXISTING DEVELOPED AREAS, AND, WHERE MAJOR NEW DEVELOPMENT IS PROPOSED, BETWEEN EXISTING AND PROPOSED AREAS OF DEVELOPMENT WILL BE SOUGHT.

Reasoned Justification

The existence of wildlife corridors within developed areas is of considerable importance in maintaining the vitality and diversity of plant and animal populations in urban and suburban areas. They have a wider importance than just for the land within the corridor. Corridor land is of various kinds including agricultural, railway land, river or canal banks, hedgerows, allotments, playing fields and other green space. This is a particularly important matter to be covered in pre-application discussions with applicants. It should also be specifically brought to the notice of the Gloucestershire Wildlife Trust when consulting on applications where this appears to be an important issue.

AGRICULTURE

Background

A strong healthy agricultural sector is of vital importance within a predominantly rural area such as the Borough. Recent economic problems in the farming economy stemming from, for example the BSE crisis, have made the need for action to assist the agricultural sector with policies for diversification more important.

Changes in agricultural practices over time have significantly altered the form and character of the landscape which we currently take for granted, and contributed to the architecture of a range of built forms both agricultural and domestic.

The agricultural industry continues to evolve and adapt in response to changing circumstances. As needs and requirements change then a clear framework is required to assess proposals which fall within the remit of the planning system. The Local Plan therefore includes detailed policies on the re-use and adaptation of rural buildings and agricultural diversification, as well as guidance on issues such as the protection of the best quality agricultural land and the erection of agricultural workers' dwellings.

Objectives

- To protect the best and most versatile agricultural land, ie: grades 1, 2 and 3a (agricultural land can be classified into six grades: 1, 2, 3a, 3b, 4 and 5, indicating its relative quality and versatility in terms of its productivity, grade 1 being the best and grade 5 being the poorest). Within the Borough much of the vale farmland is either 3a or 3b, with localised pockets of grades 1 and 2, whilst most of the lower grade land is associated with the Cotswold scarp slope and parts of the floodplain along the River Severn.
- To support agricultural diversification subject to proposals being both appropriate to the rural area, and no conflict with other policies of the plan.
- To ensure that the occupancy of new agricultural dwellings in the countryside is retained for the benefit of the agricultural industry in the future.

Implementation

Development control function of the Borough Council in liaison with specialist organisations as appropriate.

Monitoring

Assessment of planning applications.

AGRICULTURE POLICIES
AGR1-AGR7

SUBJECT: AGRICULTURAL LAND PROTECTION
POLICY AGR1

GREENFIELD LAND, INCLUDING THE BEST AND MOST VERSATILE AGRICULTURAL LAND (GRADES 1, 2 AND 3A) WILL BE PROTECTED FROM DEVELOPMENT. PLANNING PERMISSION FOR DEVELOPMENT AFFECTING SUCH LAND WILL ONLY BE GRANTED EXCEPTIONALLY IF THERE IS AN OVERRIDING NEED FOR THE DEVELOPMENT AND EITHER:

- (i) SUFFICIENT SUITABLE ALTERNATIVE LAND OF A LOWER GRADE (GRADES 3B, 4 AND 5) IS UNAVAILABLE; OR
- (ii) OTHER SUSTAINABILITY CONSIDERATIONS OUTWEIGH THE AGRICULTURAL CONSIDERATIONS. THE OTHER SUSTAINABILITY CONSIDERATIONS THAT WOULD BE TAKEN INTO ACCOUNT INCLUDE THE IMPORTANCE OF THE LAND FOR BIODIVERSITY, THE QUALITY AND CHARACTER OF THE LANDSCAPE, ITS AMENITY VALUE OR HERITAGE INTEREST, ACCESSIBILITY TO INFRASTRUCTURE, WORKFORCE AND MARKETS, AND THE PROTECTION OF NATURAL RESOURCES, INCLUDING SOIL QUALITY.

IF BEST AND MOST VERSATILE LAND NEEDS TO BE DEVELOPED AND THERE IS A CHOICE BETWEEN SITES IN DIFFERENT GRADES, LAND OF THE LOWEST GRADE AVAILABLE SHOULD BE USED.

Reasoned Justification:

As is set out in PPG7, agricultural land is a national resource for future generations and should be protected for the long term from irreversible development. Agricultural land is graded from Grade 1 to Grade 5 of which Grade 1, Grade 2 and Grade 3A are defined as the best and most versatile land. Land in these grades is best able to adapt to the changing needs of agriculture in the long and short term and once developed its return to agricultural use is seldom practicable.

SUBJECT: AGRICULTURAL DWELLINGS
POLICY AGR2

APPLICATIONS FOR NEW PERMANENT AGRICULTURAL AND FORESTRY DWELLINGS IN THE OPEN COUNTRYSIDE WILL ONLY BE PERMITTED WHERE THE APPLICANT CAN DEMONSTRATE THAT THERE IS A LONG TERM AGRICULTURAL OR FORESTRY NEED FOR THE DWELLING.

THE SITING OF THE ACCOMMODATION SHOULD WHERE POSSIBLE ENHANCE THE ENVIRONMENT IN ITS LOCATION, SCALE AND DESIGN. WHERE PRACTICABLE ANY TEMPORARY OR PERMANENT ACCOMMODATION SHOULD BE SITED CLOSE TO EXISTING BUILDINGS. WHERE AGRICULTURAL DWELLINGS ARE PROPOSED, IT MUST BE PROVEN THAT THERE IS NO SUITABLE ALTERNATIVE ACCOMMODATION ELSEWHERE AND THAT THERE IS A NEED FOR 24 HOUR ATTENDANCE OR SUPERVISION. THE SCALE OF THE PROPOSED DWELLING SHOULD BE RELATED TO THE SIZE AND FUNCTION OF THE FARM UNIT.

WHERE PLANNING PERMISSION IS GIVEN FOR A NEW AGRICULTURAL OR FORESTRY DWELLING, THE OCCUPATION OF THE DWELLING SHALL BE LIMITED TO A PERSON SOLELY OR MAINLY WORKING OR LAST WORKING IN THE LOCALITY IN AGRICULTURE OR IN FORESTRY, OR A WIDOW OR WIDOWER OF SUCH A PERSON, AND TO RESIDENT DEPENDANTS.

WHERE PERMISSION IS GRANTED FOR AN ADDITIONAL DWELLING AS PART OF AN AGRICULTURAL HOLDING, AND EXISTING DWELLINGS ON THE HOLDING WILL BE REQUIRED TO BE RETAINED IN AGRICULTURAL USE, THE APPLICANT WILL BE REQUIRED TO ENTER INTO A SECTION 106 AGREEMENT.

PROPOSALS FOR THE SITING OF A MOBILE HOME OR CARAVAN WILL ONLY BE PERMITTED IF JUSTIFIED AND FOR A TEMPORARY PERIOD ONLY.

Reasoned Justification

In the open countryside planning permission for a new dwelling is granted only in exceptional circumstances, if it is essential for a farm worker to live at or near to the work place, in the interests of good agricultural husbandry or forestry. PPG7 Annex E gives clear guidance on isolated residential development in the countryside and when it may be justified.

It will be important to establish that stated intentions to engage in farming or forestry are genuine, are reasonably likely to materialise and are capable of being sustained for a reasonable period of time.

A functional test will be necessary in all cases to establish whether it is essential for the proper functioning of the enterprise for one or more workers to be readily available at most times. In cases where a functional test alone is not conclusive, it may be appropriate also to apply a financial test to provide further evidence of the genuineness of stated intentions to engage in farming or forestry or the size of dwelling which the unit can sustain.

Whilst accepting that many dwellings required to satisfy agricultural or forestry need will be located in the countryside, where practicable the Council will encourage new dwellings within existing settlements. It is important that, where such a permission is granted, it is conditional upon such a dwelling being kept available to meet the particular agricultural or forestry need for which it was originally intended.

In assessing the need for a new agricultural or forestry dwelling, the Council will take into consideration all dwellings on or associated with the holding. Where planning permission is given, the Council may require applicants to enter into a Section 106 Agreement to retain all dwellings on the holding for agricultural or forestry use. This will be the case where existing dwellings do not already have an occupancy condition attached to them.

When a farmer or forester is unsure of the business prospects for a proposed enterprise, or where a temporary venture is proposed, the Council may consider granting a temporary permission for a mobile home or caravan. Such temporary permissions will normally be granted for 2 years or 3 years. Successive renewals will not be granted as the Council considers that a viable unit can be established within 5 years and will not therefore consider temporary permissions beyond this period. If the unit is shown to be viable following the temporary permission then a permanent permission can be granted.

Farm buildings within the existing farm complex or on the farm holding may be suitable for conversion to residential use (see Policies AGR6 and 7).

SUBJECT: REMOVAL OF AGRICULTURAL WORKERS' OCCUPANCY CONDITIONS POLICY AGR3

APPLICATIONS FOR THE REMOVAL OF AGRICULTURAL WORKERS' OCCUPANCY CONDITIONS WILL ONLY BE PERMITTED WHERE IT IS DEMONSTRATED THAT THE DWELLING IS NO LONGER REQUIRED TO SERVE THE EXISTING OR FUTURE NEEDS OF THE AGRICULTURAL COMMUNITY.

Reasoned Justification

Where a dwelling is permitted in a location where new residential development is not normally acceptable on the basis of a proven agricultural justification, then a restrictive occupancy

condition will be attached to ensure that the dwelling continues to meet agricultural needs in the future. As such dwellings are only permitted exceptionally, the local planning authority will similarly only permit the removal of such conditions in exceptional circumstances. Such circumstances will only apply where the local planning authority is satisfied that the retention of the restrictive occupancy serves no useful agricultural purpose either now or in the future. The main factors to be taken into account are changes which have taken place in the agricultural community and the existing stock of agricultural workers dwellings in the area (both built and with planning permission). It should be emphasised that agricultural workers' dwellings do not necessarily need to be sited on the holding, and that such dwellings in nearby parishes will all contribute to the total stock.

**SUBJECT: AGRICULTURAL DIVERSIFICATION
POLICY AGR4**

PROPOSALS FOR FARM DIVERSIFICATION ON EXISTING FARM UNITS WILL BE SUPPORTED WHERE THE SCALE AND USE ARE APPROPRIATE TO A RURAL ENVIRONMENT, THEY ARE IN KEEPING WITH, AND WHERE POSSIBLE, ENHANCE THE CHARACTER OF THE SURROUNDINGS, AND MAXIMISE THE USE OF EXISTING BUILDINGS OR STRUCTURES. WHERE NEW BUILDINGS OR EXTENSIONS ARE PROPOSED THESE SHOULD BE WELL RELATED TO EXISTING STRUCTURES AND ESSENTIAL TO THE NEW USE. HAULAGE USES ARE NOT CONSIDERED TO BE APPROPRIATE.

Reasoned Justification

The Borough Council recognises the value of farm diversification in supporting the rural economy. Examples include (although not all will be subject to planning control):

1. Alternative crops and livestock, contract work for other farmers, food processing, biomass production, fish farming, woodland planting, community woodlands, pick your own, farm shops.
2. Tourism projects such as holiday lets, farmhouse accommodation, farm parks, small scale tent and caravan sites.
3. Educational uses such as farm and nature trails, farm visits and open days.
4. Recreational uses such as clay pigeon shooting, archery, golf, horiculture.
5. Small scale light industrial, craft uses.

The above are examples only and do not indicate a preference for such schemes or preclude other schemes.

**SUBJECT: NEW AGRICULTURAL BUILDINGS
POLICY AGR5**

PROPOSALS FOR THE ERECTION OF AGRICULTURAL BUILDINGS WILL BE PERMITTED PROVIDED THAT:-

1. THE PROPOSED DEVELOPMENT IS WELL SITED IN RELATION TO EXISTING BUILDINGS, ANCILLARY STRUCTURES AND WORKS AND LANDSCAPE FEATURES IN ORDER TO MINIMISE ADVERSE IMPACT ON THE VISUAL AMENITY OF THE LOCALITY PAYING PARTICULAR REGARD TO AREAS OF OUTSTANDING NATURAL BEAUTY, SPECIAL LANDSCAPE AREAS AND THE LANDSCAPE PROTECTION ZONE.

2. THE PROPOSED DEVELOPMENT IS SYMPATHETICALLY DESIGNED IN TERMS OF HEIGHT, MASS MATERIALS, COLOUR AND LANDSCAPING WHERE APPROPRIATE.
3. ADEQUATE OPERATIONAL ACCESS IS AVAILABLE FOR VEHICLES, MACHINERY AND STOCK.
4. WHERE APPROPRIATE SUITABLE PROVISION IS MADE FOR THE DISPOSAL OF ALL WASTE PRODUCTS WITHOUT RISK OF WATER POLLUTION.

Reasoned Justification

Where planning permission is required for an agricultural building the Council will seek to ensure that where practicable new buildings are located close to existing buildings or other structures or works such as access roads or yards, are designed in materials sympathetic with the locality and thereby minimising adverse visual impact on the landscape, including development proposals which are designed or are necessary to achieve compliance with new environmental, hygiene and welfare legislation. Glasshouses in particular can often have a significant environmental impact, and these should generally be sited adjacent or close to existing glasshouses.

SUBJECT: RE- USE AND ADAPTATION OF RURAL BUILDINGS - GENERAL
POLICY AGR6

THE CONVERSION OF RURAL BUILDINGS FOR EMPLOYMENT USES, SHORT STAY LOW-KEY HOLIDAY ACCOMMODATION OR COMMUNITY USES WILL BE PERMITTED UNLESS IT CAN BE DEMONSTRATED THAT THE PROPOSED USE IS NOT PRACTICAL OR VIABLE WITHIN THE BUILDING(S), OR THAT IT IS UNSUITABLE DUE TO AMENITY, ENVIRONMENTAL OR HIGHWAY REASONS. RESIDENTIAL RE-USE WILL ONLY BE PERMITTED WHERE THE APPLICANT HAS MADE EVERY REASONABLE ATTEMPT TO SECURE SUITABLE BUSINESS RE-USE OR WHERE RESIDENTIAL CONVERSION IS A SUBORDINATE PART OF A SCHEME FOR BUSINESS USE. WHERE THE PROPOSAL IS FOR A DWELLING ESSENTIAL TO THE EFFICIENT OPERATION OF AGRICULTURE OR FORESTRY, THE CONVERSION TO RESIDENTIAL USE WILL BE ACCEPTABLE IN PRINCIPLE.

THE BUILDINGS MUST BE OF A PERMANENT AND SUBSTANTIAL CONSTRUCTION- AND IN THE OPEN COUNTRYSIDE THEY MUST BE CAPABLE OF CONVERSION WITHOUT MAJOR OR COMPLETE RECONSTRUCTION.

IN ALL CASES, THE SCALE, FORM AND GENERAL DESIGN OF THE BUILDING(S) MUST BE IN KEEPING WITH THEIR SURROUNDINGS.

PROPOSED USES WHICH WOULD ADVERSELY AFFECT THE QUALITY OF THE RURAL ENVIRONMENT OR RESIDENTIAL AMENITY BY REASON OF THE NATURE OF THE OPERATION, ITS SCALE AND IMPACT WILL NOT BE ACCEPTABLE. IN THE GREEN BELT, AREA OF OUTSTANDING NATURAL BEAUTY, SPECIAL LANDSCAPE AREAS AND LANDSCAPE PROTECTION ZONE PARTICULAR EMPHASIS WILL BE PLACED ON ENSURING THAT THE PROPOSAL DOES NOT CONFLICT WITH THE OVERALL AIMS OF THESE DESIGNATIONS IN TERMS OF PROTECTING THEIR OPEN CHARACTER AND LANDSCAPE QUALITY AS APPROPRIATE.

Reasoned Justification

PPG7 sets out government advice on the approach to be adopted to the reuse and adaptation of rural buildings. Paragraph 3.14 states that there should be no reason for preventing the conversion of rural buildings (including modern buildings) for business reuse. Detailed guidance is provided at Annex G. However, the proposed alternative use may not always be appropriate given, for example, the building's location, form or character, the scale of the proposal (and hence the degree of environmental intrusion) and local infrastructure such as roads and drainage. While the majority of applications received relate to proposed

conversions to residential use, the conversion of such buildings to non-residential uses is generally preferable in retaining their overall character and appearance, as well as resulting in wider benefits to the rural economy, provided that the nature of the operation, its scale and impact are in keeping with the rural environment, although it is recognised that residential conversions can make a contribution to meeting the needs for new market and affordable housing. In the case of conversion to holiday accommodation, the Borough Council will generally impose conditions restricting the use to that applied for where such units would be unsuitable for normal residential use, and to prevent the amalgamation of units. In the reuse or adaptation of rural buildings, protected species where present should be protected from disturbance and opportunities taken to create new habitats for these species.

SUBJECT: RE- USE AND ADAPTATION OF RURAL BUILDINGS - RETENTION OF CHARACTER
POLICY AGR7

RURAL BUILDINGS SHOULD BE CAPABLE OF CONVERSION TO THE PROPOSED ALTERNATIVE USE WITHOUT SUBSTANTIAL ALTERATION OR EXTENSION TO THEIR ORIGINAL STRUCTURE.

THE ESSENTIAL SCALE, FORM AND CHARACTER OF THE ORIGINAL BUILDING AND AS MUCH OF THE ORIGINAL STRUCTURE AND ESSENTIAL FEATURES (INTERNAL AND EXTERNAL) AS POSSIBLE, SHOULD BE RETAINED. NEW WORKS SHOULD BE OF A SCALE, FORM, TYPE AND MATERIALS COMPATIBLE WITH THE CHARACTER OF THE ORIGINAL BUILDING (PARTICULARLY WHERE OF A TRADITIONAL CONSTRUCTION) AND THE SURROUNDING AREA.

IN THE CASE OF CONVERSION TO RESIDENTIAL USE, WHEREVER POSSIBLE, GARAGING SHOULD BE PROVIDED USING EXISTING OUTBUILDINGS, AND WALLS AND OLD OUTBUILDINGS USED TO SCREEN DOMESTIC FEATURES SUCH AS DRYING AREAS, PATIOS, SHEDS AND GARDENS. IN GENERAL, ALL DOMESTIC ELEMENTS SHOULD BE GROUPED CLOSE TO THE BUILDING, AND SCREENED FROM IMPORTANT VIEWPOINTS.

Reasoned Justification

The overall design objective is to retain the rural character and traditional appearance of the original building. Proposals which destroy the essential features of the original structure will not be acceptable. Such essential features include the original fabric of the walls and roof structure; the exterior appearance often characterised by blank walls and roofs with unbroken lines and few openings; an unpartitioned interior, often of impressive proportions; and the agricultural setting, often as part of a group of farmstead buildings, without a separate boundary. In many cases the treatment of the interior in order to retain the single volume character of the integral space can be as important as the external treatment. Any existing features of interest such as external steps, ventilation slits or internal roof timbers should be retained and incorporated into the design.

It is essential that the existing openings are retained and incorporated into the new building. Additional windows and doors should only be introduced exceptionally, and not where they would compromise the overall character and appearance of the original building.

The scale and shape of the roof slopes, particularly in larger agricultural buildings, are often essential in establishing their overall character. For this reason, the roof form should be kept and breaks in ridge and eaves lines avoided. Dormer windows are not normally appropriate. While roof lights do respect the slope of the roof, the introduction of reflective areas tends to break up the texture and form of the roof to the detriment of the original character of the building. The use of external brick chimney stacks generally results in the introduction of an inappropriate domestic element and should not be used. Metal flues are normally less conspicuous, and should be painted matt black.

When assessing the proposed conversion of buildings to residential use, the Borough Council will take full account of ancillary domestic elements which together, can have a detrimental impact on the character and setting of the original building and any farmstead group. In many cases, adjoining structures or outbuildings can be used to provide garaging. In circumstances where this is not possible, garages may be permitted where the building forms part of a group and where they are designed to imitate farm outbuildings and carefully sited in the form of a farm courtyard. In larger schemes, a shared garage block is often the best solution. The treatment of the immediate surroundings of a converted building is frequently of concern. Particularly in the case of residential conversions, domestic elements should be grouped close to the buildings and screened using, wherever possible, walls and old outbuildings. Service elements such as liquid gas containers and oil tanks should all be housed in suitable containing structures. In certain circumstances, some hedge/ tree planting using indigenous species may be appropriate, although the character and setting of rural buildings in the agricultural landscape is not generally associated with much, if any, additional planting.

LOCAL POLICIES

ASHCHURCH

SUBJECT: LAND ADJACENT TO RAILWAY AT NORTHWAY LANE, NORTHWAY
POLICY AC1

LAND AT NORTHWAY LANE, NORTHWAY, AS DEFINED ON THE PROPOSALS MAP, IS ALLOCATED FOR 20 DWELLINGS (0.4 HA NET). WITHIN THIS AREA THE BOROUGH COUNCIL WILL SUPPORT PROPOSALS FOR A COMPREHENSIVE SCHEME WHICH:

- TAKES FULL ACCOUNT OF THE ADJACENT EMPLOYMENT USE (TO THE SOUTH), THROUGH THE USE OF MITIGATION MEASURES TO SAFEGUARD THE AMENITY OF FUTURE RESIDENTS
- INCORPORATES PUBLIC ACCESS TO THE EXISTING RAIL FOOTBRIDGE
- INCORPORATES NOISE MITIGATION MEASURES IN RELATION TO THE ADJACENT RAILWAY LINE
- MAKES A CONTRIBUTION TOWARDS LOCAL EDUCATIONAL REQUIREMENTS
- MAKES A CONTRIBUTION TOWARDS A DOCTORS SURGERY
- PROVIDES FOR RECREATIONAL OPEN SPACE IN ACCORDANCE WITH THE LOCAL PLAN STANDARD SET OUT IN RCN1
- CONTRIBUTES TO IMPROVED LOCAL PUBLIC TRANSPORT PROVISION

TO MEET THE LOCAL REQUIREMENTS OF POLICY HSG21 TO PROVIDE AFFORDABLE HOUSING TO ENABLE THOSE CURRENTLY EXCLUDED FROM PARTICIPATING IN THE HOUSING MARKET TO PARTICIPATE, THE COUNCIL WILL SEEK TO NEGOTIATE FOR THE PROVISION OF ABOUT 6 DWELLINGS ON THE SITE AS AFFORDABLE HOUSING.

Reasoned Justification

The site comprises an underused garage court, former lorry park and adjacent land previously identified as the location for the re-opened railway station (now further south). Given its location next to existing housing on its northern side and close proximity to local facilities and public transport, it is appropriate for residential use. A design and development brief will be prepared for the site in consultation with interested parties and will be taken into account as a material consideration in the determination of planning applications. This brief will also assess the potential benefits of a comprehensive scheme incorporating the adjacent community use on the south side of Northway Lane; this may include a land swap between community and residential uses, although the total housing capacity is not anticipated to change. The affordable housing to be provided will contribute to meeting the strategic requirements for affordable housing identified within the Tewkesbury Housing Needs Survey (1998) and the Ark Report (2002). Subject to the identified local need as defined by an up-to-date assessment, the number of affordable dwellings that will be sought on the site may change, but the target of 6 dwellings will be the starting point for negotiations in accordance with Policy HOU13.

The development will be required to contribute to nursery, primary and secondary education infrastructure in relation to the numbers of pupils arising from the scheme. This will reduce school car trips and ensure sufficient local education capacity to accommodate the pupils arising.

SUBJECT: NORTHWAY LANE, NORTHWAY
POLICY AC2

LAND IS ALLOCATED AT NORTHWAY LANE, NORTHWAY FOR APPROXIMATELY 124 DWELLINGS AS SHOWN ON THE PROPOSALS MAP. WITHIN THIS AREA THE BOROUGH COUNCIL WILL SUPPORT PROPOSALS FOR A COMPREHENSIVE SCHEME WHICH:

- SECURES IMPROVED HIGHWAY ACCESS FROM THE SOUTH BY THE REMOVAL OF THE FORMER RAILWAY BRIDGE AND PROVIDES FOR A SCHEME OF TRAFFIC CALMING ON NORTHWAY LANE ADJACENT TO THE SITE
- SAFEGUARDS SEPARATE ACCESS TO ADJACENT EMPLOYMENT LAND
- SAFEGUARDS THE AMENITY OF EXISTING AND FUTURE RESIDENTS IN PARTICULAR IN RELATION TO EXISTING AND PROPOSED INDUSTRIAL USES
- MAKES CONTRIBUTION TOWARDS LOCAL EDUCATIONAL REQUIREMENTS
- PROVIDES FOR RECREATIONAL OPEN SPACE IN ACCORDANCE WITH THE LOCAL PLAN STANDARD SET OUT IN RCN1
- CONTRIBUTES TO IMPROVED LOCAL PUBLIC TRANSPORT PROVISION
- PROVIDES FOR FOOTPATH AND CYCLEWAY LINKS BETWEEN ALEXANDRA WAY, THE RAILWAY STATION AND RESIDENTIAL AREA TO THE NORTH
- CONTRIBUTES THROUGH ITS LANDSCAPING SCHEME TO AN ENHANCED APPROACH TO NORTHWAY VILLAGE CENTRE
- MAKES PROVISION FOR/CONTRIBUTES TOWARDS A DOCTORS SURGERY

DEVELOPMENT PROPOSALS MUST ALSO FULLY ACCORD WITH THE DETAILED REQUIREMENTS AS SET OUT IN THE NORTHWAY LANE, NORTHWAY DESIGN AND DEVELOPMENT BRIEF AND BE SUBJECT TO LOCAL PLAN POLICY GNL11 (IMPLEMENTATION),

TO MEET THE LOCAL REQUIREMENTS OF POLICY HOU13 TO PROVIDE AFFORDABLE HOUSING TO ENABLE THOSE CURRENTLY EXCLUDED FROM PARTICIPATING IN THE HOUSING MARKET TO PARTICIPATE, APPROXIMATELY 33 UNITS SHALL BE PROVIDED AS AFFORDABLE HOUSING, SUBJECT TO THE OVERALL CAPACITY OF THE SITE.

Reasoned Justification

Land is allocated to contribute to strategic requirements as set out in HOU1. The policy sets out the key elements that will be addressed in detail within the design and development brief for the site. The site was previously occupied by Mecco Mining in general manufacturing use, the local plan proposes the allocation of part of the site to residential use, this will improve the appearance of the approach to the centre of Northway Village from the A46(T) and the railway station, and must also address the highway safety issues arising from the existence of a redundant railway bridge at the southern end of the site on Northway Lane in order to safely accommodate the additional traffic generated by the housing development. This site fulfils SPSR policies S3 and H4, and is also one of the few brownfield sites within the Borough which is available for development.

