



# Evolution of the Concept Plan

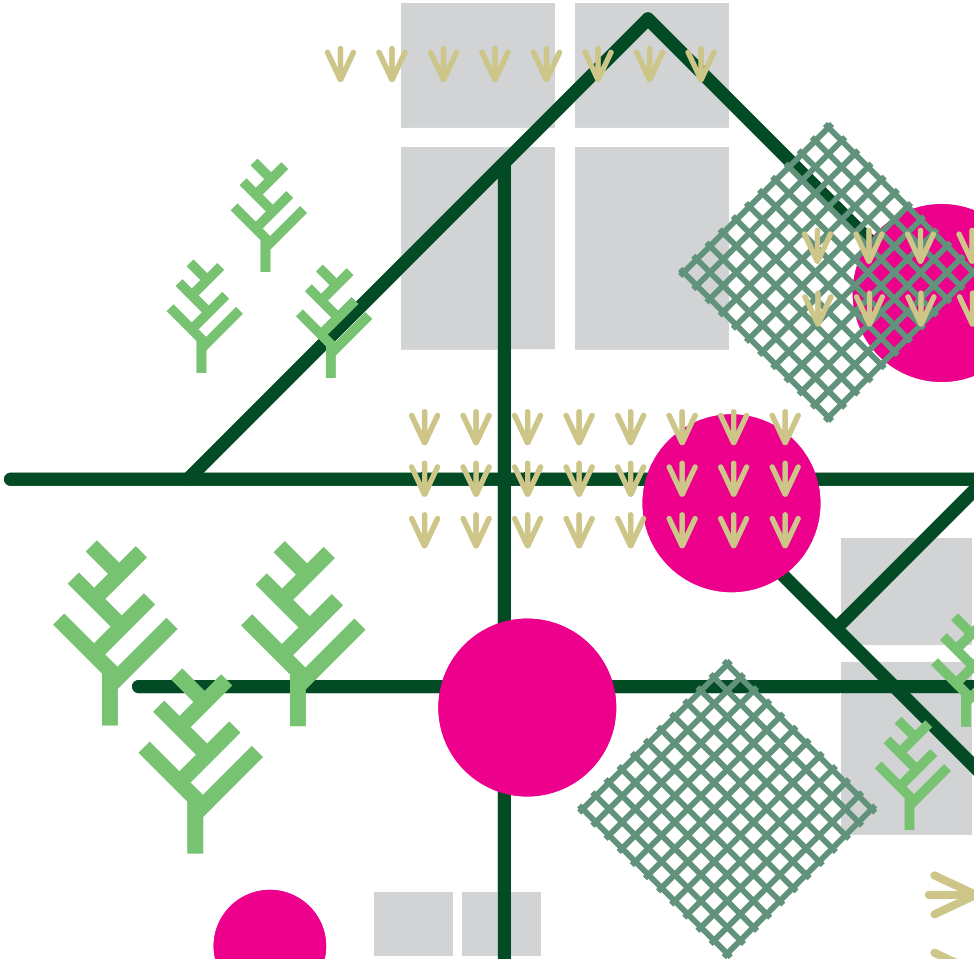
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1

# Introduction

# 1.1 Introduction

Tewkesbury Borough Council has commissioned BDP to prepare an update to the 2018 Concept Masterplan for the Tewkesbury area. This report sets out this evolution and responds to changes that happened since.

## Garden Town Status

Following a successful bid in March 2019, the Tewkesbury area was awarded Garden Town status by the Ministry of Housing, Communities & Local Government (MHCLG). Tewkesbury Garden Town is part of a national Garden Communities Programme that is delivering five new Garden Towns in addition to the 49 existing ones. The Programme seeks high-quality place making by developers, investors, local authorities and local enterprise partnerships in order to renew Ebenezer Howard’s idea of the Garden City for the 21st Century.

As part of this process the Masterplan’s target number of homes has increased to 10,195 from 8010 to be provided together with circa 100ha employment land.

## Recent Changes in the Local Area

- Options for a new strategic alignment for the A46 are being progressed
- Ministry of Defence announced in June 2020 that the Ashchurch MOD depot will be refurbished and stay open until at least 2040.
- Fiddington housing application approved on appeal January 2020.

## Growth Context

The indicative boundary of the study area and key elements are shown in Figure 1. An analysis of environmental constraints and opportunities have shown that the area has primary development potential.

The growth context for the area is set out in the 2018 Concept Masterplan. The Tewkesbury area is a good location for strategic growth of housing and employment due to its central location and good accessibility.

Tewkesbury area is identified as a ‘Growth Zone’ by the GFirstLEP. Who have secured funding to drive sustainable economic growth in this area.

## Report Structure

This report presents the evolution of the Concept Plan:

- summary of and updates to the baseline analysis
- inclusion of the Garden Town Vision and Principles
- a renewed strategic space plan, responding to needs and aspirations of the area stimulating the delivery of homes and employment
- masterplan strategies addressing the nine Garden Town principles, and
- a phasing strategy responding to the initial timeline proposed by the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS).



Figure 1: The Study Area



Community is at the heart of the Garden City movement, with the principles of collective land ownership, land value capture and stewardship. This principle was carried over to 21st Century Garden Cities models as well.

Similarly, Homes England affirm that Garden Communities provide new housing, infrastructure, jobs and services at large, well-planned and sustainable developments.

There is at least one Garden Community (Garden Town or Garden Village) in each English region, and altogether 49 across the country. The term denotes diverse projects ranging from the 15,000 homes designated in Ebbsfleet to merely a number of extensions in the town of Basingstoke.



### 1.3 Engagement

Following Tewkesbury being awarded Garden Town status in March 2019, the Garden Town Member Reference Panel was formed to over see work on the Garden Town.

Tewkesbury Borough Council officers worked with the Member Reference Panel to define the purpose and benefits of Tewkesbury Garden Town:

- Allows Tewkesbury to secure funding and delivery support from National Agencies such as Homes England & Highways England. This will unlock key land with the required infrastructure for existing and future development eg. roads, rail, flood infrastructure, schools.
- Raises Tewkesbury’s profile to create the Garden Town of Gloucestershire.
- Upholds a positive image of Tewkesbury on national stage with an exemplar development which celebrates the areas rural green character and water as an agent for change.
- Fosters local leadership and partnership, with a locally led new town development corporation for delivery and management and thereby invest back to the future community.
- Creates future-ready smart communities through social, environmental and economic integration across the town - facilitating digital technology, modern methods of construction, connecting local industries and other areas of emerging innovation.
- Is a vital ‘framework umbrella’ to guide decision-making for sustainable communities – to create a well-planned, designed and inclusive communities.

Further engagement work with the Member Reference Panel and Parish Council’s in 2019 and 2020 shaped the creation of the Tewkesbury Garden Town Principles with the following Parish Council’s involved in workshops:

- Ashchurch Rural Parish Council
- Northway Parish Council
- Tewkesbury Town Council
- Wheatpieces Parish Council
- Teddington Parish Council

During the evolution of the Concept Plan further engagement with the Member Reference Panel has been undertaken along with meetings and workshops with the following key staekholers:

- Tewkesbury Borough Council Planning and Economic Development Officers
- NHS - Gloucestershire Clinical Commissioning Group
- Environment Agency
- Gloucester County Council Highways
- Worcestershire County Council Highways
- GFirst Local Enterprise Partnership
- Wychavon District Council
- Ashchurch Rural Parish Council
- Northway Parish Council
- Tewkesbury Town Council
- Teddington & Alstone Parish Council
- Community Rail Partnership
- Homes England

This engagement has shaped and altered the Garden Town Principles and the evolution of the Concept Plan spatial arrangement.

Listening and engaging with local communities and stakeholders will be fundamental to the success of the Tewkesbury Garden Town. Wider engagement with the public and key stakeholders on the Garden Town will form the basis of the future work to evolve, develop and deliver the Garden Town Vision.

To ensure the process for engagement works well, a formal governance structure will be created. This will complement and strengthen existing arrangements, which include a Member Reference Panel based within Tewkesbury Borough Council, and focused community-based sub groups, created to encourage and support regular dialogue with the most immediate parishes of Ashchurch Rural and Northway.









2

Vision



2.1 Vision

Tewkesbury Garden Town  
Delivering Tomorrow’s  
Tewkesbury

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

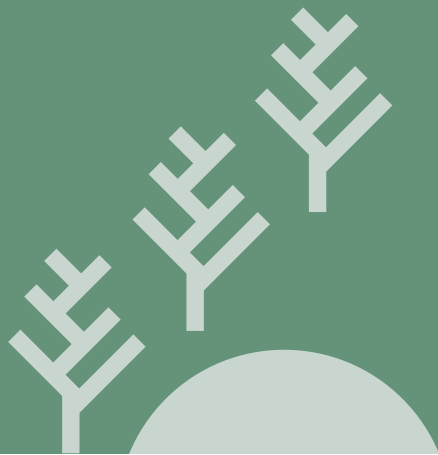
TRANSFORMATIONAL

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



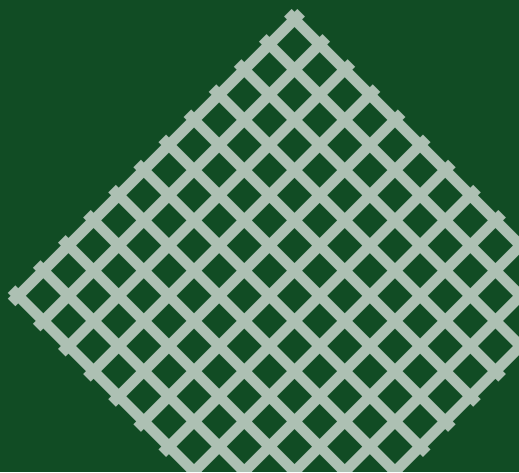
SUSTAINABLE

Tewkesbury is a ‘living location’ able to capitalise on a wonderful mix of town and country. Sustainable choices will be embedded throughout our plan and at the heart of future communities. We hope to encourage a positive shift in the way new and existing residents will live, work, travel and socialise.



VIBRANT COMMUNITIES

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





## 2.2 Garden Town Development Principles

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

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



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

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



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

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



### 3. Interconnected blue infrastructure celebrating water

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



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

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



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

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



### 6. Sustainable wider connectivity

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



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

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



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

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



### 9. A social model for sustainability

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





3

# Site & Context



## 3.1 Site Analysis

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

### Area Character

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

The area is bisected by the M5 and the mainline rail line from Birmingham to Bristol, which presents severance issue. Nevertheless, the two areas have a functional relationship with Tewkesbury proving town centre functions for the outlying employment and suburban areas.

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

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

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

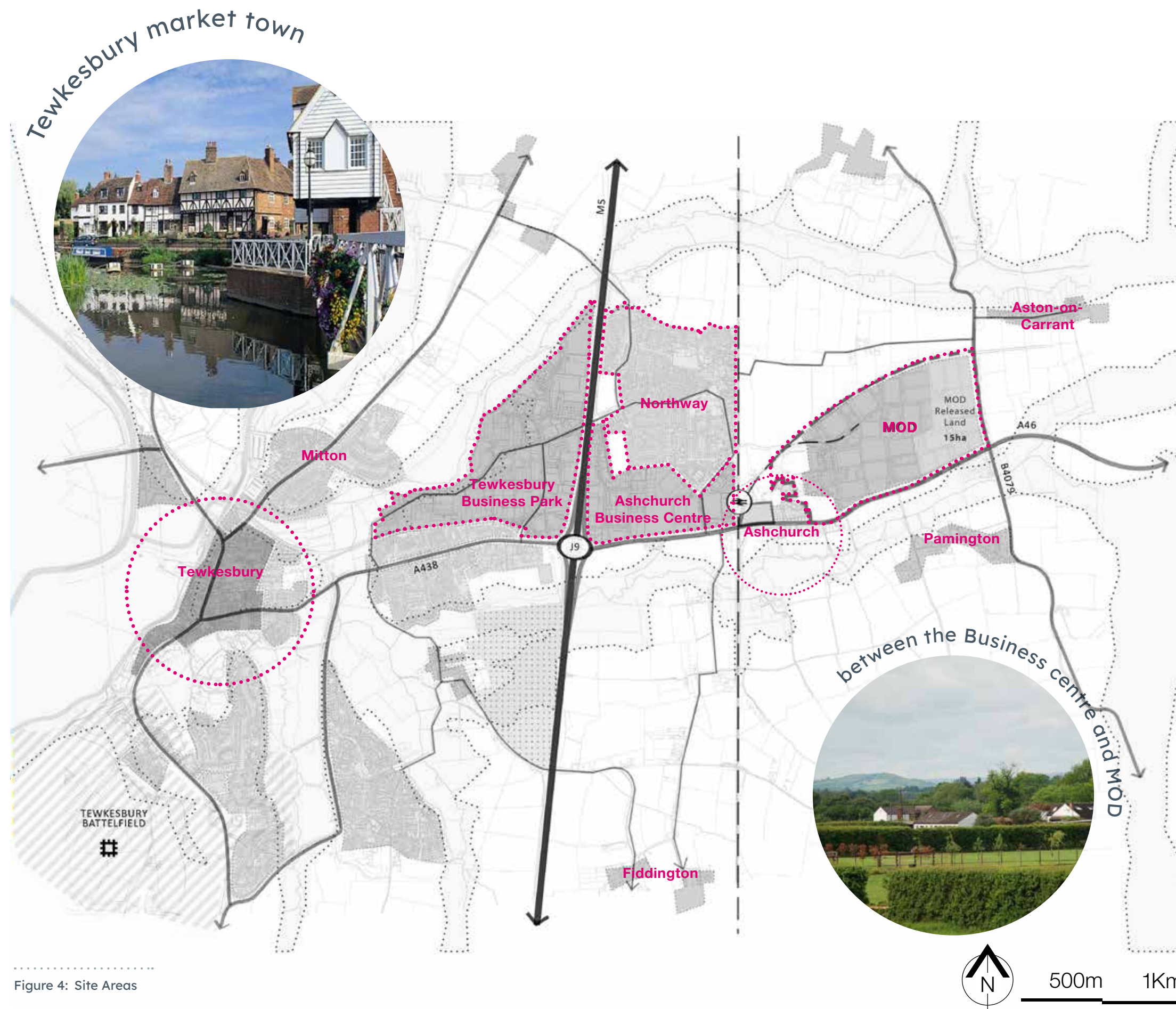


Figure 4: Site Areas



## 3.2 Landscape Character

### Landscape Character

Tewkesbury are fortunate to be surrounded by some exceptional natural beauty. The most important elements of the area's landscape character are the following:

- The area is surrounded by three AONBs with long scenic views from the study area to these landscape assets.
- Large amounts of wide, open and flat landscape which do not have landscape protection
- Hedgerows and agricultural field patterns create a rural character
- Riparian environments around the River Severn, Carrant Brook and Tirle Brook
- Small areas of woodlands and orchards



Figure 5: Landscape Analysis



### 3.3 Local Built Character

#### Local Built Character

Based on our initial analysis there are four distinct patterns defining the built form of the study area:

##### A Historic Tewkesbury Town

Tewkesbury town centre is characterised by medieval street and plot pattern, with continuous street frontage and a mix of building heights and roof form. This includes historic burgage plots along the high street and smaller terraced properties within the wider conservation area.

##### B. 20<sup>th</sup> century development

A variety of suburban extensions to the historic Tewkesbury centre have been developed as the town has grown. These have an informal suburban character, with predominately semi detached and detached buildings set back from the highway and a cul-de-sac residential pattern.

##### C. Rural settlements

The wider area surrounding Tewkesbury Town has a range of small rural settlements. These are characterised by detached houses on larger plots and agricultural buildings. Buildings are often cluster along linear roads or cross roads.

##### D. Out of town/ industrial pattern

The Tewkesbury and Ashchurch Business Parks are characterised by large footprint industrial buildings surrounded by extensive surface car parking and servicing areas.



Figure 6: Local Built Character





Figure 7: Historic Tewkesbury

Figure 8: 20<sup>th</sup> century development

Figure 9: Rural settlements

Figure 10: Existing businesses



3.4 Population and Deprivation

Existing Population

In the 2011 census the population of Tewkesbury Borough was 81,943, with the population of the study area around Tewkesbury being 20,210.

The 2019 population estimate by National Statistics for Tewkesbury Borough is 95,000, up from 2011 census population of 81,943. The rise was mainly fuelled by internal migration - with more people moving to Tewkesbury from other parts of the UK than travelling in the opposite direction.

Population estimates for the study area show a small increase in the proportion in 50-64 and 65+ age groups between 2011 and 2019, with decreases in the 16-24 and 24-49 age groups.

The district has a highly skilled workforce that reflects the nature and demand of a high tech manufacturing and service base which is projected to grow.

Deprivation

While Tewkesbury Borough as a whole is not deprived - ranks 261 out of 317 (with rank 1 being the most deprived). There are pockets of deprivation in Tewkesbury town and divergent deprivation across the town and surrounds – 20% most deprived, adjacent to the 20% least deprived. There are also pockets with issues with education/training and barriers to housing and services.

Tewkesbury is home to the second most deprived LSOA in the Gloucestershire for “Barriers to Housing and Services” (Severn Vale North -which is the 270th most deprived LSOA of the 32,844 LSOAs in England)

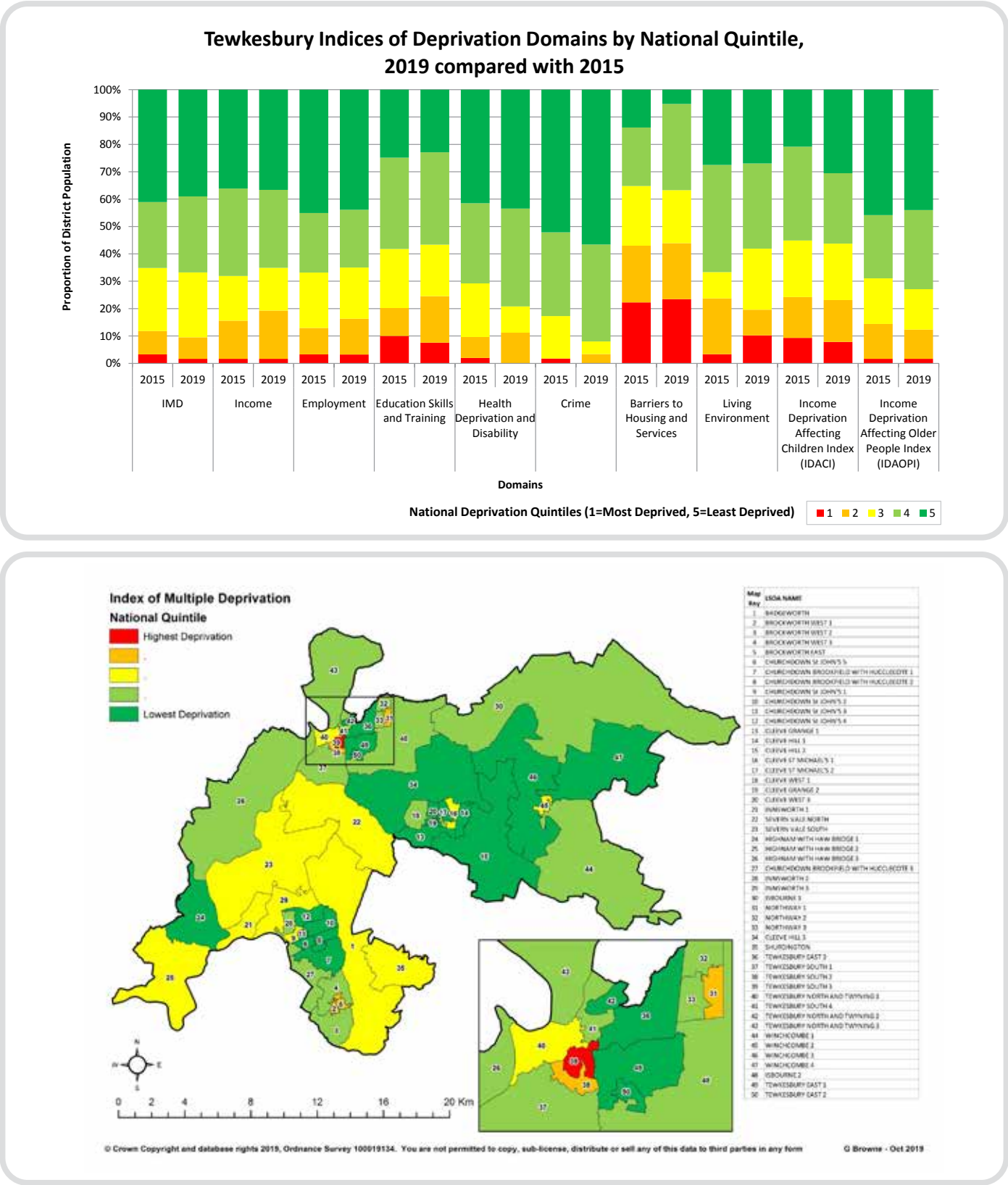


Figure 12:Indices of Deprivation Gloucestershire, 2019 (Inform)



## 3.5 Heritage

There are important designated heritage assets in and around the study area. The historic centre is designated as the Tewkesbury Conservation Area where most of the listed buildings are located as well as the Site of St Mary's Abbey. To the south of the Conservation Area is the Battlefield of Tewkesbury, which is notable for the 1471 Battle of Tewkesbury.

