

Consultation Statement

Ashchurch Rural Neighbourhood

Development Plan 2020 - 2031

(Regulation 14 Consultation May 2021)

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Purpose

3. This Consultation Statement has been prepared in support of the Ashchurch Rural Parish Council Neighbourhood Development Plan (ARNDP) as part of its submission to Tewkesbury Borough Council.
4. It has been prepared by the Ashchurch Rural Neighbourhood Plan Steering Group, acting on behalf of the Ashchurch Rural Parish Council (ARPC, “the qualifying body”).
5. Paragraph 4 (3) (b) of Schedule 10 (process for making of neighbourhood development orders) states that: (b) a statement containing the following information in relation to that consultation and participation must accompany the proposal submitted to the authority—
 - (i) details of those consulted,
 - (ii) a summary of the main issues raised, and
 - (iii) any other information of a prescribed description.

Details of those consulted

Introduction

6. Neighbourhood planning was introduced under the Localism Act 2011 to give communities the right to shape and develop their areas. The Ashchurch Rural neighbourhood plan has been prepared by residents and led by Ashchurch Rural Parish Council, shaped by various surveys and public consultations to accurately reflect the needs and wants of the community. Discussions were also held with the Local Planning Authority and with neighbouring developers.

The Steering Group

7. This neighbourhood plan has been produced by a Steering Group made up of Parish Councillors and community volunteers. The Steering Group was supported by Andrea Pellegram MRTPI.
8. As well as time spent on interviews and examination of strategic and factual evidence, the Ashchurch Rural Neighbourhood Plan Steering Group has carried out many hours of consultation with residents and has considered comments and concerns about the hamlets in Ashchurch Rural parish and its surroundings. This work has resulted in a Neighbourhood Plan which sets out a vision for Ashchurch Rural and will ensure that the parish continues to develop as a vibrant community whilst retaining its rural character in anticipation of the creation of the Ashchurch Garden Town.
9. The ARNDP has undergone Regulation 14 consultation twice (2018 and 2020).
10. The preparation of the ARNDP began in 2014 and the first Regulation 14 Consultation was held in November 2018. The time elapsed between when the preparation was started and the consultation completed was over 4 years and the text and policies therein were overtaken by events. The 2018 draft did not pay sufficient regard to the implications of the decision to develop a Garden Town in Ashchurch and therefore did not reflect the main challenges facing the parish. The 2018 draft also did not pay sufficient regard to key events that changed the context for the plan such as the withdrawal of the MOD site..

11. In 2017 the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS) was altered significantly following the uncertainty surrounding the availability of the Ashchurch MoD site in the short to medium term. This created uncertainty in the joint core strategy area and in response, proposals have been made for a Garden Town on greenfield land in Ashchurch Rural Parish. The Garden Town would, to a large extent, meet the jointly identified housing need for the three councils: Gloucester City, Cheltenham and Tewkesbury.
12. In early 2018, Tewkesbury Borough Council (TBC) provided feedback on the first draft ARNDP. The response was highly critical of the draft, and the Steering Group decided to engage a new consultant to re-write the document. However, the community input regarding the current status of Ashchurch parish remained relevant, as did the description of the current small settlements in the parish. These elements were retained in the redraft, though the entire policy context and the policies themselves were rewritten.
13. The revised ARNDP was subject to a second Regulation 14 Consultation in summer 2020. This submission draft takes account of the emerging Tewkesbury Borough Local Plan and the early discussions on the Garden Town and has been amended in the light of the responses to the 2020 Regulation 14 Consultation. This Submission Draft has also been subject to a Locality Neighbourhood Plan Health Check and Locality Facilitation, both from Intelligent Plans. The emerging ARNDP policies are being used in response to speculative housing proposals in the parish.

The original community consultation (2014)

14. The original community consultation was prepared by Harris Ethical who undertook a number of surveys, consultation exercises and site visits. This evidence is set out in a supporting document folder for the ARNDP as part of the submission under Regulation 15.
15. That evidence was used to inform that 2018 Regulation 14 draft ARNDP and where possible, was incorporated into the Summer 2020 Regulation 14 Draft ARNDP. Therefore, the basic principles arising from public consultation were carried forward in the second draft. What was largely abandoned from the first draft was the approach to planning policy – the second draft was a complete rewrite of all policy sections.