The site's location close to Northway village centre, with access via public transport to Tewkesbury ensures that a wide range of community, employment, retail and recreational facilities, can be accessed by a choice of transport modes. In addition, the close proximity of the main line railway station allows access to a range of employment markets beyond the local area without use of the private car. Particular care will be needed in respect of the layout and design of the development in relation to both existing and proposed adjacent employment uses.

It is intended that the approach to Northway village centre can be improved through the landscaping schemes of the development sites fronting Northway Lane, a boulevard style planting scheme will be pursued.

In order to accommodate the additional journeys arising from the inhabitants of the development a contribution should be made towards the enhancement of local public transport services. The design of the development should also give priority to pedestrian and cycle movements, in

particular, provision should be made for footpath and cycleway links through the site between Alexandra Way, the railway station and the residential area to the north.

The affordable housing to be provided will contribute to meeting the strategic requirements for affordable housing identified within the Tewkesbury Housing Needs Survey (1998). Subject to the identified local need as defined within the sub-area analysis, the number of affordable housing units required may change if the overall site capacity alters. It is anticipated that the affordable housing will be provided as 25% low cost home ownership and 75% rented.

SUBJECT: COWFIELD FARM SOUTH
POLICY AC3

THE BOROUGH COUNCIL WILL ONLY SUPPORT PROPOSALS FOR EMPLOYMENT USES REQUIRING PREDOMINANTLY OPEN SITES WITHIN THE COWFIELD FARM SOUTH EMPLOYMENT AREA AS IDENTIFIED ON THE PROPOSALS MAP. APPROPRIATE USES COMPRISE HAULAGE, VEHICLE STORAGE, BUILDERS YARDS AND OTHER RELATED USES AS APPROVED BY THE BOROUGH COUNCIL. ANY BUILDINGS MUST BE STRICTLY ANCILLARY TO THE MAIN USE.

Reasoned Justification

The Borough Council recognises the need to provide for the full range of employment uses. Land at Cowfield Farm South has proved to be a suitable location for such uses which often have difficulty in securing suitable sites elsewhere. Appropriate landscaping schemes will need to be considered to minimise any adverse visual impact.

SUBJECT: MIDDLE FARM / M&G SPORTS GROUND
POLICY BA 1

LAND IS ALLOCATED BETWEEN GROVEFIELD WAY / COLD POOL AND THE RAILWAY AT MIDDLE FARM / M&G SPORTS GROUND, BADGEWORTH PARISH FOR APPROXIMATELY 350 DWELLINGS (9.3HA NET) AS IDENTIFIED ON THE PROPOSALS MAP AND PHASED 2007-2011. PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT OF THE SITE IN ADVANCE OF A COMPREHENSIVE REVIEW OF THE GREEN BELT AS REQUIRED BY RPG10. THE BOROUGH COUNCIL WILL SUPPORT PROPOSALS FOR A COMPREHENSIVE SCHEME WHICH:

- MAKES PROVISION FOR SAFE PEDESTRIAN AND CYCLE ACCESS TO LOCAL FACILITIES AND CHELTENHAM TOWN CENTRE
- MAKES CONTRIBUTIONS AS REQUIRED TOWARDS LOCAL EDUCATION INFRASTRUCTURE AT EARLY YEARS, PRIMARY & SECONDARY LEVEL
- PROVIDES FOR A LIKE FOR LIKE SPORTS PITCH REPLACEMENT IN THE LOCALITY UNLESS LACK OF NEED FOR SUCH PROVISION SHOULD BE PROVEN THROUGH A PPG17 OPEN SPACE ASSESSMENT,
- PROVIDES FOR RECREATIONAL OPEN SPACE IN ACCORDANCE WITH THE LOCAL PLAN STANDARD SET OUT IN RCN1
- CONTRIBUTES TO IMPROVED LOCAL PUBLIC TRANSPORT PROVISION
- SAFEGUARDS THE BADGEWORTH SITE OF SPECIAL SCIENTIFIC INTEREST.

TO MEET THE LOCAL REQUIREMENTS OF POLICY HOU13 TO PROVIDE AFFORDABLE HOUSING TO ENABLE THOSE CURRENTLY EXCLUDED FROM PARTICIPATING IN THE HOUSING MARKET TO PARTICIPATE, THE COUNCIL WILL SEEK TO NEGOTIATE FOR THE PROVISION OF ABOUT 105 DWELLINGS ON THE SITE AS AFFORDABLE HOUSING.

Reasoned Justification

Land is allocated to meet the strategic requirements as set out in HOU 1. The policy sets out the key elements that will be addressed in detail within the design and development brief. The brief for the site to be prepared in consultation with interested parties and taken into account as a material consideration in the determination of planning applications. The site was formerly Green Belt and its allocation will require a modified Green Belt boundary to follow the South West Cheltenham Distributor Road. The site is phased long-term to encourage the development of previously developed land before greenfield sites and to manage the release of sites over the plan period.

The site's location on the south western fringe of Cheltenham will minimise the transport demand arising from the development due to its close proximity to a full range of community, employment, retail and recreational facilities, which can be accessed by a choice of transport modes.

It is essential that in order to accommodate the additional journeys arising from the inhabitants of the development that a contribution is made to enhancing local public transport services. The design of the development should give priority to pedestrian and cycle movements.

The affordable housing to be provided will contribute to meeting the strategic requirements for affordable housing identified within the Tewkesbury Housing Needs Survey (1998) and the Ark Report (2002). Subject to the identified local need as defined by an up-to-date assessment, the number of affordable dwellings that will be sought on the site may change, but the target of 105 dwellings will be the starting point for negotiations in accordance with Policy HOU13. It is anticipated that the affordable housing will be provided as 50% low cost home ownership and 50% rented.

The development will be required to contribute to nursery, primary and secondary education infrastructure in relation to the numbers of pupils arising from the scheme. This will reduce school car trips and ensure sufficient local education capacity to accommodate the pupils arising.

The existence of the former private sports ground on the site means that a PPG17 open space assessment is essential in terms of guiding the appropriate amount, location and type of open space to be provided. The starting point for the Council's consideration will be the retention of the sports fields on site or their relocation on a like for like basis within the locality, pending the conclusion of a PPG17 assessment.

BISHOPS CLEEVE

SUBJECT: GILDERS CORNER
POLICY BI1

THE BOROUGH COUNCIL WILL SUPPORT PROPOSALS FOR DEVELOPMENT OF LAND AT GILDERS CORNER AS DEFINED ON THE PROPOSALS MAP FOR COMMUNITY USES / CHURCH / AFFORDABLE HOUSING / CAR PARKING PROVIDED THAT SUCH PROPOSALS MAKE PROVISION FOR AND A LANDSCAPED CORRIDOR FOR A FOOTPATH / CYCLEWAY BETWEEN FINLAY WAY AND EVESHAM ROAD.

Reasoned Justification

The site comprises land at Gilders Corner which was originally safeguarded for a new road which would link Finlay Way directly into the main shopping street of Church Road, and a 0.17ha site reserved for community purposes adjacent to Lidl. While this proposal has now been abandoned, the route would still provide a useful pedestrian/cycleway link into the village centre, and this should be investigated. The combined site will offer an opportunity to provide a new community building / parish office / church plus the potential for affordable housing and car parking on a site close to the village centre, although care will be needed to ensure that the amenity of existing houses is safeguarded as part of any development proposals. No vehicular access will be permitted via The Withers. Archaeological evaluation has indicated the presence of a Roman building in this corridor which may require recording in the event of development affecting the site.

SUBJECT: NORTH OF DEAN FARM, BISHOPS CLEEVE
POLICY BI2

LAND IS ALLOCATED AT NORTH OF DEAN FARM BISHOPS CLEEVE FOR APPROXIMATELY 165 DWELLINGS (4.1 HA NET) AS SHOWN ON THE PROPOSALS MAP. WITHIN THIS AREA THE BOROUGH COUNCIL WILL SUPPORT PROPOSALS FOR A COMPREHENSIVE SCHEME WHICH:

- PROVIDES FOR VEHICULAR ACCESS FROM EVESHAM ROAD ONLY
- MAKES PROVISION FOR SAFE PEDESTRIAN AND CYCLE ACCESS TO ADJACENT RESIDENTIAL AREAS AND THE VILLAGE CENTRE LINKING WITH THE EXISTING FOOTPATH AND CYCLE ROUTE TO THE SOUTH OF THE SITE
- PROVIDES FOR RECREATIONAL OPEN SPACE IN ACCORDANCE WITH THE LOCAL PLAN STANDARD SET OUT IN RCN1
- MAKES CONTRIBUTION TOWARDS LOCAL EDUCATIONAL REQUIREMENTS AND,
- CONTRIBUTES TO IMPROVED LOCAL PUBLIC TRANSPORT PROVISION

TO MEET THE LOCAL REQUIREMENTS OF POLICY HOU13 TO PROVIDE AFFORDABLE HOUSING TO ENABLE THOSE CURRENTLY EXCLUDED FROM PARTICIPATING IN THE HOUSING MARKET TO PARTICIPATE, THE COUNCIL WILL SEEK TO NEGOTIATE FOR THE PROVISION OF ABOUT 49 DWELLINGS ON THE SITE AS AFFORDABLE HOUSING.

Reasoned Justification

Land is allocated to meet the strategic requirements as set out in HOU1. A design and development brief will be prepared for the site in consultation with interested parties and will be taken into account as a material consideration in the determination of planning applications. The site is currently in agricultural use and lies adjacent to the previous phase of new housing development.

The site's location close to Cheltenham, which can be accessed by a choice of transport modes, and also its wide range of local community, employment, retail and recreational facilities, will minimise the transport demand arising from the development.

The layout of the development should extend the footpath and cycleway network that has been created during previous phases of building in order to link it to the village centre and surrounding countryside. It is also essential that in order to accommodate the additional journeys arising from the inhabitants of the development that a contribution is made to enhancing local public transport services. The design of the development should give priority to pedestrian and cycle movements. No vehicular access will be permitted directly onto the A435, and traffic calming should be provided on the Evesham Road adjacent to the site.

The affordable housing to be provided will contribute to meeting the strategic requirements for affordable housing identified within the Tewkesbury Housing Needs Survey (1998) and the Ark Report (2002). Subject to the identified local need as defined by an up-to-date assessment, the number of affordable dwellings that will be sought on the site may change, but the target of 47 dwellings will be the starting point for negotiations in accordance with Policy HOU13. It is anticipated that the affordable housing will be provided as 50% low cost home ownership and 50% rented.

The development will be required to contribute to nursery, primary and secondary education infrastructure in relation to the numbers of pupils arising from the scheme. This will reduce school car trips and ensure sufficient local education capacity to accommodate the pupils arising.

SUBJECT: MALVERN VIEW, BISHOPS CLEEVE
POLICY BI3

ADDITIONAL LAND AT MALVERN VIEW, BISHOPS CLEEVE IS ALLOCATED FOR EMPLOYMENT USE AS SHOWN ON THE PROPOSALS MAP. DETAILED PROPOSALS WILL BE ASSESSED AGAINST POLICY EMP1.

Reasoned Justification

Approximately 2.5 hectares of employment land is allocated in the form of an extension to the existing employment centre at Malvern View, Bishops Cleeve. This represents an addition to a successful business park to ensure the retention of a supply of available land within Bishops Cleeve.

SUBJECT: CLEEVE BUSINESS PARK, BISHOPS CLEEVE
POLICY BI4

LAND AT CLEEVE BUSINESS PARK IS ALLOCATED FOR EMPLOYMENT USE AS SHOWN ON THE PROPOSALS MAP.

THE BOROUGH COUNCIL WILL SUPPORT PROPOSALS FOR BUSINESS (CLASS B1), GENERAL INDUSTRIAL (CLASS B2), WAREHOUSING (CLASS B8) USE, OR GARAGE SERVICES/VEHICLE SALES.

PROPOSALS MUST RESPECT THE LANDSCAPE CONTEXT OF THE SITE AND ENSURE THAT THE SITE IS SAFELY AND CONVENIENTLY ACCESSED BY FOOT, CYCLE AND PUBLIC TRANSPORT AS WELL AS MOTOR VEHICLES.

THE BOROUGH COUNCIL WILL PREPARE A BRIEF TO GUIDE DEVELOPMENT OF THIS SITE.

Reasoned Justification

This 5.5ha site represents an extension to the existing Cleeve Business Park to the north west of Smiths Industries. It comprises a combination of land previously allocated for employment use, and land to be deleted from the Green Belt (see Policy GRB2).

It is anticipated that access will be from the north via the Bishops Cleeve Bypass, although it must be demonstrated that safe and convenient access can be secured by all means of transport. Proposals must respect the rural character of the site in terms of landscaping and design. Particular attention will be paid to building materials in terms of both the local context and longer range views from the Cotswold Scarp.

BROCKWORTH

SUBJECT: BROCKWORTH AND HUCCLECOTE HOUSING SITES
POLICY BR1

LAND IS ALLOCATED TO THE SOUTH AND WEST OF THE GLOUCESTER BUSINESS PARK FOR APPROXIMATELY 1400 DWELLINGS (29HA NET) AS SHOWN ON THE PROPOSALS MAP. WITHIN THIS AREA AND THE ADJOINING LAND IDENTIFIED BY STROUD DISTRICT COUNCIL FOR DEVELOPMENT, THE BOROUGH COUNCIL WILL SUPPORT PROPOSALS FOR A COMPREHENSIVE SCHEME WHICH:

- INTEGRATES WITH EXISTING AND PROPOSED BUSINESS USES

- INCLUDES A NEW LOCAL CENTRE AND COMMUNITY AND RECREATIONAL FACILITIES
- MAKES PROVISION FOR LOCAL EDUCATIONAL REQUIREMENTS
- ADDRESSES TRAFFIC ISSUES IN THE CONTEXT OF THE EXISTING AND PROPOSED HIGHWAY NETWORK
- PROVIDES FOR/CONTRIBUTES TO ENHANCED PEDESTRIAN, CYCLE AND PUBLIC TRANSPORT FACILITIES WITHIN THE SITE AND TO AND FROM GLOUCESTER, CHELTENHAM, BROCKWORTH AND HUCCLECOTE
- RESPECTS THE HIGH QUALITY LANDSCAPE SETTING AND INTRODUCES PLANTING BOTH WITHIN AND ON THE EDGE OF THE DEVELOPMENT CONSISTING OF NATIVE BROADLEAVED SPECIES
- SAFEGUARDS THE HUCCLECOTE MEADOWS SITE OF SPECIAL SCIENTIFIC INTEREST AND ITS SUSTAINABLE MANAGEMENT, AND-

TO MEET THE LOCAL REQUIREMENTS OF POLICY HOU13 TO PROVIDE AFFORDABLE HOUSING TO ENABLE THOSE CURRENTLY EXCLUDED FROM PARTICIPATING IN THE HOUSING MARKET TO PARTICIPATE, THE COUNCIL WILL SEEK TO NEGOTIATE FOR THE PROVISION OF ABOUT 25% OF THE TOTAL NUMBERS OF DWELLINGS ON THE SITE AS AFFORDABLE HOUSING.

Reasoned Justification

Land is allocated to meet the strategic requirements as set out in HOU1. The site is brownfield land, mainly consisting of former airfield, with runway and hardstandings where buildings and structures have been demolished. There has recently been some low intensity agricultural use on parts of the site.

A design and development brief will be prepared for the overall area, including the new community at Brockworth/Hucclecote, the business park and the new district centre. The brief will be prepared in consultation with interested parties, and will be taken into account as a material consideration in the determination of planning applications. The location is identified in the Structure Plan Second Review Policy H5 for an appropriate mix of housing, employment, open space and community facilities and services. A new mixed use district centre is proposed on land at Gloucester Business Park, adjacent to Ermin Street/Hucclecote Road (see Policy BR3). The shopping provision in the local centre will provide a strictly local facility of limited scale that will meet the day-to-day needs of the new residential area only.

The site's location on the eastern fringe of Gloucester will minimise the transport demand arising from the development due to its close proximity to a full range of community, employment, retail and recreational facilities, which can be accessed by a choice of transport modes. A transport assessment will take into account all of the proposed development under Policies BR1, BR2 and BR3. It is anticipated that the increased traffic flows can be accommodated without the need for any highway capacity improvements.

It is essential that in order to accommodate the additional journeys arising from the inhabitants of the development, that a contribution is made to enhancing the public transport service to Gloucester and between Cheltenham and Gloucester and on other local routes serving the site. It is anticipated that journeys to work from this location will include both Gloucester and Cheltenham being facilitated by the County Council's Quality Public Transport Corridor to Cheltenham along the A46 and through the site to Gloucester. The design of the development should give priority to pedestrian and cycle movements.

The affordable housing to be provided will contribute to meeting the strategic requirements for affordable housing identified within the Tewkesbury Housing Needs Survey (1998) and the Ark Report (2002). Subject to the identified local need as defined by an up-to-date assessment, the number of affordable dwellings that will be sought on the site may change, but the target of 25% will be the starting point for negotiations in accordance with Policy HOU13.

The development will be required to contribute to nursery, primary and secondary education infrastructure in relation to the numbers of pupils arising from the scheme. This will reduce school car trips and ensure sufficient local education capacity to accommodate the pupils arising.

The southern boundary of the site lies adjacent to the Cotswolds Area of Outstanding Natural Beauty. The provision of a well designed landscaping scheme will therefore be particularly important to provide an appropriate meeting of town and country.

**SUBJECT: GLOUCESTER BUSINESS PARK
POLICY BR2**

LAND AT GLOUCESTER BUSINESS PARK (BROCKWORTH / HUCCLECOTE) IS ALLOCATED FOR EMPLOYMENT USE AS SHOWN ON THE PROPOSALS MAP. NEW BUILDINGS, OR THE REDEVELOPMENT OR CHANGE OF USE OF EXISTING BUILDINGS OR SITES, MUST BE WITHIN BUSINESS (CLASS B1), GENERAL INDUSTRIAL (CLASS B2) OR WAREHOUSING (CLASS B8) USE.

THE SEQUENTIAL APPROACH WILL BE APPLIED AS APPROPRIATE TO PROPOSALS FOR ALTERNATIVE USES. GARAGE / VEHICLE SALES MAY BE ACCEPTABLE IN PRINCIPLE, ALTHOUGH PROPOSALS FOR RETAILING WILL BE RESISTED.

PROPOSALS MUST RESPECT THE LANDSCAPE CONTEXT OF THE SITE (IN PARTICULAR, VIEWS TO AND FROM THE ADJACENT COTSWOLDS AREA OF OUTSTANDING NATURAL BEAUTY) AND THE RELATIONSHIP TO EXISTING AND PROPOSED RESIDENTIAL AREAS. THERE WILL BE FOUR VEHICULAR ACCESS POINTS INTO THE SITE: THE LINK ROAD UNDER HUCCLECOTE ROAD, (MAIN ACCESS), GOLF CLUB LANE, DELTA WAY AND LOBLEYS DRIVE LINK THE LATTER TO BE SUBJECT TO TRAFFIC MANAGEMENT WITH SIGNAL-CONTROLLED ACCESS FOR BUSES, CARS AND CYCLES. PROPOSALS SHOULD INCLUDE FOOTPATH LINKS AND CYCLEWAYS THROUGH THE SITE AND A HIGH QUALITY LANDSCAPING SCHEME.

Reasoned Justification

The Gloucester Business Park represents the premier business location in the County during the plan period. A design and development brief has been prepared for the overall area, including the new community at Brockworth/Hucclecote, the business park and the new district centre. The brief has been prepared in consultation with interested parties and will be taken into account as a material consideration in the determination of planning applications.

**SUBJECT: BROCKWORTH / HUCCLECOTE DISTRICT CENTRE
POLICY BR3**

LAND AT PLOT 5000, GLOUCESTER BUSINESS PARK, ADJACENT TO ERMIN STREET / HUCCLECOTE ROAD AS SHOWN ON THE PROPOSALS MAP IS ALLOCATED FOR A MIXED USE DISTRICT CENTRE INCORPORATING A FOODSTORE OF A MINIMUM OF 3250SQ M NET SALES AREA SUBJECT TO RETAIL ASSESSMENT, A NUMBER OF UNIT SHOPS WITH A TOTAL GROSS FLOORSPACE OF ABOUT 2375SQ M PROVIDING A RANGE OF OTHER CONVENIENCE AND COMPARISON GOODS AND SERVICES, LEISURE USES NOT INCLUDING A CINEMA, COMMUNITY USES, A HOTEL, AND BUSINESS AND RESIDENTIAL USES. DETAILED PROPOSALS FOR THE DEVELOPMENT OF THE SITE SHALL INCLUDE MEASURES TO ENCOURAGE THE USE OF NON-CAR MODES, INCLUDING BUS INTERCHANGE, AND SHALL FACILITATE THE SAFE MOVEMENT OF PEDESTRIANS AND CYCLISTS BETWEEN THE ADJACENT EMPLOYMENT AND RESIDENTIAL AREAS AND THE DISTRICT CENTRE.

Reasoned Justification

The new district centre will help to meet the retail, leisure and community needs of the existing and future communities of Brockworth/Hucclecote over the Plan period and will also introduce ancillary support facilities into Gloucester Business Park to assist its development. The district centre will also increase the sustainability of the area by introducing a mix of uses locally and maximising the opportunities to walk, cycle or use public transport to gain access to these facilities. The location of the centre at the front of the business park will ensure that wider community benefits are forthcoming and that the new development is fully integrated into the existing urban area.

Retail assessment indicates a need for a foodstore of a minimum of 3250 sq m net sales area, subject to retail impact assessment, and for a number of unit shops (in total about 2375sq m gross floorspace) providing a range of convenience and comparison shopping facilities and services. The hotel will help to meet the need for accommodation for the budget end of the market, and leisure facilities such as a health and fitness club will address a shortage of easily accessible leisure outlets in the area. The hotel and leisure facilities will complement other proposed uses in the district centre and will enhance the business park's role as a regionally important employment location. Provision will also be made for community and business uses and residential accommodation within the district centre in order to meet local needs and create a more sustainable mix of uses (see Policy HOU1).

A package of supporting measures to encourage the use of non-car modes will be expected to be brought forward following a transport assessment at the planning application stage. This will include facilities for bus interchange within the site in order to minimise extra bus mileage, and physical measures to encourage the safe movement of pedestrians and cyclists at key locations.

SUBJECT: BROCKWORTH PRIMARY SCHOOL

POLICY BR4

LAND IS ALLOCATED AT BROCKWORTH PRIMARY SCHOOL FOR APPROXIMATELY 33 DWELLINGS (0.4 HA NET) AS SHOWN ON THE PROPOSALS MAP. THE BOROUGH COUNCIL WILL SUPPORT PROPOSALS FOR A COMPREHENSIVE SCHEME WHICH:

- PROVIDES A LANDSCAPING SCHEME TO RETAIN AND PROTECT EXISTING TREES
- MAKES PROVISION FOR EDUCATIONAL REQUIREMENTS

Reasoned Justification

A design and development brief will be prepared for the site in consultation with interested parties and will be taken into account as a material consideration in the determination of planning applications.

This is a brownfield site comprising land surplus to county educational requirements. The main constraint to development is the existence of trees covered by tree preservation orders which must be protected.

SUBJECT: MILL LANE, BROCKWORTH

POLICY BR5

LAND IS ALLOCATED TO THE SOUTH OF MILL LANE BROCKWORTH FOR APPROXIMATELY 120 DWELLINGS (3.2HA) AS IDENTIFIED ON THE PROPOSALS MAP. THE BOROUGH COUNCIL WILL SUPPORT PROPOSALS FOR A COMPREHENSIVE SCHEME WHICH:

- MAKES PROVISION FOR SAFE PEDESTRIAN AND CYCLE ACCESS TO LOCAL FACILITIES AND GLOUCESTER CITY CENTRE
- MAKES AN APPROPRIATE CONTRIBUTION TOWARDS LOCAL EDUCATIONAL REQUIREMENTS
- PROVIDES FOR RECREATIONAL OPEN SPACE IN ACCORDANCE WITH THE LOCAL PLAN STANDARD SET OUT IN RCN1
- CONTRIBUTES TOWARDS ENHANCED SPORTS FACILITIES ON THE MILL LANE PLAYING FIELDS
- CONTRIBUTES TO IMPROVED LOCAL PUBLIC TRANSPORT PROVISION INCLUDING A BUS TURNING FACILITY
- PROVIDES FOR APPROPRIATE HIGHWAY IMPROVEMENTS TO MILL LANE, INCLUDING A FOOTPATH
- PROVIDES A FOOTPATH LINK TO BROCKWORTH SCHOOL
- SAFEGUARDS THE FLOODPLAIN OF THE HORSEBERE BROOK
- MAKES PROVISION FOR OFFSITE HIGHWAY IMPROVEMENTS, IF NECESSARY

TO MEET THE LOCAL REQUIREMENTS OF POLICY HOU13 TO PROVIDE AFFORDABLE HOUSING TO ENABLE THOSE CURRENTLY EXCLUDED FROM PARTICIPATING IN THE HOUSING MARKET TO PARTICIPATE, THE COUNCIL WILL SEEK TO NEGOTIATE FOR THE PROVISION OF ABOUT 36 DWELLINGS ON THE SITE AS AFFORDABLE HOUSING.

Reasoned Justification.

Land is allocated to meet the strategic requirements as set out in HOU 1. The policy sets out the key elements that will be addressed in detail within the design and development brief for the site. The site was previously part of the Green Belt and its allocation involves a minor Green Belt boundary variation. The justification for this is the imperative to provide sites for development which meet sustainability criteria and provide an appropriate degree of urban focus in the plan's strategy. This cannot be achieved without the allocation for development of some minor, peripheral areas of Green Belt around Cheltenham and Gloucester. The site is mainly agricultural in character, but also including one residential property.

The site's location on the eastern fringe of the Gloucester PUA will minimise the transport demand arising from the development due to its proximity to a good range of community, employment, retail and recreational facilities, which can be accessed by a choice of transport modes.

It is essential that in order to accommodate the additional journeys arising from the inhabitants of the development that a contribution is made to enhancing local public transport services. A bus turning facility should be included in order to allow for school buses turning so that they can return to the A46 rather than driving through the village. The design of the development should also give priority to pedestrian and cycle movements. The provision of a pedestrian footway on Mill Lane to link the existing footways to the east and west of the site will be necessary as part of the scheme.

The affordable housing to be provided will contribute to meeting the strategic requirements for affordable housing identified within the Tewkesbury Housing Needs Survey (1998) and the Ark Report (2002). Subject to the identified local need as defined by an up-to-date assessment, the number of affordable dwellings that will be sought on the site may change, but the target of 36 dwellings will be the starting point for negotiations in accordance with Policy HOU13. It is anticipated that the affordable housing will be provided as 50% low cost home ownership and 50% rented.

The development will be required to contribute to nursery, primary and secondary education infrastructure in relation to the numbers of pupils arising from the scheme. This will reduce school car trips and ensure sufficient local education capacity to accommodate the pupils arising.