Within the study area there are a number of listed buildings, importantly the Church of St Nicholas (Grade II\*) and surrounding listed buildings and structures. The Church was built in the early 12th century. The church features a long nave having walls that lean outwards reminding one of a ship's hull. This is a reference to St Nicholas also being the patron saint of seamen. During the 13th century the north aisle was added, followed by a fine, pinnacled tower in the 14th century. The oak rood screen (an ornate wooden structure typical in medieval churches) dividing the sanctuary from the nave dates from the 15th century. The existence of such an ancient screen is rare as many were destroyed in Cromwellian times.

Other listed buildings include Northway Mill and Mill House, and farm buildings, manor houses and cottages in the rural settlements of Aston-on-Carrant, Pamington and Fiddington.

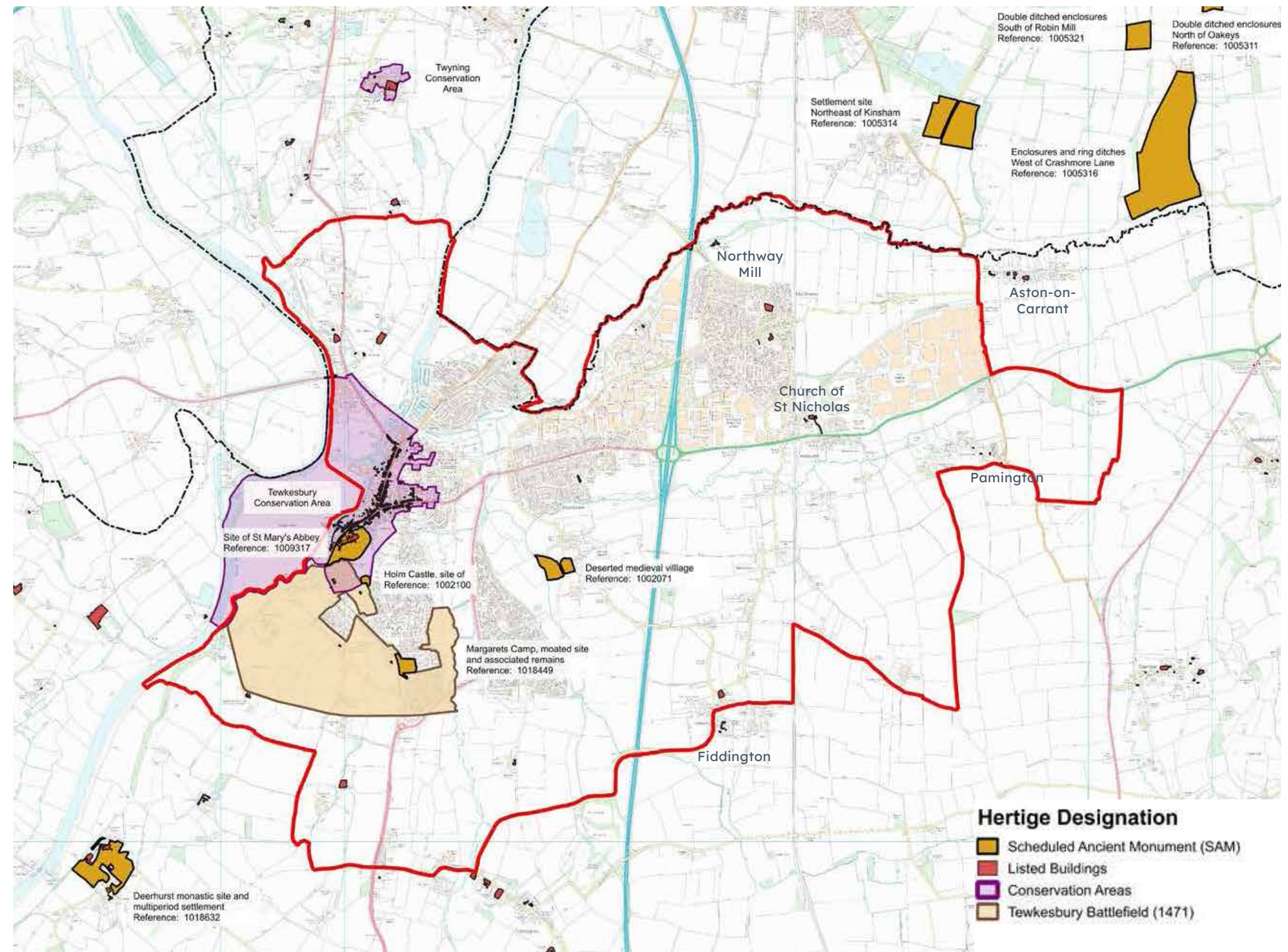


Figure 13: Heritage Designations



### 3.6 Transportation

#### Movement in Tewkesbury Today

The road network tends to dominate movement issues in the Tewkesbury area with long-standing concerns regarding the M5 and Junction 9 (J9) and the A46 overshadowing other opportunities relating to walking, cycling, bus and rail movement.

The study area is dominated by the key road corridors of the M5, running north-south and the A46, east-west. Although conferring considerable local and strategic connectivity benefits by road, both corridors present several major issues for the area and local people who live and work there. These issues include community severance, challenging walking and cycling conditions and significant congestion impacts for all road users, including bus services.

Both the M5 and A46 road corridors have been subject to considerable technical study over many years, with work ongoing by Highways England, Gloucestershire County Council (GCC), Midlands Connect and the A46 Partnership Group.

Key road network concerns relate to where road infrastructure is under pressure, incomplete or absent, and is summarised below:

- M5 J9 – northbound off-slip hard shoulder vehicle queuing and blocking-back representing a significant safety concern;
- A46 junctions and accesses through Ashchurch and Northway contributing to corridor congestion issues;
- Ashchurch Business Park connection to the A46 congestion during the evening peak period;
- A438 Ashchurch Road – congested during peak periods;
- A438 Ashchurch Road / Shannon Way congestion – development related improvements are planned which may include J9 improvements too;
- The A46 railway overbridge limits road width to a single lane in either direction; and
- Aston Cross junction – highway capacity constraint by development on all arms with congestion during peak hours.
- A46 and its problems are linked to strategic uses of the corridor, Teddington Hands roundabout - local traffic is not the problem



Figure 14: Local Road Network

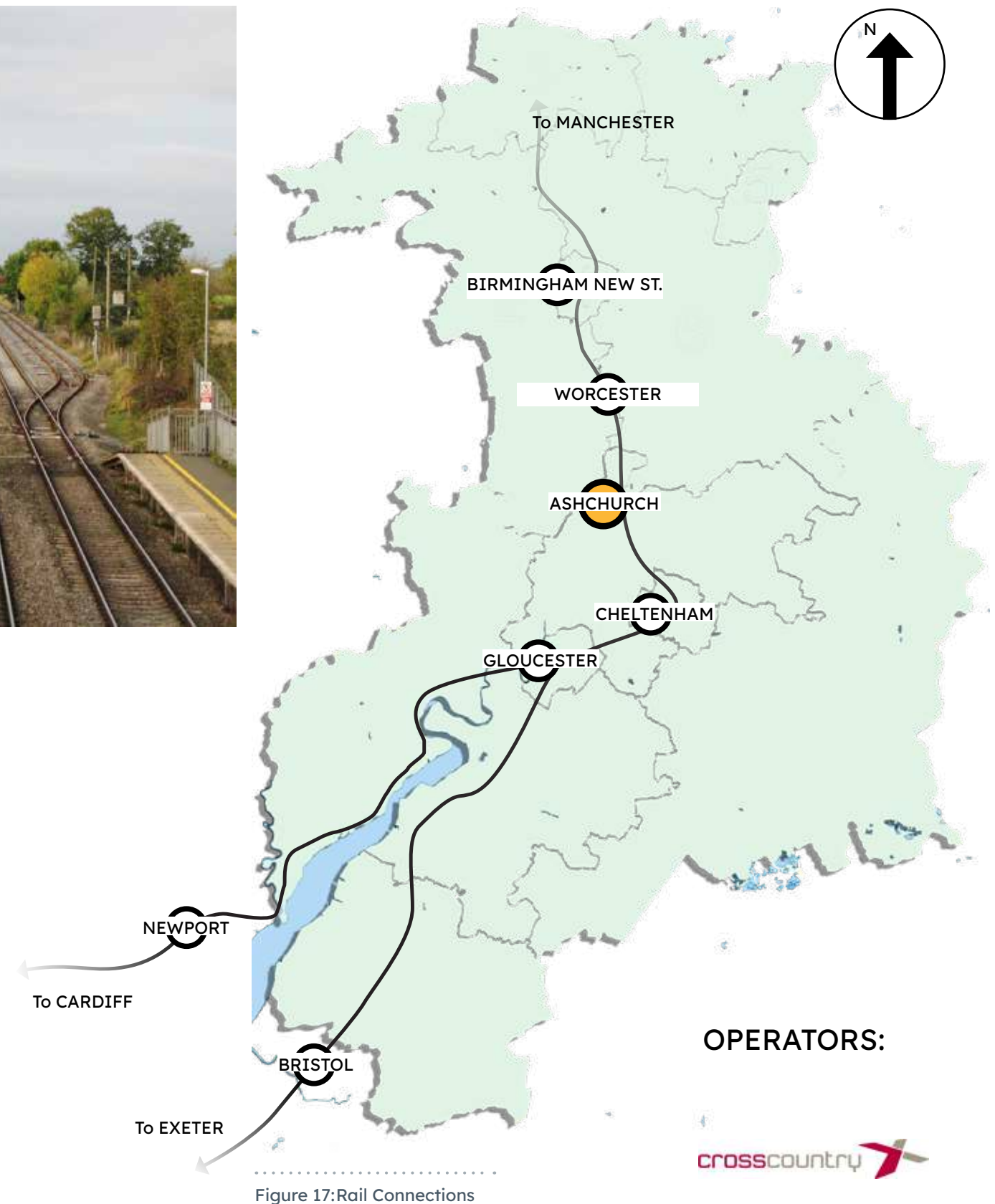
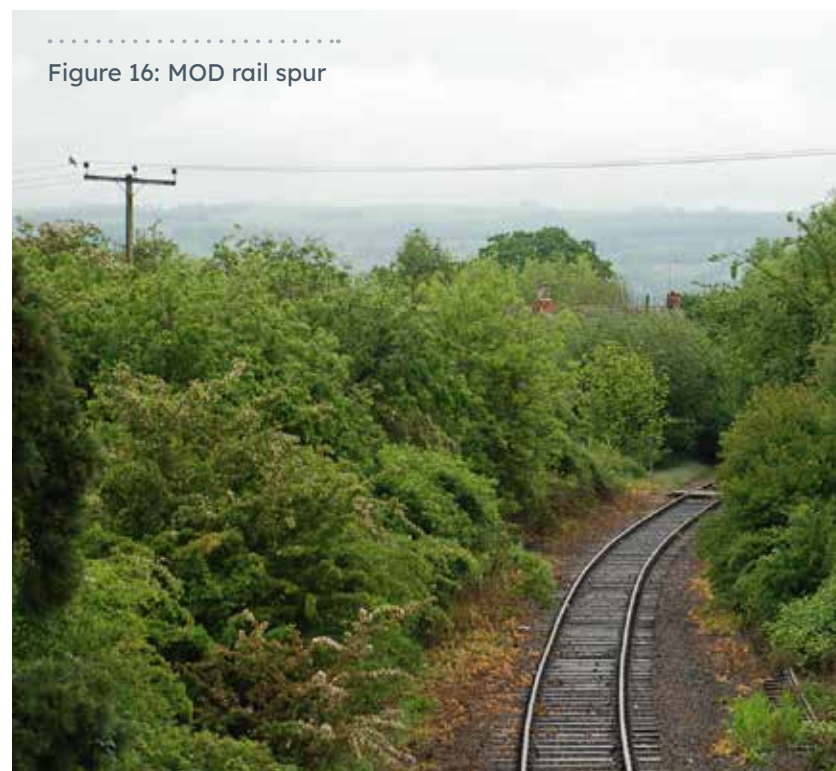
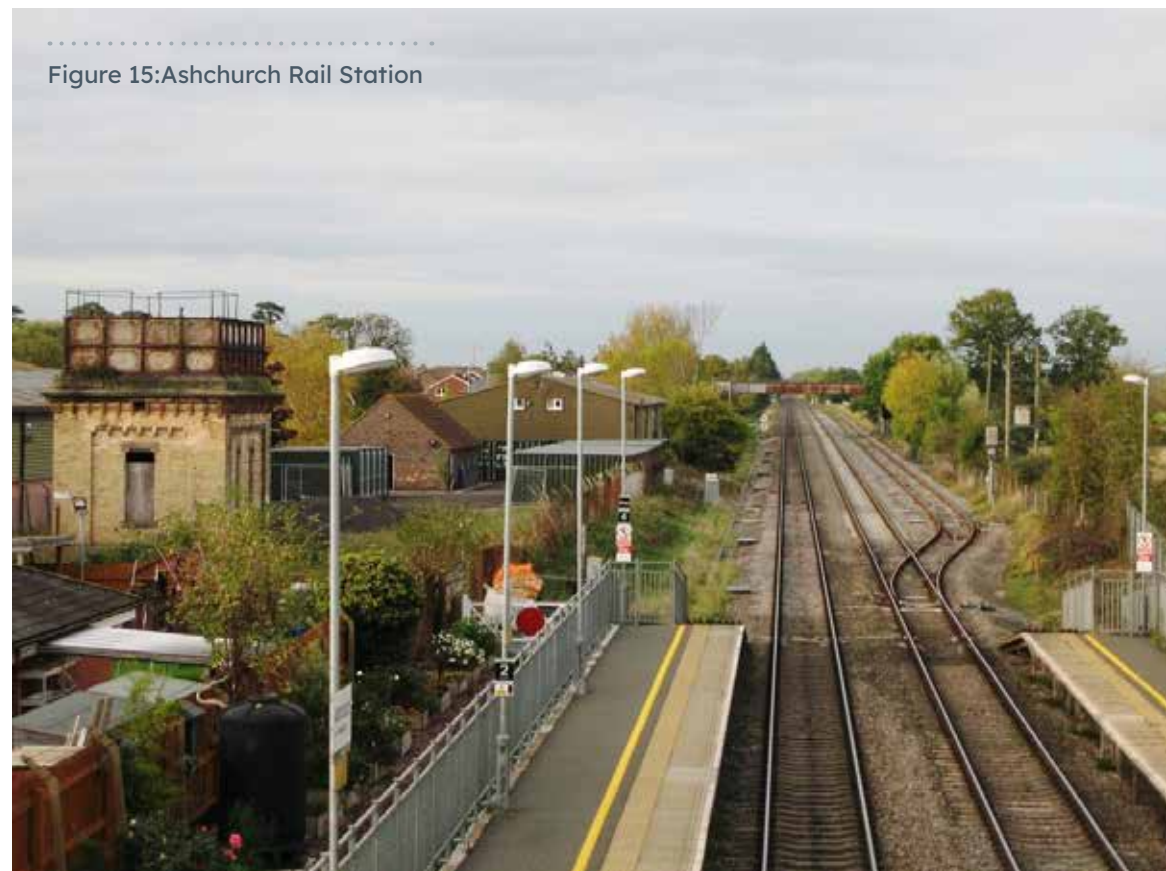


## Rail

Ashchurch for Tewkesbury station is clearly of significant benefit to the area, being well positioned on the rail network and serving many stations / destinations including northbound to Birmingham New Street and Worcester and southbound to Cheltenham Spa, Gloucester and Bristol. This advantage is though compromised by present day significant shortcomings in service frequency with generally only a train calling every two hours at the station.

Strengthening these existing connections with more frequent services would make Ashchurch for Tewkesbury station considerably more appealing to potential rail users and a very considerable contributor to sustainable transport mode shift in support of Garden Town delivery. In addition significant improvements to the station facilities and connectivity to the surrounding area will be required.

To the east of Ashchurch for Tewkesbury station are rail tracks owned and operated by the MOD. The tracks follow the northern boundary of the MOD site and prevent north south movement.





Bus

Services are limited with coverage focussed on Tewkesbury town centre. The Northway residential and employment area is served by only two routes, serving Tewkesbury town centre, the rail station and Cheltenham. Ashchurch itself is only served by school bus routes, with the nearest bus stops for services to Tewkesbury town centre and Cheltenham located at the railway station and on Northway Lane. Bus routes are subject to expansion based on approved new development including Fiddington.

More widely, buses provide connections between Cheltenham, Gloucester, Bishop’s Cleeve and Evesham. Given this patchy coverage, and the variable quality of bus passenger facilities, the travel mode share for Tewkesbury is, unsurprisingly, below the average for Gloucestershire, while bus travel to work within Tewkesbury is lower still. Notably, congestion on the A46 is cited by operators as a significant barrier to bus routes operation and coverage.

