

Policy WIN1: Proposed wording

- 1.1. Following discussions at the Examination in Public of the Tewkesbury Borough Plan on Wednesday 24 February, the Council is proposing to amend the wording of Policy WIN1 in order to strengthen the policy to support the provision of cycle and pedestrian access to the south east of the site. This relates to an area of land of approximately 0.45ha within the south-east corner of the allocation with a frontage to Orchard Road. This land is under separate ownership and is the subject of a separate Statement of Common Ground with the respective site promoter¹, whose intention is for their land to either be developed as part of the wider allocation or be developed independently as a standalone development. The Statement of Common Ground confirms that a pedestrian and cycle route can be provided through their land in order to connect the wider WIN1 allocation (promoted by BHA) to Orchard Road.
- 1.2. TBC considers that this additional pedestrian/cycle access opportunity would enhance the sustainability of Site WIN1 by providing a more direct and convenient access to bus stops, the nearby Primary School and library, and the services and facilities within Winchcombe Town Centre. This would be of particular benefit to those residents living in the southern and south-western parts of the site and those with disabilities and reduced mobility, or for those who have young children. For example, walking distances for residents living in the south-west corner of the site would be approximately 1.3km to the school and 1.4km to the town centre if journeys are made via BHA's proposed access to Delavale Road to the north-east of the site. These journeys would be reduced to 633m to the school and 1km to the town centre if the additional access to the south-east of the site can also be provided. Moreover, the site has a sloping topography with the south-east corner being the lowest point at approximately 100m AOD rising up to approximately 110m AOD at the point of the proposed access to the north-east of the site. This gradient, together with the distances involved, may present access difficulties for those with disabilities and reduced mobility, and thus increase reliance on the private car to access day to day facilities.
- 4.5. TBC consider that the provision of the pedestrian/cycle access would be consistent with NPPF paragraph 102 which advises that transport issues should be considered from the earliest stages of plan-making and development proposals so that (inter alia) opportunities to promote walking, cycling and public transport use are identified and pursued; paragraph 108 which advises that, in assessing sites that may be allocated for development in plans, it should be ensured that (inter alia) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; and paragraph 110(b) which states that development should (inter alia) address the needs of people with disabilities and reduced mobility in relation to all modes of transport.
- 4.6. TBC acknowledge however that there may potentially be technical constraints associated with the provision of the access. For example, the land in question contains a watercourse, although this appears to be in culvert through the majority of the land and should not affect provision of a cycle/pedestrian access. The land also contains a row of mature trees following the same alignment as the watercourse, although these are not subject to a Tree Preservation Order. Furthermore, the land is constrained by an existing property which may potentially need to be demolished to make way for the access if existing trees are to be retained. This is perhaps only the case if the access is to be provided as part of a vehicular access (for example, to serve any

¹ [Tewkesbury Borough Plan examination library — Tewkesbury Borough Council](#)
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new dwellings on the land that would result from its allocation). The property in question is not however listed or located in a Conservation Area. Notwithstanding these constraints, there does potentially appear to be an unobstructed route from Orchard Road through the curtilage of the property known as 'Pickering House' into the wider allocation. TBC accepts therefore that evidenced design is required to show how the intended pedestrian/cycle access could be appropriately created.

Policy WIN1 of the PSTBP currently requires proposals on site to promote accessibility to local services and public transport by pedestrians and cyclists by ensuring permeability through the site and connectivity with adjacent streets. TBC consider that the provision of the additional pedestrian/cycle connection through to the wider allocation would help to achieve this objective. As such TBC have already agreed with the site promoter of WIN1, as part of the Statement of Common Ground (SoCG20), to amend the wording as proposed below in green. However, TBC would like to propose another amendment as shown below in blue to further strengthen the policy following discussions at the Examination in Public where concerns were raised with regard to the current policy wording being able to secure appropriate access to the town and its facilities for those with disabilities, reduced mobility or for those with young children.

Proximity of pedestrian and cycling access from the site to the town centre is a critically important development principle that is pertinent to this site and should therefore be secured by the proposal. Additionally, the proposal should promote accessibility to local services and public transport by pedestrians and cyclists by ensuring permeability through the site and connectivity with adjacent streets.

Opportunities to provide a pedestrian and cycle access to the south-east of the site, connecting the wider development with Orchard Road, should be explored, and implemented, unless demonstrated not to be feasible or viable.