The sports clubs (rugby and football) on Mill Lane, which offer recreational facilities to the community, require improved changing facilities ancillary to their pitches, to which this development is required to contribute.

SUBJECT: KENNEL LANE, BROCKWORTH

POLICY BR6

LAND IS ALLOCATED AT WATERMEAD, BROCKWORTH FOR APPROXIMATELY 60 DWELLINGS (3.4Ha) AS IDENTIFIED ON THE PROPOSALS MAP. THE RESIDENTIAL DEVELOPMENT TO BE PROVIDED AT A MINIMUM NET DENSITY OF 30 DWELLINGS PER HECTARE WITH THE REMAINDER OF THE SITE TO PROVIDE STRATEGIC LANDSCAPING. THE BOROUGH COUNCIL WILL SUPPORT PROPOSALS FOR A COMPREHENSIVE SCHEME WHICH:

- MAKES CONTRIBUTIONS AS REQUIRED TOWARDS LOCAL EDUCATIONAL INFRASTRUCTURE AT EARLY YEARS, PRIMARY AND SECONDARY LEVELS
- CONTRIBUTES TO IMPROVED LOCAL PUBLIC TRANSPORT PROVISION AS APPROPRIATE.
- PROVIDES A LANDSCAPE SCHEME APPROPRIATE TO THE SITE'S PROXIMITY TO THE AREA OF OUTSTANDING NATURAL BEAUTY.
- PROVIDES FOR RECREATIONAL OPEN SPACE IN ACCORDANCE WITH THE LOCAL PLAN STANDARD SET OUT IN RCN1
- MAKES PROVISION FOR SAFE PEDESTRIAN AND CYCLE ACCESS TO LOCAL FACILITIES.
- PROVIDES FOR SAFE VEHICULAR ACCESS TO THE SITE FROM ERMIN STREET.

TO MEET THE LOCAL REQUIREMENTS OF POLICY HOU13 TO PROVIDE AFFORDABLE HOUSING TO ENABLE THOSE CURRENTLY EXCLUDED FROM PARTICIPATING IN THE HOUSING MARKET TO PARTICIPATE, THE COUNCIL WILL SEEK TO NEGOTIATE FOR THE PROVISION OF ABOUT 18 DWELLINGS ON THE SITE AS AFFORDABLE HOUSING.

Reasoned Justification:

Land is allocated to meet the strategic requirements as set out in HOU 1. The policy sets out the key elements that will be addressed in detail within the development concept statement for the site. The site consists of gently rising agricultural and garden land between the existing Brockworth residential development boundary and the edge of the Cotswold Hills AONB at the foot of the escarpment. The treatment of the site will involve the provision of a substantial landscape buffer to the boundary with the AONB. In order to achieve this and ensure that the minimum density provisions of PPG3 are met, the residential development on the site will be provided at a minimum net density of 30 dwellings per hectare, with the remainder being designed as a strategic landscape buffer.

The site's location on the southern fringe of Brockworth will minimise the transport demand arising from the development due to its proximity to a good range of community, employment, retail and recreational facilities, which can be accessed by a choice of transport modes.

Vehicular access arrangements from Ermin Street must be appropriately addressed as part of proposals for the development of the site.

It is essential that in order to accommodate the additional journeys arising from the inhabitants of the development that a contribution is made to enhancing local public transport services. The design of the development should also give priority to pedestrian and cycle movements

The affordable housing to be provided will contribute to meeting the strategic requirements for affordable housing identified within the current Tewkesbury Housing Needs Survey. Subject to the identified local need as defined by the up-to-date assessment, the number of affordable dwellings that will be sought on the site may change, but the target of 18 dwellings will be the

starting point for negotiations in accordance with Policy HOU13. It is anticipated that the affordable housing will be provided as 50% low cost home ownership and 50% rented.

The development will be required to contribute to nursery, primary and secondary education infrastructure in relation to the numbers of pupils arising from the scheme. This will reduce school car trips and ensure sufficient local education capacity to accommodate the pupils arising.

CHURCHDOWN

SUBJECT: SOUTH EAST CAMP
POLICY CH1

WITHIN THE DEVELOPMENT BOUNDARY OF SOUTH EAST CAMP AS DEFINED ON THE PROPOSALS MAP PROPOSALS MUST BE FOR DEVELOPMENT REQUIRING AN AIRPORT LOCATION.

Reasoned Justification

This policy is intended to safeguard the open character of the Green Belt at its narrowest point and ensure that airport related uses only are permitted in this location. An airport related use is one for which an airport location is essential for its operation, for example, terminal buildings, hangars, other essential storage buildings, areas for handling air freight and parking facilities associated with the airport. Uses which may be ancillary to an airport use but for which it is not essential to be physically located at an airport, for example airport insurance or sale of aeroplanes, will not normally be permitted.

SUBJECT: GLOUCESTERSHIRE AIRPORT
POLICY CH2

WITHIN THAT PART OF THE AIRPORT THAT LIES WITHIN THE GREEN BELT AND OUTSIDE THE AREA COVERED BY POLICY CH1, AS DEFINED ON THE PROPOSALS MAP, THERE WILL BE A PRESUMPTION AGAINST NEW STRUCTURES OR BUILDINGS UNLESS THEY:

- i) ARE ESSENTIAL TO THE OPERATION OF THE AIRPORT; AND
- ii) CANNOT BE ACCOMMODATED WITHIN THE IDENTIFIED EMPLOYMENT AREAS THAT ARE EXCLUDED FROM THE GREEN BELT

Reasoned Justification

To allow only essential airport operational structures to be located where necessary within the confines of the airport, e.g. control tower, to retain the openness of the Green Belt.

SUBJECT: ST JOHN'S AVENUE / PARTON ROAD
POLICY CH3

WITHIN THE ST. JOHN'S AVENUE / PARTON ROAD DEVELOPMENT AREA, AS DEFINED ON THE PROPOSALS MAP, PROPOSALS FOR REDEVELOPMENT, INCLUDING THE PROVISION OF APPROXIMATELY 55 DWELLINGS (1.5HA NET), WITH THE BALANCE OF THE SITE FOR COMMUNITY PARKING, WILL BE CONSIDERED FAVOURABLY IF:-

- A MINIMUM OF 10 PARKING SPACES ARE PROVIDED ON SITE FOR COMMUNITY USE, IN ADDITION TO THE STANDARD REQUIRED FOR THE ON-SITE USE

- SAFE AND CONVENIENT ACCESS CAN BE PROVIDED, TO INCLUDE AT LEAST ONE ACCESS ONTO ST. JOHN'S AVENUE
- THE WHOLE SITE IS DEVELOPED COMPREHENSIVELY, OR IT CAN BE DEMONSTRATED THAT DEVELOPMENT OF PART OF THE SITE DOES NOT PREJUDICE USE OF THE REMAINDER
- PROVISION IS MADE FOR LOCAL EDUCATIONAL REQUIREMENTS

TO MEET THE LOCAL REQUIREMENTS OF POLICY HOU13 TO PROVIDE AFFORDABLE HOUSING TO ENABLE THOSE CURRENTLY EXCLUDED FROM PARTICIPATING IN THE HOUSING MARKET TO PARTICIPATE, THE COUNCIL WILL SEEK TO NEGOTIATE FOR THE PROVISION OF ABOUT 16 DWELLINGS ON THE SITE AS AFFORDABLE HOUSING.

Reasoned Justification

In view of both the location of this site near busy junctions, shops and houses and the nature of one of the current uses (transport contractor), it is important to guide any new development and encourage more appropriate uses, preferably comprehensively. Uses will include residential and community parking to serve the shops and community facilities such as the doctors' surgery. Implementation will be negotiated as part of the S106 Agreement. Access arrangements will be carefully assessed and the most appropriate access points will be judged in the light of the specific uses on site. Traffic calming has already been undertaken in the area in order to address acknowledged traffic problems. Parking spaces should supplement the existing well-used on and off-street provision. A design and development brief will be prepared for the site in consultation with interested parties and will be taken into account as a material consideration in the determination of planning applications. The brief will ensure that development on one part of the site does not prejudice the implementation of a comprehensive scheme.

The affordable housing to be provided will contribute to meeting the strategic requirements for affordable housing identified within the Tewkesbury Housing Needs Survey (1998) and the Ark Report (2002). Subject to the identified local need as defined by an up-to-date assessment, the number of affordable dwellings that will be sought on the site may change, but the target of 16 dwellings will be the starting point for negotiations in accordance with Policy HOU13. It is anticipated that the affordable housing will be provided as 25% low cost home ownership and 75% rented.

The development will be required to contribute to nursery, primary and secondary education infrastructure in relation to the numbers of pupils arising from the scheme. This will reduce school car trips and ensure sufficient local education capacity to accommodate the pupils arising.

HUCCLECOTE

SUBJECT: HUCCLECOTE ROAD, HUCCLECOTE
POLICY HU1

LAND IS ALLOCATED AT HUCCLECOTE ROAD, HUCCLECOTE FOR APPROXIMATELY 60 DWELLINGS (1.2HA NET) AS SHOWN ON THE PROPOSALS MAP. THE BOROUGH COUNCIL WILL SUPPORT PROPOSALS FOR A COMPREHENSIVE SCHEME WHICH:

- SUBJECT TO A PPG17 OPEN SPACE ASSESSMENT, PROVIDES FOR RECREATIONAL OPEN SPACE IN ACCORDANCE WITH THE LOCAL PLAN STANDARD SET OUT IN RCN1
- MAKES CONTRIBUTION TOWARDS EDUCATIONAL REQUIREMENTS
- PROVIDES A LANDSCAPING SCHEME WHICH EXTENDS THE EXISTING HEDGELINE DOWN TO MEET HUCCLECOTE ROAD ON THE WESTERN BOUNDARY OF THE SITE IN ASSOCIATION WITH ENHANCED LANDSCAPING BETWEEN THE SITE AND THE GLOUCESTER BUSINESS PARK LINK ROAD,

TO MEET THE LOCAL REQUIREMENTS OF POLICY HOU13 TO PROVIDE AFFORDABLE HOUSING TO ENABLE THOSE CURRENTLY EXCLUDED FROM PARTICIPATING IN THE HOUSING MARKET TO PARTICIPATE, THE COUNCIL WILL SEEK TO NEGOTIATE FOR THE PROVISION OF ABOUT 18 DWELLINGS ON THE SITE AS AFFORDABLE HOUSING.

Reasoned Justification

Land is allocated to meet the strategic requirements as set out in HOU1. A design and development brief will be prepared for the site in consultation with interested parties and will be taken into account as a material consideration in the determination of planning applications. The site lies on the edge of the built up area of Hucclecote/Brockworth, and partly comprises the former Shell filling station site. It is located on a major public transport corridor into Gloucester.

The existing hedgerow running parallel with the Gloucester Business Park Link Road should be extended southwards to Hucclecote Road to form the western boundary of the housing site. This, in association with additional planting, will provide landscaping/screening for future residents.

This part of Hucclecote/Brockworth has relatively poor access to public open space facilities; a PPG17 assessment is needed to establish the type and amount of provision required on this site. The detailed housing layout must make provision for vehicular access to this land. The open space requirements of the scheme would be provided as part of this facility.

The affordable housing to be provided will contribute to meeting the strategic requirements for affordable housing identified within the Tewkesbury Housing Needs Survey (1998) and the Ark Report (2002). Subject to the identified local need as defined by an up-to-date assessment, the number of affordable dwellings that will be sought on the site may change, but the target of 18 dwellings will be the starting point for negotiations in accordance with Policy HOU13. It is anticipated that the affordable housing will be provided as rented.

The development will be required to contribute to nursery, primary and secondary education infrastructure in relation to the numbers of pupils arising from the scheme. This will reduce school car trips and ensure sufficient local education capacity to accommodate the pupils arising.

SHURDINGTON

SUBJECT: HILLVIEW NURSERIES, SHURDINGTON
POLICY SD1

LAND IS ALLOCATED AT HILL VIEW NURSERIES FOR APPROXIMATELY 12 DWELLINGS (0.4HA NET) AS IDENTIFIED ON THE PROPOSALS MAP. THE BOROUGH COUNCIL WILL SUPPORT PROPOSALS FOR A COMPREHENSIVE SCHEME WHICH:

- CONTRIBUTES TO IMPROVED LOCAL PUBLIC TRANSPORT PROVISION, AND
- RESTORES LAND WITHIN THE SOUTH EASTERN PART OF THE SITE TO THE OPEN COUNTRYSIDE CREATING A WELL LANDSCAPED EDGE TOWARDS THE ESCARPMENT.

TO MEET THE LOCAL REQUIREMENTS OF POLICY HOU13 TO PROVIDE AFFORDABLE HOUSING TO ENABLE THOSE CURRENTLY EXCLUDED FROM PARTICIPATING IN THE HOUSING MARKET TO PARTICIPATE, THE COUNCIL WILL SEEK TO NEGOTIATE FOR THE PROVISION OF ABOUT 3 DWELLINGS ON THE SITE AS AFFORDABLE HOUSING.

Reasoned Justification

Land is allocated to meet the strategic requirements as set out in HOU1. A design and development brief will be prepared for the site in consultation with interested parties and will be

taken into account as a material consideration in the determination of planning applications. The site was previously part of the Green Belt and its allocation involves a minor Green Belt boundary variation, the justification for this is the imperative to provide sites for development which meet sustainability criteria and provide an appropriate degree of urban focus in the plan's strategy. Despite being within the Green Belt, this site is fully developed at present and is largely surrounded by other existing development. Development of the site for housing will enable the return to open countryside of a substantial part of the site to the rear which is currently occupied by greenhouses. The site is currently in use as a plant nursery.

The site's location on the A46 transport corridor between Cheltenham and Gloucester will help to minimise the transport demand arising from the development. A full range of community, employment, retail and recreational facilities, can be accessed by a choice of transport modes from the site. It is essential that in order to accommodate the additional journeys arising from the inhabitants of the development that a contribution is made to enhancing local public transport services.

The affordable housing to be provided will contribute to meeting the strategic requirements for affordable housing identified within the Tewkesbury Housing Needs Survey (1998) and the Ark Report (2002). Subject to the identified local need as defined by an up-to-date assessment, the number of affordable dwellings that will be sought on the site may change, but the target of 3 dwellings will be the starting point for negotiations in accordance with Policy HOU13. It is anticipated that the affordable housing will be provided as rented.

FARM LANE/ LECKHAMPTON LANE, SHURDINGTON
POLICY SD2

LAND IS ALLOCATED TO THE WEST OF FARM LANE AND NORTH OF LECKHAMPTON LANE IN SHURDINGTON PARISH, AS IDENTIFIED ON THE PROPOSALS MAP, FOR APPROXIMATELY 360 DWELLINGS WITH DEVELOPMENT TO COMMENCE 2007-2011 IN ORDER NOT TO PREJUDICE THE DELIVERY OF DEVELOPMENT ON PREVIOUSLY DEVELOPED LAND WITHIN THE CHELTENHAM PUA.

THE BOROUGH COUNCIL WILL SUPPORT PROPOSALS FOR A COMPREHENSIVE SCHEME WHICH:

- MAKES APPROPRIATE CONTRIBUTIONS TOWARDS LOCAL EDUCATIONAL INFRASTRUCTURE REQUIREMENTS AT EARLY YEARS, PRIMARY AND SECONDARY LEVELS INCLUDING SUSTAINABLE CONNECTIONS TO SCHOOLS
- PROVIDES FOR RECREATIONAL OPEN SPACE IN ACCORDANCE WITH THE LOCAL PLAN STANDARD SET OUT IN RCN 1
- MAKES PROVISION FOR SAFE PEDESTRIAN AND CYCLE ACCESS TO LOCAL FACILITIES AND THE TOWN CENTRE
- PROVIDES IMPROVEMENT TO PUBLIC TRANSPORT PROVISION TO THE SITE, AND ON THE A46 BETWEEN GLOUCESTER AND CHELTENHAM AND,
- PROVIDES A LANDSCAPING SCHEME SENSITIVE TO THE SITE'S LOCATION ADJACENT TO THE AONB

PLANNING PERMISSION WILL NOT BE GRANTED PRIOR TO THE SITE'S IDENTIFICATION AS AN APPROPRIATE LOCATION FOR STRATEGIC DEVELOPMENT THROUGH THE RSS PROCESS.

TO MEET THE LOCAL REQUIREMENTS OF POLICY HOU13 TO PROVIDE AFFORDABLE HOUSING TO ENABLE THOSE CURRENTLY EXCLUDED FROM PARTICIPATING IN THE HOUSING MARKET TO PARTICIPATE, THE COUNCIL WILL SEEK TO NEGOTIATE FOR THE PROVISION OF ABOUT 108 DWELLINGS ON THE SITE AS AFFORDABLE HOUSING.

Reasoned Justification.

Land is allocated to meet the strategic requirements as set out in HOU1. A design and development brief will be prepared for the site in consultation with interested parties and will be taken into account as a material consideration in the determination of planning applications. The site was previously safeguarded land originally identified in the Cheltenham Environs Local Plan adopted in 1986 (policy ENV5A refers) and is presently in agricultural use. RPG 10 requires strategic housing requirements to be focused at the Principal Urban Areas, with the GOSW Direction in respect of the Structure Plan Third Alteration emphasising the need to increase the proportion of development at the Cheltenham PUA. The site will be phased to commence in 2007-2011 to enable development to be considered in association with any proposals which may emerge for that part of the safeguarded land within Cheltenham Borough through the RSS.

The site's location on the southern fringe of Cheltenham will minimise the transport demand arising from the development due to its proximity to a range of community, employment, retail and recreational facilities, which can be accessed by a choice of transport modes.

It is essential that in order to accommodate the additional journeys arising from the inhabitants of the development that a contribution is made to enhancing the public transport service between Cheltenham and Gloucester along the A46 and on other local routes serving the site, and into the site itself, subject to further investigation. It is anticipated that journeys to work from this location are likely to include both Gloucester and Cheltenham being facilitated by the County Council's Quality Public Transport Corridor to Gloucester along the A46 and via Brockworth. The design of the development should give priority to pedestrian and cycle movements.

The affordable housing to be provided will contribute to meeting the strategic requirements for affordable housing identified within the Tewkesbury Housing Needs Survey (1998) and the Ark Report (2002). Subject to the identified local need as defined by an up-to-date assessment, the number of affordable dwellings that will be sought on the site may change, but the target of 108 dwellings will be the starting point for negotiations in accordance with Policy HOU13. It is anticipated that the affordable housing will be provided as 50% low cost home ownership and 50% rented.

The development will be required to contribute to nursery, primary and secondary education infrastructure in relation to the numbers of pupils arising from the scheme. This will reduce school car trips and ensure sufficient local education capacity to accommodate the pupils arising.

The southern boundary of the site lies adjacent to the Cotswolds Area of Outstanding Natural Beauty. The provision of a well designed landscaping scheme will therefore be particularly important to provide an appropriate meeting of town and country.

SNOWSHILL

SUBJECT: SNOWSHILL VILLAGE FRAMEWORK POLICY SN1

NEW RESIDENTIAL DEVELOPMENT WILL NOT BE PERMITTED WITHIN THE DEFINED FRAMEWORK OF SNOWSHILL VILLAGE.

Reasoned Justification

In terms of the general housing policies of the Local Plan Snowhill is defined as a village where new residential development will normally be restricted to infilling. However, the character of the village, with its exceptional townscape quality and hilltop setting, is as much due to the open spaces and landscape as to the beautiful Cotswold buildings. Additional residential development would compromise this essential character and appearance and therefore new housing development will not normally be permitted within the defined framework of Snowhill Village. This will apply to infill development, redevelopment proposals, the construction of agricultural workers' dwellings or schemes for the provision of affordable housing. This policy which applies within Snowhill village framework is therefore more restrictive than Policy HOU4 which applies throughout the remainder of the Parish area and where new dwellings essential to the efficient operation of agriculture or forestry, or affordable housing schemes may be acceptable in

principle. The only form of new residential development which may be permitted exceptionally within the village framework is the replacement of an existing sub-standard dwelling incapable of economic refurbishment or forming an incongruous feature in accordance with Policy HOU7, or the sensitive conversion of an existing building to residential use in accordance with Council policy.

SOUTHAM

SUBJECT: NOVERTON LANE/ MILL LANE, SOUTHAM
POLICY SO1

LAND IS ALLOCATED BETWEEN NOVERTON LANE AND MILL LANE (IN SOUTHAM PARISH) FOR APPROXIMATELY 120 DWELLINGS (4.2HA NET) AS SHOWN ON THE PROPOSALS MAP. THE BOROUGH COUNCIL WILL SUPPORT PROPOSALS FOR A COMPREHENSIVE SCHEME WHICH:

- MAKES PROVISION FOR SAFE PEDESTRIAN AND CYCLE ACCESS TO THE LOCAL FACILITIES AND THE TOWN CENTRE, AND ACCOMODATES THE EXISTING PUBLIC FOOTPATH
- MAKES ADEQUATE PROVISION FOR VEHICULAR ACCESS TO THE SITE WITH A TRANSPORT ASSESSMENT TO BE SUBMITTED WITH ANY PLANNING APPLICATION FOR THE PROPOSED DEVELOPMENT
- MAKES CONTRIBUTION TOWARDS FOR LOCAL EDUCATIONAL REQUIREMENTS
- PROVIDES FOR OFFSITE JUNCTION IMPROVEMENTS ON THE B4632
- PROVIDES A LANDSCAPING SCHEME APPROPRIATE TO THE SITES PROXIMITY TO THE AREA OF OUTSTANDING NATURAL BEAUTY
- CONTRIBUTES TO IMPROVED LOCAL PUBLIC TRANSPORT PROVISION AND
- PROVIDES MEASURES TO MITIGATE SURFACE WATER RUNOFF ON THE SITE.

TO MEET THE LOCAL REQUIREMENTS OF POLICY HOU13 TO PROVIDE AFFORDABLE HOUSING TO ENABLE THOSE CURRENTLY EXCLUDED FROM PARTICIPATING IN THE HOUSING MARKET TO PARTICIPATE, THE COUNCIL WILL SEEK TO NEGOTIATE FOR THE PROVISION OF ABOUT 36 DWELLINGS ON THE SITE AS AFFORDABLE HOUSING.

Reasoned Justification

Land is allocated to meet the strategic requirements as set out in Policy HOU1. A design and development brief will be prepared for the site in consultation with interested parties and will be taken into account as a material consideration in the determination of planning applications. The site is in agricultural use and lies adjacent to Cotswold Area of Outstanding Natural Beauty. The Structure Plan's requirement for a strategy of urban focus demands that land adjacent to the Cheltenham and Gloucester urban areas is considered first for allocation in the present plan. The undesignated status of the site places it first in considering options around the edge of Cheltenham with priority in particular over Green Belt sites but also over areas of safeguarded land

The site's location on the north eastern fringe of Cheltenham will minimise the transport demand arising from the development due to its close proximity to a full range of community, employment, retail and recreational facilities, which can be accessed by a choice of transport modes. The Transport Assessment should include impact testing of the additional traffic on the Noverton Lane/High Street junction for capacity and safety purposes.

It is essential that in order to accommodate the additional journeys arising from the inhabitants of the development that a contribution is made to enhancing local public transport services. The design of the development should give priority to pedestrian and cycle movements

The affordable housing to be provided will contribute to meeting the strategic requirements for affordable housing identified within the Tewkesbury Housing Needs Survey (1998) and the Ark

Report (2002). Subject to the identified local need as defined by an up-to-date assessment, the number of affordable dwellings that will be sought on the site may change, but the target of 36 dwellings will be the starting point for negotiations in accordance with Policy HOU13. It is anticipated that the affordable housing will be provided as 50% low cost home ownership and 50% rented.

The development will be required to contribute to nursery, primary and secondary education infrastructure in relation to the numbers of pupils arising from the scheme. This will reduce school car trips and ensure sufficient local education capacity to accommodate the pupils arising.

STANTON

SUBJECT: STANTON VILLAGE FRAMEWORK
POLICY SA1

NEW RESIDENTIAL DEVELOPMENT WILL NOT BE PERMITTED WITHIN THE DEFINED FRAMEWORK OF STANTON VILLAGE.

Reasoned Justification

In terms of the general housing policies of the Local Plan Stanton would be defined as a village where new residential development will normally be restricted to infilling. However, the character of the village with its exceptional townscape quality and Cotswold setting, is as much due to the open spaces and landscape as to the beautiful Cotswold buildings. Those spaces which do exist within the village are considered to be of such importance to the overall character that they should be designated as important open spaces. Additional residential development would compromise this essential character and appearance and therefore new housing development will not normally be permitted within the framework of Stanton Village as defined on the Proposals Map. This will apply to infill development, redevelopment proposals, the construction of agricultural workers dwellings or schemes for the provision of affordable housing. This policy which applies within Stanton village framework is therefore more restrictive than Policy HOU4 which applies throughout the remainder of the Parish area and where new dwellings essential to the efficient operation of agriculture or forestry, or affordable housing schemes may be acceptable in principle. The only form of new residential development which may be permitted exceptionally within the village framework is the replacement of an existing sub-standard dwelling incapable of economic refurbishment or forming an incongruous feature in accordance with Policy HOU7, or the sensitive conversion of an existing building to residential use in accordance with Council policy.

TEWKESBURY

SUBJECT: ACCESS TO THE RIVER NETWORK
POLICY TY1

THE BOROUGH COUNCIL WILL SUPPORT PROPOSALS WHICH INCREASE PUBLIC ACCESS TO THE RIVER NETWORK WITHIN TEWKESBURY, PARTICULARLY WHERE THIS CONTRIBUTES TO THE CREATION OF A RIVERSIDE WALK ALONGSIDE THE MILL AVON BETWEEN KING JOHN'S BRIDGE AND THE RIVER SWILGATE. PRIORITY WILL BE GIVEN TO CREATING A PEDESTRIAN LINK BETWEEN ST MARY'S LANE AND BACK OF AVON.

Reasoned Justification

The Borough Council has a longstanding commitment to the creation of a riverside walk alongside the Mill Avon through Tewkesbury. At present there is an attractive continuous path along the undeveloped west bank (apart from the double crossing of the river adjacent to the Borough Mill). On the built up east bank the historical development of the town has meant that a continuous path alongside the river is neither possible nor necessarily appropriate in conservation

terms, although the Borough Council supports the creation of a path which follows the Mill Avon wherever possible, whilst accepting that occasional short diversions inland will be required.

Those areas where the Borough Council would support additional pedestrian links are:

- (1) A footpath link alongside the River Swilgate and Mill Avon from Swilgate Bridge to Victoria Gardens.
- (2) A link between St Mary's Lane and Back of Avon. The opportunity exists with the proposed development of the Back of Avon site to create a pedestrian link which will provide a continuous route to be created on the east bank from Gloucester Road car park to Red Lane without the need to use the main roads of Church Street and High Street.
- (3) A connection between Red Lane and King Johns Bridge alongside the Mill Avon. Parts of a riverside path have already been secured in the context of redevelopment proposals, although additional links will need to be negotiated to complete the route.