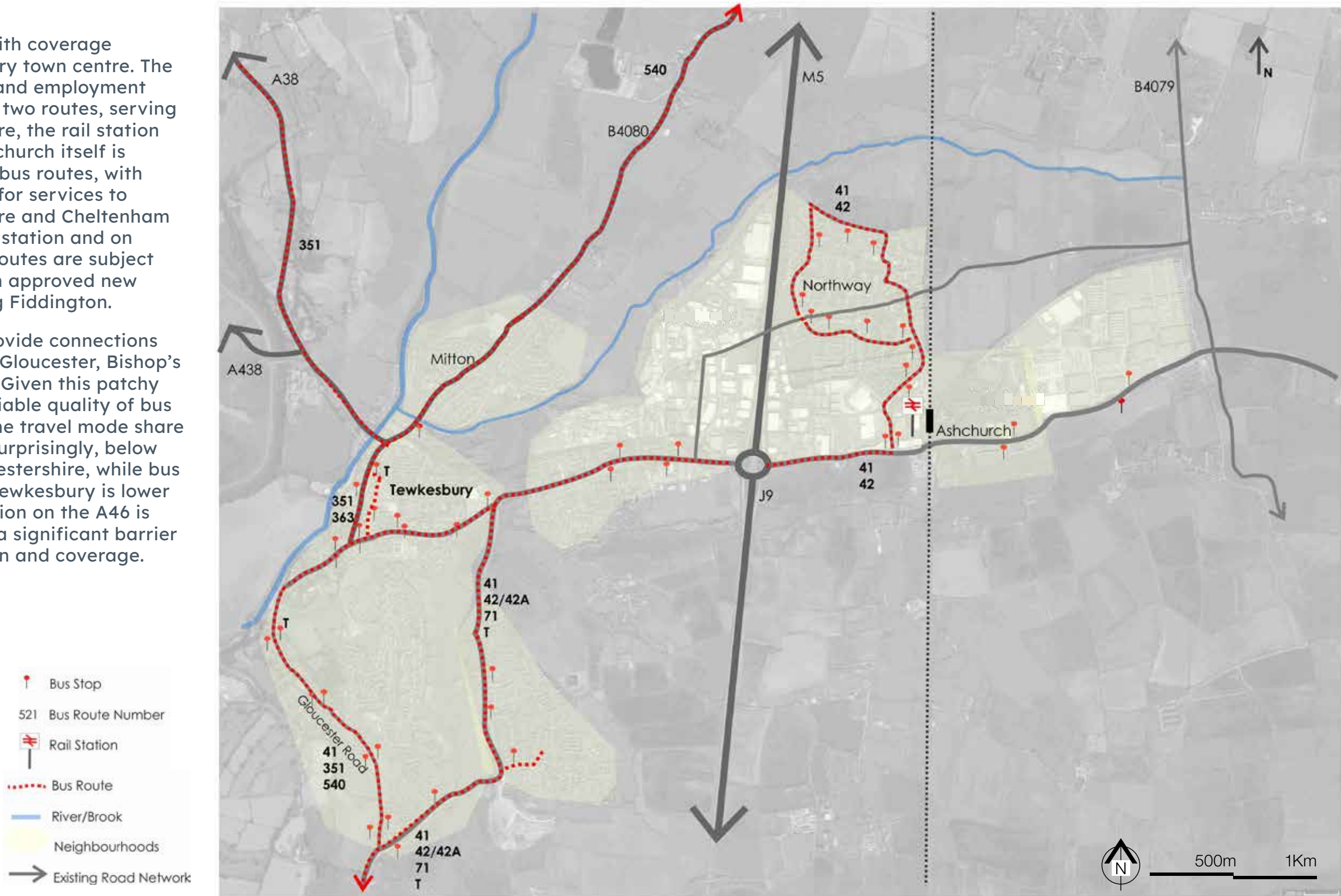


Figure 18: Bus Routes & Stops



### Walking and Cycling

Despite the issues of congestion and severance associated with the A46 and M5, the latter worsened on the east-west axis by the railway line, cycling is a popular travel mode throughout the area. As a counter to the road network difficulties, cyclists benefit from the area's linear form, it's generally favourable topography, and quiet links, where motorised vehicle flows are generally low. There has been considerable investment in promoting cycling in recent years as a meaningful local access mode which has seen a very encouraging level of take-up across the area as evidenced by its untypically high travel mode share.

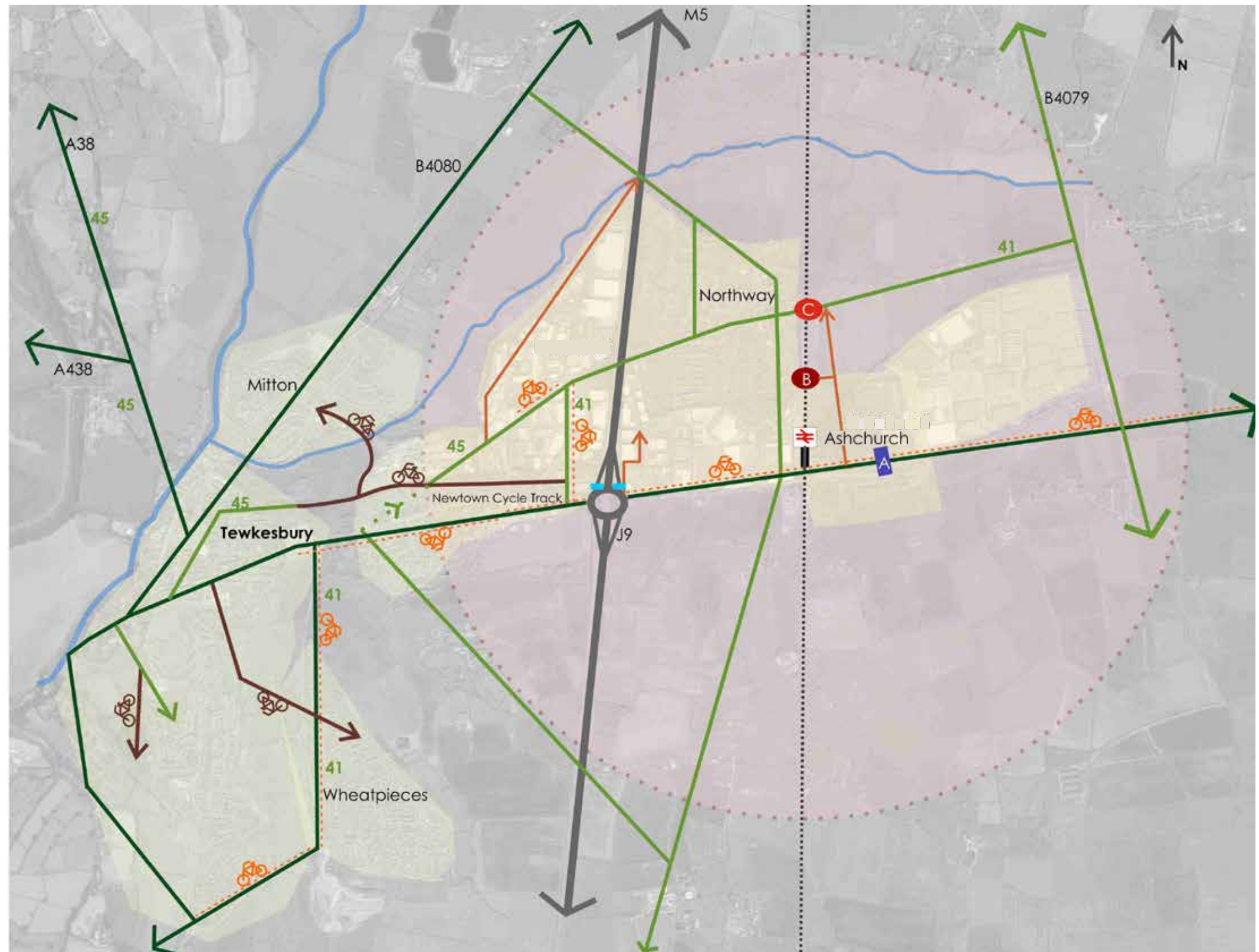


Figure 19: Existing Walking and Cycling Routes and Facilities



## 3.7 Existing and Planned Development

### MoD Ashchurch Site

The Ministry of Defence announced in June 2020 that the site to be refurbished and stay open until at least 2040. A 15 hectare area of land (B) on the eastern portion of the MoD site will be released for development. The remaining 64 hectares will remain in use by the MoD. (A)

### Transport

Work continues to determine the preferred route for the A46 J9 off-line solution. The preferred route is being determined to complete the Outline Business Case (OBC) of the DfT's Large Local Majors (LLM) bidding process.

### Permitted Development

- C - Retail Centre - under construction
- D - Fiddington - 850 dwellings
- E - Pamington Lane and Fitzhamon Park - under construction
- F - Moog future employment site

### Other Planning Applications

- G - Mitton (Wychavon) - 500 dwellings - application under consideration
- H - Fiddington 2 - pre-application consultation
- I - Starveall Farm chicken farm expansion - application under consideration

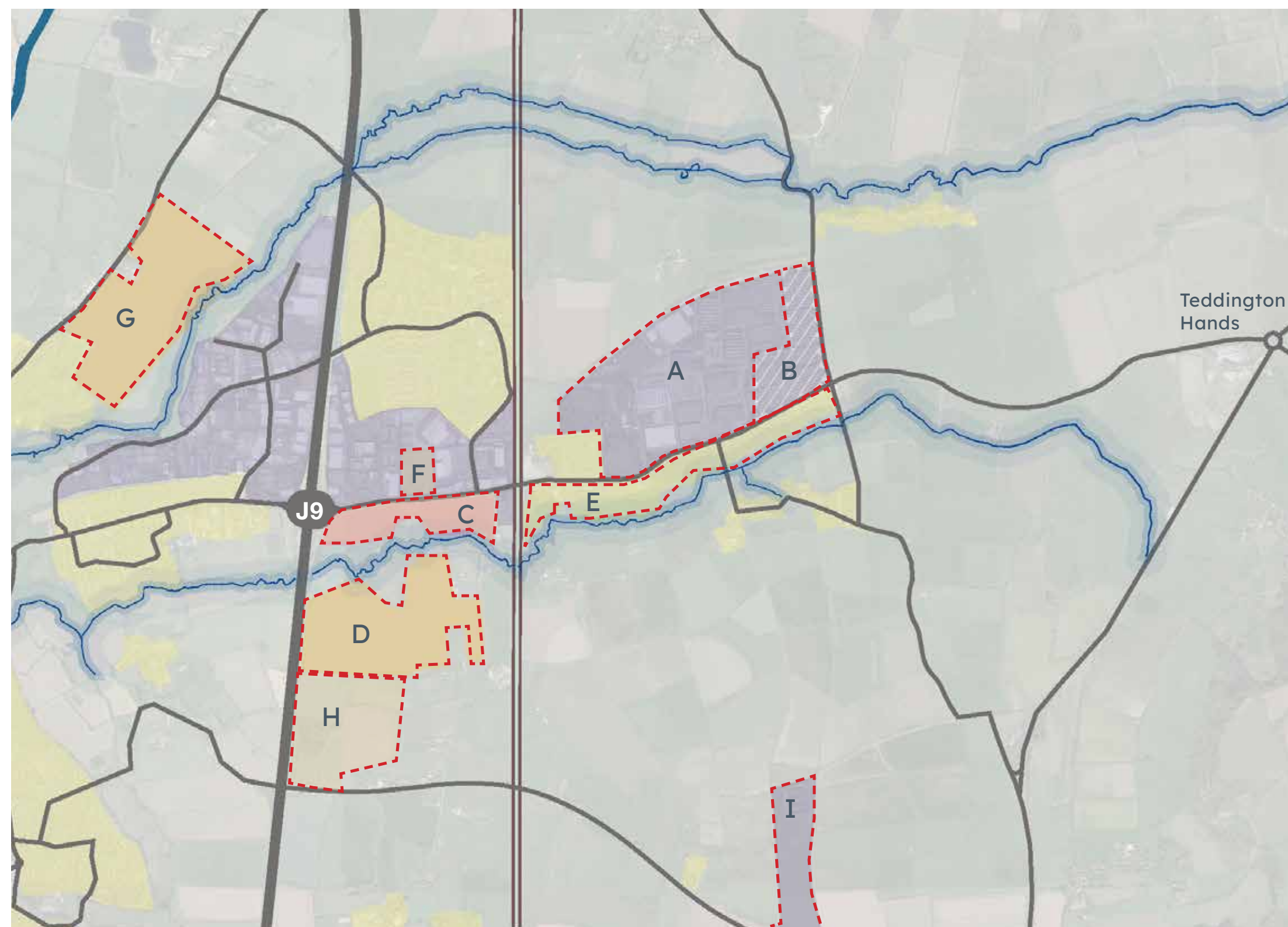


Figure 20: Existing and Planned Developments



### 3.8 Opportunities & Constraints

**The Development Opportunity**

Ashchurch, Northway and the adjacent Business Park currently function as a suburb of the main historic town centre of Tewkesbury. The area is regarded as a prime employment location with two existing business areas and has become renowned over the past 30 years for technology based industries, high tech engineering and distribution. Junction 9 of the M5 in particular has been recognised as an important business location, with access to Tewkesbury town centre in the west, Cheltenham and Gloucester in the south and Worcester in the north. The area is accessible by public transport via the Ashchurch for Tewkesbury rail station, which has been identified for enhancement in the JCS (December, 2017) in order to provide good quality services and facilities for the area.

The Thinking Place visioning exercise has highlighted how the areas are very much considered as a part of Tewkesbury but at the same time it keep their own identity.

A number of sites are ideally placed to complement existing residential communities such as Northway.

While there are a range of challenges to delivering growth in Tewkesbury, the potential of the area when compared to other locations is significant.

With its outstanding natural environment and transport links the Tewkesbury area makes a fantastic location for people to work and live.

To realise its potential for future growth, the Concept Plan needs to build upon the following identified strengths and opportunities while taking into account the issues and constraints in the area.

Overall, Tewkesbury possesses the foundations to help deliver the vision of a sustainable community which essentially encourages people to live and work locally.

The masterplan will take a landscape-led approach, balancing the protection of existing landscape assets with creating new growth areas that link existing development and roads.

**Summary of opportunities and constraints**

Opportunities	Constraints
<ul style="list-style-type: none"><li>• Outstanding natural landscape settings, picturesque views of the surrounding hills</li><li>• Proximity to Tewkesbury's and Ashchurch's own historic and rich heritage</li><li>• Easy access to landscape areas and waterways for leisure and recreation</li><li>• Excellent connectivity via road and rail links, with Tewkesbury for Ashchurch rail station located centrally in the study area</li><li>• Potential inclusion in the JCS Review as a strategic location for development</li><li>• Growing businesses that want to expand/ combine their sites and demand from new businesses willing to move to the area</li><li>• Growing population seeking housing</li><li>• High percentage of population cycling compared to other suburban areas.</li><li>• Opportunity to create a guiding masterplan framework to ensure joined up development of housing, employment and infrastructure.</li></ul>	<ul style="list-style-type: none"><li>• Current limited train frequency and station services.</li><li>• A46 is at capacity with congestion issues including at the J9 junction</li><li>• The need to deliver housing and employment space</li><li>• Current lack of planning policy status</li><li>• MOD site and MOD rail spur create potential north south movement challenges</li><li>• Connections over the M5, railway line and A46 are required.</li><li>• Areas of land within the flood zone</li></ul>



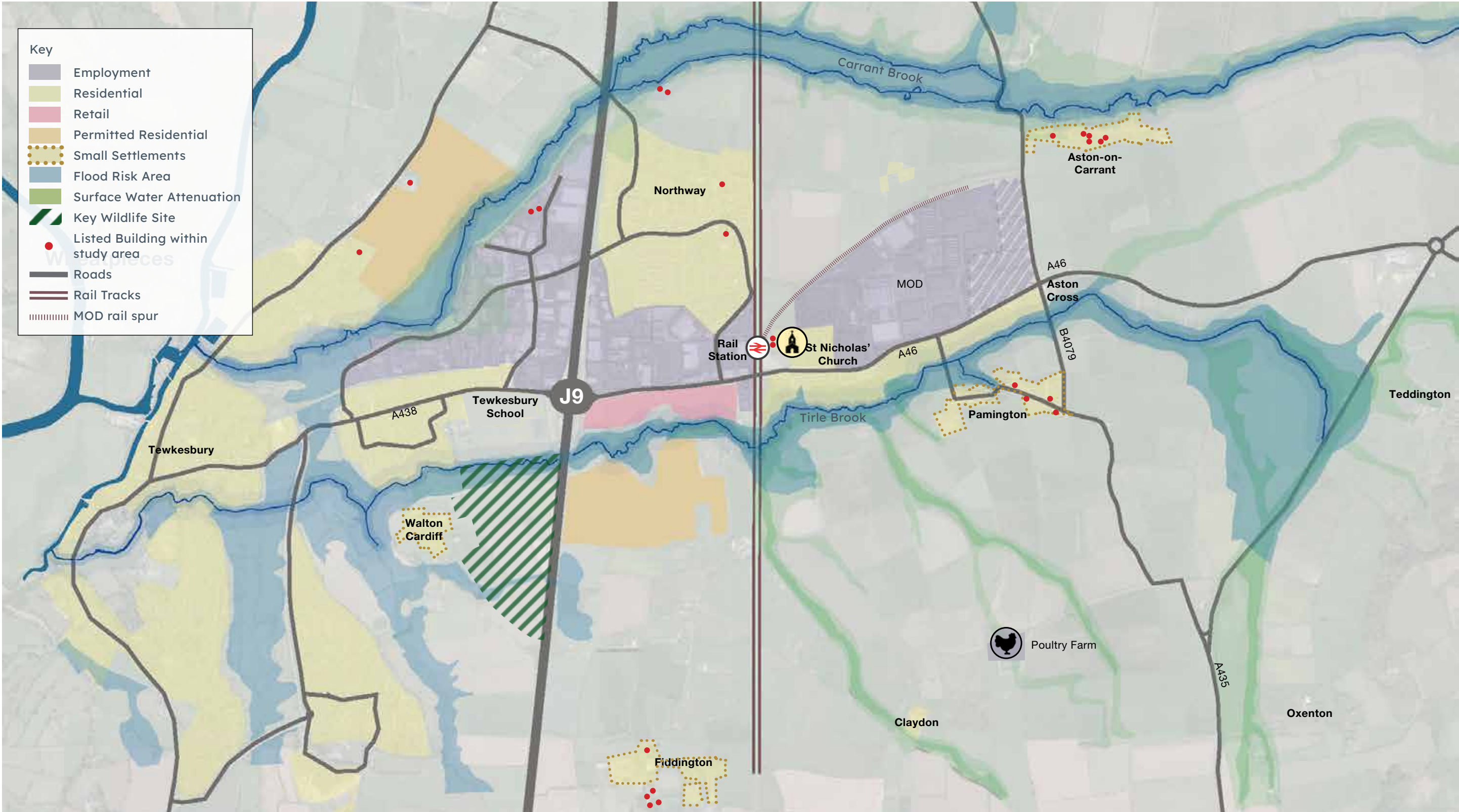


Figure 25: Opportunities and Constraints

## 3.9 Planning Policy & Guidance

This section summarises and analyses policies and guidance relevant for the proposed Garden Town.

### Joint Core Strategy

#### Joint Core Strategy (2017)

The JCS is a partnership between Gloucester City Council, Cheltenham Borough Council and Tewkesbury Borough Council and was adopted in December 2017. This sets out the number of new homes, jobs and supporting infrastructure required to 2031, including the Strategic Site Allocation A5 at Ashchurch and details how this is to be delivered.

#### JCS Infrastructure Delivery Plan (2014)

The IDP evaluates the transport, utilities, community and green infrastructure and services that will be required to support the levels of housing and employment growth proposed in the JCS.

#### Joint Core Strategy Review (2018)

The JCS is currently under review, on the issues of housing supply for Gloucester and Tewkesbury and the retail / town centre policies for the whole area. Fundamentally the JCS Review will again look at the future growth needs and look to allocate the Garden Town. The authorities have published the consultation responses on the Issues and Options document in July 2019 and issued a Draft Plan in the autumn of 2019. The Ashchurch Concept Masterplan was one of the background documents supporting the consultation. The planning period of the reviewed JCS will go beyond 2031 but is not yet certain what its time horizon will be (JCS Review Issues and Options, 2018).

### Local Planing Policy

#### Tewkesbury Local Plan to 2011: Saved Policies (2006)

The Local Plan was adopted in March 2006, with most policies 'saved' by the Secretary of State in 2009. This Plan will be superseded by the Tewkesbury Borough Plan 2011-2031 once this is adopted.

#### Tewkesbury Borough Plan 2011-2031 Pre-Submission version (2019)

Consultation on the Pre-Submission Version of the TBP took place in October/ November 2019. This sets out a vision for the borough to 2031, in line with the JCS. Whilst the JCS deals with larger sites and strategic issues, the TBP will identify smaller-scale sites and set out detailed policies for development. The Borough Plan was submitted to the Secretary of State for Ministry of Housing, Communities and Local Government on 18 May 2020 and the examination in public commenced in February 2021.

#### South Worcestershire Development Plan

The South Worcestershire Councils of Malvern Hills, Worcester City and Wychavon started a review of the SWDP in late 2017. The Mitten site which borders Tewkesbury is included as a housing site allocation and is relevant to the Garden Town proposals. The review which will provide an updated plan period to 2041, and is planned for adoption in April 2023.