Third Party evidence on behalf of Save Our Lanes, October 2017

16. Residents in Ashchurch Rural Parish appointed Andrea Pellegram MRTPI to prepare a statement of case in support of a planning appeal. An application for planning permission (16/00241/FUL) for the erection of a biomass based anaerobic digestion facility and associated works was submitted by Ecotricity (Next Generation) Ltd. (the appellant) in 2016 and was refused by Tewkesbury Borough Council on 25 October 2016.
17. The appeal was subsequently withdrawn and is not relevant to the ARNDP. However, the community's evidence to the appeal focused on the value of the local walking, cycling and equestrian network, and that evidence is relevant to the NDP.
18. The community were organised under the banner "Save Our Lanes" and an extensive community survey was undertaken which illustrated the importance of the countryside to the community. The survey data is shown in ARNDP Appendix 3. Data and text starting on page 39 and also on page 46 of that document illustrates local feelings towards the Ashchurch countryside and also shows the location of local horse riding clubs and stables.

19. Though this evidence was gathered for a purpose not related to the ARNDP, it nonetheless illustrated the importance of the countryside, sustainable transport and equestrian businesses. For this reason, it is provided in support of the ARNDP as part of the evidence base.

2020 Regulation 14 Consultation

Background to the consultation

20. The outcome of the 2018 Regulation 14 Consultation is not discussed here for the reasons set out above. However, copies of that document can be supplied upon request.
21. The 2020 Regulation 14 Consultation was run between 20 July and 11 September 2020. The consultant prepared a briefing note for the Parish Clerk, giving advice on how to manage the restrictions arising from Covid 19 lockdown. At that point, the revised Coronavirus Regulations and Planning Practice Guidance had not been finalised but the approach was discussed with the planning authority and in a telephone conversation with Locality. The note is attached in **Appendix 1**. The Clerk gave an indication of her activities in yellow and also provided a list of all those consulted.
22. **Appendix 2** is the final list of those consulted.

Tewkesbury Borough Council response to Regulation 14 Consultation

23. Tewkesbury Borough Council's response is set out in the table in **Appendix 3**. The text in red shows the response made in the NDP.

Gloucestershire County Council response to Regulation 14 Consultation

24. Gloucestershire County Council's response is set out in **Appendix 4**. The text in red shows the response made in the NDP.

Responses from the Community and other Stakeholders, including Statutory Consultees

25. The consultation was undertaken using an online survey. Unfortunately, the names of the responders was not recorded because of GDPR regulations. After the report had been submitted to the Parish Council by the sub-consultant who designed and collated the survey, it was evident that it would not be possible to distinguish between members of the public (to whom GDPR would apply) and to stakeholders (whose identity did not require protection). It is therefore sometimes difficult to understand which responses were from the community and which from Statutory Consultees and other stakeholders. However, all responses were treated as equally valid when considering whether modifications to the ARNDP were justified.
26. The responses from the community and Statutory Consultees is set out in **Appendix 5**. The text in red shows the response made in the NDP.

TEWKESBURY GARDEN TOWN

27. ARPC has actively sought to work collaboratively with Tewkesbury Borough Council, in particular the Garden Town Team, in order that all Development Plan policies are aligned. Sine the ARNDP is likely to be the first up to date policy following adoption of the JCS, and since the Garden Town Masterplan has been subject to many modifications (though the most recent are not yet in the public arena), the ARNDP has sought to take a flexible approach in its policies – to provide flexibility while the Garden Town principles and overall approach is being finalised, whilst addressing the current situation with no secure 5 year housing land supply and high levels of speculative developer interest.
28. Much of the work on the Garden Town is confidential and cannot be released in this public Consultation Statement. However, ARPC is leading other parish councils in the area, including Northway Parish Council to the north who are also affected by the Garden Town proposals, in actively engaging with the Garden Town Team and commenting on the emerging redraft of the Masterplan as well as discussing how public consultation around the masterplan can be improved.
29. In addition, and to support the Garden Town, Ashchurch prepared a Memorandum of Understanding between the Local Planning Authority and ARPC which was agreed in July 2020. This is copied in **Appendix 6**.