**SUBJECT: LAND EAST OF PRIORS PARK
POLICY TY2**

THE BOROUGH COUNCIL WILL SUPPORT PROPOSALS TO ENHANCE THE LANDSCAPE AND NATURE CONSERVATION INTEREST OF LAND TO THE EAST OF PRIORS PARK AS DEFINED ON THE PROPOSALS MAP, WHILST INCREASING PUBLIC ACCESS FOR RECREATIONAL USE.

Reasoned Justification

With the residential development of the Wheatpieces the opportunity has arisen to improve facilities for existing and new residents by the creation of formal public access to land generally between Priors Park and the River Swilgate. This could provide an informal public park whilst incorporating footpaths alongside the river which would connect the town centre with Wheatpieces via a new footbridge and the footpath network to the south. The precise mix of uses and layout would be subject to detailed discussions with the local communities. Any proposals should also be subject to a sensitive landscaping scheme and management regime appropriate to its flood meadow character. The Borough Council would wish to see the site managed so as to maximise its nature conservation interest through the creation of a number of different habitats related to the river and adjacent meadows. The area of nature conservation interest will be focused on land on both sides of the River Swilgate in the vicinity of the proposed footbridge in the south-eastern part of the site where regrading and other works to the river channel will be undertaken to enhance its ecological value. The Borough Council would wish to encourage initiatives which sought to use the area as an environmental educational resource, perhaps in conjunction with local schools and other interested organisations.

Part of the area covered by this policy lies within Walton Cardiff Parish.

**SUBJECT: BISHOPS WALK / SPRING GARDENS
POLICY TY3**

PROPOSALS FOR THE REDEVELOPMENT OF THE BISHOPS WALK / SPRING GARDENS AREA, AS IDENTIFIED ON THE PROPOSALS MAP SHOULD PROVIDE A COMPREHENSIVE APPROACH TO THE IMPROVEMENT OF THE AREA'S TOWNSCAPE IN THE CONTEXT OF THE HISTORIC FABRIC OF THE TOWN. DEVELOPMENT IN THE AREA WILL BE GUIDED BY A BRIEF WHICH WILL INCLUDE THE FOLLOWING PRINCIPLES:

- THE HISTORIC STREET PATTERN SHOULD BE RETAINED
- A1 USES WILL REMAIN ON THE HIGH STREET FRONTAGE
- PROVISION BE MADE FOR ACCESS BY A CHOICE OF MEANS OF TRANSPORT, WITH PARTICULAR EMPHASIS ON IMPROVING ACCESS BY PUBLIC TRANSPORT

- THE INCLUSION OF A MIXTURE OF USES INCLUDING RETAIL RESIDENTIAL LEISURE AND EMPLOYMENT
- DEVELOPMENT SHOULD ENHANCE AND IMPROVE EXISTING COMMUNITY FACILITIES

Reasoned Justification

The area including the Bishops Walk development and the car parks around the junction of Station Street and Oldbury Road was subject to piecemeal redevelopment during the 1960's and 1970's which had a destructive impact on the quality of Tewkesbury's historic townscape. The resulting street scene is one characterised by large open areas of tarmac and poorly designed modern buildings. The potential has been identified to undertake the redevelopment of all or part of this area to create an improved environment in the Oldbury area whilst retaining and enriching its range of facilities. A design and development brief will be prepared by the Borough Council in consultation with the Town Council, landowners and other interested parties and will be taken into account as a material consideration in the determination of planning applications.

SUBJECT: OLDBURY EMPLOYMENT SITE
POLICY TY4

WITHIN THE OLDBURY EMPLOYMENT SITE AS IDENTIFIED ON THE PROPOSALS MAP, PROPOSALS TO RETAIN OR STRENGTHEN THE SMALL SCALE EMPLOYMENT CHARACTER OF THE AREA WILL BE SUPPORTED SUBJECT TO PROTECTING THE AMENITY OF THE SURROUNDING RESIDENTS AND WITHIN THE CONSTRAINTS OF THE ESSENTIAL WASHLAND.

Reasoned Justification

An area of land between Oldbury Road and Cotteswold Road immediately to the south of the disused railway line, provides a location for a range of existing employment uses and the fire station. This area forms part of the diversity of land uses within the town centre which give it its character. The employment opportunities offered by the area make a positive contribution to the local economy and should be retained in similar use should the area be redeveloped.

SUBJECT: BREDON ROAD, TEWKESBURY
POLICY TY5

LAND IS ALLOCATED AT BREDON ROAD TEWKESBURY FOR APPROXIMATELY 280 DWELLINGS (6.3HA NET) AS SHOWN ON THE PROPOSALS MAP. WITHIN THIS AREA THE BOROUGH COUNCIL WILL SUPPORT PROPOSALS FOR A COMPREHENSIVE SCHEME WHICH:

- PROVIDES FOR THE REPLACEMENT OF EXISTING ALLOTMENTS, INCLUDING TRANSLOCATION OF THE ALLOTMENT TOPSOIL, WATER STANDPIPES WITHIN 20 METRES OF EACH ALLOTMENT, A SHED FOR EACH ALLOTMENT AND CAR PARKING
- SAFEGUARDS THE RIVER AVON FLOODPLAIN
- INCLUDES A HIGH QUALITY LANDSCAPE FRAMEWORK
- MAKES PROVISION FOR A 0.4 HA SITE FOR A COMMUNITY HALL / CHURCH
- MAKES PROVISION FOR SAFE PEDESTRIAN AND CYCLE ACCESS TO THE LOCAL FACILITIES AND THE TOWN CENTRE
- MAKES PROVISION FOR LOCAL EDUCATIONAL REQUIREMENTS, AND
- CONTRIBUTES TO IMPROVED PUBLIC TRANSPORT PROVISION
- ADDRESSES ACCESS AND SECURITY ISSUES RELATING TO THE TEWKESBURY CRUISING AND SAILING CLUB

TO MEET THE LOCAL REQUIREMENTS OF POLICY HOU13 TO PROVIDE AFFORDABLE HOUSING TO ENABLE THOSE CURRENTLY EXCLUDED FROM PARTICIPATING IN THE HOUSING MARKET TO PARTICIPATE, THE COUNCIL WILL SEEK TO NEGOTIATE FOR THE PROVISION OF ABOUT 84 DWELLINGS ON THE SITE AS AFFORDABLE HOUSING TO INCLUDE A FRAIL ELDERLY SCHEME.

Reasoned Justification

Land is allocated to meet the strategic requirements as set out in HOU1. A design and development brief will be prepared for the site in consultation with interested parties and will be taken into account as a material consideration in the determination of planning applications. The site is in use partly as allotments, the remainder being pasture. The Structure Plan's requirement for a strategy of urban focus indicates that whilst land adjacent to the Cheltenham and Gloucester urban areas should be considered first for allocation in the present plan, that Tewkesbury/Ashchurch is also an appropriate location for some housing growth. The location of this site, which is close to the town centre of Tewkesbury, provides access to a wide range of different facilities by means of a range of transport modes and supports and therefore encourages investment in the town centre.

It is essential however that in order to accommodate the additional journeys arising from the inhabitants of the development that a contribution is made to enhancing local public transport services, particularly with respect to access to the railway station. The design of the development itself should give priority to pedestrian and cycle movements

The existing allotments on the southern part of the site are non-statutory and the tenants currently have no security of tenure. The loss of these allotments will need to be made good by the provision of replacements with all relevant facilities, nearby and vested in a suitable owning body to be allotments in perpetuity. This, after an initial period of establishment, will provide a long term future for allotment cultivation for the town.

The affordable housing to be provided will contribute to meeting the strategic requirements for affordable housing identified within the Tewkesbury Housing Needs Survey (1998) and the Ark Report (2002). Subject to the identified local need as defined by an up-to-date assessment, the number of affordable dwellings that will be sought on the site may change, but the target of 75 dwellings will be the starting point for negotiations in accordance with Policy HOU13. It is anticipated that the affordable housing will include a frail elderly scheme, with any remaining to be provided as 25% low cost home ownership and 75% rented.

The development will be required to contribute to nursery, primary and secondary education infrastructure in relation to the numbers of pupils arising from the scheme. This will reduce school car trips and ensure sufficient local education capacity to accommodate the pupils arising.

**SUBJECT: TEWKESBURY - BACK OF MAIN STREETS
POLICY TY6**

WITHIN THE BACK OF MAIN STREETS POLICY AREAS AS DEFINED ON THE PROPOSALS MAP THE BOROUGH COUNCIL WILL SEEK TO STRENGTHEN THE EXISTING MIXED USE CHARACTER. SMALL SCALE RETAIL, RESIDENTIAL, TOURISM RELATED, COMMERCIAL OR INDUSTRIAL (CLASS B1) USES MAY BE APPROPRIATE FOR THESE AREAS SUBJECT TO THEIR CREATING NO UNACCEPTABLY ADVERSE ENVIRONMENTAL IMPACT. WHEREVER POSSIBLE USE SHOULD BE MADE OF EXISTING HISTORIC BUILDINGS AND WALLS. PROPOSALS SHOULD ALSO RESPECT THE HISTORIC CHARACTER OF THE AREA AND IN PARTICULAR THE PATTERN OF BURGAGE PLOTS WHICH FORM AN IMPORTANT ELEMENT OF THE CHARACTER OF THESE AREAS.

Reasoned Justification

The areas to the rear of the main street frontages have suffered considerable loss of historic buildings during the post-war period due to dereliction, slum clearance programmes and in some cases insensitive redevelopment. Historically these areas had a wide range of uses with a significant element of industrial and storage uses closely mixed with rows of small cottages all in close proximity to the buildings fronting the main streets. The mix of uses remaining in these areas constitutes an important part of the town's character which it is hoped can continue. Development and redevelopment opportunities within these areas can make significant contributions towards realising conservation objectives. Particular care should be taken to ensure that new building heights are appropriate for their location. In the context of these areas building heights generally decrease away from the main streets.

SUBJECT: OLD RAILWAY LINE, TEWKESBURY POLICY TY7

THE OLD RAILWAY LINE AT TEWKESBURY (AS SHOWN ON THE PROPOSALS MAP) IS SAFEGUARDED FOR THE PROVISION OF A CYCLEWAY AND FOOTPATH. WITHIN THE TEWKESBURY OLD RAILWAY LINE POLICY AREA, DEVELOPMENT WILL NOT BE ALLOWED WHICH PREJUDICES ITS POTENTIAL AS A CYCLEWAY / FOOTPATH ROUTE.

Reasoned Justification

The old railway line between Shannon Way and Bredon Road originally formed part of the safeguarded route of the Tewkesbury Northern By pass. This route forms an important off road route for cyclists and pedestrians between Newtown and Tewkesbury.

UCKINGTON

SUBJECT: BARBRIDGE NURSERIES, UCKINGTON

POLICY UC 1

LAND IS ALLOCATED BETWEEN THE A4019 AND HAYDEN ROAD TO THE EAST OF HOMECROFT DRIVE IN UCKINGTON PARISH FOR APPROXIMATELY 70 DWELLINGS (1.3HA NET) AS IDENTIFIED ON THE PROPOSALS MAP. THE BOROUGH COUNCIL WILL SUPPORT PROPOSALS FOR A COMPREHENSIVE SCHEME WHICH:

- PROVIDES A MAIN POINT OF VEHICULAR ACCESS FROM HAYDEN ROAD WHILST MAINTAINING THE EXISTING ACCESS OFF TEWKESBURY ROAD FOR DWELLINGS ON THE TEWKESBURY ROAD FRONTAGE OF THE SITE.
- MAKES PROVISION FOR SAFE PEDESTRIAN AND CYCLE ACCESS TO THE LOCAL FACILITIES AND CHELTENHAM TOWN CENTRE, INCLUDING SAFE CROSSING OF TEWKESBURY ROAD
- MAKES APPROPRIATE CONTRIBUTIONS TOWARDS LOCAL EDUCATION INFRASTRUCTURE REQUIREMENTS AT EARLY YEARS, PRIMARY AND SECONDARY LEVELS INCLUDING SUSTAINABLE CONNECTIONS TO SCHOOLS.
- PROVIDES FOR RECREATIONAL OPEN SPACE IN ACCORDANCE WITH THE LOCAL PLAN STANDARD SET OUT IN RCN1, AND
- INCLUDES A LANDSCAPING SCHEME WHICH IS SENSITIVE TO THE SITE'S LOCATION

TO MEET THE LOCAL REQUIREMENTS OF POLICY HOU13 TO PROVIDE AFFORDABLE HOUSING TO ENABLE THOSE CURRENTLY EXCLUDED FROM PARTICIPATING IN THE HOUSING MARKET TO PARTICIPATE, THE COUNCIL WILL SEEK TO NEGOTIATE FOR THE PROVISION OF ABOUT 21 DWELLINGS ON THE SITE AS AFFORDABLE HOUSING.

Reasoned Justification.

Land is allocated to meet the strategic requirements as set out in HOU 1. The policy sets out the key elements that will be addressed in detail within the design and development brief for the site. The brief will be prepared in consultation with interested parties and will be taken into account as a material consideration in the determination of planning applications.

The site's location on the north western fringe of Cheltenham will minimise the transport demand arising from the development due to its close proximity to a full range of community, employment, retail and recreational facilities, which can be accessed by a choice of transport modes.

It is essential that in order to accommodate the additional journeys arising from the inhabitants of the development that a contribution is made to enhancing local public transport services. The design of the development should give priority to pedestrian and cycle movements

The affordable housing to be provided will contribute to meeting the strategic requirements for affordable housing identified within the Tewkesbury Housing Needs Survey (1998) and the Ark Report (2002). Subject to the identified local need as defined by an up-to-date assessment, the number of affordable dwellings that will be sought on the site may change, but the target of 21 dwellings will be the starting point for negotiations in accordance with Policy HOU13. It is anticipated that the affordable housing will be provided as 50% low cost home ownership and 50% rented.

The development will be required to contribute to nursery, primary and secondary education infrastructure in relation to the numbers of pupils arising from the scheme. This will reduce school car trips and ensure sufficient local education capacity to accommodate the pupils arising.

WINCHCOMBE

SUBJECT: LAND EAST OF GREENWAYS, WINCHCOMBE

POLICY WN1

LAND IS ALLOCATED AT LAND EAST OF GREENWAYS, WINCHCOMBE FOR APPROXIMATELY 35 DWELLINGS (1.1HA NET) AS SHOWN ON THE PROPOSALS MAP. WITHIN THIS AREA THE BOROUGH COUNCIL WILL SUPPORT PROPOSALS FOR A COMPREHENSIVE SCHEME WHICH:

- SAFEGUARDS THE AMENITY OF EXISTING RESIDENTS
- SAFEGUARDS THE FLOODPLAIN OF THE RIVER ISBOURNE
- RETAINS A LANDSCAPE CORRIDOR CONSISTING OF THE NORTHERN PART OF THE SITE BETWEEN GREET ROAD AND THE RIVER ISBOURNE
- PROVIDES A SINGLE POINT OF VEHICULAR ACCESS FROM GREENWAYS
- MAKES PROVISION FOR LOCAL EDUCATIONAL REQUIREMENTS
- PROVIDES FOR RECREATIONAL OPEN SPACE IN ACCORDANCE WITH THE LOCAL PLAN STANDARD SET OUT IN RCN1
- CONTRIBUTES TO IMPROVED LOCAL PUBLIC TRANSPORT PROVISION
- PROVIDES FOR FOOTPATH AND CYCLEWAY LINKS THROUGH THE DEVELOPMENT TO THE TOWN CENTRE
- INCLUDES A LANDSCAPING SCHEME WHICH IS SENSITIVE TO THE SITE'S LOCATION
- CONTRIBUTES TOWARDS A COMMUNITY CENTRE

TO MEET THE LOCAL REQUIREMENTS OF POLICY HOU13 TO PROVIDE AFFORDABLE HOUSING TO ENABLE THOSE CURRENTLY EXCLUDED FROM PARTICIPATING IN THE HOUSING MARKET TO PARTICIPATE, THE COUNCIL WILL SEEK TO NEGOTIATE FOR THE PROVISION OF ABOUT 10 DWELLINGS ON THE SITE AS AFFORDABLE HOUSING.

Reasoned Justification

Land is allocated to meet the strategic requirements as set out in HOU1. A design and development brief will be prepared for the site in consultation with interested parties and will be taken into account as a material consideration in the determination of planning applications. Being relatively close to Winchcombe's centre, a range of community, employment, retail and recreational facilities, can be accessed by a choice of transport modes.

In order to accommodate the additional journeys arising from the inhabitants of the development a contribution should be made towards the enhancement of local public transport services. The design of the development should also give priority to pedestrian and cycle movements, by means of the provision of footpath and cycleway links through the site.

The increase in population resulting from the new development proposed for Winchcombe will necessitate the provision of new community facilities including a hall and medical centre, existing facilities in the town being inadequate. The northern edge of the site comprises a shallow valley which will be retained as a landscaped corridor for amenity purposes and also to provide public access.

The affordable housing to be provided will contribute to meeting the strategic requirements for affordable housing identified within the Tewkesbury Housing Needs Survey (1998) and the Ark Report (2002). Subject to the identified local need as defined by an up-to-date assessment, the number of affordable dwellings that will be sought on the site may change, but the target of 10 dwellings will be the starting point for negotiations in accordance with Policy HOU13. It is anticipated that the affordable housing will be provided as low cost home ownership.

The development will be required to contribute to nursery, primary and secondary education infrastructure in relation to the numbers of pupils arising from the scheme. This will reduce school car trips and ensure sufficient local education capacity to accommodate the pupils arising.

WOODMANCOTE

SUBJECT: WOODMANCOTE HOUSING SITE
POLICY WO1

LAND IS ALLOCATED AT WOODMANCOTE FOR APPROXIMATELY 130 DWELLINGS (4.2HA NET) AS SHOWN ON THE PROPOSALS MAP. THE BOROUGH COUNCIL WILL SUPPORT PROPOSALS FOR A COMPREHENSIVE SCHEME WHICH:

- MAKES PROVISION FOR SAFE PEDESTRIAN AND CYCLE ACCESS TO THE LOCAL FACILITIES AND THE TOWN CENTRE
- PROVIDES FOR A TRAFFIC CALMING PACKAGE IN THE VICINITY OF THE SITE
- MAKES PROVISION FOR LOCAL EDUCATIONAL REQUIREMENTS
- CONTRIBUTES TO IMPROVED LOCAL PUBLIC TRANSPORT PROVISION
- PROVIDES FOR RECREATIONAL OPEN SPACE IN ACCORDANCE WITH THE LOCAL PLAN STANDARD SET OUT IN REC1, AND
- INCLUDES A LANDSCAPING SCHEME WHICH IS SENSITIVE TO THE SITE'S LOCATION

TO MEET THE LOCAL REQUIREMENTS OF POLICY HOU13 TO PROVIDE AFFORDABLE HOUSING TO ENABLE THOSE CURRENTLY EXCLUDED FROM PARTICIPATING IN THE HOUSING MARKET TO PARTICIPATE, THE COUNCIL WILL SEEK TO NEGOTIATE FOR THE PROVISION OF ABOUT 39 DWELLINGS ON THE SITE AS AFFORDABLE HOUSING.

Reasoned Justification

Land is allocated to meet the strategic requirements as set out in HOU1. A design and development brief will be prepared for the site in consultation with interested parties and will be

taken into account as a material consideration in the determination of planning applications. The site is made up of several parcels of land in differing low intensity uses, including a camping site, orchard and derelict plant nursery. The individual parcels of the site may be developed independently provided that they can demonstrate satisfactory compliance with the requirements of the overall brief.

The site's location adjacent to the principal settlement of Bishops Cleeve / Woodmancote, close to the north western fringe of Cheltenham will minimise the transport demand arising from the development due to its proximity to a full range of community, employment, retail and recreational facilities, which can be accessed by a choice of transport modes.

It is essential that in order to accommodate the additional journeys arising from the inhabitants of the development that a contribution is made to enhancing local public transport services. The design of the development should give priority to pedestrian and cycle movements. Particularly given the proximity of the site to Woodmancote Primary School it is important to take the opportunity that the development offers to introduce traffic calming measures in order to mitigate the adverse impact of the increased traffic resulting from the development. This will also reduce general traffic speeds on the road thereby enhancing road safety.

The affordable housing to be provided will contribute to meeting the strategic requirements for affordable housing identified within the Tewkesbury Housing Needs Survey (1998) and the Ark Report (2002). Subject to the identified local need as defined by an up-to-date assessment, the number of affordable dwellings that will be sought on the site may change, but the target of 39 dwellings will be the starting point for negotiations in accordance with Policy HOU13. It is anticipated that the affordable housing will be provided as 50% low cost home ownership and 50% rented.

The development will be required to contribute to nursery, primary and secondary education infrastructure in relation to the numbers of pupils arising from the scheme. This will reduce school car trips and ensure sufficient local education capacity to accommodate the pupils arising.

APPENDIX 1

LISTED BUILDINGS

This schedule was updated to 10th November 2005.

ALDERTON

		Church of St Nicholas	Grade II*
Frampton Farmhouse	Grade II	Yeend Monument in the Churchyard	Grade II
Church Cottage	Grade II	John Rowles Monument in the Churchyard	Grade II
10 Beckford Road	Grade II	Church Farmhouse	Grade II
Manor Farmhouse, 24 Beckford Road	Grade II	The Rectory	Grade II
The Old Bakehouse, 26 Beckford Road	Grade II		
28 Beckford Road	Grade II	Aston-on-Carrant:	
Gardners Arms	Grade II	Brook House, Aston-on-Carrant	Grade II
25 Beckford Road	Grade II	Grange Farm, Aston-on-Carrant	Grade II
Mill Cottage, 4 Blacksmith's Road	Grade II	Guy's Manor Cottage, Aston-on-Carrant	Grade II
Blacksmith's Cottage, Blacksmith's Road	Grade II	The Manor, Aston-on-Carrant	Grade II*
The Old Rectory/Flats 1 and 2, 9 Church Road	Grade II	Dovecote, The Manor, Aston-on-Carrant	Grade II
15 Church Road	Grade II	The Old Forge, Aston-on-Carrant	Grade II
17 and 19 Church Road	Grade II		
Church of St Margaret of Antioch	Grade II*	Fiddington:	
2 Church Road	Grade II	Manor Farm, Fiddington	Grade II*
4 Church Road	Grade II	Dovecote, Manor Farm, Fiddington	Grade II*
		Barn/Store, Manor Farm, Fiddington	Grade II
Dixton:		Store, Manor Farm, Fiddington	Grade II
Barn, S.E. of Rectory Farm, School Road	Grade II	Rectory Farmhouse, Fiddington	Grade II
16 School Road	Grade II	Northway Court, Hardwick Bank Road	Grade II
Barn, Manor Farm, Dixton	Grade II	The Northway and wall, Hardwick Bank Road	Grade II
Dixton Manor, Dixton	Grade II*		
Spring Head opposite gates to Dixton Manor	Grade II	Pamington:	
Manor Farm Cottage, Dixton	Grade II	The Stirrups, Pamington	Grade II
		Elm Cottage, Pamington	Grade II
		The Tudor Cottage, Pamington	Grade II
		The Thatched Cottage, Pamington	Grade II

ASHCHURCH

Barn, Cowfield Farm	Grade II
Pigsty, Cowfield Farm	Grade II
Northway Mill	Grade II
Mill House at Northway Mill	Grade II
Rudgeway Farmhouse	Grade II
Barn/Store, Rudgeway Farm	Grade II
Milestone, north side A438	Grade II

ASHLEWORTH

Foscombe, Foscombe Lane	Grade II*
Gurney's, Gloucester Road, Hartpury	Grade II
Kingstanding Farmhouse, Glos. Rd Hartpury	Grade II
Cross, The Green	Grade II
Honeysuckle Cottage, The Green	Grade II
1 & 2 Canfield Cottages, The Green	Grade II
Stonebow Cottage, Hasfield Road	Grade II

Appendix 1

		Barn, Rectory Farm, Lawn Road	Grade II
		St Michaels, Nupend Hse & Lychgate Cott.	Grade II
Aley's Cottage, Longridge Lane	Grade II	Dovecote, Bridge House, Bentham	Grade II*
Field Barn, Longridge Lane	Grade II	Church of St Peter, Bentham	Grade II
Longridge Farm, Longridge Lane	Grade II	Bentham Manor, Bentham	Grade II
The Old Cider Mill and Threshing Barn, Longridge End	Grade II	The Elms, Bentham	Grade II
Lord's Hill House, Nup End	Grade II	Little Witcombe:	
Kozicot and part of Post Office, Nup End	Grade II	Willow Farm, Green Lane, Little Witcombe	Grade II
Maily Cottage, Nup End	Grade II	Yew Tree Farmhouse, Little Shurdington	Grade II
Signpost at junction with lane to White End	Grade II	Chandlers Farmhouse, Little Witcombe	Grade II
Ashleworth Court, Quay Lane	Grade I	Chestnut Cottage, Little Witcombe	Grade II
Tithe Barn, Ashleworth Court	Grade II*	The Cot, Little Witcombe	Grade II
Church of St Andrew and St Bartholomew, Quay Lane	Grade I	Little Witcombe House, Little Witcombe	Grade II
Two Roberts monuments (pedestal tombs), in churchyard	Grade II	Yew Tree Gallery (The Retreat), Little Witcombe	Grade II
Clarke monument (pedestal tomb), in churchyard	Grade II	Witcombe Court, Little Witcombe	Grade II
Chest Tomb, in churchyard	Grade II	<u>BISHOPS CLEEVE</u>	
Hobbs monument (chest tomb), in churchyard	Grade II	Cleeveaway Hotel	Grade II
Colchester monument (chest tomb) in churchyard	Grade II	Kings Head Public House & No.19	Grade II
Harper's Farmhouse, the village	Grade II	Old Tithe Barn	Grade II
Ashleworth Manor, White End	Grade II*	18 Cleeveland Cottage	Grade II
Barn, Berrow Farm, Wickridge Street	Grade II	20 Cleeveland Cottage	Grade II
Shelter shed, Berrow Farm, Wickridge Street	Grade II	Cleeve Hall	Grade II*
Scarifours Cottage, Wickridge Street	Grade II	Church of St. Michael & All Angels	Grade I
		Monument in Churchyard	Grade II
		25 Church Road	Grade II
		29 Church Road	Grade II
		20 Church Road	Grade II
		Royal Oak Public House	Grade II
		Fieldgate House	Grade II
		12 Priory Lane	Grade II
		7 School Road	Grade II
		Gothic Cottage, 9 School Road	Grade II
		23 Station Road	Grade II
		25 Station Road	Grade II
		47 Station Road	Grade II
		79 Station Road	Grade II
		87 Station Road	Grade II
		89 Station Road	Grade II
		The Priory, Station Road	Grade II
		34 Station Road	Grade II
		Old Farmhouse, Station Road	Grade II
<u>BADGEWORTH</u>			
Crickley Hill Farm	Grade II		
Badgeworth Court	Grade II		
Badgeworth Ct Lodge, gate piers & wall	Grade II		
Badgeworth Manor	Grade II		
Church of the Holy Trinity, Badgeworth	Grade I		
Lych gate, Badgeworth Church	Grade II		
Monuments in church yard (28 total)	Grade II		
The Cottage, Badgeworth	Grade II		
Barn, SW of Full of Elms, Badgeworth	Grade II		
Old School House, Badgeworth	Grade II		
Bentham:			
Bridge House, Bentham	Grade II		