#### Ashchurch Rural Parish Neighbourhood Development Plan 2020 -2031

The Regulation 14 Draft of the Neighbourhood Plan was published for consultation in May 2021.

### Planning Policy Guidance

#### Cheltenham and Tewkesbury Social, Sport and Open Spaces Study: Developer Contributions Toolkit (2017), Open Space Study Standards Paper (2016) and Playing Pitch Strategy and Action Plan (2017)

This provides a guide to calculate the required developer contributions to ensure that needs for open spaces, playing pitches, built sport facilities and social sustainability arising from new developments are met. The toolkit is supported by a number of open space and playing pitch assessments and standards.

#### Tewkesbury Flood and Water Management SPD (2018)

This document provides guidance on the approach that should be taken to manage flood risk and the water environment as part of new development proposals.

#### Tewkesbury Town Regeneration SPD (2019)

The SPD guides redevelopment and regeneration within Tewkesbury Town and wider area. It seeks to promote economic investment and vitality within the town and opportunity sites.

#### Manual for Streets (DfT, 2007) and Manual for Gloucestershire Streets (GCC, 2018)

The Manual for Streets, provides guidance on how to achieve well-designed residential streets and spaces, providing an appropriate balance between their movement and place function. This has formed the basis of the Manual for Gloucestershire Streets.

### Design Guidance

There is a range of Garden Town and Design Guidance which has influenced the evolution of the Concept Plan:

- Ministry of Housing, Communities and Local Government: Garden Communities Prospectus (August 2018)
- Homes England: Garden Communities Toolkit (September 2019)
- Department for Transport: Manual for Streets (2007)
- National Design Guide (2021)
- Design Council CABI, Home Builders Federation and Design for Homes: Building for Life 12 (2015)
- Building with Nature
- Town & Country Planning Association: Garden City Standards for the 21st Century: Practical Guides for Creating Successful New Communities - Guide 3: Design and Masterplanning (2017).



## Key Considerations

### Housing

The evolution of the Concept Plan has been developed in accordance with JCS Policy SD4, which sets out a number of design requirements for new development including context, character and sense of place; legibility and identity; amenity and space; public realm and landscape, safety and inclusively. This is also reflected in Tewkesbury Borough Plan 2011-2031 Policy RES5 which provides principles for new housing development with regard to design, layout, scale and amenity.

### Employment

JCS Policy SP1 and Policy SP2 set out the need for 192ha B-class employment land to be delivered within existing urban areas, existing commitments, urban extensions, and the provision of Strategic Allocations at Ashchurch. The Tewkesbury Borough Plan (TBP) includes four key objectives for economic growth:

1. Be the primary growth engine of Gloucestershire's economy
2. Identify and deliver employment land, in accordance with the JCS and the TBP
3. Maximise the growth potential of the M5 junctions
4. Regeneration for Tewkesbury town

### JCS Review: Housing and Employment

While the majority of the Garden Town sites have not yet been allocated through the planning policy process, it is intended that the JCS Review will bring forward sites for housing and employment. The Concept Masterplan (January 2018) was included in the first stage of the JCS Review public consultation.

### Flooding & Climate Change

In line with JCS Policy INF2 Flood Risk Management and the Tewkesbury Flood and Water Management SPD, the Masterplan follows a sequential approach to flood risk, steering new development to areas with the lowest probability of flooding and avoiding residential development on the Carrant Brook flood plain to the north of the site. This accords with the JCS site allocation which states that all more vulnerable development must be located wholly in flood zone 1.

The Tewkesbury Flood and Water Management SPD states that attenuation storage requirements should be assessed against a 1% annual probability flood event plus 70% allowance for climate change on the receiving water course, as part of a precautionary approach for extreme rainfall events. As minimum, the Council will expect a 40% climate change allowance to be made as per Environment Agency Guidance - however a higher allowance is encouraged due to the significant flooding issues that exist within the Borough.

### Transport & Parking

The JCS (Policy SD4) states that new development should prioritise sustainable transport modes according to the following hierarchy:

1. Pedestrians and people with mobility difficulties
2. Cyclists
3. Public transport and social / community services
4. Access by commercial vehicles
5. Ultra-low emission vehicles
6. Other motorised vehicles (lowest)

In line with this, TBP 2011-2031 Policy TRAC9 states that appropriate levels of parking for new developments should be considered on the basis of an overall need to reduce numbers of high emission vehicles, while accounting for the accessibility, type, mix and use of development and public transport opportunities, and local car ownership levels.

### Social & Community Infrastructure

JCS Policy INF4 requires new residential development to provide on-site or contribute to off-site provision of community facilities, which should be easily accessible by foot and bike. The JCS Review will define the social and community infrastructure requirements for the Tewkesbury Garden Town. The evolution of the Concept Plan has made allowances for the Social Infrastructure Needs as outlined in section 3.12 of this report.

### Open Spaces

Adopted policies set out that public outdoor space, sports pitches, allotments and community gardens should be provided using the Social, Sport and Open Spaces Study and the Developer Contributions Toolkit. However as a Garden Town, the evolution of the Concept Plan has been prepared to meet TCPA Garden Town Principles. This includes that more than 50% of the Garden Town area should be allocated to green infrastructure. This green infrastructure should include a network of multifunctional, well managed, high-quality open spaces linked to the wider countryside and at least half should be public.



3.10 Housing Needs

To support the evolution of the Concept Plan an overview of the local housing need in Tewkesbury has been undertaken.

The adopted JCS allocates 35,175 new homes over the plan period of 2011 to 2031 on strategic sites, with 9,899 of these in Tewkesbury Borough. The Tewkesbury Borough Plan which is currently at examination (February 2021) also allocates housing, but on non-strategic sites.

The focus for the JCS review is around the Tewkesbury/Ashchurch area and will be guided by the emerging Garden Town proposals and the plan delivery period of will go beyond 2031.

Local Housing Needs Assessment 2019

This document establishes the up to date housing need for the areas within the Gloucestershire area for the next 20 years based on the Standard Method (2021-2041).

In Gloucestershire for period of 2021-41 there is a need for:

- Social rented housing = 8,697 dwellings (13.7%)
- Affordable rent = 2,513 dwellings (4.0%)
- Affordable home ownership = 7,826 dwellings (12.4%)
- Market housing = 44,303 dwellings (69.9%); and
- 2,221 dwellings that would be counted against the minimum LHN target (para 14)

Breakdown per Planning Authority

Cheltenham	10,720
Cotswold	9,800
Forest of Dean	7,440
Gloucester	13,120
Stroud	12,760
Tewkesbury	11,720

Breakdown in Tewkesbury

The minimum Local Housing Need figures for 2019/20	586
Full LHN based on the Standard Method 2021-41	11,720
Planned Affordable Housing 2021-41	1 bedroom: 566
	2 bedrooms: 995
	3 bedrooms: 780
	4+ bedrooms: 231
	Total: 2,574 (23% of total)
Older person housing 2021-41	Sheltered housing: 1831 owned, 520 rented
	Extra care: 158 owned, 52 rented
	Total: 2561
Modelled Need for Wheelchair Adapted Housing 2021-41	+573
Gypsy and Traveller 2021-41	meets definition: 5
	unknown: 0-48
Travelling Show people 2021-41	meet planning definition: 22
	unknown: 0-2

3.11 Employment Needs

Recent evidence on economic needs alongside with an analysis of existing employment have informed the evolution of the Concept Plan and the identification of employment sites.

Employment Location & Potential

Tewkesbury is regarded as a prime employment location. It supports a range of high skilled companies working in high tech and innovation sectors. It is also close to universities.

The current supply of employment premises in the Tewkesbury area is extremely limited. One of the JCS aims in planning for strategic economic growth is to enable existing businesses to expand/combine their locations, and attract similar kinds of businesses to move to the area.

Tewkesbury has experienced strong population and jobs growth over the last 15-20 years. Between the Censuses of 2001 and 2011 the population grew by 17% and employment by 20%. These growth trends have continued since 2011. The area plays an increasingly significant role as an economic hub, centred around junction 9 of the M5. Strong market demand from employment occupiers is long standing and there is a current shortage of readily available employment land which is limiting the opportunity for both new occupiers to locate at Tewkesbury and existing occupiers to expand in the area.

While the adopted planning policy supports employment growth in Tewkesbury, the JCS Review will identify suitable future employment sites.

Gloucestershire Economic Needs Assessment (August, 2020)

Cheltenham, Gloucester, Tewkesbury, and Stroud are a single Functional Economic Market Area (FEMA). Currently, Tewkesbury Borough has an important role in manufacturing (21.7% of jobs in Tewkesbury) and aerospace.

It is important to provide sufficient land for natural growth and expansion, but at present it is not clear what the scale might be and the distribution sector rapidly evolving. It is therefore necessary to include flexibility in the supply to adapt to changing requirements. There is also a need to provide ancillary uses at employment locations – retail, leisure and amenities.

Three areas of economy are particularly important for Tewkesbury:

- Manufacturing: show a worsening rate of decline of between -0.9% to -1.8% per annum. This results in a net loss of between 5,400 and 10,900 manufacturing jobs over the forecasting period – equivalent to a loss of 15-30%.
- Energy: strong growth in the sector and forecasts forward a jobs growth of a further 3,000 jobs over the period 2021-41
- Computer programming and IT: strong growth

### Labour Demand & Labour Supply

The labour supply growth scenario is considered to provide a realistic yet positive estimate for future employment land needs in Gloucestershire. It aligns with demographic growth and takes account of recent growth trends, stakeholder feedback, and the LEP's Local industrial strategy. It is therefore considered to provide a positive basis for planning to ensure that future business needs of Gloucestershire are provided for.

There is a need for sites which are deliverable immediately or in the short term. This requires allocation of a range of site sizes. In terms of size requirements, there is an identified shortage of medium size units in the 25,000-40,000 sqft range, and there is a steady demand for smaller units of around 1,000-5,000 sqft in most areas. This means the demand for employment land will be to include smaller sites at the existing employment locations, close to the motorway junctions or strategic road network, and close to the existing workforce.

### Employment Land Needs by Local Authority 2021-2041 (ha)

Source	B1a/b		B1c/B2/B8	
	Labour Supply Growth	Labour Demand Growth 1	Labour Supply Growth	Labour Demand Growth 1
Cheltenham	22.9	26.2	15.4	17.6
Cotswold	19.7	23.5	24.6	28.6
Forest of Dean	3.1	2.9	19.3	19.0
Gloucester	31.1	33.7	19.2	19.9
Stroud	18.0	20.9	44.4	50.8
<b>Tewkesbury</b>	<b>20.7</b>	<b>23.0</b>	<b>63.1</b>	<b>75.5</b>
JCS Area	74.7	82.9	97.7	113.0
Gloucestershire	115.5	130.2	186.0	211.4

### Tewkesbury Total Employment Land Need Scenarios (ha)

	Labour Supply Growth	Labour Demand Growth
Total	83.8	98.5

### GFirst LEP Draft Local Industrial Strategy (LIS) 2019

The GFirst LEP was established in 2011 as one of 38 Local Enterprise Partnerships in England. Its sphere of influence covers the country of Gloucestershire and the local authorities of Gloucester, Cheltenham, Tewkesbury, Stroud, Cotswold and Forest of Dean.

The LEP's ambition through this strategy is to promote Gloucestershire as a "magnet county" able to successfully attract and retain talent in the region. Being a 'magnet county' will mean ensuring young people will have affordable and sustainable housing to live in. At a Gloucestershire wide level, future growth is expected to particularly focus upon its existing industrial strengths including:

- Manufacturing – Gloucestershire is home to an important cluster of product manufacturing businesses including hydraulics, valves, pumps and associated electronic components.
- Aerospace – The presence of major aerospace companies co-located in the Tewkesbury Borough offers opportunities for companies to draw on a cluster of technical expertise.
- Agri-tech – Gloucestershire has various strategically important Agri-Tech assets in the region including the Royal Agricultural University, Hartpury University and College, and the Agri-food Campden BRI. The LEP seeks to build upon these in part through the creation of an 'advanced Agri-tech' hub.

- Cyber-tech – Further explore opportunities to build upon the presence of GCHQ and align with the governments 'Grand Challenge for AI & the Data Economy'. Specific ambitions include expanding the successfully established 'Growth Hub Network', to deliver a "cyber centric" business park adjacent to GCHQ (Golden Valley Development) and to further develop workforce skills to support this.
- Green Growth – The LEP seeks to establish Gloucestershire as a leader in sustainable growth through a focus on the natural capital assets of the county.

Gloucestershire's future garden towns and villages will put green energy and green construction at the heart of their design.



3.12 Social Infrastructure Needs

An initial approach to the Social Infrastructure requirements has been proposed based on plans and/or industry standards. An approximate numbers based on the 10,195 target have been defined. However further work will determine the exact requirements subject to further engagement with relevant authorities.

School Provision

The Gloucestershire County Council Pupil Product Ratios Report (2019) sets out pupil product ratios for new housing supported by two studies in 2018 and 2019. In this instance the ratios for each 100 dwellings will be:

- 30 Pre-school children
- 41 primary school children
- 20 secondary school children (11-15)
- 7 post 16 children (16-18)

Based on these yields the required Primary School and Secondary School places and Forms of Entry (FE) for the Concept Plan for 10,195 dwellings are presented in the table below.

Primary School		Secondary School	
Places	FEs equivalent	Places	FEs equivalent
4,200	20 FE	2,100	14 FE

It is worth noting that Gloucestershire County Council consulted on a Local Development Guide in April 2020 and is due to adopt an amended version in March 2021. This guide suggests that the Child Yield and Pupil Products will be updated annually and this will need to be considered during the delivery of the Concept Plan.

To deliver the school requirements, the following site sizes have been assumed in the Concept Plan based on the Department for Education's (DfE) 2019 report on Education Provision in Garden communities. All are minimum, and it is common to allow for some expansion room – for example a 2FE school would be provided on a site which can be expanded to 3FE at a later date if the requirement arises.

**Minimum Site Sizes**

Primary – minimum sizes, range indicates whether or not Early Years provision is made on-site.

2FE\* (420 places) 1.8ha to 2.0ha

3F(630 places): 2.6ha to 2.8ha

4FE (840 places): 3.2ha to 3.4ha

Secondary – minimum size for 11-16:

5 FE (750 places):	5.8 hectares
6 FE (900 places):	6.8 hectares
7 FE (1,050 places):	7.7 hectares
8 FE (1,200 places):	8.7 hectares
9 FE (1,350 places):	9.6 hectares

\*1FE is below the size which DfE suggests is viable, so generally a new school will be 2FE.

Overall School Requirement (ha)

Primary schools space requirements (ha)	7 x 3FE primary (2.6ha to 2.8ha each)
Secondary school space requirements (ha)	2 x 7-8FE (7.7ha to 8.7ha each)

Medical Centre

Initial discussions with the NHS Gloucestershire Clinical Commissioning Group have determined the requirements for a medical centre. A new medical centre to serve 20,000 new patients would be required with a floor area of approximately 1,500sqm over 2 floors. The building would include a GP surgery, a pharmacy and dentist, with a site of approximately 0.5ha required.

There are a range of delivery options for this facility and this would be determined through a business case with the Gloucestershire Clinical Commissioning Group. It is suggested that the medical centre building is constructed during the early phases of the Garden Town, however the building would not be fully occupied to start with.

Leisure and community facilities

There are a range of other social and community facilities which will be planned into the local centres and green spaces within the Garden Town. These include:

- Community halls
- Library
- Swimming pool
- Sports Halls
- Playing pitches
- Other outdoor sports spaces
- Play space









4

# Concept Plan



## 4.1 Concept Plan - Tewkesbury

The spatial strategy for the evolution of the Concept Plan has been determined by the constraints and opportunities within the study area. In particular the emerging evidence for the JCS Review supports the need for strategic growth in the Tewkesbury area. The evolution of the Concept Plan shows a strategic and holistic approach to the delivery of a Tewkesbury Garden Town with 10,195 homes and 100 ha of employment land.

Areas for housing are located adjacent to the existing built up areas and close to new/improved transport connections. The aim is to create a compact area for development, utilise existing infrastructure and avoid unnecessary urban sprawl. While it is important that existing rural settlements are physically and socially part of the Garden Town, the spatial arrangement seeks to respect the character and identity of these settlements.

The future A46 strategic realignment work is exploring options to locate this dual carriageway south of J9. While the exact route option has not yet been confirmed, to meet the Garden Town requirements a new link south of J9 would better unlock development. The evolution of the Concept Plan therefore assumes this will be to the south of J9 and that there will be connections from this new road to the Garden Town employment and housing areas. The realignment of the A46 and the removal of strategic traffic movements through the area, will allow for the existing A46 road to be transformed into a sustainable transport corridor with dedicated bus, cycle and pedestrian infrastructure.

The location of the new employment areas have therefore been located to the south of the Garden Town. An employment area is proposed in the south east of the Garden Town, on the basis that a new A46 alignment route to the south would best unlock development. An additional area of employment land between the M5 and the rail line and north of Fiddington is proposed. The eastern portion of the MOD site, which could be available during phase 1, could be mixed use, including employment uses.

Connections to the existing train station and densities within walking/ cycling distance from the station will be maximised. It is assumed that train services and frequencies will be significantly improved as part of the long term Garden Town development. Facilities around the station will need to be provided, including car parking, walking, cycling and bus connections, ancillary retail/cafe, toilets and station buildings. A local centre is proposed on the eastern side of the railway tracks near St Nicholas Church. This could include local retail/ cafes, community centre and the medical centre.

The design for the Garden Town works with the existing landscape, water courses and natural environment and this has underpinned the spatial approach to the Concept Plan. In line with Tewkesbury Borough Council planning policy and through engagement with the Environment Agency, the evolution of the Concept Plan has ensured all development areas have avoided flood plains and incorporates large areas of green space to attenuate surface water through sustainable urban drainage systems (SuDs).

The spatial arrangement seeks to create green wedges to break up the development into neighbourhoods. These green areas and the urban form seek to work with the topography and landscape character including hedgerow and agricultural field patterns. This green infrastructure will also provide natural areas to improve biodiversity as well as a wide range of leisure, well-being and recreational facilities for local people.