NDP Health check and facilitation (Intelligent Plans)

30. ARPC sought advice from Locality regarding the NDP policies and a Health Check was prepared by Andrew Seaman, and NDP Examiner, in September 2020. Mr Seaman is employed by Intelligent Plans. His response is copied in **Appendix 7**. The text in red shows how the ARNDP was modified to account for his comments.
31. In addition, ARPC was offered facilitation from Locality because of the complex nature of the ARNDP within the evolving Local Plan and Garden Town to ensure that nothing had been missed. The facilitation interim report was issued by Derek Stebbing, and NDP Examiner, in February 2021. Mr Stebbing is also employed by Intelligent Plans. This report is issued as a supporting document to the ARNDP.
32. Mr Stebbing made the following conclusions:

4. Assessment

4.1 It is my assessment that TBC do not, based on what I have been apprised of, appear to be providing any tangible level of positive support and encouragement to the Neighbourhood Plan Steering Group to allow the ARNDP to be progressed towards its submission for Examination. I do not think that this is a case of the authority being obstructive, but rather a situation where, in view of the ongoing strategic planning issues undoubtedly affecting Ashchurch, the authority is being overly cautious in providing support and assistance. In the absence of a fuller explanation, one interpretation could be that delay is being sought to the Plan's preparation. The situation is compounded by the fact that different Officers are dealing with the Tewkesbury Garden Town project to those involved with the TBP, and presumably also the JCS Review.

4.2 The Tewkesbury Garden Town team have also made no clear pledge to engage with Ashchurch Rural Parish Council on the development of the project. Indeed, as an example of this, an illustrative masterplan of the site (contained in one of the Borough Council's Hearing Statements for the forthcoming TBP Examination Hearings) had not been seen by or discussed with the Parish Council. It is unfortunate that the Parish Council is not being fully consulted on its progress and development given that the project has such profound implications for Ashchurch and its community. The Parish Council is understandably very frustrated by the Borough Council's ongoing position on these matters

4.3 The case for progressing the ARNDP as quickly as possible is very strong. The vacuum that exists at Tewkesbury, largely caused by the delayed progress of the JCS Review, has led to a serious shortfall in the Borough Council's housing land supply position. Whilst that, to some extent, will be alleviated by the first phases of the Garden Town project, that is still some years away. The current position across the Borough is that there is a clear opportunity for speculative planning applications to be made, with a good chance of success at Appeal. Because of its location, good accessibility and overall sustainability, Ashchurch Rural Parish will be a target for such speculative applications, and it is important to recognise that the Parish contains seven settlements and not just the community of Ashchurch itself.

5. Advice

5.1 Having considered the overall position regarding the ARNDP, which I have summarised in this Note, my advice to the Parish Council and its consultant is as follows:

1. Following receipt of the SEA Report, to amend the draft Plan where necessary and to then submit the draft Plan and SEA to the Borough Council as quickly as possible for their formal pre-consultation comments – with a fixed period for such comments. I would recommend a period of about a month.
2. Preferably, and possibly alongside the above, a further Regulation 14 consultation on the draft Plan and SEA should be undertaken as soon as practicable (as there have been some significant changes since the previous consultation, not least the preparation of the SEA). This third Regulation 14 consultation will strengthen the prospects of the Plan being Examined successfully in due course. Whilst I acknowledge that the Parish Council will not wish to undertake a third Regulation 14 consultation, it is my best advice that they should do this, as the procedural requirements of the SEA process have proved to be a fruitful area for parties to focus challenges in relation to plan making. In the round, it is not only prudent but essential, in my view, to ensure that the SEA is made available for public comment to avoid a potential legal loophole that makes a future (potentially successful) challenge possible on that matter.
3. Whilst the situation has not been easy over the past few months, I do consider that the Parish Council is now very well placed to advance the ARNDP as expeditiously as possible over the next 5-6 months. Even with the time allowed to undertake a further Regulation 14 consultation, I see no reason why the Plan and its supporting documents could not be submitted to the

Borough Council for Examination by the end of July 2021. My timeline for this is as follows:

- March 2021 – submit amended draft Plan and SEA to TBC for comment.
- April/May 2021 – undertake further Regulation 14 consultation (6 weeks).
- June 2021 – assess Regulation 14 responses and TBC comments, amend the draft Plan where necessary and complete the Basic Conditions Statement and Consultation Statement.
- July 2021 – formal submission of draft Plan and supporting documents to TBC for Examination.

Strategic Environmental Assessment and Habitats Regulations Assessment (SEA and HRA)

Screening

33. ARPC requested a SEA and HRA screening opinion from the planning authority in July 2020.

This is copied in **Appendix 8**.

34. The SEA Screening opinion is attached as **Appendix 9**.

35. The opinion concluded:

Although consultation responses have not been received from Gloucestershire County Council with regard to highways, archaeology and flooding; following an analysis of the information presented and the fact that opinion is undivided, it is concluded that a SEA and HRA of the Ashchurch Rural Neighbourhood Plan are required. Although planning permission has been granted on appeal, and an Environmental Impact Assessment undertaken; there is an allocated site for major development and therefore there is a need to consider the strategic impacts of that site and the Plan; the other plan policies in relation to the approved site, and ultimately to consider the Plan as a whole. A HRA is considered necessary for the protection of the Cotswold Beechwoods Special Area of Conservation and migratory fish species who may be affected by the allocated site.