56 Station Road	Grade II	Outbuildings and horse-engine house, north of Tithe Barn at Brockworth Court	Grade II
The Dovecote, Stoke Road	Grade II	Shelter shed north-east of Brockworth Court	Grade II
1 Stoke Road	Grade II	Church of St George, Court Road	Grade I
Barn, Withy Furlong, Stoke Road	Grade II	Herbert monument in churchyard	Grade II
Woodbine Cottage, Stoke Road	Grade II	Chest tomb in churchyard	Grade II
Little Croft, Tobyfield Road	Grade II	Four headstones, one pedestal tomb and one chest tomb in churchyard	Grade II
The Grange	Grade II	Cross shaft base in churchyard	Grade II
Brockhampton:		No 73, Ermin Street	Grade II
Lower Farm, Brockhampton	Grade II	No 14, Vicarage Lane	Grade II
Cider Press, Lower Farm, Brockhampton	Grade II	No 24, Vicarage Lane	Grade II
Orchard Cottage, Brockhampton	Grade II		
Rosudgeon, Brockhampton	Grade II	<u>BUCKLAND</u>	
Upper Farm, Brockhampton	Grade II	Leasow House, Laverton Meadow	Grade II
<u>BODDINGTON</u>		Little Buckland	Grade II
Butler's Court Farmhouse	Grade II	Wisteria Cottage, Buckland Fields	Grade II
Cottages to Butler's Court	Grade II	Rectory, Buckland Village	Grade I
Withybridge Mill and Barn	Grade II	Garage to Rectory, Buckland Village	Grade II
Boddington House	Grade II	Honeysuckle Cottage, Buckland Village	Grade II
Boddington Manor	Grade II	Buckland Manor Hotel and Wall to Churchyard	Grade II*
Church of St Mary Magdalene	Grade I	Church of St Michael, Buckland Village	Grade I
Monument within the churchyard	Grade II	Monument (chest tomb) in churchyard	Grade II*
Hayden Farmhouse	Grade II	Cross and chest tomb in churchyard	Grade II
Barn west of Hayden Farmhouse	Grade II	Granville monument and railings in churchyard	Grade II
The Old Forge	Grade II	Chest tomb in churchyard	Grade II
Former dovecote and smithy north of Boddington Manor Kennels	Grade II	Gloucester and Sperry monuments in churchyard	Grade II
		Woodbine Cottage	Grade II
		K6 Telephone kiosk	Grade II
<u>BROCKWORTH</u>		Laverton:	
Coopers Hill Farm	Grade II	Potters Farmhouse	Grade II
Milestone, A46, Painswick Road	Grade II	Post Office and Trots Cottage	Grade II
Well Close Farm House, Coopers Hill	Grade II	Hill Farmhouse	Grade II
Building, north-east of Well Close Farm House	Grade II	Hollytree Cottage and front garden wall	Grade II
Woodcott, Coopers Hill	Grade II		
Well Head, east of Brockworth Court, Court Road	Grade II		
Brockworth Court, Court Road	Grade II*		
Wall south of Brockworth Court	Grade II		
Tithe Barn north-east of Brockworth Court	Grade II*		

Appendix 1

Top Farm Farmhouse, Laverton Village	Grade II	<u>DEERHURST</u>	
Stables at Top Farm, Laverton Village	Grade II	Apperley Court	Grade II
		Wightfield Manor	Grade II*
		The Hoo House	Grade II
		Abbot's Court	Grade II
		Odda's Chapel	Grade I
		Barn & Stable, Abbots Court Farm	Grade II
		The Church of St Mary	Grade I
		Monuments in churchyard & Strickland Mausoleum	Grade II
		The Minstrels	Grade II
		The Priory Farmhouse	Grade I
		Deerhurst Walton:	
		Walton Hill Farmhouse and attached bldgs	Grade II
		Dovecote & Cider House, Grange Farm	Grade II
		Manor Farmhouse	Grade II
		Barn & Stables, Manor Farmhouse	Grade II
		Notcliffe House	Grade II
		Upper Farm Farmhouse	Grade II
		Apperley:	
		Apperley House	Grade II
		Green Farmhouse	Grade II
		Yew Tree Farmhouse	Grade II
		Barn, Yew Tree Farm	Grade II
		Cassey Cottage, Saw Pit Lane	Grade II
		Ringers Cott & Outbuilding, Saw Pit Lane	Grade II
		Court Drive No 13, No 14 and No 15	Grade II
		Oak House	Grade II
		Lower Apperley:	
		Old Farmhouse	Grade II
		Barn, Old Farm	Grade II
		No 24, Lower Apperley	Grade II
		Apperley Hall	Grade II
		Elfstone Hollow	Grade II
		20 School Lane	Grade II
		Former Sunday School	Grade II
		<u>DOWN HATHERLEY</u>	
		Milestone	Grade II
		Church of St Mary and Corpus Christi	Grade II*
		Maddy family monument, in churchyard	Grade II
<u>CHACELEY</u>			
Chaceley Hall (Chaceley Hole)	Grade II*		
New Farm Cottage	Grade II		
New Hall	Grade II		
New House	Grade II		
Rye Court Farm	Grade II		
Werth Farmhouse & Barn	Grade II		
Church of St John the Baptist	Grade II*		
Monuments in churchyard	Grade II		
Grain House Cottage	Grade II		
Woodbine Cottage	Grade II		
Grain House Farmhouse	Grade II*		
Rose Cottage	Grade II		
Sparrow's Row	Grade II		
K6 Telephone box	Grade II		
<u>CHURCHDOWN</u>			
Church of St Bartholomew, Churchdown Hill	Grade I		
Wright monument (chest tombs), in churchyard	Grade II		
2 Unidentified monuments (chest tombs),	Grade II		
Herbert and Morgan monuments (chest tombs),	Grade II		
Wilkins and Voyce monuments (chest tombs),	Grade II		
Arnell monument (pedestal tomb),	Grade II		
Long monument (chest tomb),	Grade II		
Manor House and Caledonia, Station Road	Grade II*		
Ye Old House at Home, 5 Brookfield Road	Grade II		
Dunston Cottage, 17 Chapel Hay Lane	Grade II		
Old School House, The Green	Grade II		
Pirton Court, Pirton Lane	Grade II		
Barn, Pirton Court, Pirton Lane	Grade II		
Ye Olde House, 6 Sandfield Road	Grade II		

Henry Aisgil monument, in churchyard	Grade II	Little Washbourne:	
Font-like feature, in churchyard	Grade II	Church of St Mary	Grade II*
William Drinkewater monument, in churchyard	Grade II	Wormington Village:	
Fir Tree Cottage	Grade II	Bankside	Grade II
Hatherley Manor Hotel (formerly Hatherley Court)	Grade II	Bridge over River Isbourne	Grade II
The Lodge, Hatherley Manor Hotel	Grade II	Church of St Catherine	Grade II*
		Manor Farmhouse	Grade II
		Granary at Manor Farmhouse	Grade II
		Well House	Grade II
		Nos. 1 & 2 Wormington Farm Cottages	Grade II
		K6 Telephone Kiosk	Grade II
<u>DUMBLETON</u>		<u>ELMSTONE HARDWICKE</u>	
Cullabine Farm	Grade II	The Gloucester Old Spot, Piffs Elm	Grade II
Dumbleton Mill	Grade II	Hardwicke House and Outbuildings attached	Grade II
The Villa, Blacksmiths Lane	Grade II	Barn c.35m S-E of Green Farm, Hardwicke	Grade II
Dairy House, Dairy Lane	Grade II	The Old Meeting House, Hardwicke	Grade II
Church of St Peter	Grade I		
Dumbleton Hall	Grade II*		
Gate piers and railings, Dumbleton Hall	Grade II		
South Lodge at gates, Dumbleton Hall	Grade II		
1-4 The Palaces	Grade II		
2 washhouses to the Palaces	Grade II		
Nos, 25 and 26	Grade II	<u>FORTHAMPTON</u>	
Washhouse/Pigsties at rear 25 and 26	Grade II	Court Cottages	Grade II
Old Rectory North	Grade II	Forthampton Court	Grade II*
Old Rectory South	Grade II	Monument	Grade II
The Power House	Grade II	Stable Block, Forthampton Court	Grade II
School House	Grade II	Lower Lode Hotel	Grade II
No. 46 Sycamore Cottage	Grade II	11 and 12 Poltorks Cottages	Grade II
The Thatched Cottage	Grade II	Southfield House & garden wall	Grade II
Water Conduit near churchyard	Grade II	Barn, Store & Stables, Southfield House	Grade II
Yew Tree Cottage	Grade II	Dovecote, Southfield House	Grade II
1,2 & 3 The Gables, Beckford Road	Grade II	Arbour Elm Cottage	Grade II
		23 (Rose Cottage), and 24	Grade II
Great Washbourne:		46 & 47 Bishops Walk	Grade II
Church of St. Mary	Grade I	41 & 42 Bishops Walk	Grade II
1-4 Church Cottages	Grade II	New Yew Trees, Church Lane	Grade II
Forge Cottage	Grade II	Merrymans, Church Lane	Grade II
Manor Farmhouse	Grade II	Alcocks Farm, Church Lane	Grade II
Manor House	Grade II	Sarn Cottages, Church Lane	Grade II
No. 17 and Manor Cottage	Grade II	Elm Cottages, Church Lane	Grade II
Nos. 18 and 19	Grade II		

Appendix 1

Brewer's Cottage & The Post Office	Grade II	Elm Cottage, 62 Malleson Road	Grade II
Church of St Mary the Virgin	Grade II*	Manor Farmhouse, Manor Lane	Grade II
6 Monuments in Churchyard	Grade II	Dovecot at Manor Farm, Manor Lane	Grade II
Sundial in Churchyard	Grade II	Truman's Farmhouse, Manor Lane	Grade II
Pair of head stones in churchyard	Grade II	The Malt Shovel, Shutter Lane	Grade II
14-17 (consecutive) Church Row	Grade II	The Shady Nook, Shutter Lane	Grade II
Well head, outside Nos 14-17 Church Row	Grade II	White's Farm, Shutter Lane	Grade II
Stable/Store, Corner House Farm	Grade II		
2 Barns, Corner House Farm	Grade II	<u>GREAT WITCOMBE</u>	
Pigsties, Corner House Farm	Grade II	Green Farmhouse	Grade II
Stocks & Whipping Post, Churchyard	Grade II	Witcombe Farmhouse	Grade II
Wood Cottage	Grade II	Black Horse Ridge	Grade II
Vine Farm	Grade II	Brook Cottage	Grade II
Barn/Store, Vine Farm	Grade II	Church of St Mary	Grade I
Sanctuary Cottage	Grade II	2 Monuments in Churchyard	Grade II
The Sanctuary, School Lane	Grade II	Tadleys	Grade II
Mill Hill Farmhouse	Grade II	Upper Farmhouse & Stable Block	Grade II
Farm buildings, Mill Hill Farm	Grade II	Ice House, Upper Farmhouse	Grade II
Lower Hill Cottage, School Lane	Grade II	The School House	Grade II
Lower Farm	Grade II	Cottage in the Park	Grade II
Barn, Lower Farm	Grade II	Gate Piers, Witcombe Park	Grade II
Forthampton House & Stable Block	Grade II	Stable block, Witcombe Park	Grade II
Summer House, Forthampton House	Grade II	Beach Hall	Grade II*
Store, Forthampton House	Grade II	The Keeper's Cottage	Grade II
		Woodlands Farmhouse	Grade II
<u>GOTHERINGTON</u>			
The Holt, 18 Cleeve Road	Grade II	<u>GRETTON</u>	
Willow Bank, Granna Lane	Grade II	Glenbrook, Gretton Fields	Grade II
Dormer House, Gretton Road	Grade II	Pink Cottage	Grade II
Elm Tree Cottage, Gretton Road	Grade II	War Memorial	Grade II
Baldwin's Farm, Gretton Road	Grade II	Gretton Farmhouse	Grade II*
Stables, Baldwin's Farm, Gretton Road	Grade II	Well House	Grade II
The Folly and East Folly, Gretton Road	Grade II	Oak Cottage, Greenway Lane	Grade II
Bee Bole Wall, The Folly, Gretton Road	Grade II	Bankside, Greenway Lane	Grade II
Willow Cottage, 53 Gretton Road	Grade II	Lynch Lane Farmhouse	Grade II
Woodbine Cottage, 1 Gretton Road	Grade II	The Orchards	Grade II
The Homestead, Long Furlong Lane	Grade II	Tythe Farmhouse	Grade II
Ashmead, Malleson Road	Grade II	Yew Tree Cottage	Grade II
Home Farmhouse, Malleson Road	Grade II	Churchwell	Grade II
Stonehouse, Malleson Road	Grade II	Old Tower Cottage	Grade II

Church Tower	Grade II	Manor Farmhouse	Grade II
Abbotswyck	Grade II	Manor House	Grade II
Willow Cottage and Upper School Cottage	Grade II	Stables and entrance gates at Manor House	Grade II
Tudor Cottage	Grade II	Stables at Middle farm	Grade II
Gable Farm House	Grade II	Old Rectory	Grade II
Old Parsonage	Grade II	Old Rectory: stables and coach house	Grade II
Gretton House, Duglynch Lane	Grade II	Roel Farmhouse	Grade II
Orchard Cottage, Duglynch Lane	Grade II	Stables and cart shed, Roel Farm	Grade II
Christ Church, Church Road	Grade II	Barn, Roel Farm	Grade II
2 Gardeners Cottage	Grade II		

HASFIELD

Church of St Mary	Grade I
Monuments in Churchyard	Grade II
Amberley House	Grade II
Hasfield Court	Grade II*
Walled Garden at Hasfield Court	Grade II
Stable block, Hasfield Court	Grade II
Former dovecote, Hasfield Court	Grade II
Wall and Entrance Gates	Grade II
Hill Farm	Grade II
Keeper's Cottage	Grade II
Old Farm	Grade II
Store, Cider-milling hse & Shelter shed, Old Farm	Grade II
The Old Rectory	Grade II
The Old Smithy	Grade II
Primrose Cottage	Grade II
Woodside Farm	Grade II
The Folly, Great House Lane	Grade II
The Great House	Grade I

HAWLING

Shewell Hill Barn	Grade II
Barn and shelter shed, Slade Barn Farm	Grade II
Church of St Edward	Grade II*
Chest tomb in churchyard	Grade II
Townsend monument (chest tomb)	Grade II
Baylis monument (pedestal tomb) in churchyard	Grade II
Little Fields	Grade II

HIGHNAM

Highnam Court	Grade I
Garden walls etc (several), Highnam Court	Grade II
Stable block, Highnam Court	Grade II
Milestones on A40 (3)	Grade II
Beauchamp Lodge	Grade II
Rodwayhill Lodge	Grade II
(not separately listed)	
Little Thatch	Grade II
Barn & Shelter Sheds, Highnam Farm	Grade II
Highnam Old Rectory (also gate & wall)	Grade II
Stables, Highnam Old Rectory	Grade II
Highnam Church Lodge	Grade II
Old School & School House, Highnam	Grade II
Parish Hall, Highnam	Grade II
Church of the Holy Innocents	Grade I
2 Monuments in the Churchyard	Grade II
Yew Tree Cottage, Lassington	Grade II
Tower, Church of St Oswald, Lassington	Grade II*
Lassington Court	Grade II
Two Mile Lane Nos 1 & 2	Grade II

HUCCLECOTE

Zoons Court	Grade II
The Noake, Churchdown Lane	Grade II
Barn, Noake Court Farm	Grade II

INNSWORTH

No Listed Buildings

LEIGH

Evington House	Grade II
Brick House Farmhouse	Grade II
Tudor Cottage	Grade II
Hoefield House	Grade II
Church of St Catherine	Grade I
7 Monuments in churchyard	Grade II
Cyder Press Farmhouse	Grade II
Daniel's Orchard	Grade II
Woodbine Cottage	Grade II
Barn, Grange Farm	Grade II

LONGFORD

98 Tewkesbury Road (East Side)	Grade II
Manor Farmhouse, Tewkesbury Road (East Side)	Grade II
Longford Lodge, Tewkesbury Road (West Side)	Grade II
Longford Court, Tewkesbury Road (West Side)	Grade II

MAISEMORE

Church of St Giles	Grade II*
Monuments in churchyard	Grade II
Maisemore Court, Old Court, New Court	Grade II*
Stables east of Maisemore Court	Grade II
Cross by Maisemore Bridge	Grade II
Riverside and Riverside Cottage	Grade II
The Orchards	Grade II
The Old House, Cottage	Grade II
The Orchard and Gable Cottage	Grade II
Bell House Farmhouse	Grade II
Milestone Cottage	Grade II
Nos 1 and 2 Ivydene	Grade II
Kivinley	Grade II
White Gables	Grade II
Cross Keys	Grade II
The Orchard & Gable Cottage	Grade II
Bell House Farmhouse	Grade II
Maisemore Park	Grade II

MINSTERWORTH

Hygrove House	Grade II
3 Milestones, A48	Grade II
Upper Moorcroft Farmhouse	Grade II
Middle Moorcroft Farmhouse	Grade II
The Apple Tree PH	Grade II
Fish House opposite Duni Farm	Grade II
Tithe Cottage, Church Lane	Grade II
Lyn Paddock	Grade II
Lower Moorcroft Farmhouse and mounting block	Grade II
Church of St Peter	Grade II*
14 Monuments, Churchyard	Grade II
Minsterworth Court and iron gates	Grade II
Gazebo and garden walls, Minsterworth Court	Grade II
Snowdrop Cottage	Grade II
Mermaid Cottage	Grade II
Street End Cottage	Grade II
The Cottage, Pound Lane	Grade II
Old Pound Farmhouse, Watery Lane	Grade II
Hampton Farmhouse, Watery Lane	Grade II

NORTON

Milestone, A38	Grade II
22 Bradley Cottages, Bishops Norton	Grade II
Cider House, Court Farm, Bishops Norton	Grade II
Green Farm, Bishops Norton	Grade II
Two barns, Green Farm, Bishops Norton	Grade II
Hill Farm, Bishops Norton	Grade II
Wesleyan Chapel, Bishops Norton	Grade II
Yew Tree Farm, Bishops Norton	Grade II
Church of St Mary, Priors Norton	Grade II*
Monument, Churchyard	Grade II
Ivy House, Priors Norton	Grade II

OXENTON

Church Cottage, Oxenton	Grade II
Church of St John The Baptist, Oxenton	Grade I

Crane Hill, Oxenton	Grade II	Gate Piers, Railings & Gate, The Lodge	Grade II
Hill Farm Cottage, Oxenton	Grade II	Chapel Close Farm	Grade II
Hill Farmhouse, Oxenton	Grade II	Chapel of Ease, Stanley Pontlarge	Grade II*
Well head, South of Hill Farmhouse, Oxenton	Grade II	Outbuilding north of Chapel, Stanley Pontlarge	Grade II
Barn & Shelter, Middle Farmhouse, Oxenton	Grade II	The Cottage, Stanley Pontlarge	Grade II
Barn opposite church, Oxenton	Grade II	Manor Farmhouse & dairy/cheese room	
The Old Millhouse, Oxenton	Grade II	Stanley Pontlarge	Grade II
Rose Cottage, Oxenton	Grade II		
The Thatched Cottage, Oxenton	Grade II	<u>SANDHURST</u>	
Village conduit, Oxenton	Grade II	Abbot's Lodge	Grade II
		Abloads Court	Grade II
Woolstone:		Abloads Cottage	Grade II
Brook House, Woolstone	Grade II	Base Lane Cottage	Grade II
Barn west of Brook House, Woolstone	Grade II	Bengrove Farm	Grade II
Church of St Martin de Tours, Woolstone	Grade II*	Gardiners Farm	Grade II
9 Monuments in churchyard, Woolstone	Grade II	Mayfield Cottage	Grade II
Elizabeth Roberts monument, Woolstone	Grade II	Wallsworth Hall	Grade II*
Ann Booth monument, Woolstone	Grade II	Wallsworth Hall Gate Piers	Grade II*
4 unidentified monuments, Woolstone	Grade II	Willington Court Farm	Grade II
Barn & adjoining stable s. of church, Woolstone	Grade II	Singleton Cottage, Mussel End	Grade II
The Grange and Sundial, Woolstone	Grade II	Brawn Farm, Rodway Lane	Grade II
Thatch Cottage, Woolstone	Grade II	Wallsworth Farm Barn, Sandhurst Lane	Grade II
		Church of St Lawrence, Sandhurst Village	Grade II*
<u>PRESCOTT</u>		4 Monuments in the Churchyard, Sandhurst Village	Grade II
The Old Cottage	Grade II	Cuffries, Sandhurst Village	Grade II
Pardon Hill Farm	Grade II	The Grove, Sandhurst Village	Grade II
Workshop, Pardon Hill Farm	Grade II	Moat Farm, Sandhurst Village	Grade II
Ice House, Pardon Hill Farm	Grade II	Pound Farm, Sandhurst Village	Grade II
Cider House, Pardon Hill Farm	Grade II	Tarrens Farm, Sandhurst Village	Grade II
Two Monoliths, Prescott House	Grade II	Voyce Cottage, Base Lane	Grade II
Thimble Cottage, Middle Stanley Farm	Grade II		
Gate and Railings, Thimble Cottage	Grade II	<u>SHURDINGTON</u>	
Wick Hill Farmhouse	Grade II	Gates and gate piers to The Crippets	Grade II
The Corner Cupboard & Bugatti Cott Wick Hill Fm	Grade II	Monument to The Continental	Grade II
Barn/columbarium, Wick Hill Farm	Grade II	Brizen Farmhouse	Grade II
Coach House, Wick Hill Farm	Grade II	The Tower House, Leckhampton Hill	Grade II
The Lodge, Gretton Road	Grade II	The Greenway Hotel	Grade II

Appendix 1

Lodge to the Greenway Hotel	Grade II	<u>SOUTHAM</u>	
Linden Cottage, A46	Grade II	Cockbury Court	Grade II
Queenhill, A46	Grade II	The Haymes	Grade II
Poplar Farmhouse	Grade II	Hotel de la Bere	Grade II*
Church of St Paul, Church Road	Grade II*	(also specific listings within hotel and grounds)	
Four monuments (chest tombs) in churchyard	Grade II	Woodmancote Farmhouse	Grade II
Ellyates monument in churchyard	Grade II	Byways	Grade II
Church Farmhouse, Church Road	Grade II	Manor Farmhouse	Grade II*
The Manor House, Farm Lane	Grade II	Barn & Stable north of Manor Farmhouse	Grade II
Cider House, south west of Manor House	Grade II	Monk's Rest	Grade II
Oak View, Little Shurdington	Grade II	The Pigeon House	Grade II
Rose Cottage, Little Shurdington	Grade II	Southam Tithe Barn	Grade II*
Shurdington Court, Little Shurdington	Grade II	Church of the Ascension	Grade II*
Yew Tree Farmhouse,	Grade II	Water Conduit, Old Lane	Grade II
Brick House	Grade II	Barn, Wontley Farm	Grade II
White House, Shurdington	Grade II	Piccadilly Farmhouse	Grade II
		The Hewletts, Aggs Hill	Grade II
		Darke's Farm Cottage, Noverton Lane	Grade II
		Noverton Farmhouse, Noverton Lane	Grade II
		Knoll Hill House, Upper Mill Lane	Grade II
<u>SNOWSHILL</u>			
Snowhill Hill House	Grade II		
Church of St Barnabas, Snowhill Village	Grade II		
2 Monuments in the Churchyard, Snowhill Village	Grade II	<u>STANTON</u>	
Green Close, Snowhill Village	Grade II	Church of St Michael and All Angels	Grade I
1-3 Manor Cottages, Snowhill Village	Grade II	Wormington Grange	Grade II*
4 Manor Farm Cottages, Snowhill Village	Grade II	Stables, Wormington Grange	Grade II*
The Old Shop and Rose Cottage, Snowhill Village	Grade II	Berry Wormington Farmhouse	Grade II
Snowhill Manor, Snowhill Village	Grade II*	Lodge, Wormington Grange	Grade II
Garden wall & Lodges, Snowhill Manor	Grade II	Gateway, Wormington Grange	Grade II
Gateposts and Sundial, Snowhill Manor	Grade II	Stanton Fields	Grade II
Brew house, Snowhill Manor	Grade II	Chestnut Farmhouse	Grade II
Dovecote and gateway, Snowhill Manor	Grade II	Village Hall	Grade II
Two garden houses, Snowhill Manor	Grade II	The Old Rectory	Grade II
Tower Close, Snowhill Village	Grade II	Cross Cottage	Grade II
K6 Telephone Kiosk, Snowhill Village	Grade II	Various monuments in churchyard	Grade II
		Stanton Court	Grade II
		War Memorial, Gate Piers and adjoining walls to Stanton Court	Grade II
		Nos 1-4 High Street	Grade II