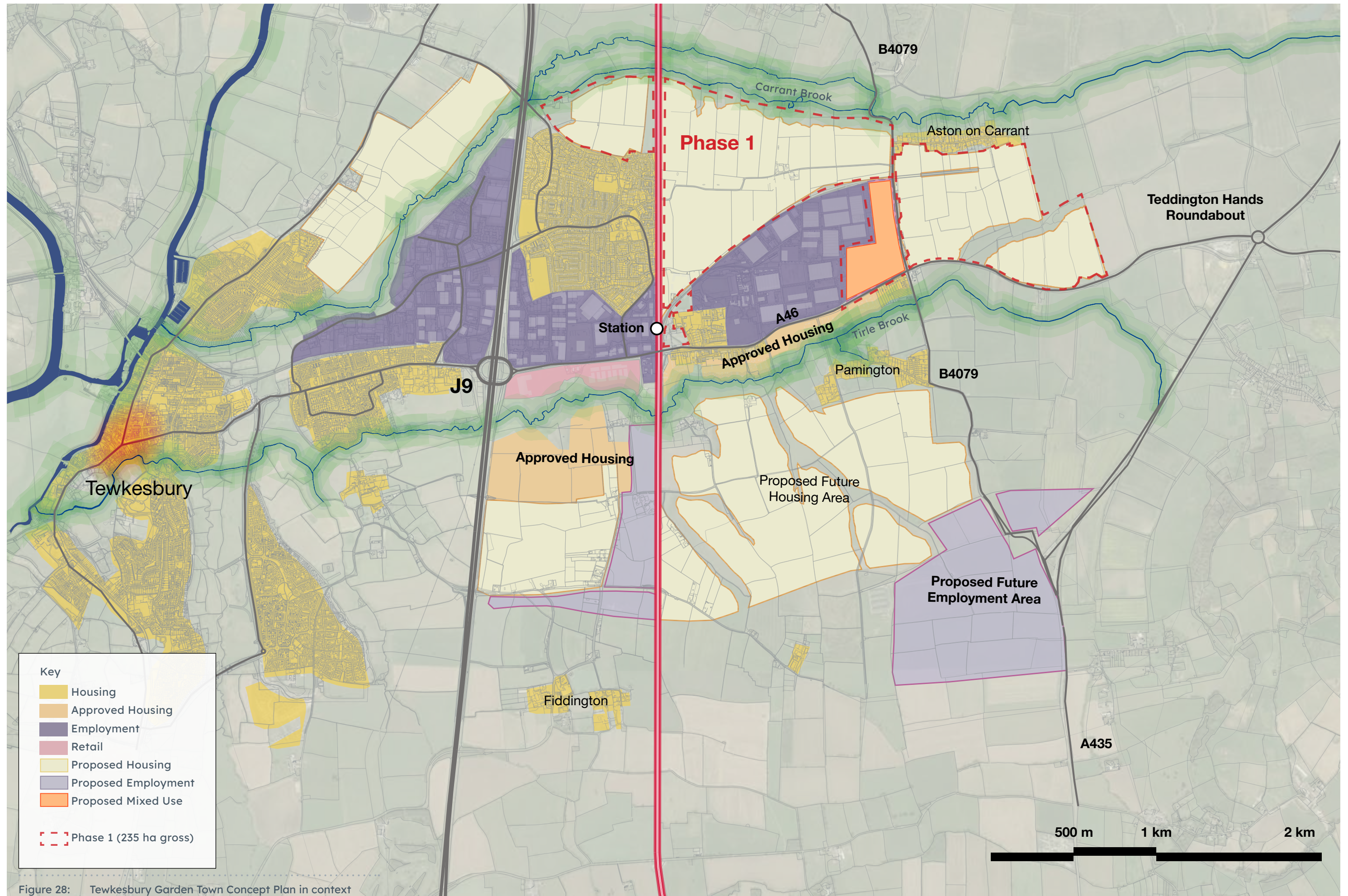


Figure 28: Tewkesbury Garden Town Concept Plan in context



## 4.2 Concept Plan - Garden Town

### Tewkesbury Garden Town

A more detailed spatial arrangement for the Garden Town is shown opposite. It illustrates how green areas will be integrated within the Garden Town, with the aim to design with sensitivity around existing villages and the natural landscape.

The location of the Station Centre, Ashchurch Local Centre and further Neighbourhood Centres are shown, along with potential locations for schools and the medical centre.

The design of the plan seeks to respect the natural setting as much as possible, preserving hedgerows working with the topography and drainage. A network of local centres area proposed to ensure walkable communities are created, with local centres within a ten minute walk.

There are several consented developments at Fiddington, and areas south of the A46, as well as a new retail area south of the Ashchurch Business Centre. These developments have been incorporated within the Concept Plan for the Garden Town proposals.

Two new employment areas and several new housing locations are proposed to the north and south of the existing Ashchurch area. Green corridors will exist throughout the area to ensure that residents have ample opportunity to access local nature, and they will also act as part of a wider strategy for a range of small and large-scale sustainable urban drainage systems.

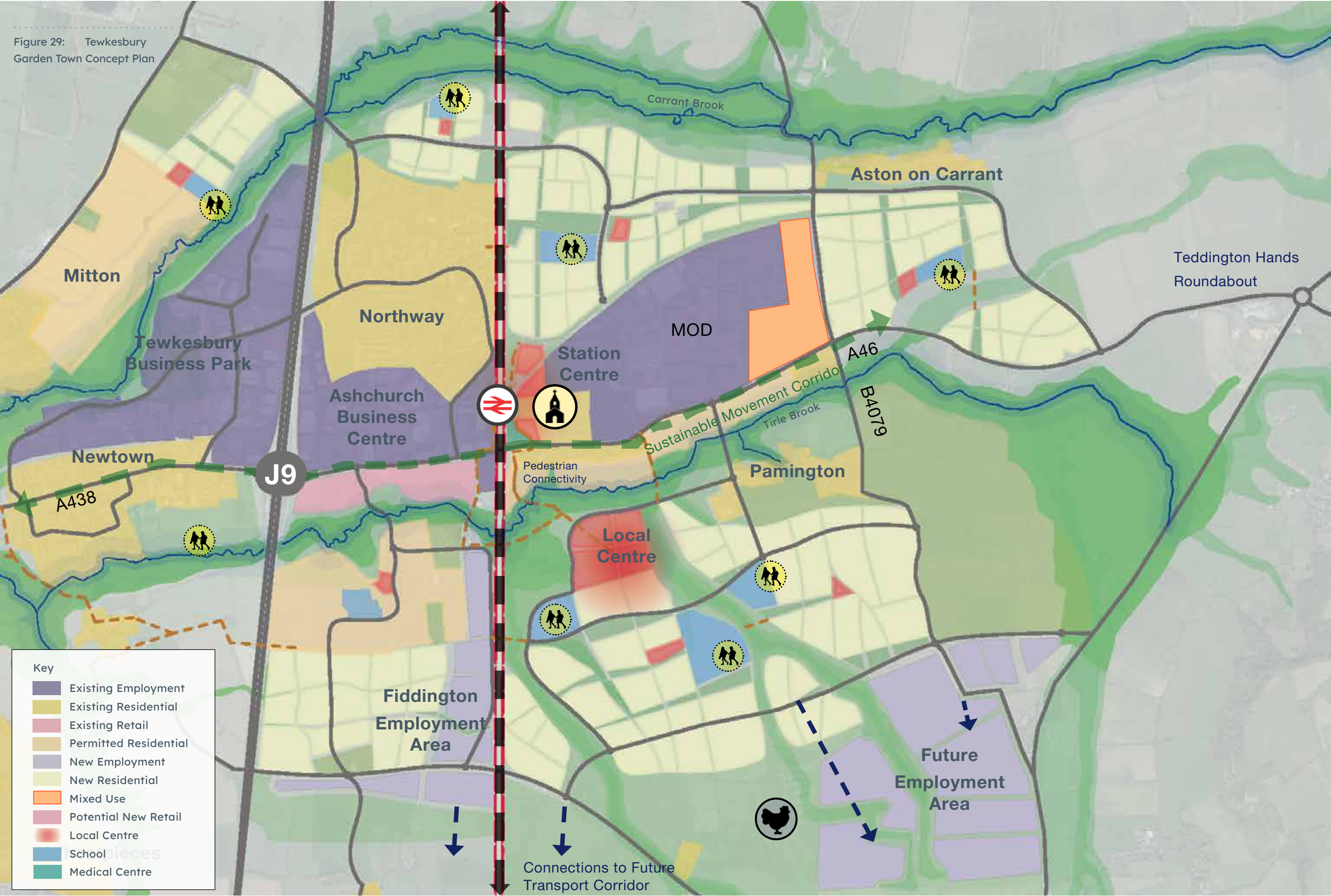
The new employment areas will be located at the southern end of the Garden Town, and both will be accessible from a future transport corridor which links to the M5.

New residential areas will be at Mitton, North of Northway, North of the existing MOD site, the Overbury Estate east of the existing MOD Base, as well as to the south of Pamington Village and north of Fiddington Village.





Figure 29: Tewkesbury Garden Town Concept Plan







## 4.3 Respect Existing Communities and Reflect Local Character

### Respecting Existing Communities

The Tewkesbury Garden Town will accommodate a large number of new residents in a sustainable and careful managed way. The masterplan ensures that the spatial layout of development respects existing communities and settlements and the provision of community facilities will help integrate existing and new communities.

In addition to this, all development will follow good urban design principles to ensure that future development adheres to respectful scales and densities, is attractive in design and character, and is in a layout that reflects the local built form.

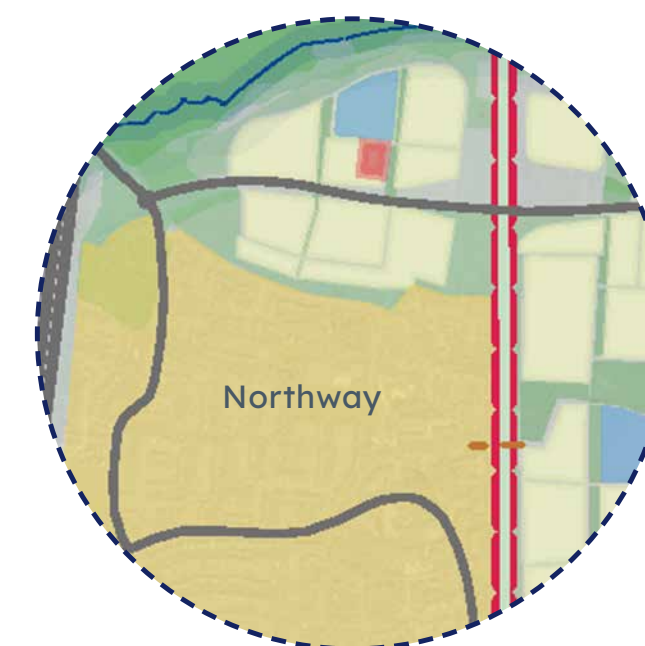
### Reflecting the Local Character of Ashchurch Rural Parish

Ashchurch Rural Parish is a pastoral and green area and these qualities are important to local residents. The Garden Town will provide 10,195 new houses but it will do this in the most sensitive and sustainable way possible, protecting mature trees, hedgerows, local walking paths, and large amounts of land next to the two brooks that flow through the site.

The Masterplan will reflect on these qualities and ensure that new development is done in a sustainable manner, with large areas of land dedicated to green infrastructure, and a design which will encourage cycling and walking wherever possible.



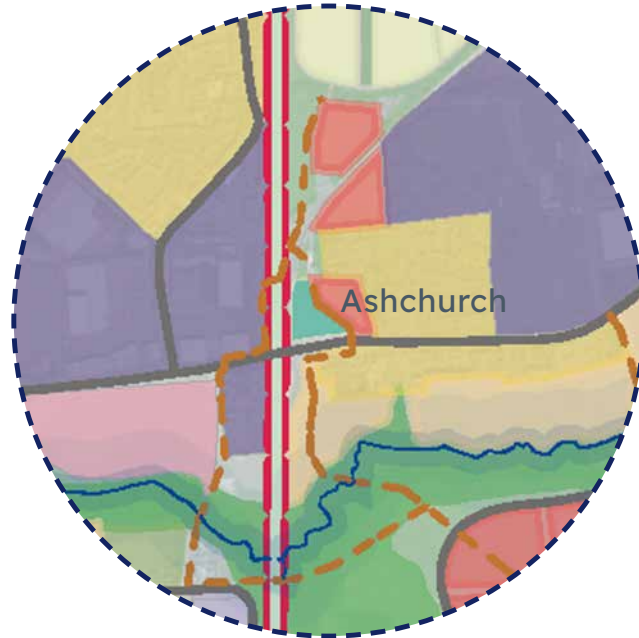
NORTHWAY



Northway is an established residential neighbourhood which is bounded by the railway line to the east, Hardwick Bank Road to the north and M5 to the west. The masterplan includes a new neighbourhood to the north of Hardwick Bank Road which is accessed via a new road and bridge over the railway line. This neighbourhood will include a new neighbourhood centre and primary school.



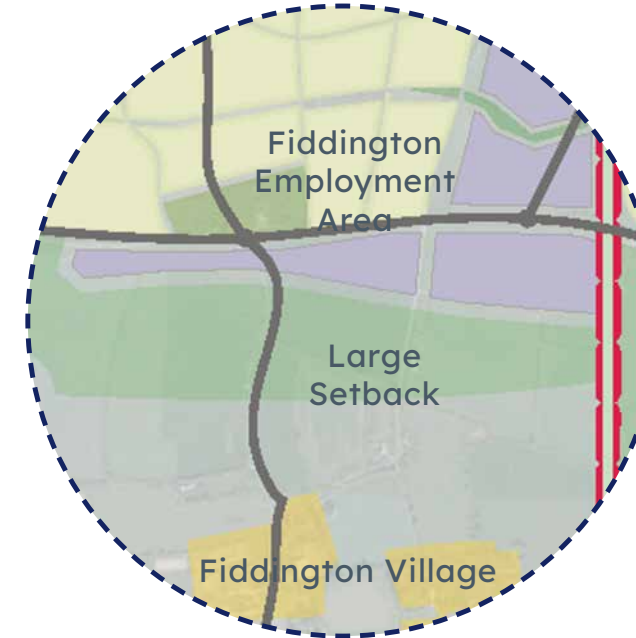
ASHCHURCH



ASTON ON CARRANT



FIDDINGTON



PAMINGTON



Ashchurch is the current heart of the wider community with the Rail Station and the A46 coming together. The A46 is a strategic route and it connects the M5, through Evesham on to the M42 and then the M1. It is anticipated that the busy nature of this road will change once a new route for traffic is provided further south, and the character of this local centre can change to become more focused on community needs. The masterplan envisions the area surrounding St Nicholas' Church remaining as a focal point for the community, with good connections to a new larger Local Centre for the Tewkesbury Garden Town located just south of Tirlle Brook.

Aston on Carrant is a rural settlement bordered by the Carrant Brook and a disused railway track. It has a rich historical stock of houses dating as far back as the 11th Century. The National Cycle Network route passes through the area.

New development occurring to the south of Aston on Carrant should respect the scale and character to the existing village and not negatively impact on traffic within the village.

A small settlement lying in the south of the parish, defined by the central manor which was once a manor of Tewkesbury Abbey. Rich in history and settled maturely into the landscape, the houses surrounding the manor are also mature with gardens extending well out to the front and backs of the properties.

A very large setback is proposed between the Fiddington Employment Area and Fiddington village, ensuring its character and peaceful qualities are preserved.

Pamington is a small village with a mixture of housing types with new houses mixed being built in a sympathetic manner to the existing character within the settlement. New development within the Garden Town will respect the scale and form and there will be a green setback from the village to any new development. Access to Pamington is via an 'access only' lane connected to the A46 at its western end and the B4079 at the east.

The masterplan will ensure that this access only lane remains as such and that new development does not cause additional congestion within the settlement.





## 4.4 A strong identity and character of place

### Inspired by the Local Identity

The Garden Town will support the existing unique identity and character through conserving and enhancing features of the local villages and landscape features of rural areas and as well as creating opportunities for people to interact with art, culture and community green spaces. There is the opportunity to create a strong new character for Tewkesbury Garden Town while respecting the character of existing settlements and drawing influence from the historic environment.

High quality urban design will be prominent throughout the Garden Town, and local heritage will be preserved. The local hedgerows will be preserved as much as possible, and the field patterns of the rural areas will help to shape the urban form.

Architectural forms for new development will be contemporary and designed using sustainable methods but will be inspired by the local context, using local materials where possible. This will include building in a similar scale and character adjacent to existing villages, with green spaces that are protected and enhanced. Within the new Garden Town modern building typologies and urban form will contribute to a distinct character, while respecting the existing local context.

### Designing Places to Gather

The garden town will have multi-purpose community spaces integrated with local and neighbourhood centres, and will promote local landmarks as appropriate. Each new neighbourhood will have a local centre which will be a focal point for gathering.

Wayfinding will promote walking and cycling wherever possible, and will be integrated with local centres, public transport, and other key destinations within the community.

Public spaces throughout the Garden Town will be animated with public art, local landscape features such as mature trees, and promote local cultural and community events such as markets, performance spaces, and sporting events.

These elements will give life to the community and bring local residents together.



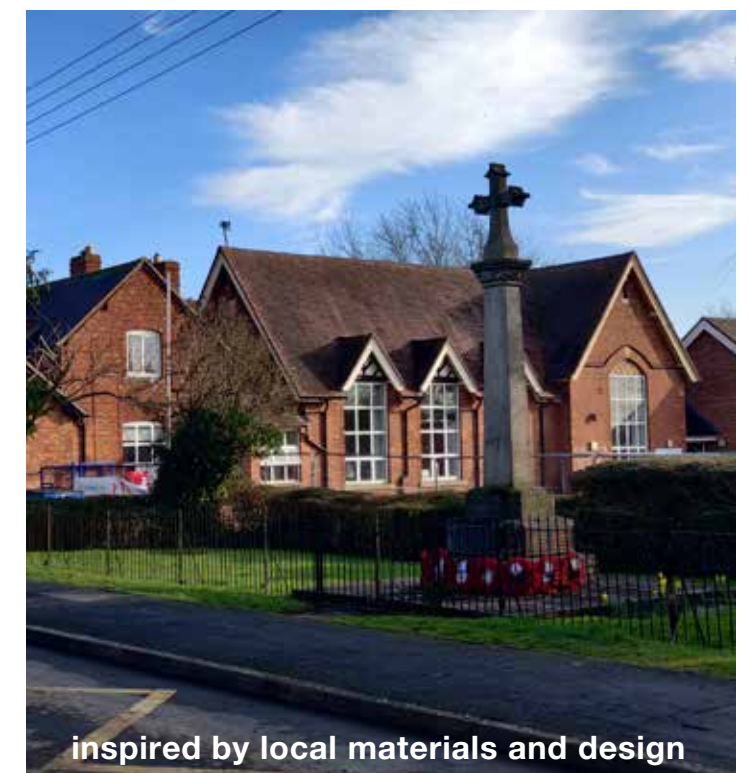
local places for residents



building in a similar scale



high quality landscape



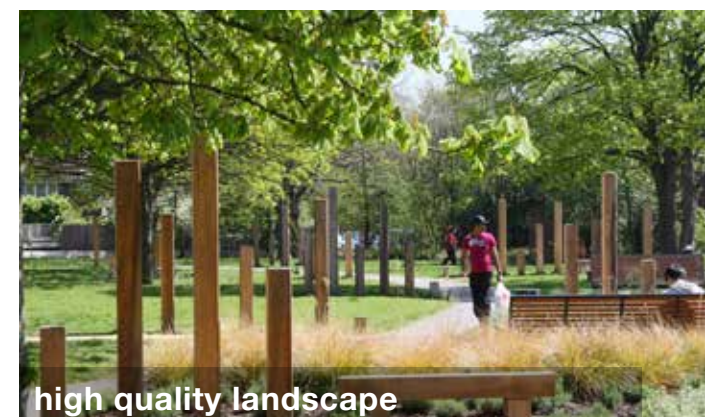
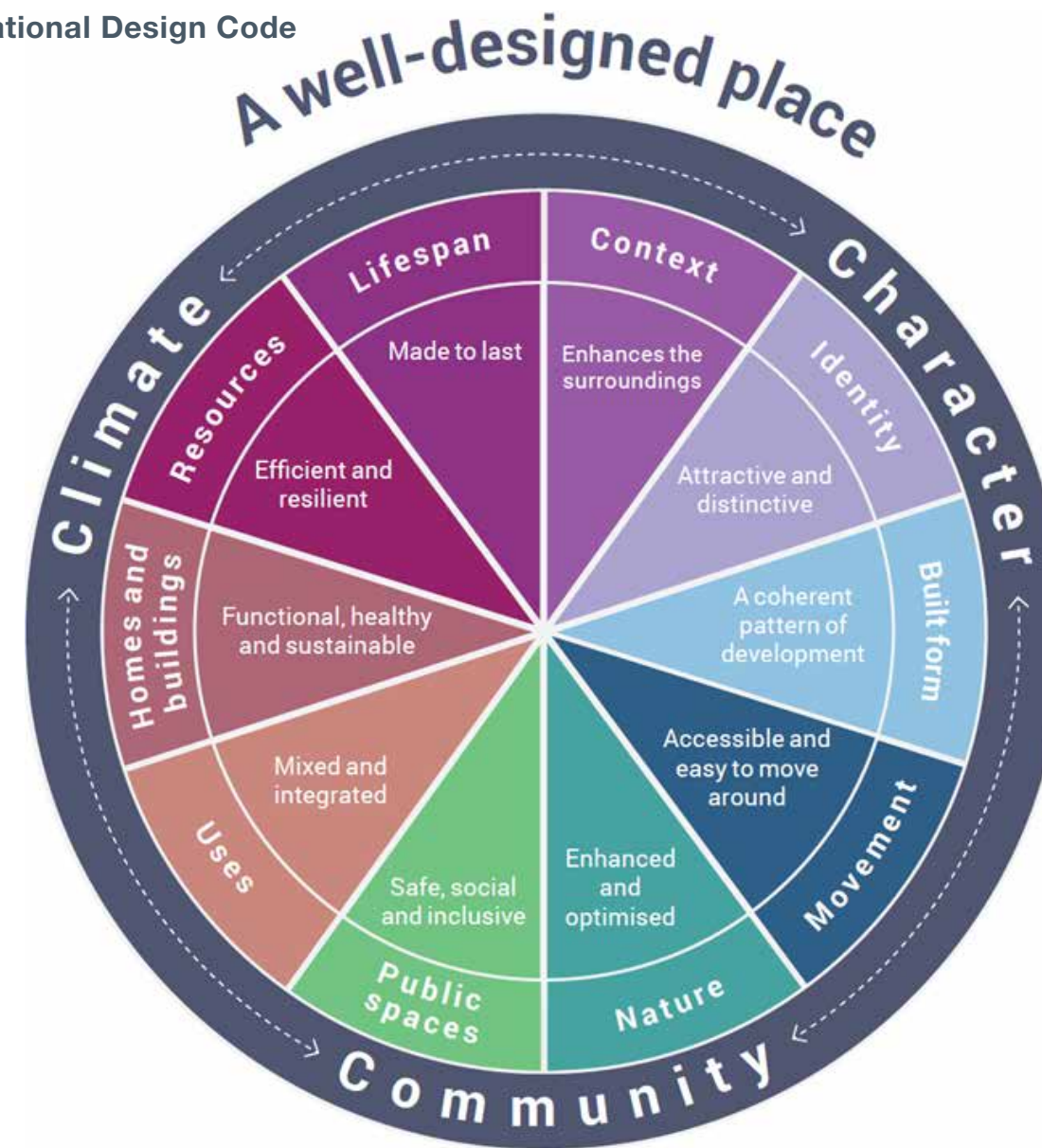
inspired by local materials and design



Key to the success of the masterplan is that new developments are underpinned by strong and appropriate design objectives to achieve the quality that make the Tewkesbury area a place people aspire to live. New development will be expected to meet the National Design Code: Planning practice guidance for beautiful, enduring and successful places (2021). Ways in which this could be achieved within Garden Town include:

- A place that blends into nature
- Make the most of surrounding landscape views
- Permeable and legible street pattern, to ensure ease of movement and promote sustainable transport
- Locally appropriate building scale and massing
- Sensitive roofscape
- High quality landscape and public realm
- Building frontages interacting with streets
- Balance of private/ semi-private/ public spaces
- Variety in architectural character
- A range of building typologies to suit a wider demographic
- Balanced mix of uses complementing the residential offer

#### National Design Code







## 4.5 Interconnected blue infrastructure celebrating water

### Ensuring careful management of a precious resource

As stewardship and management of water becomes increasingly important in this era of climate change, the Garden Town will ensure that water management is at the forefront of design and development decisions.

The Garden Town will ensure an interconnected blue-green infrastructure network to build climate resilience. This will be achieved through natural water retention and re-use techniques as well by promoting a more liveable urban environment. A range of small and large scale Sustainable urban Drainage systems will be incorporated to attenuate surface water runoff so to not have a detrimental impact off site. It is often possible that during dry seasons, these areas can be for recreational purposes. These blue-green corridors exist throughout the site, and will link communities to the two watercourses (Carrant Brook and Tirlle Brook) that pass through the Garden Town.

### Embracing Sustainable Drainage Systems

Sustainable Drainage Systems (SuDS) will be positioned throughout the Garden Town and designed to allow for the impacts of climate change to restrict surface water flows leaving the development as to not have a detrimental impact off site. These can include rain gardens, permeable paving, swales, and detention basins. All of these will provide multiple benefits including improved water quantity, quality, amenity, and biodiversity. Key components of this strategy will include:

- Attenuation provided at source, i.e. within each development plot, to minimise downstream impacts
- Future-proofed development by providing ample attenuation storage (with allowance of 70% increase in rainfall intensity due to climate change)
- Maximise permeable surfaces, to promote the infiltration of rainwater into the underlying ground
- Rainwater harvesting systems to collect and re-use rainwater for irrigation and non-potable uses (therefore reducing potable water demand)
- Watercourses on site to be retained and improved/re-naturalised. The possibility of improving watercourse capacity to alleviate flood risk within and outside the development to be explored where applicable



A drainage basin (dry) being used for recreational benefit, Surrey



Larger swales for higher water levels when required



Climate Change and other environmental factors have increased the likelihood of flooding in Britain, and 2007 saw some of the most damaging floods in many decades in Tewkesbury. Tewkesbury is particularly vulnerable to flooding because of its geographical location at the meeting point of two sizeable rivers: the Severn and the Avon. The Garden Town area has the Carrant Brook and the Tirlle Brook running within its boundary, and these are very susceptible to flooding as well.

In planning future growth, it is important to manage the risk of future flooding. Managing the risk requires not one, but many, approaches. No floodplain within the Tewkesbury Garden Town will be built upon, and in addition to this, low lying areas leading to floodplains will also be designated as green areas, which can act as large scale sustainable urban drainage systems when required.

Environmental Agency flood modelling has been analysed to establish broad categories of fluvial flood risk as well as rainwater flood risk. In addition, runoff routes and general ponding areas have been surveyed to establish areas where no development should occur. This planning has also been used to create the open space strategy for the Garden Town.



Figure 30: Environmental Agency Flood Risk for Northern and Eastern Area



Figure 31: Environmental Agency Flood Risk for Southern and Eastern Area

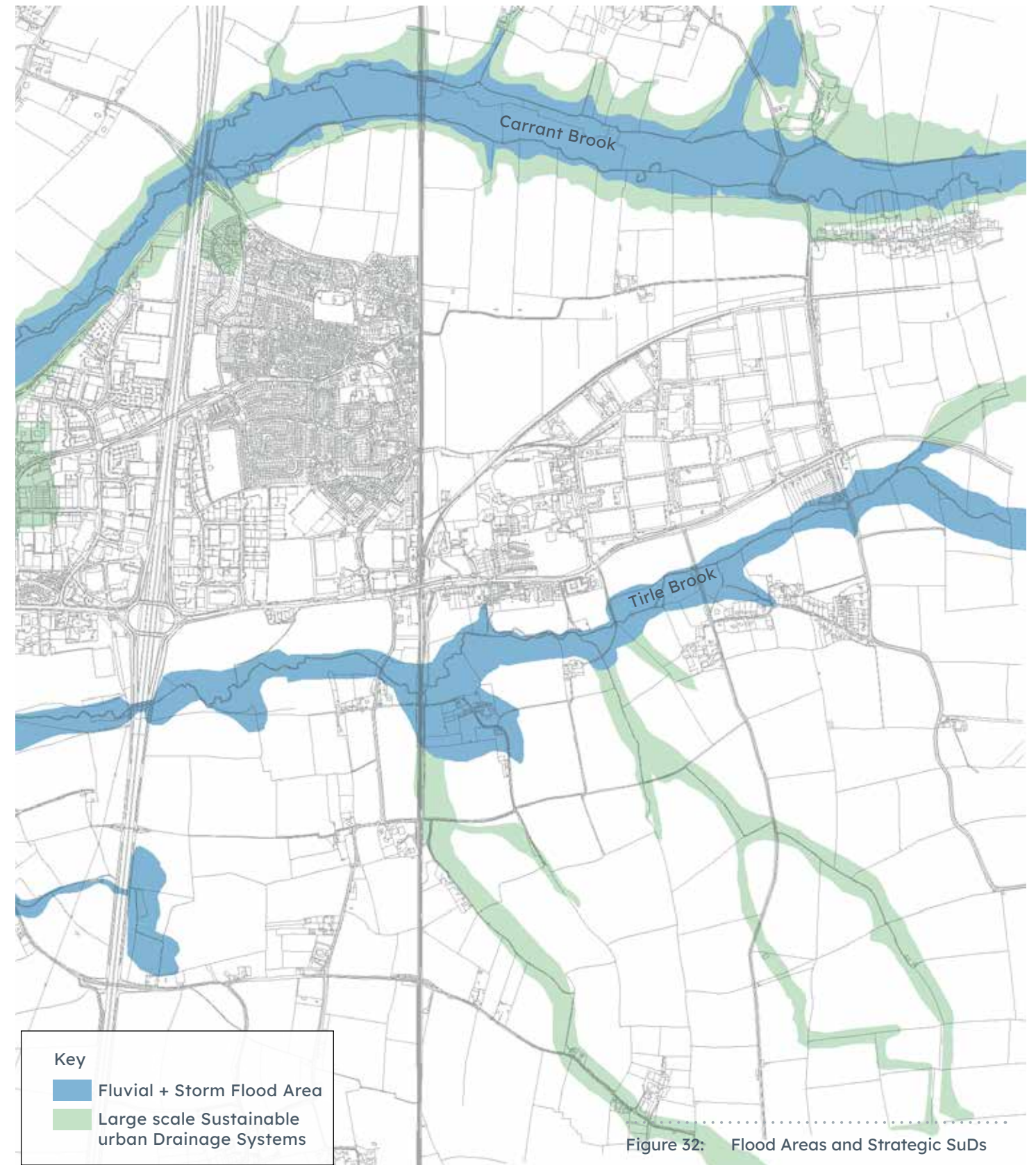


Figure 32: Flood Areas and Strategic SuDs





## 4.6 Building sustainability for climate resilience

### Aiming for Carbon Zero

The Garden Town will help contribute to a carbon neutral future and build climate resilience from construction to occupation through sustainable materials and construction techniques, renewable energy measures, sustainable drainage systems (SuDS) within a comprehensive blue-green infrastructure network.

Approaches to design should demonstrate that each step of the energy hierarchy set out in Figure 34 has been followed whilst also ensuring the incorporation of low and zero carbon (LZC) technologies and clear commitments to comprehensive energy monitoring and transparency of performance.

The Garden Town will propose that Passive House design techniques, which include double or triple insulated glazing and super insulation, be implemented wherever possible, as well as using local and energy-efficient building materials and design features for to help contribute to zero-carbon and energy-positive development.

Other measures to be considered include the integration of photovoltaic panels (PV) on houses and apartment buildings, block level energy grids and monitoring schemes, localised smart grids and smart meters for smaller scale communities or individually owned energy generation facilities.

A detailed Sustainability Strategy will be developed for the Tewkesbury Garden Town.

### Climate Resilience

The masterplan incorporates several good practice suggestions by Natural England and the Environment Agency with respect to building in a responsible, resilient manner.

This is a landscape-led approach which uses blue-green systems to help shape development, considering nature first and building second. This holistic approach is guided by systems thinking and social justice, and creates flood resilience by keeping flood risk at tolerable levels while managing water and using the opportunities it creates to help benefit the community, while capturing the full financial, natural and social benefits of developing in this way.

Community spaces, including parks, sports and recreation facilities, community gardens and allotments, and other amenities can all be placed in lower level flood risk and water catchment areas. This protects existing landscape assets at both the wider and local level, and reduces costs of climate change mitigation while connecting residents with nature and enhancing local ecology.

On the wider scale this landscape strategy takes flooding, the blue-green infrastructure and natural systems into account, while tying into Natural England's National Character Area 106: Severn and Avon Vales. The Garden Town development plots and the location of green spaces are shaped by the existing landscape morphologies. It will enhance and utilise the main riparian corridors along the Carrant and Tirlle Brooks which run through the Garden Town to have wide buffers, wetland creation and meadows. This

minimises flood risk and allows for natural surface drainage.

Through development there are also opportunities to address systemic environmental issues with design. These include:

- Soil stabilisation and creation
- Pollutant mitigation
- Water purification
- Intensive agriculture mitigation
- Carbon offsetting
- Local scale strategies

On the local level, this strategy protects existing trees, hedgerows, field patterns and natural green morphology where possible. It also creates high quality green infrastructure which has both natural capital value and educational, recreational and health benefits.

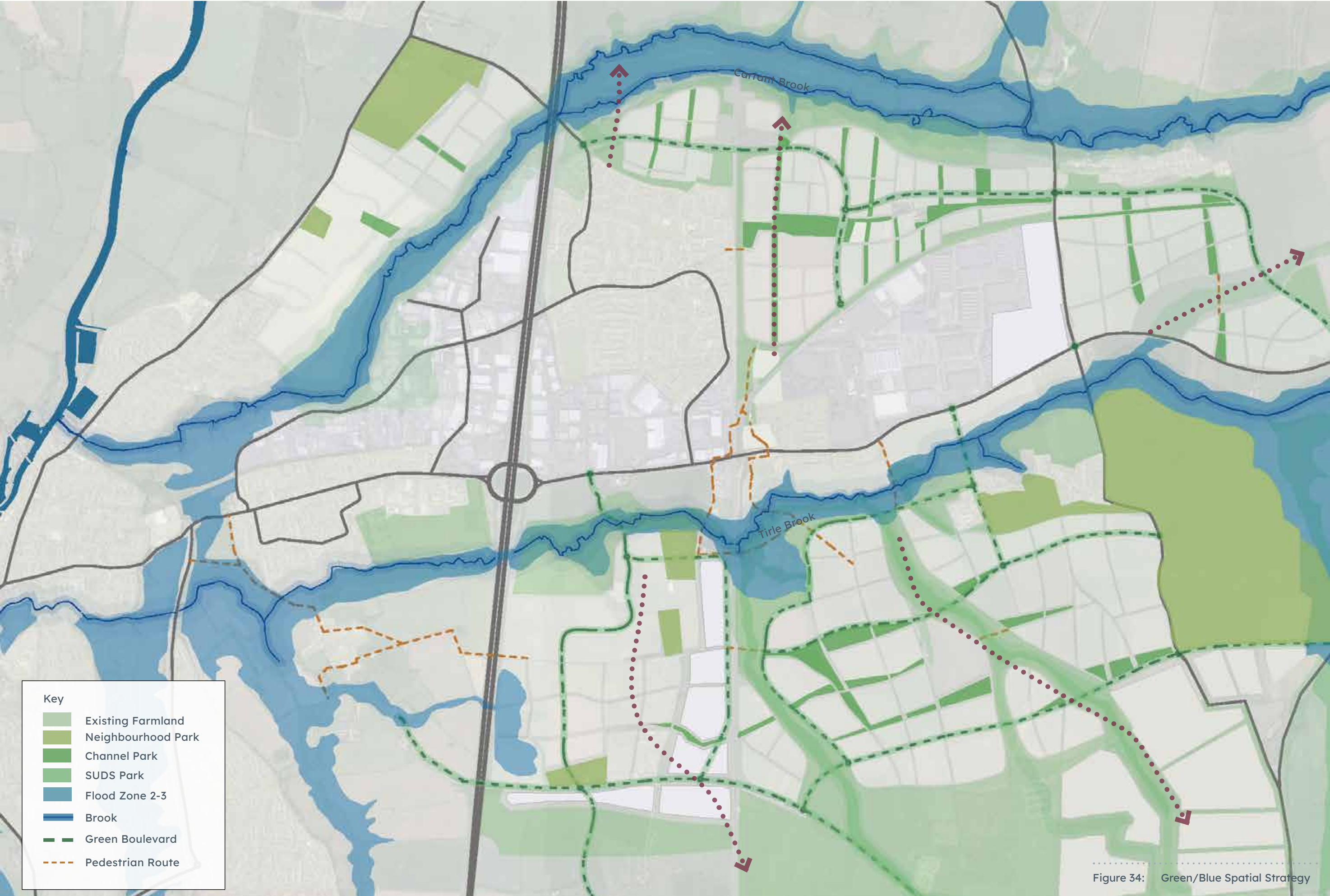
A network of footways and quiet lanes will help to preserve the rural character of this unique landscape, and give all residents access to green spaces.

Access to the natural environment and an emphasis on the play and recreational value of green spaces will create an environment that encourages active lifestyles and living in harmony with nature.



Figure 33: The Energy Hierarchy









## 4.7 Fantastic green spaces for people and wildlife

Nature will be at the heart of Tewkesbury Garden Town. In order to maximise the health and wellbeing benefits of green infrastructure, an ecologically rich landscape network that links to the Cotswolds AONB (Area of Outstanding Natural Beauty) to the Garden Town will be created. In addition to this, there will be a wide variety of green spaces, including allotments, green corridors, natural play areas and large open spaces. Many of these green spaces will also facilitate a natural approach to water management during storm events.

Garden Town principles aim for more than 50% of the Garden Town area being allocated to green infrastructure and this has been incorporated into the evolution of the Concept Plan. Green infrastructure should include a network of multifunctional, well managed, high-quality open spaces linked to the wider countryside and at least half should be public. This will include large swales of green infrastructure, secondary green spaces such as community gardens, as well as private back gardens within development plots.

Green Infrastructure will form the backbone of the development and provides the means to connect people, place and nature together. The development blocks will be arranged to promote walking and cycling by creating readily available and attractive car-free 'Greenways' throughout the development.

Well connected and biodiversity-rich public parks will exist within each neighbourhood, and these could include formal and informal play areas, integrated outdoor gyms, lawns or community gardens. In addition all development should have a biodiversity net gain.

All parks and open spaces should work with the Building with Nature guidelines and standards, and new boulevards and other large roads will be tree-lined.

### Landscape Visual Principles

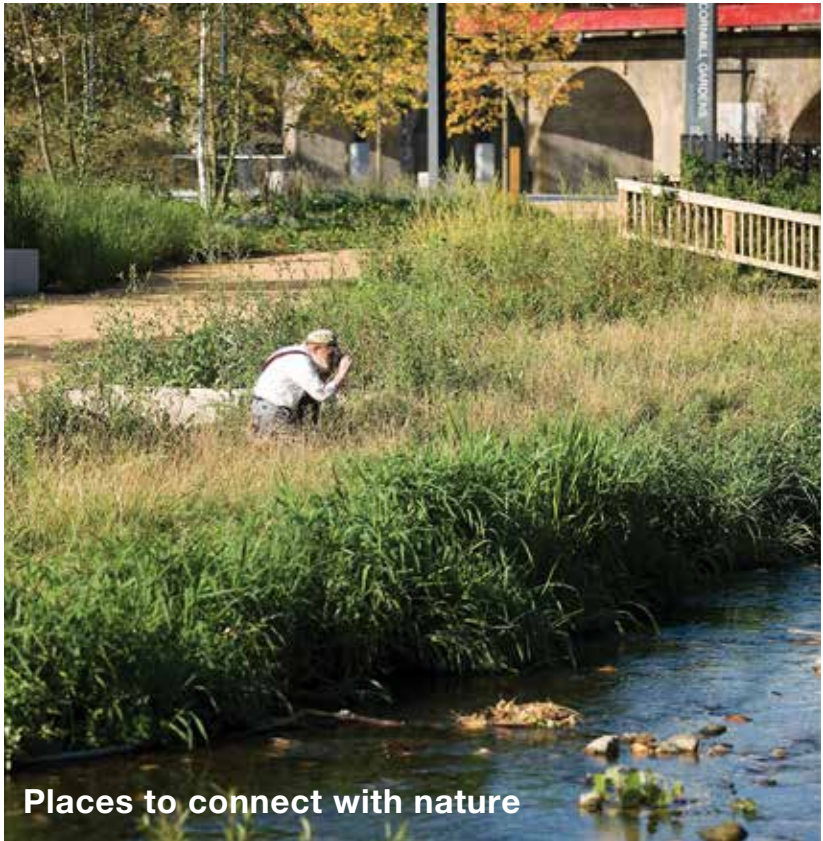
The surrounding rural hinterland looks down on the site from several historic and geologically characterful landscapes. In order to respond to these in a novel way, the landscape should preserve and enhance the scenic beauty of views across the Severn and Avon vales.