Rose & Cross Cottages	Grade II	The Old House, Didbrook	Grade II
Village Cross	Grade II	Upper Farmhouse, Didbrook	Grade II
Nos 7-9 High Street	Grade II	Barn & Shelter Shed, Upper Farm, Didbrook	Grade II
Nos 10-11 High Street	Grade II	Hailes Abbey	Grade I
Nos 12-15 High Street	Grade II	Abbey Cottage, Hailes	Grade II
The Old Post House	Grade II	Hailes Church	Grade I
Old Manor Farmhouse	Grade II*	2 Monuments, Hailes Churchyard	Grade II
The Old Bakehouse	Grade II	Hailes Farmhouse	Grade II
Warren Farmhouse	Grade II	Pilgrim's House, Pilgrim's Cottage & Hailes	
Manor Farmhouse and Jesters	Grade II	Green Cott (formerly Hailes Fruit Farmhouse)	Grade II
Orchard Farmhouse	Grade II	Church of St Peter, Stanway	Grade II*
Little Warrens	Grade II	Churchyard wall, Stanway	Grade II
No. 2 (Cloisters), and Pixie Cottage	Grade II	5,6,& 7 Stanway	Grade II
Charity Farmhouse	Grade II	10 & 11 Stanway	Grade II
The Vine	Grade II	Old Mill, Estate Yard, Stanway	Grade II
Manor Farmhouse	Grade II	Stanway House	Grade I
Dove & Pax Cottages and Cider Press	Grade II	Gatehouse, Stanway House	Grade I
Dovecote	Grade II	Wall & Gates to entrance courtyard, Stanway House	Grade I
The Old Forge	Grade II	Garden Wall to South of Stanway House	Grade II
The Manor and Warne Cottage	Grade II*	Stable Block & Gateway to Kitchen Garden, Stanway House	Grade II
Shop, Farthings, Nos 3 & 4 Stanway Road	Grade II	Pyramid, Stanway House	Grade II*
No 1 Stanway Road	Grade II	Tithe Barn, Stanway	Grade II*
K6 Telephone Kiosk	Grade II	Taddington Manor Farmhouse	Grade II
The Stanton Guildhouse	Grade II	2 barns and loose box, Taddington Manor	Grade II
<u>STANWAY</u>		Whitfield House, Wood Stanway	Grade II
Icehouse, Lower Coscombe	Grade II	Thriftwood Farmhouse	Grade II
Papermill Farmhouse	Grade II*	Barn, Thriftwood Farmhouse	Grade II
Ireley Farmhouse	Grade II	Conduit, Wood Stanway	Grade II
Farm buildings, Ireley Farm	Grade II	Wood Stanway Farmhouse	Grade II
Millhampost Farmhouse	Grade II	Wood Stanway House	Grade II
Dovecote, Millhampost Farm	Grade II	Cricket Pavilion	Grade II
War Memorial, Stanway	Grade II		
The Old School House, Stanway	Grade II	<u>STAVERTON</u>	
Milestone, Stumps Cross	Grade II	Lower Court Farmhouse	Grade II
Church of St George, Didbrook	Grade I	Barn, Lower Court Farm	Grade II
Monument, Didbrook Churchyard	Grade II	Staverton Lea Farmhouse	Grade II
62 & 63 Didbrook	Grade II	Church of St Catherine	Grade II*
The Old Bakehouse, 64 Didbrook	Grade II	Smith Monument, in churchyard	Grade II
69 Didbrook	Grade II	T. Pearce Monument, in churchyard	Grade II

Appendix 1

W. Pearce Monument, in churchyard	Grade II	Park Farm	Grade II
2 St Clair Monuments, in churchyard	Grade II	Sudeley Castle	Grade I
Old Manor House	Grade II	Church of St Mary, Sudeley Castle	Grade I
		Gateway 20m north of church, Sudeley Castle	Grade II
<u>STOKE ORCHARD</u>		Fountain south of church, Sudeley Castle	Grade II
Mill Farmhouse, Stoke Orchard	Grade II	Terrace wall, ha-ha & dog kennels, Sudeley Castle	Grade II
Dovecote, Mill Farm, Stoke Orchard	Grade II	North Lodge & wing walls, Sudeley Castle	Grade II
Manor Farmhouse, Stoke Orchard	Grade II	Tithe Barn, Sudeley Castle	Grade I
Folly Cottage, Stoke Orchard	Grade II	Sudeley Lodge	Grade II
Ivy Cottage, Stoke Orchard	Grade II	Wadfield House and side walls to forecourt	Grade II*
Old Rowley, Stoke Orchard	Grade II	Gate piers at Wadfield House	Grade II
Chasebeams, Stoke Orchard	Grade II	Church of St Martin, Charlton Abbots	Grade II
Chapel of St James the Great, Stoke Orchard	Grade I	Manor House, Charlton Abbots	Grade II
Barn at Dean Farm, Stoke Orchard	Grade II	Barn at Manor House, Charlton Abbots	Grade II
Duckstone House, Dean Lane	Grade II		
Outbuilding NE of Duckstone House, Dean Lane	Grade II	<u>TEDDINGTON</u>	
Tredington:		Teddington Hands Sign Post, A435	Grade II
Mill House, Tredington	Grade II	The Tibblestone, A435, Teddington Hands	Grade II
Mill Farmhouse, Tredington	Grade II	The White House, A438	Grade II
Stable, Mill Farmhouse, Tredington	Grade II	Church Cottage, Alstone	Grade II
Barn and Store, Mill Farmhouse, Tredington	Grade II	Church of St Margaret, Alstone	Grade II*
Tredington Court & Walls, Tredington	Grade II	Manor Cottage and Wysteria Cottage, Alstone	Grade II
Tredington House Farmhouse, Tredington	Grade II	Manor Farmhouse, Alstone	Grade II*
Cider House at Tredington House, Tredington	Grade II	Ciderhouse w. of Manor Farmhouse, Alstone	Grade II
Barn at Tredington House, Tredington	Grade II	Garage n.-w. of Middle Farmhouse, Alstone	Grade II
Dovecot at Tredington House, Tredington	Grade II	Tudor Cottage, Alstone	Grade II
Manor Farmhouse, Tredington	Grade II	Upper Farmhouse, Alstone	Grade II
Church of St John The Baptist, Tredington	Grade I	K6 Telephone Kiosk, Alstone	Grade II
Several Monuments in the Churchyard, Tredington	Grade II	Bangrove Farm, Bengrove	Grade II
		Bengrove Farmhouse, Bengrove	Grade II
		Church of St Nicholas, Teddington village	Grade I
		Cross shaft base in churchyard	Grade II
<u>SUDELEY</u>			
Goldwell Farmhouse	Grade II		
Oxleaze Farmhouse	Grade II		
Barn, former stables & pigsties, Oxleaze Farm	Grade II		
Barn & shelter shed, south of Oxleaze Farm	Grade II		
Barn & open shed, Parks Farm	Grade II		

John Attwood monument (headstone) in churchyard	Grade II	<u>Barton Street</u> : Nos 1-17, 21, 23, 24, 29-33, 33A, 34-46, 46A, 47, 48, 49A, 50-54,	
William Tyler monument (pedestal tomb)	Grade II	54A, 57-61, 61A, 62, 63, 65 & 66,	
William Tyler monument (headstone)	Grade II	67-71, 74-80, 83, 84, 84A, 85,	
Home Farmhouse, Teddington village	Grade II	1,2 & 3 Potters Court	Grade II
Staites House, Teddington village	Grade II	Nos 22, Malthouse to rear of No.23,	
Water conduit, east of Staites House, Teddington village	Grade II	64, 81 & 82	Grade II*
Vinetree Farmhouse, Teddington village	Grade II	Porthpean, Bredon Road	Grade II
		No.2 Croft Cottage, Chandlers Court	Grade II
		<u>Church Street</u> : Nos 4,5,5A,6,7, 11-14, 17-24, 28-32, 49-51	
		53-61, 62 & Malt house at the rear, 63, 64, 66, 66A,	
		67-75, 78-81, 84-87, 93, 98, 99, 101, 105, 106	Grade II
<u>TEWKESBURY</u>			
Nos 1 & 2 Abbey Lodge, Gloucester Road	Grade II	Nos 8-10, 15-16, 26-27, 52, 65,	
Abbey Church of St Mary	Grade I	77 & Gazebo, 82-83, 88-88A, 89-92,	
Boundary Wall, south of Church of St Mary	Grade II	94, 97, 100, 107-108	Grade II*
Abbey Barn and No.1 The Almonry	Grade II	Nos, 34-48	Grade I
Abbey House, Abbey Precincts	Grade I	Churchyard gates, Abbey Precincts	Grade II*
Abbey Gatehouse, Abbey Precincts	Grade I	Russell Almshouses, Abbey Precincts	Grade II
Monastery Cottage, Abbey Precincts	Grade II	St Mary's Cottage, Church Street	Grade II
King John's Castle, The Mythe	Grade II*	Walton House, Churchill Drive	Grade II
The Mythe	Grade II		
Carriage House, west of The Mythe	Grade II	<u>East Street</u> :1-16 North East Terrace and Oldbury	
Southern Mythe Court and Mythe Court, The Mythe	Grade II	Cottage, 17,18,22-26,32-34	Grade II
Uplands Residential Home, The Mythe	Grade II	No.7 Fletcher's Alley	Grade II
Water Tower, The Mythe	Grade II	Webber Hse (formerly Holm Hosp), Glos. Rd	Grade II
Mythe Bridge	Grade II*	Nos 1-11 Abbey Terrace, Gloucester Road	Grade II
Toll House at east end of Mythe Bridge	Grade II	Gatehouse, Gloucester Road	Grade II
Turnpike shelter east end of Mythe Bridge	Grade II	Gubshill Manor Inn, Gloucester Road	Grade II
Remains of Churchyard Cross, Abbey Churchyard	Grade II	Park Farmhouse, Gloucester Road	Grade II
38 Monuments, Abbey Churchyard	Grade II	Barn Range at Park Farmhouse, Glos. Rd	Grade II
No.2 Back of Avon	Grade II	Stable Block at Park Farmhouse, Glos. Rd	Grade II
Healings Warehouse, Back of Avon	Grade II	Southwick Farm, Gloucester Road	Grade II
Nos 1 & 3 Barton Terrace, Barton Road	Grade II	Swilgate Bridge, Gloucester Road	Grade II
Nos 5,6,7,8,9 Barton Road	Grade II	Nos 1, 2 and 2A Abbey Cottages, Glos. Rd	Grade II
		Abbey Precinct Wall, Gloucester Road	Grade II
		<u>High Street</u> : Nos 1 & 2,9,12,15,18,39 & 40	
		52 and boundary and gateway, 63,	
		129,132,135,137,140,154 & 155	Grade II*

Nos 6-8,10,11,13,14,16,17,19,21-25, 30,35-38,41-49,49A,50,51 and gazebo to garden, 54-62, 65,66,67 and outbuilding, 69-79, 104-108,111,116-128,130,131,136, 138,139, 141-145,147-153,156	Grade II	Gazebo adjacent to River Avon, Post Office Lane	Grade II
		No.2 Quay Street	Grade II
		Iron Bridge, Quay Street	Grade II
2 Hollams Road	Grade II	Gazebo & Boundary Wall rear of 51 High Street, Red Lane	Grade II
Tudor Cottage, 1 Lilley's Alley	Grade II	Warehouse opposite Clarke's Alley, Red Lane	Grade II
Claypipes, 3 Lilley's Alley	Grade II	Nos 2,6,7,16,18,28,30,32,34 & 36, St Mary's Lane	Grade II
Lincoln Green Farmhouse and outbuilding, Lincoln Green Lane	Grade II	Tewkesbury Boat Centre, St Mary's Lane	Grade II
Tewkesbury Park Hotel, Lincoln Green Lane	Grade II	No.1 Stephens Alley	Grade II
Nos 1 and 2 Mill Bank	Grade II*	Footbridge over River Swilgate, Swilgate Road	Grade II
Nos 4,5,6,7,9 Mill Bank	Grade II	The Cross, War Memorial	Grade II
Raised pavement to front of Nos 1-9 Mill Bank	Grade II	Nos 1,2 and 4 Tolzey Lane	Grade II
Nos 10-13 Mill Bank	Grade II	Tolzey Hall, Tolzey Lane	Grade II
Boundary Wall from Folly Cottage to Nos 11,12 & 13, Mill Bank	Grade II	No.6 Tudor Cottage, Trinity Street	Grade II
Nos 1-5, 8, 9, 11, 11A, 12-15 Mill Street	Grade II	Lucia House, Trinity Street	Grade II
Raised pavement to front of Nos 12-15 Mill Street	Grade II	No.3 Turners Court	Grade II
Abbey Barn, Mill Street	Grade II	The Old Police Station, Bredon Road	Grade II
Abbey Mill, Mill Street	Grade II*		
No.1 Mythe Road	Grade II		
The Stables, 2 Mythe Road	Grade II		
Black Bear Inn, Mythe Road	Grade II*	<u>TIRLEY</u>	
King John's Bridge, Mythe Road	Grade II*		
Nos 1-4 King John's Cottages, Mythe Road	Grade II	Great Cumberwood	Grade II
Nos 10 and 11 Nelson Street	Grade II	Barn, Great Cumberwood	Grade II
Nos 1-3 Old Baptist Chapel Court	Grade II	Great Sandpits	Grade II
Old Baptist Chapel, Old Baptist Chapel Court	Grade II*	Redcastle	Grade II
Mitton Farmhouse, Old Manor Lane, Mitton	Grade II	Tirley Court	Grade II
No 28 Oldbury Road	Grade II	Store, Tirley Court	Grade II
Church of Holy Trinity, Oldbury Road	Grade II	Farm buildings, Tirley Court	Grade II
Graham Court, Oldbury Road	Grade II	Tirley Hill Farm	Grade II
Sheep market office, Oldbury Road	Grade II	Gazebo/wall, Tirley Hill Farm	Grade II
No. 1 Orchard Court and Orchard Cottage	Grade II	Wigwood Farm	Grade II
Nos 2,3 and 4 Orchard Court	Grade II	Haw Farmhouse, Haw Bridge	Grade II
		Gazebo, Haw Farmhouse	Grade II
		Hazel Cottage, Haw Bridge	Grade II
		Malt House, Haw Bridge	Grade II
		Riverside mile post, Haw Bridge	Grade II
		Withers Farm, Haw Bridge	Grade II
		Prince's Plume, Tirley Street	Grade II
		Barn, Tump Farm, Tirley Street	Grade II
		Church of St Michael	Grade I

10 monuments in churchyard	Grade II	Puckrup Farm, stable block	Grade II
The Old Thatched Cottage	Grade II	Puckrup Farm, barn	Grade II
The Old Vicarage	Grade II	Puckrup Farm, barn and pigsties	Grade II
Torsend	Grade II	Puckrup Hall	Grade II
		Gubberhill Farmhouse, Ripple	Grade II
		Cider House at Gubberhill	Grade II
		Towbury Farm barn, Ripple	Grade II
		Crown Cottage, Shuthonger	Grade II
<u>TODDINGTON</u>		Shuthonger House	Grade II
Toddington Manor	Grade I	Shuthonger House, boundary wall, gates and gate piers	Grade II
Terrace Walls at Toddington Manor	Grade II	Shuthonger Lodge	Grade II
Inner Lodge	Grade II	Milestone, A38, Stratford Bridge	Grade II
Home Farmhouse	Grade II	Country Choice Cottage, Stratford Bridge	Grade II
Ivy Cottage, Church Lane	Grade II	Wall and gate piers to walled garden, Old Manor House, Twyning Green	Grade II
Church of St Andrew, Church Lane	Grade I	Rose Cottage, Twyning Green	Grade II
Corner House and 1-8 The Square, Church Lane	Grade II	Freeman's Court and attached outbuildings Twyning Green	Grade II
Toddington House, Church Lane	Grade II*	The Old Cottage, Twyning Green	Grade II
		Pound House, Twyning Green	Grade II
<u>TWIGWORTH</u>		Nos 1 and 2, Twyning Green Cottages	Grade II
Twigworth Lawn	Grade II	Fleet House, Twyning Green	Grade II
Yew Tree Cottage	Grade II	Avon Cottage, Twyning Green	Grade II
Barn, NE of Court Farm	Grade II	Twyning Park, Twyning Green	Grade II
The Manor House	Grade II	Green Farmhouse, Twyning Green	Grade II
Twigworth Court	Grade II	School Farmhouse, Twyning Green	Grade II
Stable block, Twigworth Court	Grade II	School Farmhouse barn and attached pigsties	Grade II
Twigworth Lodge Hotel	Grade II	School Farmhouse barn and shelter shed	Grade II
Milestone, A38	Grade II	Birds Farmhouse, Twyning Green, and attached dovecote and barn	Grade II
Court House Farm, Tewkesbury Road	Grade II	The Fountain, Twyning Green	Grade II
		The Cottage, Twyning Green	Grade II
<u>TWYNING</u>		Duddage Manor, Twyning Green	Grade II
Bow Cottage	Grade II	Church of St. Mary Magdalene, Church End	Grade II*
Bow Cottage Barn	Grade II	Headstones in churchyard	Grade II
Brookside Cottage	Grade II	Healing family monument in churchyard	Grade II
Brockridge Farmhouse	Grade II	Glebe Cottage, Church End	Grade II
Granary Cottage	Grade II		
Wood End Cottage	Grade II		
Wood End Farmhouse	Grade II		
Barn and shelter sheds, Wood End Farm	Grade II		
Hill End Farmhouse	Grade II		
Twyning Farmhouse, including walled garden and dairy	Grade II		
The Bothy, Puckrup	Grade II		
Puckrup Farmhouse	Grade II		

The Rookery, Church End, including wall and railing	Grade II	Abbey Old House	Grade II*
Barn, south of Phelps' Farmhouse, Stratford Bridge	Grade II	Church of St Peter	Grade I
		Cross in Churchyard and 8 tombs	Grade II
		School & School House	Grade II
<u>UCKINGTON</u>			
Church of St Mary Magdalene , Elmstone Hardwicke	Grade II*	The following Numbers on Gloucester Street: 1, ,3,4,5,7,9,23,33,35,37,41,45,47,49,51,59, 61,65,67,69,71,73,75,77,79,79A, 81,85,87,89, 97,99,101,103,109,2,4,8,14,16,18,20,34,36, 38,48,50,52,54,62,64,66,68,72,74,82,86,88, 92,94,98,100	Grade II
Gravestones in the Churchyard	Grade II		
Moat Cottage, Uckington	Grade II		Grade II
Moat House, Uckington	Grade II	Ye Olde Corner Cupboard, 83 Glos. Street	Grade II*
Bridge and attached pair of lodges at Moat House, Uckington	Grade II	The Old Vicarage & Stables & wall & pier, 60 Glos. St	Grade II
Barn at Moat House, Uckington	Grade II	Greet Farmhouse, Greet	Grade II
Uckington Farmhouse, Uckington	Grade II	1, 2, 3, & 4 Greystones, Glos. St	Grade II
Stable block and Cart Store at Uckington Farm, Uckington	Grade II	The following Numbers on Hailes Street: 3,3A, 5, 7,11,Mercia, 19,21,23, Fairview House, 27,31,33,35,37, 39,41,55,57,6,6A,8,10,12,14, 20,22,24,36,47 & 49 18, Parr's Farmhouse and railings & gate,	Grade II
<u>WALTON CARDIFF</u>			
No Listed Buildings		Chandos House, The "Follies"	Grade II Grade II*
<u>WINCHCOMBE</u>			
Bleby House & Grotto	Grade II	The following Numbers on the High Street: Nos 1,5,7,9,11,12,16,18,20,22,	
St Kenelm's House	Grade II	The White Hart,	
Stone House	Grade II	Old Bakery,	
Plasterers Arms	Grade II	Queen Anne House,	
Dent's Terrace & entrance	Grade II	Nos 6,8,10,	
Abbey Cottage	Grade II	Town Hall,	
School and Assembly rooms	Grade II	Emporium,	
Winchcombe Abbey & wall, gates & piers	Grade II	Former Midland Bank,	
Charingworth Court	Grade II	Prichard Antiques	
Great House	Grade II	Premises north east of Sudeley House	
Mill Building	Grade II	Sudeley House	
Mill Cottage & gate piers and walls	Grade II	Abbey House	Grade II
Old Smith's Cottage	Grade II	Manor Farmhouse, outbuildings & dovecote,Greet	Grade II
Woodman's Cottage	Grade II	Chapel Farmhouse, Greet	Grade II
Isbourne House	Grade II	Manor Farm Cottage and Old Cottage, Greet	Grade II
1 and 2 Sudeley Mill Cottages	Grade II	Mill House, Nos 1-12 Mill Lane	Grade II
Plum Tree Bank, 21 Cheltenham Road	Grade II		
Coates Mill House	Grade II	The following Numbers on North Street: 1,3,5,7,9,11,13,37,53,57,59, 8,10,14,16,26,28,34,38,40,42, 44,62,78	Grade II
Corndean Hall & Coach House, Stables & Outbuildings	Grade II*	Postlip Hall	Grade I

Tithe Barn	Grade II*	Countess of Huntingdon's Chapel, Stockwell Lane	Grade II
West Lodge & South Lodge, Postlip	Grade II	Gable Cottage, Stockwell Lane	Grade II
St James' Chapel	Grade I	Home Farmhouse, Stockwell Lane	Grade II
Lambing Shelter	Grade II	Pear Tree Cottage, Stockwell Lane	Grade II
Gate piers & walls & railings, Postlip Hall	Grade II	Pigeon House, Stockwell Lane	Grade II
Dormer House	Grade II	Rose Cottage, Stockwell Lane	Grade II
The Hermitage	Grade II		
Jacobean House	Grade II		
Sudeley Hill Farmhouse	Grade II		
St Kenelm's Well & railings	Grade II		
St Kenelm's Chapel	Grade II		
Boilingwell House	Grade II		
1,2 and 3 Sudeley Hill Farm Cottages & Stable Block	Grade II		
Hill Barn and cow stalls	Grade II		
The following Numbers on Vineyard Street: 1,5,7,9,11,13,2,4,6,8,10,12,14,16	Grade II		
Almsbury Farmhouse, barn, cowshed, stables, shelter shed and granary	Grade II		
Vineyard Bridge	Grade II		
K6 Telephone Kiosk, Malthouse Lane/Glos. St	Grade II		

WOODMANCOTE

The Cottage Bushcombe Lane	Grade II
Brook Cottage, Bushcombe Lane	Grade II
Barn/Stable, 5m S.E. of Yew Tree Farmhouse, Bushcombe Lane	Grade II
The Little Castle, Spring Lane	Grade II
The Old Thatched, Cottage, Station Road	Grade II
Poplar Farmhouse, Station Road	Grade II
King's Farmhouse, Stockwell Lane	Grade II
The Manor Farmhouse, Stockwell Lane	Grade II*
Rose Farmhouse, Stockwell Lane	Grade II
Washpool, Stockwell Lane	Grade II
Whistling Down, Stockwell Lane	Grade II
Cottage, The Woottons, Stockwell Lane	Grade II

APPENDIX 2

SCHEDULED ANCIENT MONUMENTS

ALDERTON

Dixton Hill Camp -

Hillfort known as Dixton Hill Camp

ASHLEWORTH

Ashleworth Tithe Barn -

A stone tithe barn built at the end of the 15th century

BADGEWORTH

Crickley Hill Camp -

A promontory hillfort about 3.85 hectares contained by a single bank and ditch
Roman villa

Dryhill Roman Villa -

Churchyard Cross in Holy Trinity Churchyard -

A restored churchyard cross south east of the Holy Trinity church, Badgeworth

Urrist Barn -

Moated site and fishpond south west of Yew Tree Farm

Bentham Manor -

Moated site and fishpond

BROCKWORTH

High Brotheridge Camp, Buckholt -

Promontory fort

BUCKLAND

Churchyard cross in St Michael's Churchyard -

A restored churchyard cross north of the church

CHACELEY

Churchyard Cross in St John the Baptist's Churchyard -

A churchyard cross with restored shaft and head, south of the church.

DEERHURST

Deerhurst monastic site and multi-period settlement -

A Saxon and medieval monastic site and a multi-period settlement

GOTHERINGTON

Nottingham Hill Camp -

Large promontory fort including a line of earthworks made up of two banks and two ditches running across the neck of the hill

GREAT WITCOMBE

Witcombe Roman Villa -
High Brotheridge Camp, Buckholt -

Romano-British villa
Promontory fort on Cooper's Hill

GRETTON

Gretton Church -

Remains of Gretton Church, comprising west tower and remains of walls

HAWLING

Bowl barrows, Southdown Farm -	Two bowl barrows 740m south west of Southdown Farm
Hawling Downs Bowl Barrows -	Two bowl barrows 610m north east of Slade Barn Farm
Roel Farm Bowl Barrow, Roel -	Bowl barrow 690m south west of Roel Farm
Roel Farm Bowl Barrow, Roel	Bowl barrow 760m south of Roel Farm
<u>HIGHNAM</u>	
Over Earthwork -	Mediaeval moated site and civil war earthworks
Over Bridge -	Single span arch bridge of stone construction spanning the West Channel of the River Severn
<u>MAISEMORE</u>	
Churchyard Cross in St Giles Churchyard -	15th century churchyard cross south of the church porch
<u>OXENTON</u>	
The Knolls Camp -	Hillfort known as The Knolls Camp, located on Oxenton Hill
<u>SHURDINGTON</u>	
Leckhampton Camp and Round Barrow -	Promontory fort and round barrow located on Leckhampton Hill
<u>SNOWSHILL</u>	
Snowshill Round Barrows (south west of the village) -	Three round barrows
<u>SOUTHAM</u>	
Cleeve Hill Camp near Cheltenham -	Bivallate hillfort located on Cleeve Cloud
The Ring, Cleeve Hill -	Circular enclosure
Earthwork on Cleeve Common -	Earthwork located on Cleeve Common
Bowl barrow south east of Piccadilly Farm -	Bowl barrow
<u>STANTON</u>	
Shenbarrow Hill Camp -	Hillfort, located on Shenbarrow Hill
Village Cross at Stanton -	Village cross on the junction of High Street and Church Lane
<u>STANWAY</u>	
Hailes Abbey & Ringwork (inc. former "Hailes Castle") -	Ruins of Cistercian Abbey and medieval earthwork
Hailes Wood Camp, Hailes -	Iron Age hill- fort known as hailes Wood Camp
Millhampost Roman Site -	Site of Roman burials and pottery finds
Stumps Cross Round Barrows -	Two bowl barrows
Stanway Tithe Barn -	Aisleless tithe barn
Taddington Mediaeval Settlement -	Mediaeval settlement
Wayside Cross at Stumps Cross -	Cross at the junction of four roads
<u>STOKE ORCHARD</u>	
Cross in Churchyard of St John the Baptist's Church, Tredington -	Medieval churchyard cross

SUDELEY

Camp south of Bespidge Wood, Near Sudeley -
 Bowl Barrow South West of Belas Knap -
 Wadfield Roman Villa -
 Spoonley Wood Roman Villa -
 Belas Knap Long Barrow -

Enclosed settlement
 Bowl barrow 100m south west of Belas Knap
 Roman villa
 Roman villa
 A restored chambered long barrow

TEWKESBURY

(Queen) Margaret's Camp -
 Holm Castle, (site of)-
 Site of St Mary's Abbey -

Medieval moated site
 Site of medieval building
 Site of the main precinct of the Benedictine Abbey
 of St Mary's and earlier 8th century priory - does
 not include the substantial above-ground remains
 which are protected by listing

TODDINGTON

Toddington Manor Gatehouse -

Remains of 17th century gatehouse

TWYNING

Towbury Hill Camp -

Hillfort known as Towbury Hill Camp

UCKINGTON

Moat House -

Medieval moated site

WALTON CARDIFF

Deserted Medieval Village -

Deserted medieval village of Walton Cardiff

WINCHCOMBE

Winchcombe Abbey -

Site of St Mary's Abbey and churchyard cross in
 St Peter's churchyard

Tithe Barn at Postlip Hall -

Tithe barn

Camp on Langley Hill -

Hillfort on Langley Hill

APPENDIX 3

NATURE CONSERVATION

A. SITES OF SPECIAL SCIENTIFIC INTEREST (SSSI)

ALDERTON

- Alderton Hill Quarry : Identified because of the presence of fossil insects and fish.
- Dixton Wood: Steep woodland, important for its beetles. (Also a candidate Special Area of Conservation under the EU Natura 2000 Directive).