Active local parks for a diverse group of residents



Places to connect with nature



Places to connect with nature



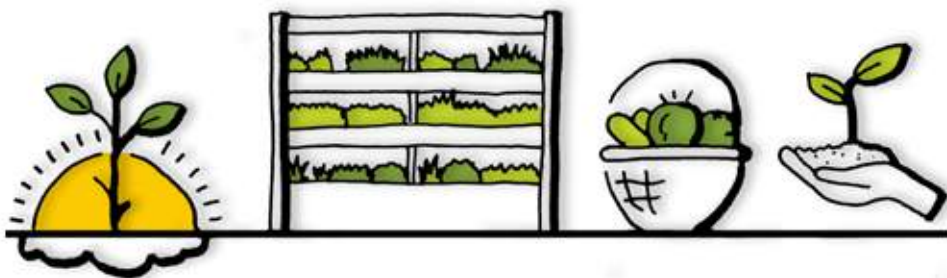
## Green Infrastructure Ideas



Formal landscape areas, parks with sustainable urban drainage systems, swales and water channels



Natural landscape areas with wildflower pollinators



Community gardens and food growing



Formal and natural play areas, trim trails, cycle routes, Strategic 5k run/walk/cycle route, sports pitches

## Play Space

A variety of play areas are suggested within the garden town:

- Neighbourhood Area of Play (NEAP) at 1000m walking distance. These will primarily be for under-6s, with a pedestrian route from homes. These will be well-drained with an area of at least 100 square meters.
- Multi Use Games Areas (MUGA) at 700m walking distance and Local Equipped Area for Play (LEAP) at 500m walking distance. These will be well drained and hard or grass surfaced with a variety of equipment for local children.

## Natural Play







## 4.8 Sustainable wider connectivity

The Garden Town will increase connectivity and maximise sustainable modes of travel throughout Tewkesbury and beyond. Enhanced accessibility to the rail station and integrated transport systems with walking, cycling and bus infrastructure will ensure the Garden Town has a sustainable movement environment.

For the Garden Town to be successful in meeting its aims it is essential to have a robust and viable sustainable transport strategy. The Concept Plan for the Garden Town is designed in a way to ensure that neighbourhoods are walkable, with adequately and regularly sized urban blocks, and a layout that helps to facilitate public transport use and cycling/walking. The inclusion of homes and employment land in the Garden Town presents an opportunity to promote local sustainable transport movements.

The key to successfully delivering the long-term vision of the Garden Town is to consider sustainable transport from the earliest design stages as well as delivering infrastructure early in the development. Taking an approach which prioritises sustainable transport ensures that the Garden Town does not become a car-dependent suburban settlement.

Major highways infrastructure will be required to resolve existing strategic north-south connectivity issues. While this infrastructure will benefit the Garden Town, the focus locally will be on achieving a sustainable movement environment. As the recent Transport for New Homes (2020) research has shown, ensuring the viability of sustainable infrastructure in garden towns is paramount.

Early delivery of strategic infrastructure, together with sustainable movement initiatives will help achieve the vision for the Garden Town. These interventions will provide for road network capacity gains, while also contributing to the establishment of a sustainable travel culture in the long term.

### A Sustainable Movement Environment

Tewkesbury Garden Town aims to minimise reliance on private cars and embed a step-change towards active and sustainable transport. It presents an attractive, accessible and highly legible movement network with optimally located housing, employment and leisure facilities. Initiatives and interventions proposed by the masterplan are explained below.

#### Land use planning

- Development planned and arranged to greatly reduce the need to travel beyond the Garden Town area.
- Encouraging a live-work culture
- Providing locally based amenities, schools, medical facilities, leisure opportunities
- Co-locating land uses where trips may be linked / shared

#### Cultural change

- Promoting the area as a place for active travel and sustainable living
- Identifying and emphasising the opportunities for a healthy and enjoyable lifestyle

#### Technological Change and Application

- Maximising the application of relevant technologies to optimise the sustainable movement environment.
- Mobility as a Service / Demand Responsive transport

- Application of traffic modelling technology to manage road network operation and performance according to new transport means.

#### Rail

- Strengthening existing connections with more frequent services to make rail station considerably more appealing to potential rail users and a very considerable contributor to sustainable transport mode shift in support of masterplan delivery.
- Rail improvements - providing a high quality station building for passengers and cycle / bus interchange facilities to further encourage people to rail use from private cars for medium-long distance travel

#### Bus

- Bus service improvements - providing high quality, reliable and convenient services as meaningful and attractive alternatives to personal car use for short-medium journeys
- Designing bus routes in a way to bring people to the station and local centres

#### Walking and cycling

- A key focus of the masterplan will be to actively promote and encourage walking and cycling, building on the active lifestyles already existent in the area.
- Active Travel – further increasing travel by cycle and on foot with new walk and cycle links connecting key sites, amenities, facilities and developments
- Several pedestrian and cycle routes will cross the M5 and railway tracks, ensuring sustainable connectivity with central Tewkesbury.



People-first streets



Streets designed for more than just cars



Bus priority lanes



### Main road axes

The M5 on the eastern border of the Garden Town remains an important link for all connectivity. The future A46 strategic realignment will also be key to delivering the Garden Town. The route of the future A46 has not been determined yet. While the exact route option has not yet been confirmed, to meet the Garden Town requirements a new link south of J9 would better unlock development.

The location of this new road is still in the optioneering stage, public consultation will be planned in the future.

The road offers the prospect of:

- providing dedicated development access junctions to the new business parks and alternative routing options for local access and development traffic
- resolve the wider strategic road network issues; assisting development access via the relieved A46; and reducing traffic flows on the A46 to the benefit of walking, cycling, bus movement and local amenity.

### Primary roads

Primary roads within the Garden Town such as Northway Lane and the current A46 take most of the vehicular traffic outside the residential areas. With the future A46 realignment in place, the present A46 could be transformed into a sustainable transport corridor, though it is acknowledged the road would still be a key highway connection in the local area.

The road could be re-imagined as a high quality, convenient and safe pedestrian, cycle and bus corridor connecting the Garden Town with Tewkesbury town centre

and link to the existing train station. Opportunities for greening along the route should be explored and the route designed to be adaptable to accommodate future movement patterns and needs.

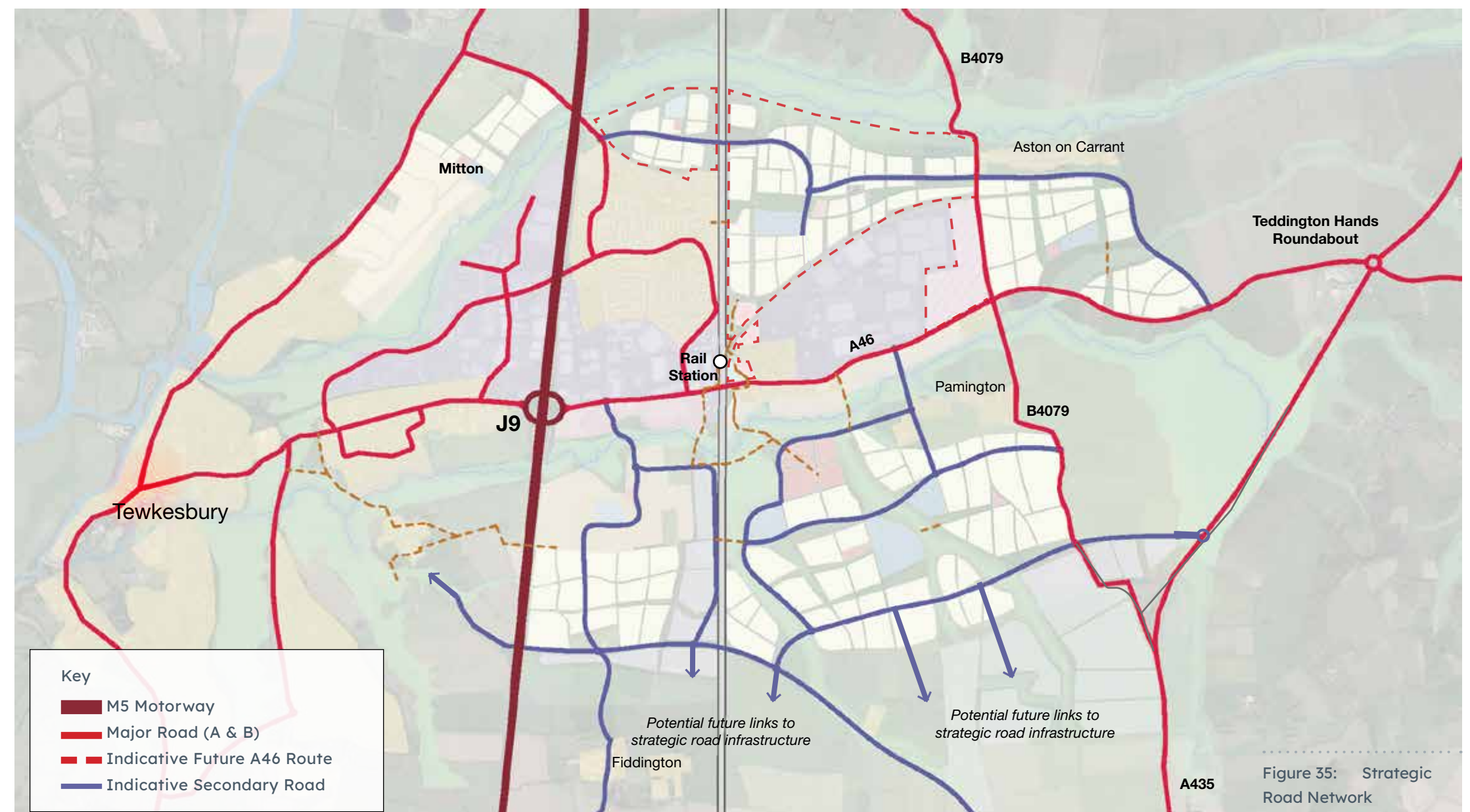
### Secondary roads

Secondary road network ensures connectivity across the neighbourhoods.

Importantly it links the southern part to the sustainable movement corridor near Pamington.

### Tertiary roads

Pedestrian and cycle lanes throughout the area, importantly linking the new local centre to the station



The roads plan shown above illustrates a conceptual layout of future minor roads which will be designed in detail at a later stage. The existing A46 will be converted into a sustainable movement corridor once the new A46 route is operational.





## 4.9 Integrated live-work-play communities

### Integrating Live, Work & Play

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

Each neighbourhood will have a centre which will have a green space and local play area, a school, as well as some community retail uses. Beyond this, a larger centre will be walkable for many residents and will contain a wider range of retail and other social infrastructure uses.

Two new employment areas are proposed in the southern part of the Garden Town, and these will be walkable or within a very short commute time via public transport or private car for local residents as well.

### Vision for growth

It is clear is that from both a commercial market and strategic perspective it is vital that the masterplan is able to deliver well located and readily available employment land to enable Tewkesbury to continue in its role as a significant engine of the Gloucestershire economy as part of the M5 Growth Zone. This will complement employment opportunity created through service activities (retail, education, health, leisure etc) across the Tewkesbury Garden Town.

### Employment Concept for Tewkesbury

The proposed employment concept has been developed based on the employment needs assessments and Economic strategies summarised in section 3.11 of this report and engagement with key stakeholders.

The economic focus should capitalise on the prominent location next to the M5 and excellent access to major markets in Bristol and Birmingham. The employment strategy will enable existing businesses to expand, accommodate new inward investors and allow new businesses to grow. Through provision of flexible and readily available employment land this will continue to support a broad based economy which aids resilience whilst supporting key opportunity knowledge intensive sectors.

Based on current activities and strengths the new business park should target Energy, Engineering, Cyber Security and Information Technology related sectors, building around existing anchor tenants with knowledge intensive and high value operations. This creates an opportunity to develop a prominent high quality business park with a special focus on technology and innovation to complement existing mixed industrial and business areas.

A new high quality employment park must deliver the range of supporting facilities and amenities that modern occupiers and workforce are looking for. Appropriate incubation or innovation centre type facilities should also be located on the park to support both new and existing enterprises with a technology and innovation focus.

### Potential employment types in the Garden Town

#### Advanced Engineering and Manufacturing

- This will be the primary focus and the key location in Gloucestershire.
- Examples for inspiration include St Modwen Park and Waverley Advanced Manufacturing Park (Harworth)

#### Cyber and Digital Technology

- There is still a demand for this sector in Tewkesbury and it will link to the main hub for in Cheltenham (Golden Valley SPD). The Garden Town is a potential location for wider supply chain.
- Data Management was determined as a specialisation for Tewkesbury.
- Examples for inspiration include West Cheltenham Cyber Central Garden Community

#### Agri Tech

- While Agri-tech might not be primary employment type, the Garden Town is well placed to connect to existing agricultural colleges. There are three colleges in Gloucester which are all equal distance from Tewkesbury.

In addition to the growth hub at the Council offices, the Garden Town would be a good location for another one as well as for the development of mini growth hubs.

Skills Training Centre of Excellence to compliment the Advanced Engineering and Manufacturing would also be suitable.

To prepare for working in the post-Covid world, the masterplan would cater for working from home, co-working office and growth hub working locations.



Innovative workplaces



Warehousing



Office campus



### Local Centres Challenges

Local Centres of all sizes are currently undergoing tremendous changes due to a variety of short, medium and longer term factors. Throughout the development of the Garden Town it will be important to understand these changes and develop bespoke responses to them. Through creative management and stewardship, Local Centres can continue to flourish and offer a place for the local community to shop, socialise, learn, work, and come together. Integration and diversity of people, functions, and spaces is key to ensuring Local Centres are active places of civic life.

It is envisioned that the Local and Neighbourhood Centres in the Garden Town will service the needs of all social groups; the elderly, students and children, families of all sizes, young people as well as working professionals.

#### Short Term

- Declining spending power
- Market confidence
- Economic distribution
- COVID-19

#### Medium Term

- Planning Policy
- Local Institutional Support
- Alternative trading formats

#### Longer Term

- Demographics
  - Aging
  - Diversity
  - Polarisation
  - Leisure Demands
- Digitalisation
- Internet Sales
  - Networking
  - Social Media
- Convenience Culture
- Ease of access
  - Instant availability
  - One Stop Shop
  - Localised convenience

Local Centres need to be multi-functional to work properly.



Key considerations for how the Tewkesbury Garden Town Local Centres could respond to future challenges and changes:

- Meanwhile Uses - Markets, temporary venues, workshops, and similar programmes can increase activity and generate interest.
- Address conflicts - Ensure that uses are not repeated or competing with other Town, Local or Neighbourhood Centres.
- Create Community Ownership - Foster a sense of civic pride and ownership of public spaces and venues
- Affordability - Development needs to be viable and deliverable
- Planning as a Tool - Planning can be a positive tool to encourage viability, and not just a control mechanism
- Define responsibility - Ensure accountability, stewardship and management





Garden Towns Centres Strategy

A robust strategy for centres is proposed for Tewkesbury Garden Town. This allows for Local and Neighbourhood Centres to be diverse and vary in size, while providing essential access to goods, services, schools, recreation, culture, arts and community facilities.

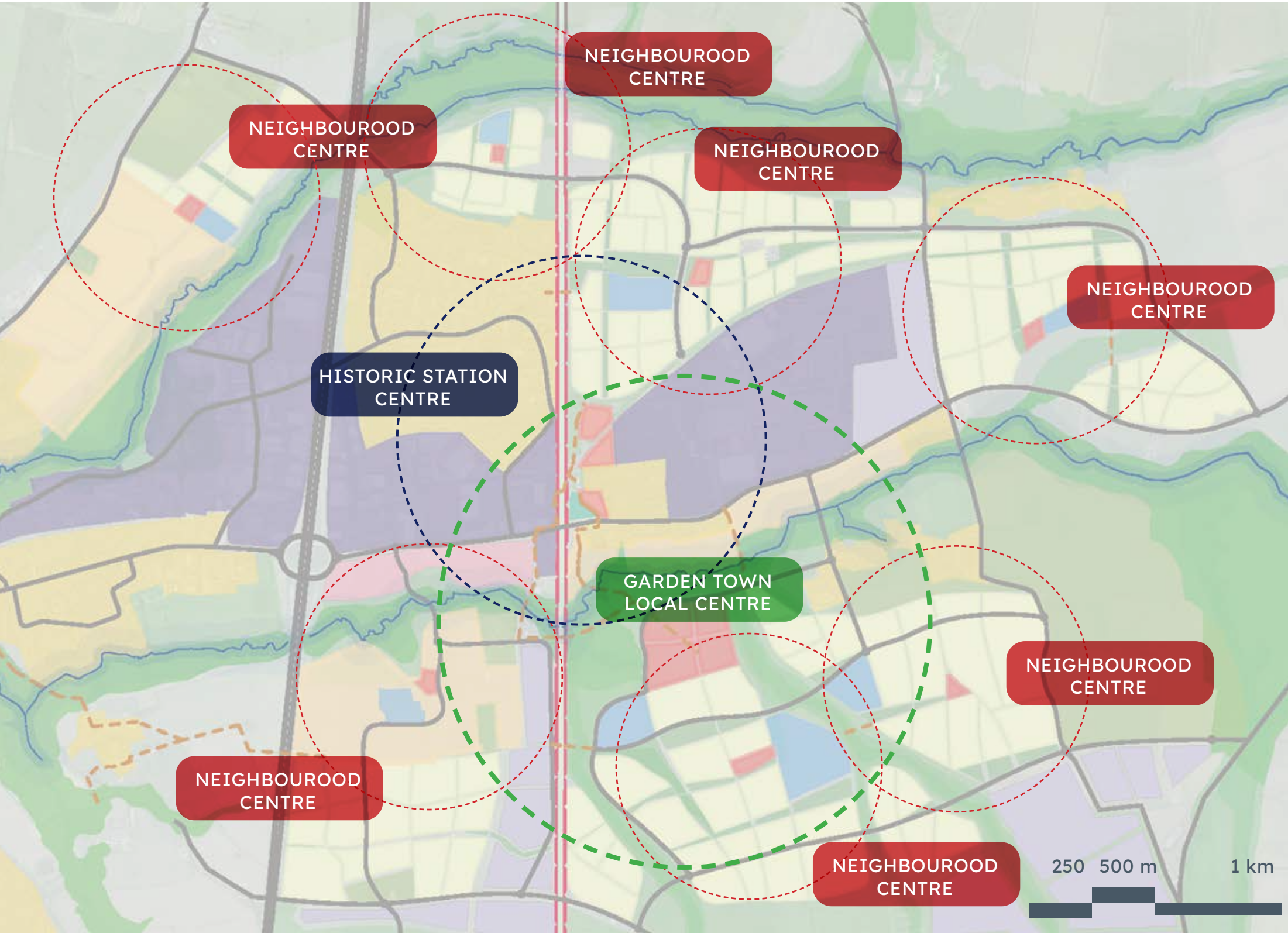
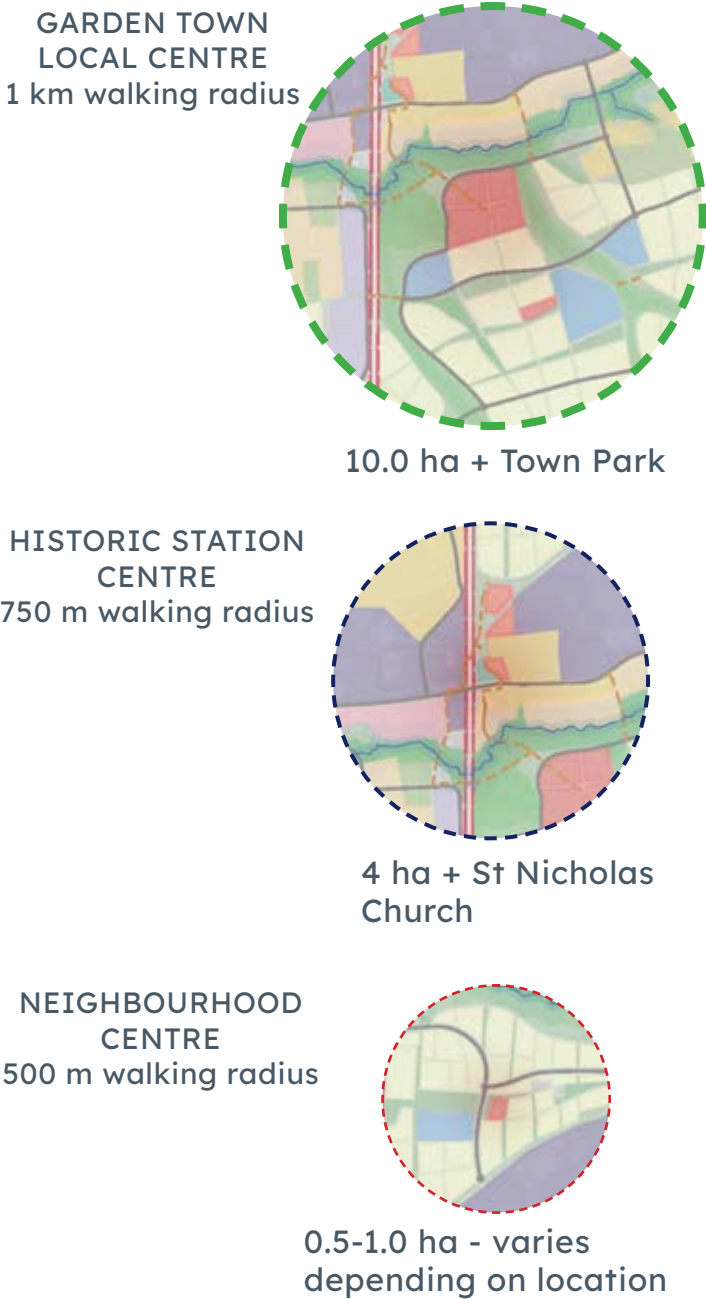


Figure 36: Local Centres Strategy



### Garden Town Local Centre

The Garden Town Local Centre could be servicing 10,195 dwellings, and therefore could support a mix of retail, cafes/restaurants, employment, community, leisure, education, civic and residential uses. This centre would be the primary local centre for the Garden Town and would seek to complement the existing Tewkesbury Town Centre.