ASHLEWORTH

- Ashleworth Ham : Unimproved grassland on the Severn floodplain, part of which is of botanical interest and the whole of which is important for wintering wildfowl. The site is managed as a nature reserve.

BADGEWORTH

- Badgeworth SSSI : Contains the rare adder's-tongue spearwort, as well as a number of other wetland plants.
- Crickley Hill SSSI : A large area of limestone grassland containing a range of habitats, including species-rich grassland, scrub and semi-natural woodland, together with nationally important rock exposures.

BROCKWORTH

- Cotswold Commons and Beechwoods (part) : Ancient beechwood and unimproved grassland with diverse species including some rare plants and invertebrates. (Also a candidate Special Area of Conservation under the EU Natura Directive).

CHACELEY

- Chaceley Meadows : A neutral unimproved herb-rich meadow managed traditionally for hay with aftermath grazing. Such a habitat was formerly widespread in the Severn Vale but is now scarce.

DEERHURST

Coombe Hill Canal SSSI : An area of partially improved flood meadows and drainage channels adjoining (and including) the disused Coombe Hill canal important for a number of rare plants and its impressive list of birds, particularly wintering wildfowl.

FORTHAMPTON

Upper Lode SSSI : The old channel of the river Severn - now a backwater. Identified because of the presence of rare plant species.

GREAT WITCOMBE

Cotswold Commons and Beechwoods (part) : Identified because of the presence of rich grassland and nationally important rock exposures. (Also a candidate Special Area of Conservation under the EU Natura 2000 Directive).

HASFIELD

Ashleworth Ham (part) : A large area of grassland overlying alluvial soils of the Severn floodplain. Parts of the site are of botanical interest, while the whole area, which floods annually, is an important refuge for wintering wildfowl.

HUCCLECOTE

Hucclecote Meadows : Species-rich lowland pasture with some 75 different species.

INNSWORTH

Innsworth Meadow : The site overlies Lower Lias clays and is one of a very small number of unimproved neutral grasslands remaining in the Severn Vale.

LEIGH

Coombe Hill Canal (part) : An area of partially improved flood meadows and drainage channels adjoining (and including) the disused Coombe Hill canal important for a number of rare plants and its impressive list of birds, particularly wintering wildfowl.

NORTON

Wainlode Cliff : Site of geological interest.

SHURDINGTON

Leckhampton Hill and Charlton Kings Common (part) : Unimproved grassland, limestone heath and woodland with a wide range of plants and old quarry excavations with an important cross section (60 metres thick) of Jurassic rock strata.

SNOWSHILL

Hornsleasow Roughs : A nationally important limestone grassland site which supports a number of nationally and locally rare plant species.

SOUTHAM

Cleeve Common (part) - An extensive area of limestone grassland with important geological and landform features.

STANWAY

Jackdaw Quarry : Site of geological importance.

TEWKESBURY

Severn Ham : One of the last remaining traditionally managed hay meadows overlying the alluvium of the Severn Vale and subject to annual winter flooding.

Upper Lode SSSI : The old channel of the river Severn, now a backwater. Identified because of the presence of rare plant species.

Turvey's Piece : Identified because of the presence of rare plant species.

TWYNING

Upham Meadow and Summer Leasow : Hay meadow and pasture grassland noted for its waders and wildfowl population and botanical interest.

WINCHCOMBE

Cleeve Common (part) : An extensive area of limestone grassland with important geological and landform features.

B. KEY WILDLIFE SITES

ALDERTON

Dixton Hill : Identified because of the unusual range of flora found on the upper part of the south-west facing slope of the hill.

Dixton Grove : An ancient semi-natural wood with a varied and diverse flora.

ASHLEWORTH

Meerend Thicket : An area of scrub in which a number of hides have been established to facilitate the viewing of birds on the Ham.

BISHOPS CLEEVE

Wingmoor Farm Meadow : Unimproved species-rich meadow.

BODDINGTON

Priors Grove (part) : An area of ancient semi-natural woodland of interest for its wood bank and old coppice.

BROCKWORTH

Cooper's Hill : Dense high forest Beech, open scrub and grassland habitats with a wide range of flora including several rare and local species. (Most of the site is part of the Cotswold Commons and Beechwoods SSSI).

Brockworth Park: Remnant trees from a mediaeval deer park site. A number of scattered ancient oak pollards with some younger trees. Saproxylic beetle fauna of exceptional interest.

BUCKLAND

Buckland Wood : An ancient semi-natural wood on a north-east facing hillside of particular interest because of its coppice structure in the east and its flora.

Wormington Brake : A small low-lying damp ancient semi-natural wood of interest because of its flora.

Wynniatt's Brake : A small semi-natural woodland on a low-lying damp site of interest because of its varied flora.

CHACELEY

Chaceley Meadows : A neutral unimproved herb-rich meadow, a habitat formerly widespread in the Severn Vale but now scarce.

CHURCHDOWN

Churchdown Hill Meadows : Two unimproved meadows with uncommon species of flora.

DEERHURST

Gloucestershire Wildlife Trust Reserve : A small osier bed adjacent to the River Severn important as an intermittent breeding site for a locally rare bird, there is an unimproved meadow adjacent to the reserve which is also of interest.

Coombe Hill Canal : An area of partially improved flood meadows and drainage channels adjoining the disused Coombe Hill canal.

Walton Hill Meadow : An unimproved neutral meadow exhibiting a very rich flora.

Haw Bridge Ditch : A ditch supporting a population of the nationally rare true fox-sedge.

DUMBLETON

Dumbleton Wood : An ancient woodland of particular interest for its large ash and hazel coppice and its varied ground flora.

GOTHERINGTON

Gotherington Wood : Unimproved limestone and neutral grassland, with some scrub, on the steep slopes of Nottingham Hill.

GREAT WITCOMBE

Witcombe Reservoirs : Three reservoirs of particular importance for their breeding and wintering waterfowl.

Witcombe Wood : A large ancient semi-natural wood of particular importance because it forms an integral part of the internationally important Cotswold Beechwoods complex.

HASFIELD

Corse Grove : An ancient semi-natural woodland of interest for its coppice stools and flora, its variety of habitats and old coppice trees.

Mixhill Wood : A mostly semi-natural ancient woodland with a varied flora including wood anemone.

HAWLING

Gazeley Wood : An ancient semi-natural wood with a species-rich ground flora.

Nettleton Hill Wood : A mainly semi-natural woodland with some recent plantations.

Hawling Grove : An ancient and mostly semi-natural wood.

Granham Plantation : An ancient and mostly semi-natural woodland with a species-rich ground flora.

Bespidge Wood (part) : An ancient wood, part of which retains an ancient semi-natural canopy, and of particular interest for its diverse flora.

Limehill Wood : An ancient semi-natural wood with a varied flora.

HIGHNAM

Highnam Woods : A large area of semi-natural woodland and plantation comprising the largest block in the Severn Vale and noted for its nightingales.

Corseleas Brake : An ancient wood of particular interest for its varied flora, structure and birds.

Piper's Grove : An ancient wood with a varied flora.

Lassington Wood : A gently sloping woodland originally planted as a landscape feature, with a good flora and wide range of woodland birds.

LEIGH

Flood Meadow adjacent to the Coombe Hill Canal SSSI : Area of partially improved flood meadows.

LONGFORD

Brick-earth Pits : A number of disused and now flooded brick-earth pits along the river bank.

MAISEMORE

Walham Ponds : Two disused brick pits colonised by a rich variety of wetland plants and animals.

Walham Ponds Brickpits : Two disused brickpits with open water, reed swamp and osier bed habitats.

Maisemore Roughett : Banks of calcareous grassland supporting a rich flora and of a semi improved nature.

NORTON

Priors Grove : An ancient semi-natural wood of interest for its wood bank and old coppice.

OXENTON

The Knolls, Oxenton Hill : An area of unimproved limestone grassland on the summit of Oxenton Hill.

PRESCOTT

Stanley Wood : An ancient semi-natural and secondary woodland, of particular interest for its old coppice, diversity of habitat and woodland flora.

SANDHURST

Sandhurst Brickpits : Two flooded disused brickpits which now support a variety of habitat types with fine plant, insect and bird populations.

Ashleworth Quay Brickpits: Flooded brickpits of interest for their aquatic flora and invertebrate populations.

Sandhurst Hay Meadow: A small hay meadow noted for the presence of meadow saffron.

SHURDINGTON

Shurdington Grove : An ancient semi-natural woodland of particular interest for its old hazel coppice and open glades which are a good habitat for butterflies.

SNOWSHILL

Littleworth Wood: An ancient semi-natural wood of particular interest for its varied flora.

Shippy Grove : A high quality semi-natural woodland with a small area of conifer plantation of particular interest because of the old ash pollards along the northern boundary, and field maple coppice stools in the centre of the wood.

Hornsleasow Roughs SSSI: A nationally important limestone grassland site which supports a number of nationally and locally rare plant species.

SOUTHAM

Queen's Wood : An area of ancient woodland.

Prestbury Grasslands : An area of unimproved limestone grassland to the south of Cleeve Common.

Nutterswood Wood }

Thrift Wood }

Stutfield Wood }

Queenswood Farm: Parkland with a grassland and scrub mosaic containing mature parkland trees which are mainly oak, ash and beech.

STANTON

Shenberrow Hill: Of importance for its herb-rich grasslands.

STANWAY

Lidcombe Wood : An ancient wood, half of which retains a semi-natural canopy with the remainder replanted with conifers, and supporting a varied flora.

Congrove Wood : An ancient semi-natural wood of particular interest for its old coppice and pollard field maple and varied ground flora.

Hailes Wood : An ancient wood of particular interest because of its varied flora and a stand of small leaved lime.

Thrift Wood : An ancient semi-natural wood with a varied flora.

SUDELEY

Humblebee How : Mainly ancient semi-natural woodland on steep east facing slope.

West Wood }

Willis's Coppice }

Bespidge Wood } Ancient or semi-natural woodland.

Limehill Wood (part) }

Spoonley Wood }

TEDDINGTON

Teddington Grove : Replanted ancient woodland, with various flora including the Trailing St John's wort, and an excellent example of an area of heavy clay susceptible to ongoing landslip.

TEWKESBURY

Mythe Railway Gloucestershire Wildlife Trust Reserve (part) : A disused railway supporting a collection of plants unusual in the Severn Vale.

Mythe Lake, Osier Beds and Cliff : A lake, disused osier bed and cliff exceptionally rich in bird, insect and plant species.

Tewkesbury Disused Railway Line : An area of scrub, open grassy areas and secondary woodland. Identified for its glow worm population.

TODDINGTON

Shetcombe Wood }
 Dumbleton Hill } Two areas of ancient woodland.

TWYNING

Brockridge Common : An intensively grazed area of unimproved acid grassland and gorse scrub which grades gradually into birch, oak and ash wood.

Shuthonger Common : An area of common divided into three areas by roads, including a semi-improved meadow and a pond.

Mythe Railway : A small part of the designated area comprising the disused railway of interest because of its range of plants which are unusual in the Severn Vale, birds and insects.

WALTON CARDIFF

Walton Cardiff Newt Ponds : Unimproved pasture with boundary hedgerows with a number of ponds within the field system which support a significant breeding population of great crested newts.

WINCHCOMBE

Stancombe Wood : An ancient woodland of particular interest because of its varied flora.

Breakheart Plantation : An ancient semi-natural and ancient replanted woodland of special interest because of indications of ancient wood pasture, its wide variety of habitats and diverse ground flora.

WOODMANCOTE

Nottingham Hill : An area of unimproved limestone and neutral grassland.

Bushcombe Wood : An area of ancient semi-natural woodland.

C. REGIONALLY IMPORTANT GEOLOGICAL/GEOMORPHOLOGICAL SITES (RIGS)

TEWKESBURY

Mythe Railway Cutting :	Identified because there are few exposures of Mercia Mudstones and Pleistocene Sands and gravels in the area.
The Red Cliff, Mythe Hill :	The exposed rocks are the deepest open section of Mercia Mudstones in the County.
Norton Hill Gravel Pits:	Small former gravel pit.
Sand Mine Quarry Cleeve Hill:	A rare exposure of the Harford Sands, especially valuable in relation to the variety of geology surrounding it on Cleeve Common.
Sandhurst Brick Pits:	The easily accessible pits expose alluvium clays from the Holocene age. Low angled current bedding is occasionally visible.
Shurdington Sand and Gravel Pit:	Recently worked shallow sand pit, c.5m deep. Bottom of pit indicates the base of the Cheltenham Sands in a superficial deposit. A rare example of the generally poorly exposed Cheltenham Sands.
Old Quarries Gretton:	A historical site worked from the C19th for the famous fish, insect and reptile bed of the Whitby Mudstone Formation. (Upper Lias). This is a very important academic site.
Hardstone Quarry, Cleeve Hill:	Contact between Cleeve Cloud and Scottsquar members is clearly exposed and easily and safely accessible.
Cleeve Cloud Fault Section:	The major fault at this location automatically qualifies it as a RIGS. This is important for regional structural analysis and a good educational site.
Grass Grown Quarry, Cleeve Hill:	High value as a regionally important site for scientific and educational reasons.
Pot Quarry and Rolling Bank Quarry:	An excellent site exposing rocks not seen at any other location. Exposes a bored and encrusted hardground, sedimentary structures and a major fault as well as a substantial sequence of rocks.
Roadstone Quarry:	This site exposes regionally important strata with a high educational value, and has local historical significance.
Charlton Kings Quarry:	Although little geology is exposed the site is valuable in demonstrating geomorphological features such as rotational cambering and land slippage.
Maisemore Cliff	Low cliff actively eroding in the west channel of the River Severn where valuable exposures of ice age gravels have become exposed.

APPENDIX 4

IMPORTANT OPEN SPACES

ALDERTON

Land at Beckford Road/
Willow Bank Road

Attractive open space important to
village character

ASHCHURCH

Land adj Ashchurch
Church

Open area separating the church from the village

ASHLEWORTH

Ashleworth Green

Attractive focal point in the village which
contributes to the character of the area

BADGEWORTH

Badgeworth Green

Attractive village green

BISHOPS CLEEVE

Tobysfield Road
(three areas)

Attractive open spaces which contribute to the character of
residential areas

Vilverie Mead

"

St Michael's Avenue

"

Linworth Road

"

Crown Drive

"

Hisnams Field

Attractive open spaces which contribute to the character of
residential areas

Greenmeadow Bank

"

Stonecroft Close

"

Jardine Drive

"

Grange Field

Large area of parkland of amenity value

BROCKWORTH

Green Way

Attractive open space within residential area

Green Street

Important visual gap between the existing built up area and the Gloucester Business Park.

Land Adj. Horsbere Brook

Linear open space forming a landscaped edge to the built-up area

CHURCHDOWN

Highgrove Way (two areas)

Attractive open spaces which contribute to the character of the residential areas

Boleyn Close

"

Mary Rose Avenue

"

Buckingham Drive

"

Yew Tree Way

"

Springwell Gardens

"

Green Lane

"

Barnes Wallis Way

Attractive open spaces which contribute to the character of the residential areas

Cordingley Close

"

Station Road

Attractive park adjacent St Andrews Church

RAF Sports Field

Visually important space separating built-up areas, and providing a link to surrounding countryside

Parton Road

Open space adjacent to the Community Centre

DEERHURSTJunction of Sawpit Lane/
Severn Way

Village focal point

Adjacent to Oak House

Attractive open space providing link to surrounding countryside

Village Green

Attractive village focal point

Adj St Ringers Cottage

Amenity area.

DOWN HATHERLEY

Land adjacent Church

Attractive visual amenity area

DUMBLETON

Greens adjacent Church	Attractive amenity areas which enhances the character of the village
Blacksmiths Lane	Attractive open space
Land opposite Garden Close	Attractive open space
Wormington Green	Attractive village focal point

GOTHERINGTON

Shutter Lane	Attractive visual element within the street scene
Daffodil Bank (adj School)	Attractive visual amenity area
Lawrences Meadow	Attractive visual amenity area

HAWLING

East of Hawling Manor	Open space which contributes to the character of the settlement
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HIGHNAM

Highnam Green	Attractive open green
Limekiln Grove	Attractive visual amenity area
Oakridge (two sites)	Attractive visual amenity areas

NORTON

Green (Bishops Norton)	Attractive village focal point
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SANDHURST

Green (Opposite Pennells Farm)	Attractive open area
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SHURDINGTON

Church Lane	Attractive open area
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SNOWSHILL

Green around Church	Focal point in the village which enhances the character of the area
Opposite Snowshill Manor	Attractive open area

Rear of Manor Cottages
Appendix 4
Significant visual amenity value with several prominent trees

STANTON

Wedgewood Cottages
Attractive open area

STOKE ORCHARD

Orchard opposite Manor Farm
Makes an important visual contribution to the character of the street scene

TEDDINGTON

Alstone Lawns Paddock
Visually attractive area which contributes to the character of the settlement

TEWKESBURY

Abbey Grounds
Visually important space in terms of both the setting of the Abbey and the character of the conservation area

Vineyards
Major parkland/recreational area on the edge of the town centre

Friends Burial Ground
Attractive visual amenity area

TWYNING

Twyning Green
Visually attractive village focal point

WINCHCOMBE

Vineyards Street
Attractive visual amenity areas adjacent to the River Isbourne

(two areas)

Silk Mill Lane
Visually attractive area important to the street scene

WOODMANCOTE

Recreation Ground
Attractive visual amenity area in the heart of the village

Honeybourne Meadow
Attractive visual amenity area

POLICY IMPACT MATRIX	GLOBAL SUSTAINABILITY						NATURAL RESOURCES				LOCAL ENVIRONMENTAL QUALITY				
	1 Transport energy: Efficiency: trips	2 Transport energy: Efficiency: modes	3 Built environment Energy: efficiency	4 Renewable energy potential	5 Rate of CO ₂ fixing	6 Wildlife habitats	7 Air Quality	8 Water conservation and quality	9 Land and soil quality	10 Minerals conservation	11 Landscape and open land	12 Urban environmental "liveability"	13 Cultural heritage	14 Public access open space	15 Building quality
CRITERIA	POLICY NUMBER/SUBJECT														
GENERAL															
GNL 1 General Design	●	●	●	●	●	●	●	●	●	●	●	✓	●	●	✓
GNL 2 Design requirements for major development proposals	●	●	●	●	●	●	●	●	●	●	●	✓	●	●	✓
GNL 3 Architectural Features	●	●	●	●	●	●	●	●	●	●	●	✓	✓	●	✓
GNL 4 Fenestration	●	●	●	●	●	●	●	●	●	●	●	✓	✓	●	✓
GNL 5 Floorspace	●	●	●	●	●	●	●	●	●	●	●	✓	●	●	●
GNL 6 Provision for Art	●	●	●	●	●	●	●	●	●	●	●	✓	✓?	●	●
GNL 7 Crime Prevention	●	●	●	●	●	●	●	●	●	●	●	✓	●	●	●
GNL 8 Energy Efficient Development	●	●	✓	✓	●	●	✓	●	●	✓	●	✓	●	●	✓
GNL 9 Telecommunications	●	●	●	●	●	●	●	●	●	●	✓	●	●	●	●
GNL 10 Utilities	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●

Key



● No relationship or insignificant impact

✘ Significant adverse impact



✓? Likely but unpredictable impact

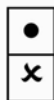
? Uncertainty of prediction or knowledge



✓ Significant beneficial impact

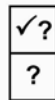
POLICY IMPACT MATRIX	GLOBAL SUSTAINABILITY						NATURAL RESOURCES				LOCAL ENVIRONMENTAL QUALITY				
	1 Transport energy: Efficiency: trips	2 Transport energy: Efficiency: modes	3 Built environment Energy: efficiency	4 Renewable energy potential	5 Rate of CO ₂ fixing	6 Wildlife habitats	7 Air Quality	8 Water conservation and quality	9 Land and soil quality	10 Minerals conserva- tion	11 Landscape and open land	12 Urban environmental "liveability"	13 Cultural heritage	14 Public access open space	15 Building quality
CRITERIA	POLICY NUMBER/SUBJECT														
GNL 11 Implementation	●	●	●	●	●	✓	●	●	●	●	✓?	✓?	✓?	✓?	✓?
GNL 12 Boundary Treatments	●	●	●	●	●	✓	●	●	●	●	✓	✓?	●	●	✓
GNL 13 Advertisements	●	●	●	●	●	●	●	●	●	●	✓	✓	✓	●	✓
GNL 14 Redevelopment of contaminated sites	●	●	●	●	●	✓	✓?	✓	✓	●	✓	✓	●	●	●
GNL 15 New Community Facilities	●	●	●	●	●	●	●	●	●	●	●	✓	●	●	●
GNL 16 Disabled Access	●	●	●	●	●	●	●	●	●	●	●	✓	●	●	●
GNL 17 Pre-School childcare facilities	✓	✓	●	●	●	●	●	●	●	●	●	✓	●	●	✓
HOUSING															
HOU 1 Housing Allocations	✓	✓	✓	●	●	✗	●	●	●	●	✗	✓	✓?	✓?	✓
HOU 2 Larger Settlements	✓	✓	✓	●	●	●	✓	●	●	●	●	●	✓?	✓?	✓?
HOU 3 Other Villages - infilling only	✗	✗	●	●	●	●	✗	●	●	●	●	●	✓?	✓?	✓?

Key



No relationship or insignificant impact

Significant adverse impact



Likely but unpredictable impact

Uncertainty of prediction or knowledge



Significant beneficial impact

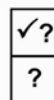
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CRITERIA	POLICY NUMBER/SUBJECT														
HOU 4 Other Settlements/Rural Areas	✓	✓?	●	●	●	●	✓	●	●	●	●	●	✓?	✓?	✓?
HOU 5 Hsg development in res. areas	✓	✓?	✓?	●	●	●	✓	●	●	●	●	●	✓?	✓?	✓?
HOU 6 Refurbishment of existing dwellings	●	●	✓	●	●	●	●	●	●	●	●	●	●	●	✓
HOU 7 Replacement dwellings	●	●	●	●	●	●	●	●	●	●	●	✓?	●	✓	
HOU 8 Domestic extensions	●	●	✓	●	●	●	●	●	●	●	✓?	✓?	✓?	●	✓
HOU 9 Conversions/sub divisions	●	●	✗	●	●	●	●	●	●	●	✓	●	●	●	
HOU 10 Change agr. to residential	●	●	●	●	●	✓?	●	●	✓?	●	✗	✓	✓?	●	●
HOU 11 Elderly persons accom.	✓?	✓?	✓?	●	●	●	✓?	●	●	●	●	✓?	●	●	
HOU 12 Mobile homes	●	●	✓?	●	●	●	●	●	●	●	●	✓?	●	●	
HOU 13 Affordable housing (exceptions schemes)	✗	✗	✓?	●	●	●	✗	●	✗	●	✓?	●	✓?	●	●
HOU 14 Affordable Housing	✓	✓	✓	●	●	✗	✓	●	●	●	✗	✓	✓?	●	●

Key



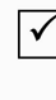
No relationship or insignificant impact

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POLICY NUMBER/SUBJECT															
HOU 15 Gypsy sites	●	●	●	●	●	✘	●	●	●	●	●	●	✓?	●	●
HOU 16 Minsterworth gypsy sites	●	●	●	●	●	●	●	●	●	●	●	✓?	●	●	
GREEN BELT															
GRB 1 General	✘	✘	●	●	●	✓?	✓?	●	✓	●	✓	✓?	●	✓	●
GRB 2 Deletions from Green Belt	●	●	●	●	●	✓?	✓?	●	●	●	●	✓?	●	●	●
GRB 3 Additions to Green Belt	✘	✘	●	●	●	✓?	✓?	●	●	●	✓	✓?	●	✓	●
EMPLOYMENT															
EMP 1 Major Employment sites	✓	✓	●	●	●	✘	✓?	●	✓?	●	✘	●	✓?	●	●
EMP 2 Emp. uses within settlements outside allocated sites	✓?	●	●	●	●	●	✓?	●	●	●	●	✓	●	●	●
EMP 3 Rural Business Centres	✓?	✓?	●	●	●	●	✓?	●	✓?	●	●	●	✓?	●	●
EMP 4 Rural Employment Policy	✓?	?	●	●	●	●	?	●	●	●	●	●	✓?	●	●

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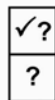
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CRITERIA	POLICY NUMBER/SUBJECT														
Existing emp. uses o/s sttmts, EMP 5 allocated sites & rural b.cntrs	✓?	?	●	●	●	●	?	●	●	●	●	●	●	●	●
BR 2 Gloucester Business Park	✓	✓	✓?	●	●	●	✓?	●	●	●	✗	✓	✓?	●	✓
AS 6 Cowfield Farm South	✓	✓	●	●	●	●	●	●	●	●	●	●	✓?	●	●
TRANSPORT															
TPT 1 Access for Development	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
TPT 2 Traffic Calming	✓?	✓?	●	●	●	●	✓?	●	●	●	●	✓	●	●	●
TPT 3 Pedestrian networks	✓	✓	●	●	✓	●	✓	●	●	●	●	✓	●	●	●
TPT 5 Cycle Facilites	✓	✓	●	●	●	●	✓	●	●	✓	●	✓?	●	✓	●
TPT 6 Cycle Parking	✓	✓	●	●	●	●	✓	●	●	✓?	●	✓?	●	✓	●
TPT 7 Disabled access to public transport	✓	✓	●	●	●	●	✓	●	●	●	●	●	✓	●	●
TPT 8 Park and Ride provision	✓?	✓	●	●	●	●	✓?	●	●	●	●	✓	?	●	●

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✗ Significant adverse impact



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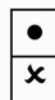
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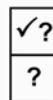
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CRITERIA	POLICY NUMBER/SUBJECT														
TPT 9 Public Transport Corridor	✓	✓	●	●	●	●	✓	●	●	✓	●	✓	●	●	●
TPT 10 Railway Stations	✓	✓	●	●	✓	✓?	✓?	●	●	●	●	✓	✓	●	●
TPT 11 Support for Restoration of GWR	●	●	✓	●	✓	✓	✓?	●	●	●	●	✓	✓	●	●
TPT 12 Parking Standards	✓?	✓?	●	●	●	●	✓?	●	●	●	✓?	✓?	●	●	●
TPT 13 M5 junction 9 to A46 Aston Cross	●	●	●	●	●	●	✓	●	●	●	●	✓	●	●	●
TPT 14 Tewkesbury Northern Bypass	●	●	●	●	●	✘	✓	●	●	●	✘	✓	✓	●	●
TPT 15 Pedestrianisation in Tewkesbury	●	●	●	●	●	●	✓	●	●	●	●	✓	✓	●	●
TPT 16 Petrol filling stations on principal routes	●	●	●	●	●	●	●	●	●	●	✓?	●	●	●	●
TPT 17 Refurbishment of existing petrol filling stations	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
TPT 18 Protection of potential rail freightheads	✓	✓	●	●	●	✓?	✓	●	●	●	●	✓	✓?	●	●

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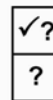
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CRITERIA	POLICY NUMBER/SUBJECT														
CONSERVATION															
HEN 1 CAs - general	●	●	●	●	●	●	●	●	●	●	●	✓	✓	✓	✓
HEN 2 CAs - setting & impact	●	●	●	●	●	●	●	●	●	●	●	✓	✓	✓	●
HEN 3 Visual impact-parking, street furniture and features	●	●	●	●	●	●	●	●	●	●	✓?	✓	✓?	✓?	●
HEN 4 CAs - demolition	●	●	✓	●	●	●	●	●	●	●	●	✓	✓	●	●
HEN 5 Open spaces, water features, hedgerows & trees within CAs	●	●	●	●	●	✓?	?	●	●	●	✓	✓	✓?	✓	●
HEN 6 Shopfronts in CAs	●	●	●	●	●	●	?	●	●	●	✓	✓	✓?	✓	✓
HEN 7 Blinds & canopies in CAs	●	●	●	●	●	●	●	●	●	●	●	✓	✓	●	✓
HEN 8 Area of SAC in CA	●	●	●	●	●	●	●	●	●	●	●	✓	✓	●	●
HEN 9 Historic Courts & Alleyways	●	●	●	●	●	●	●	●	●	●	●	✓	✓	✓	●
HEN 10 Repair of listed buildings	●	●	✓	●	●	●	●	●	●	●	●	✓	✓	●	●

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CRITERIA	POLICY NUMBER/SUBJECT														
HEN 11 Alterations/Extensions to LBs	●	●	✓	●	●	●	●	●	●	●	●	●	●	●	✓
HEN 12 Survey drawings & photos where works to LBs	●	●	●	●	●	●	●	●	●	●	●	✓	●	●	
HEN 13 Setting of LBs	●	●	●	●	●	●	●	●	●	●	✓	✓	✓	●	
HEN 14 Demolition LB's	●	●	●	●	●	●	●	●	●	●	✓	✓	●	✓	
HEN 15 Control of boundary design adj listed buildings	●	●	●	●	●	●	●	●	●	●	✓	✓	●	●	
HEN 16 Protection of listed historic buildings	●	●	●	●	●	●	●	●	●	●	✓	✓	●	●	
HEN 17 Adverts on listed buildings	●	●	●	●	●	●	●	●	●	●	●	✓	●	✓	
HEN 18 Shopfronts on listed buildings	●	●	●	●	●	●	●	●	●	●	✓	✓	●	✓	
HEN 19 Conservation of industrial archaeological features	●	●	●	●	●	●	●	●	●	●	✓?	✓	●	✓	
HEN 20 Scheduled Monuments	●	●	●	●	●	●	●	●	●	●	●	✓	●	●	
HEN 21 Archaeological assesment	●	●	●	●	●	●	●	●	●	●	●	✓	●	●	

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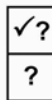
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CRITERIA	POLICY NUMBER/SUBJECT														
HEN 22 Archaeological recording	●	●	●	●	●	●	●	●	●	●	●	●	✓	●	●
HEN 23 Management & interpretation of archaeological sites	●	●	●	●	●	●	●	●	●	●	●	●	✓	✓	●
HEN 24 Historic Battlefields	●	●	●	●	●	●	●	●	●	●	✓	●	✓	✓	●
ENVIRONMENT															
EVT 1 Energy	●	✓	✓	●	●	✓	●	●	●	✓	●	●	●	●	●
EVT 2 Light Pollution	●	●	●	●	●	✓	●	●	●	●	●	✓	●	●	●
EVT 3 Noise Pollution	●	●	●	●	●	●	●	●	●	●	●	✓	●	●	●
EVT 4 Air quality	●	●	●	●	●	✓	✓	●	●	●	●	✓	●	●	●
EVT 5 Flooding Development in high and low to medium flood risk areas	●	●	●	●	●	✓	●	✓	✓	●	●	✓	●	●	●
EVT 6 Ground water protection	●	●	●	✓	●	✓	●	✓	✓	●	●	●	●	●	●
EVT 7 Water Pollution	●	●	●	✓	●	●	●	✓	✓	●	●	✓	●	●	●

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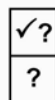
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CRITERIA	POLICY NUMBER/SUBJECT															
EVT 8	Development near sewage treatment works	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
EVT 9	Sustainable urban drainage systems	●	●	●	●	●	✓	●	✓	✓	●	●	✓	●	●	
LANDSCAPE																
LND 1	A.O.N.B	●	●	●	●	●	✓	●	●	✓	●	✓	●	●	✓	●
LND 2	S.L.A	●	●	●	●	●	✓	●	●	✓	●	✓	●	●	✓	●
LND 3	L.P.Z	●	●	●	●	✓	✓	●	✓	●	●	✓	●	●	✓	●
LND 4	Countryside Protection	●	●	●	●	●	✓	●	●	✓	●	✓	●	●	●	●
LAN 5	Important Open Spaces	●	●	●	●	✓	✓	●	●	●	●	✓	✓	●	✓	●
LAN 6	Historic Parks & Gardens	●	●	●	●	✓	✓	●	●	●	●	✓	✓	✓	✓	●
LAN 7	Landscaping of new development	●	●	●	●	✓?	✓?	●	●	●	●	✓	✓	●	✓	●
LAN 8	Trees	●	●	●	●	✓	✓?	✓	●	●	●	✓	✓	●	✓	●

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CRITERIA		POLICY NUMBER/SUBJECT														
LAN 11	Siting of buildings in relation to trees	●	●	●	●	✓	✓	✓	●	●	●	✓	✓	●	●	●
TOURISM																
TOR 1	General policy	✘	●	●	●	●	●	✘	●	●	✘	?	●	✓	●	●
TOR 2	Serviced/Self catering accommodation	✓?	●	●	●	●	●	✓?	●	●	●	✓	✓?	✓?	●	●
TOR 3	Extensions to Hotels/ Accommodation	●	●	●	●	●	●	●	●	●	●	●	●	✓?	●	●
TOR 4	New static caravan/ log cabin/chalet sites	✓?	●	●	●	●	✘	✓?	●	●	●	✓	●	✓?	●	●
TOR 5	Touring caravan and camping sites	✓?	●	●	●	●	●	●	●	●	●	✓?	●	✓?	●	●
TOR 6	Extensions to existing caravan/camp sites	●	●	●	●	●	✘	●	●	●	●	✓	●	✓?	●	●
TOR 7	Farm diversification	✓?	●	●	●	✓	✓	✓?	✓?	✓?	●	✓?	●	✓?	●	✓
TOR 8	Marinas	●	●	●	●	●	●	●	●	●	✓?	●	●	●	●	●
TOR 9	Hereford & Gos. canal	✓	✓	●	●	●	✓	✓	●	●	●	●	●	✓	✓	●

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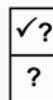
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CRITERIA																
POLICY NUMBER/SUBJECT																
SHOPPING																
RET 1	Tewkesbury town centre primary shopping frontages	✓	✓	●	●	●	●	✓	●	●	●	●	✓	✓	●	✓?
RET 2	Tewkesbury town centre mixed use frontages	✓	✓	●	●	●	●	✓	●	●	●	●	✓	✓	●	✓?
RET 3	Retail Areas	✓	✓	●	●	●	●	✓	●	●	●	●	✓	✓?	●	●
RET 4	New local facilities	✓	✓	●	●	●	●	✓	●	●	●	●	✓	✓?	●	●
RET 5	Village shops and public houses	✓	✓	●	●	●	●	✓	●	●	●	●	✓	✓?	●	●
RET 6	Large retail stores	✓	✓	●	●	●	●	✓	●	●	●	✓?	✓	✓?	●	●
RET 7	Shopfronts	●	●	●	●	●	●	●	●	●	●	●	✓	✓?	●	✓?
RET 8	Garden centres	✗	✗	●	●	●	●	✗	●	●	●	●	●	✓?	●	●
RET 9	Farmshops/P.Y.O	✗	✗	●	●	●	✓?	✗	●	✓	●	✓	●	✓?	●	●
RET 10	Class A3 food and drink	✓	✓	●	●	●	●	●	●	●	●	●	✓	●	●	●

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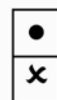
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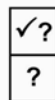
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CRITERIA	POLICY NUMBER/SUBJECT															
RET 11 Extensions to public houses	●	●	●	●	●	●	●	●	●	●	●	●	✓	✓?	●	✓
RECREATION																
RCN 1 Outdoor playing space	✓	●	●	●	●	✓?	✓	●	●	●	●	✓	●	✓	●	
RCN 2 Provision of sports pitches	●	●	●	●	●	●	●	●	●	●	●	✓	●	●	●	
RCN 3 New arts & entertainment facilities	✗	✓?	●	●	●	●	✗	●	●	●	●	✓	✓?	●	●	
RCN 4 Recreation in A.O.N.B/S.L.A/L.P.Z	●	●	●	●	●	●	●	●	●	●	✓	●	●	✓	●	
RCN 5 Public Rights of Way	✓	✓	●	●	●	●	●	●	●	●	✓	●	●	✓	●	
RCN 6 Horse riding facilities	✗	✓	●	●	●	●	●	●	●	●	✓	✓?	●	●		
RCN 7 Golf courses	✗	●	●	●	✓	●	●	●	●	●	✓	●	✓?	✓	●	
RCN 8 Recreational & commercial use of ponds and lakes	●	●	●	●	●	✓	●	●	✗	●	✓	✓	●	✓	●	
RCN 9 Noise nuisance by sport	●	●	●	●	●	✓	●	●	●	●	✓	✓	✓	✓	●	

Key



No relationship or insignificant impact

Significant adverse impact



Likely but unpredictable impact

Uncertainty of prediction or knowledge



Significant beneficial impact

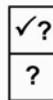
POLICY IMPACT MATRIX	GLOBAL SUSTAINABILITY						NATURAL RESOURCES				LOCAL ENVIRONMENTAL QUALITY				
	1 Transport energy: Efficiency: trips	2 Transport energy: Efficiency: modes	3 Built environment Energy: efficiency	4 Renewable energy potential	5 Rate of CO ₂ fixing	6 Wildlife habitats	7 Air Quality	8 Water conservation and quality	9 Land and soil quality	10 Minerals conserva- tion	11 Landscape and open land	12 Urban environmental "liveability"	13 Cultural heritage	14 Public access open space	15 Building quality
CRITERIA	POLICY NUMBER/SUBJECT														
RCN 10 Allotments	●	●	●	●	●	✓	●	●	✓	●	●	✓	●	●	●
NATURE CONSERVATION															
NCN 1 Provision of International NC site	●	●	●	●	●	✓	●	✓?	✓	●	●	●	●	●	●
NCN 2 S.S.S.I protection	●	●	●	●	●	✓	●	✓?	✓	●	●	●	●	●	●
NCN 3 Key wildlife sites	●	●	●	●	●	✓	●	✓?	✓	●	●	●	●	●	●
NCN 4 Development affecting protected species	●	●	●	●	●	✓	●	✓	✓	●	✓	●	✓?	●	●
NCN 5 Protection important natural features	●	●	●	●	●	✓	●	●	✓	●	✓	✓	✓	✓	●
NCN 6 New and restored ponds	●	●	●	●	●	✓	●	✓	●	●	✓	✓	●	●	●
NCN 7 Wildlife corridors	●	●	●	●	●	✓	●	●	●	●	✓	✓	●	●	●

Key



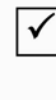
● No relationship or insignificant impact

x Significant adverse impact



✓? Likely but unpredictable impact

? Uncertainty of prediction or knowledge



✓ Significant beneficial impact

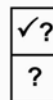
POLICY IMPACT MATRIX	GLOBAL SUSTAINABILITY						NATURAL RESOURCES				LOCAL ENVIRONMENTAL QUALITY				
	1 Transport energy: Efficiency: trips	2 Transport energy: Efficiency: modes	3 Built environment Energy: efficiency	4 Renewable energy potential	5 Rate of CO ₂ fixing	6 Wildlife habitats	7 Air Quality	8 Water conservation and quality	9 Land and soil quality	10 Minerals conserva- tion	11 Landscape and open land	12 Urban environmental "liveability"	13 Cultural heritage	14 Public access open space	15 Building quality
CRITERIA	POLICY NUMBER/SUBJECT														
AGRICULTURE															
AGR 1 Agricultural land protection	●	●	●	●	●	✓	●	●	✓	●	✓?	●	●	●	●
AGR 2 Agricultural Dwellings	●	●	●	●	●	●	●	●	●	●	✓?	●	✓?	●	●
AGR 3 Removal of agr workers occupancy conditions	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
AGR 4 Agricultural diversification	✓?	●	●	●	●	?	●	●	●	●	✓	●	●	●	✓
AGR 5 New agricultural buildings	✓?	✓?	●	●	●	●	●	✓	●	●	✓	●	✓?	●	✓
AGR 6 Re-use & adptn of redundant rural buildings - general	✓?	●	●	●	●	●	●	●	●	●	●	●	✓	●	✓
AGR 7 Re-use & adaptation of rural buildings - retention of character	●	●	●	●	●	●	●	●	●	●	●	?	✓	●	✓

Key



● No relationship or insignificant impact

✘ Significant adverse impact



✓? Likely but unpredictable impact

? Uncertainty of prediction or knowledge



✓ Significant beneficial impact

APPENDIX 6

ARTICLE 4 DIRECTIONS

BUCKLAND

Covers the Buckland conservation area.

LAVERTON

Covers the Laverton conservation area.

GREENWAY HOTEL, SHURDINGTON

Covers land forming the curtilage of the Grade II Listed building Greenway Hotel and Lodge at Shurdington.

STANTON

Covers Stanton village and surrounding area.

TEWKESBURY

Covers most of the historic town centre in Tewkesbury.

WINCHCOMBE

Covers most of the historic town centre in Winchcombe.

DEERHURST

Covers land adjacent to the disused Coombe Hill Canal.

OXENTON

Covers land at Hill Farm, Oxenton.

AGGS HILL, SOUTHAM

Covers land at Piccadilly Farm and Noverton Farm at Aggs Hill in Southam Parish.

GLOSSARY

Affordable housing	Includes both low-cost market and subsidised housing (irrespective of tenure, ownership - whether exclusive or shared – or financial arrangements) that will be available to people who cannot afford to rent or buy houses generally available on the open market.
Agriculture	“...Includes horticulture, fruit growing, seed growing, dairy farming, the breeding and keeping of livestock (including any creature kept for the production of food, wool, skins or fur, or for the purpose of its use in the farming of land), the use of land as grazing land, meadowland, osier land, market gardens and nursery grounds, and the use of land for woodlands where that use is ancillary to the farming of land for other agricultural purposes, “ (S.336(1) 1990 Town and Country Planning Act.)
Architectural integrity	The sum of the features and conception of a building which together make up its character: eg: massing, form, plan, fenestration, materials etc.
Area of Outstanding Natural Beauty	A nationally designated area for which the primary objective is conservation of the natural beauty of the landscape.
Balancing pond	An excavation, which may usually be either dry or partly watered, provided in order to control the rate of surface water run-off from new development.
Biodiversity	“Biodiversity is the variability among living organisms from all sources including, among other things, terrestrial, marine and other aquatic ecosystems, and the ecological complexes of which they are part; this includes the diversity within species, between species and of ecosystems”. (EU Convention on Biological Diversity definition)
Burgage plot	A long narrow plot end on to the street forming a characteristic feature of mediaeval town plans. These often appear in groups along the street.
Conservation area	An area designated as being of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance, designated by the local planning authority under the Listed Buildings and Conservation Areas Act 1990.
Cotswold Scarp	The western edge of the Cotswold Hills which rise in the east of the Borough and including the highest point on the Jurassic Escarpment at Cleeve Cloud (1083ft.). The scarp slope is characterised by steep gradients with substantial areas of

	woodland and pasture. In a number of locations there are exposures of rock as the result of quarrying.
Design brief	A document setting out the appropriate criteria for the design of development on a particular site. This may include indications relating to density, layout built form, materials and style. It may be prepared in association with a development brief.
Development brief	A document indicating various guidelines, criteria, constraints and information and requirements for the development of a specific site. It may be prepared in association with a design brief.
Development control criteria	The matters relating to site specific design issues including eg: access, amenity of neighbours, scale, the relationship of dwellings to each other and layout.
Development Plan	The statutory plans for an area once adopted (in the case of local plans,) or approved (in the case of structure plans.)
Dormer windows	A window projecting from the roof of a building
Ecology	The species and habitat present in an area.
Elevations	Views of a building from the side, front or rear, also used to describe architectural drawings of these views.
Environment Agency	The Government agency charged with the protection of the environment.
Farm diversification	The introduction of non-agricultural enterprises or novel agricultural enterprises into an existing farm business / complex to support the agricultural enterprise.
Fenestration	The style, number and arrangement of windows in a building.
Flood Compensation works	Ground remodelling works carried out where, exceptionally, development is carried out in the floodplain which would involve the loss of flood storage capacity. This level-for-level additional flood storage capacity must be provided in the same part of the floodplain to the specification of the Environment Agency.
Floorscape	The nature of the surface of the ground, eg: granite setts, pavements etc.
Green Belt	A statutory designation made for the purposes of: checking the unrestricted sprawl of large built-up areas, preventing neighbouring towns from merging into each other, assisting in safeguarding the countryside from encroachment, preserving the setting and special character of historic towns and assisting in urban regeneration by encouraging the recycling of derelict and other urban land. The key objective is

	maintaining or improving the degree of openness in the landscape. PPG2 refers.
Groundwater	Naturally occurring water below ground level, used for water supply purposes and being the source for streams, rivers and ponds.
Guided bus	A public transport system using buses with guide wheels which enable the bus to pass through guideways formed of special raised kerbs which allow it to pass through narrower gaps than a conventionally driven bus and so by-pass traffic queues at points of congestion.
Habitable rooms	The main living rooms, bedrooms and kitchen of a dwelling.
Habitat	The natural environment within which things live.
Historic fabric	The physical structure of a building or structure which has historic interest.
Housing needs survey	Survey undertaken to ascertain the level, type and distribution of housing need within the Borough.
Housing register	The Borough Council register of persons who qualify to be allocated housing accommodation under the Housing Act 1996.
Important open spaces	Areas of open space within or adjacent to settlements which are of amenity value to the public, clearly visible and important to the character of the settlement and the street scene.
Infilling	The filling of an underdeveloped plot in an otherwise built-up frontage by not more than two dwellings
Infrastructure	The services required to accommodate development including highways, sewerage and utilities.
Integrated transport network	The planning, provision and operation of different modes of transport in such a way that journeys can be made as efficiently as possible and minimising the need to use the private car.
Key Wildlife Site	A site identified by the Gloucestershire Wildlife Trust as being of importance at the County level.
Landscape appraisal	Survey, analysis and presentation of the effects of a proposed development on its landscape setting including both the local and wider landscape impact
Landscaping scheme	The design of hard and soft ground surfacing, use of existing vegetation and new planting and other features to enhance or mitigate the effect of a proposed development on its surroundings.

Large retail stores	Retail stores of over 1000 square metres gross floorspace
Listed buildings	Buildings listed by the Secretary of State for Culture Media and Sport as being of special architectural or historic interest. (PPG 15 refers).
Local nature reserve	Local Nature Reserves may be designated by local authorities under section 21 of the National Parks and Access to the Countryside Act 1949 for the main purpose of educational access to the natural environment.
Local Plan	Prepared by the Borough Council as Local Planning Authority, the local plan sets out detailed policies and site specific proposals for the development and use of land. When adopted it forms part of the Development Plan together with the approved structure plan, minerals local plan and waste local plan which are prepared by the County Council.
Local Transport Plan	The main bidding document by which the County Council applies to central government for funding for highway purposes. It also sets out a wide range of issues such as social exclusion and air pollution in relation to the County Council's transport policy objectives. The current interim plan covers the period to end of March 2001 whilst the first full local transport plan will cover the period 2001/2002 – 2005/2006.
Main river	Main river means all watercourses shown as such on the statutory main river maps held by the Environment Agency and the Ministry of Agriculture Fisheries and Food, and can include any structure or appliance for controlling or regulating the flow of water into, in or out of the channel (Environment Agency).
Monuments Protection Programme	A review of all archaeological sites in the County Sites and Monuments Record being undertaken by English Heritage in partnership with the County Council in order to revise the schedule of ancient monuments.
Natura 2000	The title for the network of areas designated to conserve natural habitats and species of wildlife which are rare, endangered or vulnerable in the European Community. The term Natura 2000 comes from the 1992 EC Habitats Directive, it symbolises the conservation of precious natural resources for the year 2000 and beyond.
Park and ride	The provision of a Car Park on the edge of a settlement together with a bus service into the town / city centre intended to reduce private car journeys into the central area.
Planning policy guidance notes	Guidance documents issued by central government which together with Department of the Environment Transport and the Regions circulars guide Local Planning Authorities in the interpretation and application of Government's planning policies and the relevant legislation.

Protected species	A species protected by the Wildlife and Countryside Act 1981
Regionally Important Geological / Geomorphological Site	Known as RIGS, geological sites identified by the Gloucestershire Geoconservation Trust which whilst not satisfying the criteria to be identified as SSSI are still of regional importance and should be protected as such.
Register of Historic Battlefields	A register of historic battlefields compiled by the Secretary of State for Culture Media and Sport. The presence of a site on the register is a material consideration in making planning decisions but does not confer statutory protection.
Register of historic parks and gardens of special historic interest	A register compiled by the Secretary of State for Culture Media and Sport of historic gardens and parkland of special or historic interest. The presence of a site on the register is a material consideration in making planning decisions but does not confer statutory protection.
Renewable energy	Sources of energy, eg windpower or small scale hydro-electric, which do not involve the burning of fossil fuels (coal, gas and oil.)
Rural business centre	A development providing small scale business units in a rural area and allocated as such on the proposals map.
Scheduled Ancient Monument	A monument scheduled by the Secretary of State for Culture Media, and Sport under the Ancient Monuments and Archaeological Areas Act 1979. Any works to a Scheduled Ancient Monument require consent from the Secretary of State. This is a process separate from the planning system and consent is required for many activities that themselves do not require planning permission e.g. tree planting, erection of fences and other works which constitute permitted development under the planning system. Further information can be obtained from the Borough Council.
Severn and Avon vales	The clay vale landscape including hills and bluffs which punctuate the river valleys within which the Severn and Avon rivers flow. Agriculture here is dominated within the Borough by mixed farming, the landscape is one in which orchards are a characteristic (although declining) feature.
Site of archaeological interest	Known sites and areas of archaeological interest are recorded in the county Sites and Monuments Record (SMR; see below). It should be noted that many sites of archaeological interest are not presently identified, and may come to light as a result of archaeological appraisal or other investigation. Information in the SMR can also be used to identify areas of potential archaeological interest. Where development may affect such sites and areas, the

archaeological impact of the development will need to be assessed before a planning application is determined. The results of the assessment will indicate whether identified archaeological remains merit preservation or recording.

Sites and Monuments Record	The County Sites and Monuments Record maintained by Gloucestershire County Council is a record of archaeological and historical sites, buildings, settlements and landscapes. It will be the most up to date source of information about aspects of the historic environment which may be affected by proposed development.
Site of Special Scientific Interest	Sites notified by English Nature as being of national importance for wildlife or geological reasons.
Special area of Conservation	An area designated through the Natura 2000 process as being of European nature conservation importance.
Stall riser	The lower part of a traditional shop front situated below the window.
Strategic planting	The large scale landscaping treatment for a new development designed both to integrate it into the existing landscape and to give it an attractive character.
Street furniture	A generic term for bollards, street lamps, litter bins, signs and other such items.
Structure Plan	The strategic plan for the County prepared by the County Council in accordance with Regional Planning Guidance. The Structure Plan Second Review approved in November 1999 is currently the Development Plan for the Borough.
Sustainable development	“Development that meets the needs of the present without compromising the ability of future generations to meet their own needs” (1987 Report of the World Commission on Environment and Development – the Brundtland Commission.)
Sustainable Urban Drainage Systems	A concept that focuses decisions about drainage design, construction and maintenance on the quality of the receiving environment and people. SUDS are physical structures built to receive surface water runoff. They typically include ponds, wetland, swales and porous surfaces. These structures should be located as close as possible to where the rainwater falls, providing attenuation for the runoff. They may also provide treatment for water prior to discharge, using the natural processes of sedimentation, adsorption, and biological degradation.
Traditional materials	Includes timber, stone, brick, slate, tile, thatch, render, lime, iron, lead, copper and glass. It does not include artificially re-constituted “stone” or cement / concrete blocks and tiles, aluminium or plastic products.

Traffic calming	Works to slow down and/or discourage motor traffic. These may include road humps, rumble strips, raised sections of road known as tables and “gateways” at the entrance to settlements.
Tree preservation order	An order made by a local planning authority under the Town and Country Planning Act 1990 which has the effect of preserving a tree, trees or woodlands in the interests of amenity.
Vernacular architecture	The traditional architecture of an area, used typically for houses cottages and farm buildings and constructed of the locally available materials. Vernacular architecture was prevalent until the coming of the railways in the mid 19 th century made the importing of building materials from outside the local area an economic proposition.
Village frameworks	A special designation for settlements of particularly complete historic character within which a more than usually restrictive planning policy towards residential development is considered appropriate. (Applies to Snowhill and Stanton.)
Wildlife corridors	Continuous green spaces which allow the movement of animals and the dispersal of plants through built up areas. These may include many different land types eg: railway margins (used or disused), derelict land, hedgerows, playing fields, small woods and stream banks.
Windfall	The development of unallocated housing sites which occurs throughout a plan period and which must be taken into account in determining the residual housing requirement for the plan.

Tewkesbury Borough Local Plan to 2011

MARCH 2006



**General Policies, Local Policies,
Appendices and Glossary**