This new local centre is proposed to the south of the A46 and in close proximity to the train station. An indicative 12 minute walking catchment (1km) is shown from this centre. It will be highly accessible by walking and cycling and located between two large greenways.

Whereas Tewkesbury Town Centre will maintain its role as the main historic town centre, the Garden Town Local Centre will have its own distinct identity as the new contemporary core of the emerging community. This identity will be strongly related to the new businesses and opportunities coming forward in the area with a more commercial focus.

### Historic Station Centre

A complimentary but smaller local centre is also proposed around the existing rail station. At the centre Historic Station Centre is the train station and St Nicholas' Church. This will provide a community focused local centre for the Garden Town while also providing commuter orientated uses and facilities. The future planned improved train services from the station, make this location ideal for a mix of uses that could meet smaller scale local employment need and include community facilities, local shops/cafes and housing as well as a new medical centre.

Pedestrian/cycle friendly east-west links over the rail line could be provided, along with an enhanced setting for St. Nicholas' Church. This building is a source of community identity and a traditional anchor for what could become a re-imagined 'village green'. This could include the reuse of existing buildings (e.g. historic agricultural buildings) to accommodate new uses and to create a distinctive and recognisable character.

### Neighbourhood Centres

A further network of seven neighbourhood centres within the surrounding new housing developments will provide facilities closer to homes for residents. These centres should cater for the day to day needs of development, and are paired with local schools. These can include local public spaces and a small clusters of convenience retail and other useful local services.

The Neighbourhood centres will serve a localised catchment and will mostly be accessible by walking and cycling. From these, the majority of new residential areas are accessible within a 5 minute walk (500m) from these centres.







## 4.10 Mixed-tenure homes, housing types and densities for diverse communities

Tewkesbury Garden Town will provide a mix of housing types and tenures to encourage diverse communities. Each neighbourhood will have beautifully designed homes to create attractive, stimulating and healthy communities.

As set out in the National Design Guide well-designed homes and buildings are functional, accessible and sustainable. Well-designed homes and buildings:

- provide good quality internal and external environments for their users, promoting health and well-being;
- relate positively to the private, shared and public spaces around them, contributing to social interaction and inclusion; and
- resolve the details of operation and servicing so that they are unobtrusive and well-integrated into their neighbourhoods.

Each community will have areas of higher and lower density to create a mix of housing types and character. A variety of tenures will ensure that communities are mixed and socially inclusive. Each neighbourhood will also have a local green space with recreational amenities, as well as access to a wider network of green corridors and larger parks.

Dwellings should be delivered through starter homes, Private Rented Scheme (PRS) model (possibly council-led), community housing association, shared ownership, freehold ownership and plots for self-build homes will be considered as well.

The mixture of housing typologies will include terraced houses, townhouses, semi-detached houses, detached houses and bungalows and/or housing for the elderly. Some multi-story apartment buildings will be built in areas with the highest public transport availability, which includes areas around the train station and the new Garden Town Local Centre.



Higher density apartments in certain areas



Contemporary townhouses



A comparison with other best practice residential examples across the UK show how different density parameters translate into architecture to shape places with different characteristics.

The examples illustrated on the page opposite show a residential density ranging from 20 to 50 units/Ha:

**Water Colour, Redhill, Surrey, 2007**  
(approximately 20 units/Ha)

The 27 ha former sand quarry and landfill was transformed into a mixed-use neighbourhood with an unique sense of place and emphasis on sustainability. Watercourses are used to create a sustainable drainage system and are protected as a wildlife corridor. A variety of housing designs to relate to individual landscape and water character.

Water Colour is a good example of nature-led design where environmental constraints are turned into opportunities.



**Poundbury, Dorchester, started 1993**  
(approximately 34 units/Ha)

Poundbury is an urban extension to the Dorset country town built according to The Prince of Wales's 'A Vision of Britain'. The architecture of Poundbury is deliberately traditional, reflecting the local style as an urban extension to Dorchester rather than a separate village. The picturesque street layout, enclosed public spaces and variety of built form create an interesting character and an experience of both harmony and discord. In Poundbury the layout of buildings defined the road pattern not vice versa as most modern planned settlements.

Poundbury is inspirational for its success in creating interest, beauty and reflecting local character and identity.



**Accordia, Cambridge, started 2003**  
(approximately 47 units/Ha)

Allowed terraces on first and second floors. Houses and flats have good-sized, well-proportioned rooms with views ranging from urban to rural. There is space for flexible individual house plans but also village greens and common land.

Accordia demonstrates that it is possible to deliver high-density with high-quality architecture.



**Newhall Be, Harlow Essex, completed 2012**  
(approximately 50 units/Ha)

Newhall is a significant urban extension to the town of Harlow. Both larger family homes and high-density courtyard houses and townhouses can be found in the development, all made with local materials. Gardens and roof terraces allow residents to access green space and connect buildings with the natural context.

Newhall Be exemplifies the approach of using design codes to ensure a high quality design while allowing flexibility in architectural detail.







## 4.11 A social model for sustainability

Community assets such as parks, community halls and leisure facilities are vital elements of high-quality, attractive places. The management arrangements and long-term funding necessary to maintain these elements are important considerations for Tewkesbury Garden Towns. The Garden Town proposes to enable the long term sustainability of the garden town through strong community stewardship of community assets and innovative models for retail, energy and housing.

TCPA has provided guidance on the Long Term Stewardship (Guide: 9) of Garden Towns, which historically were founded on the principles community rights, ownership and asset management. Letchworth Garden City remains a significant example of how the long-term stewardship of a whole town can work. There are a range of types of stewardship bodies – from those formed to take on responsibility for green space management, to management companies and bodies set up under the ‘Letchworth model’, in which an organisation committed to charitable objectives proactively share and reinvest to look after a range of community services.

A governance and community stewardship model for the Tewkesbury Garden Town will be investigated and developed. This will support a strong vision and management model for leadership and community engagement. This will enable the longer term maintenance of the garden town assets and could also facilitate local community initiatives such as outdoor activities, sports and leisure, local arts and cultural festivals, food production, environmental protection and innovative “green living” projects.

Community governance through strong vision and leadership can also assist in building connections and community feeling for new residents and foster connections with existing Tewkesbury residents. Some ideas for community initiatives include:

### Community Sustainability Performance Monitoring

The buy-in and commitment of the Garden Town community and residents will be key to its success, particularly where behaviour change is needed to achieve sustainability goals. Community initiatives which include a collective monitoring of the whole communities or neighbourhood sustainability performance is one way in which this could be achieved. A sustainability portal to measure the real-time performance of the community in terms of carbon emissions, energy efficient, water management and waste management could be created to measure progress over time and compare to other Garden Town communities.

### Community energy generation

Community energy creates access to low-cost energy as well as social value. In simple terms community energy is energy generated by a community for the use of that community. By pooling resources and working together, community energy projects allow local communities to access cheaper energy and improved energy efficiency options, along with adding social and economic benefits to local areas.

The cost reductions of renewable energy, and advances in technology now make it easier than ever to generate community energy especially if this is paired with support from local authorities.

### Community-led food production

Community gardens encourage people to learn to grow food, get active, and make new friends, as well as encouraging healthy eating. This can be either small scale small-scale food-growing initiatives along local streets, parks or gardens, or community-owned farms and community-run co-operatives to provide locally produced affordable food.



Figure 37: Community Energy Vision (Community Energy England)





Templederry Community Windfarm, Ireland



Community Garden



Low Impact Living Affordable Community (LILAC), Leeds



Self build with straw bale, Alison and Stuart Sedgwick-Taylor







# Conclusion and next steps



## 5.1 Development Phasing

An indicative phasing approach has been defined which aims to establish a coherent strategy for new developments to fit with the existing context and the emerging proposals around the Garden Town area. This can be broken down into the immediate term, with planning applications already submitted, a short term scenarios matching the local plan period, and longer term growth scenarios.

**Immediate term (Phase 0)**

- The immediate term includes planning applications which have already been submitted and approved, some of which are already under construction. The Mitton site is within Wychavon District and 500 dwellings from this site are included in the current JCS housing numbers.

**Short term (Phase 1)**

- It extends to 2031, matching the time line proposed by the JCS and aiming to deliver the shortfall of jobs and homes outlined in the document. Road transport upgrades would be required to deliver this growth in capacity terms, along with the phasing of infrastructure including schools.

**Long term (Phase 2)**

- It shows potential developments that could happen after 2031;
- It includes all the developments whose access would be unlocked by the new vehicular link to the south; and
- Eventually, it goes further expanding of the Garden Town and outlines the final masterplan.
- Infrastructure and community facilities would be phased as development is delivered beyond 2031.

These phases are illustrated in phasing diagram.

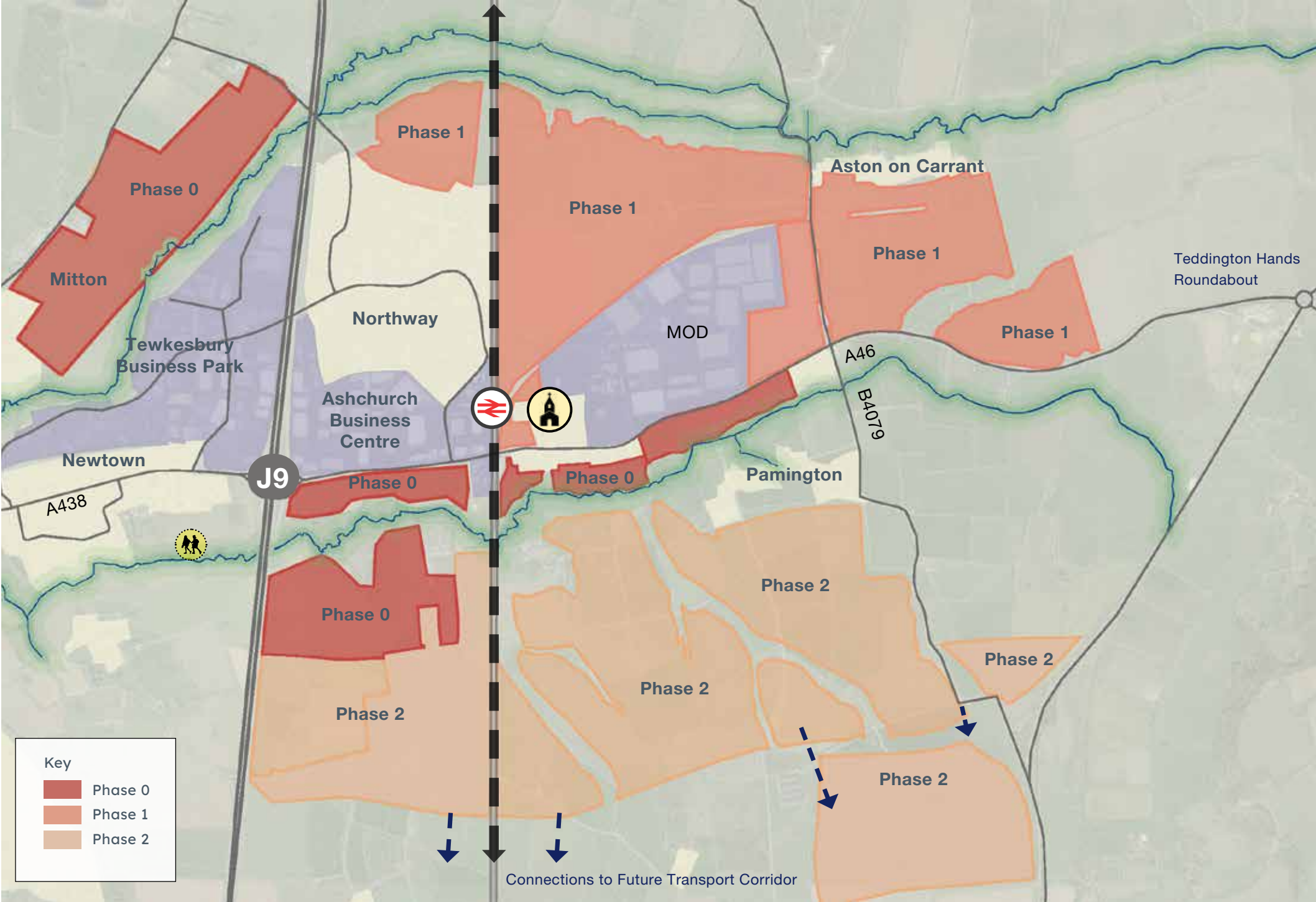


Figure 38: Tewkesbury Garden Town Phasing



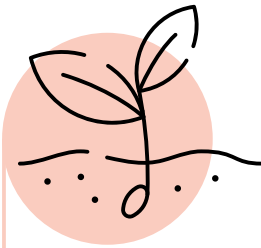
It is expected that around 4,000 new homes could be delivered by the end of the JCS2 plan period to 2041.

Delivery of houses would be likely to commence around 2024/25 with an approximate minimum build rate of 250 dwellings per year.

	2031	2036	2041
Phase 0 and 1 Homes	1250	1250	1500

# Programme Lifecycle Timeline

## Tewkesbury Garden Town – 30 years in the making

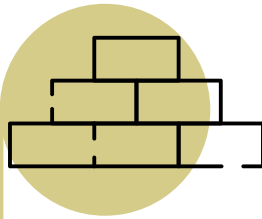


### 2019-2021 Programme Inception

- Creating the vision and Concept Masterplan
- Awarded Garden Communities status
- Nine Development Principles
- Engaging key stakeholders in the initial vision and opportunity
- Ashchurch Bridge key infrastructure development
- Creating a Framework Masterplan
- Initial conversations with landowners

#### What this means:

Highlighting the need and helping others understand the future vision for Tewkesbury.



### 2021-2023 Programme Foundation

- Phase 1: land assembly
- Phase 1: Framework Masterplan, Principles in detail and design guidance
- Phase 1: planning strategy/policy positioning (JCS)
- Governance and engagement
- Review of Delivery Vehicle options
- Enabling infrastructure** – construction of HIF funded rail bridge and wider infrastructure needs analysis

#### What this means:

Considering all the elements in more detail and getting people involved. Creating more of a structured plan of action.

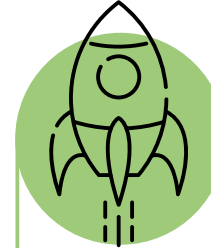


### 2023-2025 Programme Framework

- JCS adoption – formal allocation of Garden Town
- Master planning (future phases)
- Phase 1: planning application
- Phase 1: Infrastructure Delivery Plan
- Delivery vehicle outcome and formation
- Enabling infrastructure** – completion of HIF funded rail bridge and construction of link road

#### What this means:

Planning exactly what is happening, how it will be developed and by whom.



### 2026-2035 Programme Delivery

- Phase 1: development underway
- Employment Strategy
- Phase 2: land assembly
- Enabling infrastructure** – delivery of A46 solution and strategic requirements (e.g. schools, energy and health facilities)

#### What this means:

Plans are put in place and development actually starts.



### 2035-2050ish... Programme Delivery

- Phase 1: build-out/completion
- Phase 2: strategy, design and development
- Employment delivery
- Stewardship models and community governance

#### What this means:

Creation of new communities around new homes, new employment, new schools and other innovative services.



## 5.2 Summary and Next steps

### Moving the Plan Forward

The vision for Tewkesbury Garden Town is to deliver sustainable growth. Making Tewkesbury the Hub which serves and supports the wider Heartland and drives the success of the Borough.

This report sets out how the Tewkesbury Garden Town proposal has evolved since the earlier Concept Masterplan was issued in January 2018 especially taking account of recent changes and opportunities.

It demonstrates that Tewkesbury Garden Town has potential to deliver sustainable strategic growth. It is a 'living location' able to capitalise on a wonderful mix of urban and rural, that can offer business, leisure and housing opportunities.

There is a clear opportunity when planning for growth at this scale to embed sustainable choices at the heart of future communities, through urban form, movement strategies and integration of land uses, which together can encourage a fundamental shift in the way occupants will live and travel.

From the outset, the development of the Tewkesbury Garden Town will plan for transformational long-term growth, building on the existing strengths of the area and prioritising the delivery of new strategic infrastructure. The strategy can be flexible and incremental, but to achieve an exemplar Garden Community development, it must be planned in a comprehensive manner.

By taking a long-term approach, real benefits can be secured for both existing and new residents. Strategic growth offers a critical mass, able to fund key infrastructure improvements and deliver comprehensive, high quality design. Together, these components can deliver the vision.

Strategic growth on this scale requires ambition, as well as a positive approach that is honest and robust about finding solutions to infrastructure needs and constraints. The growth of the Tewkesbury Garden Town, will require the support and collaboration of multiple stakeholders and agencies.

With a clear vision and development principles as set out in this document, Tewkesbury Borough Council are promoting what is considered to be the benefits of sustainable and transformational growth in this area. This Concept Plan is the first step in guiding that transformational growth.

In order to progress Tewkesbury Garden Town, the following next steps are under consideration:

- Further work on the Employment Strategy in conjunction with Gloucestershire County Council, GFirst LEP and other key partners, especially as this work is linked to the A46 offline proposals;
- Further development and completion of the Framework Masterplan for Phase 1 of Tewkesbury Garden Town and its endorsement through Council, especially to support the JCS Review process for consideration of allocating the site.











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