36. Accordingly, ARPC commissioned AECOM to prepare HRA and SEA reports.

HRA

37. The HRA was completed in December 2020 and is included in the background documents to the ARNDP. It concluded:

All potential impact pathways could be screened out during the test of likely significant effects. As such, there is no potential for likely significant effects on any European sites as a result of ARNDP policies and allocations. No Appropriate Assessment was required. There is no need for the ARNDP to include further policy and/or mitigation requirements to avoid impacts on the integrity of any European sites.

38. No changes were required to be made to the ARNDP as a result of this HRA Assessment.

SEA

39. The SEA was completed in March 2021 and is included in the background documents to the ARNDP. It concluded:

*8.1 No significant deviations from the baseline are anticipated in relation to the SEA themes of biodiversity and land, soil and water resources. As a result, **broadly neutral effects** are concluded for these themes. This largely reflects the fact that the ARNDP does not propose further development over and above that which is already committed (with the Land at Fiddington having recently gained planning permission).*

*8.2 **Minor positive effects** are considered likely overall in relation to the remaining themes of climate change, landscape, historic environment, population and communities, health and wellbeing and transport. This reflects the additional policy provisions in the ARNDP which seek to; extend and enhance green infrastructure provision, protect the rural character of the plan area, increase accessibility, promote modal shift and support key rural transport infrastructure, increase road safety, and maximise the opportunities associated with the strategic growth anticipated through the emerging JCS Review (such as new infrastructure provision).*

*8.3 Furthermore, the ARNDP allows for ongoing investigation into the overall level and location of future growth in Ashchurch, while also providing a solid framework of policies which identify localised priorities in terms of transport, community facilities and design, and an evidenced localised vision for future development. In this respect the flexibility in the ARNDP in responding to the ongoing strategic scale work is considered for its potential to **support positive cumulative effects**.*

Repeat of Regulation 14 Consultation following receipt of SEA and HRA reports

40. The ARNDP is now subject to a third Regulation 14 consultation following receipt of the SEA and HRA reports.

Consultation between ARPC and Robert Hitchins regarding “land north of Fiddington”

41. At the time that the Regulation 15 draft ARNDP was in preparation, there was less than a 3 year housing land supply (see Mr Stebbings’ Facilitation report, reference to Gotherington Appeal).
42. As a result of this situation, there has been a high degree of speculative developer interest in Ashchurch parish. Robert Hitchins, who successfully won at appeal the development subject of ARNDP policy S1 (Land at Fiddington) are preparing a planning application for land immediately south and adjoining this site, known as “North Fiddington”.
43. ARPC responded to a consultation run by Robert Hitchins and their planning consultants Pegasus Planning in February 2021. An online meeting between the developer, their consultants, ARNDP and their consultant was held on 12 February 2021. The Parish Council’s case is set out in **Appendix 10** which formed the basis of the meeting. ARPC’s position was

based on the emerging ARNDP policies and suggested modifications to the emerging proposal. No planning application has been submitted at the time of writing but is not on the portal.

APPENDIXES

APPENDIX 1: NOTE ON REGULATION 14 CONSULTATION WITH AMENDMENTS BY THE PARISH CLERK

BRIEFING NOTE ON REGULATION 14 CONSULTATION OF THE ASHCHURCH RURAL NEIGHBOURHOOD PLAN

Prepared by Andrea Pellegram, MRTPI
8 April 2020 amended on 21 May 2020



Andrea Pellegram Ltd.

1. The Regulation 14 Draft Neighbourhood Development Plan (NDP) for Ashchurch Rural Parish Council was prepared under the Neighbourhood Planning Regulations (2012).
2. The Regulation 14 consultation Neighbourhood planning regulations requires the draft neighbourhood plan proposal to be the subject of a pre-submission consultation before it is submitted to the local authority for independent examination. The consultation should last at least 6 weeks.
3. The regulations say:

Pre-submission consultation and publicity

14. Before submitting a plan proposal to the local planning authority, a qualifying body must—

(a) publicise, in a manner that is likely to bring it to the attention of people who live, work or carry on business in the neighbourhood area—

(i) details of the proposals for a neighbourhood development plan;

(ii) details of where and when the proposals for a neighbourhood development plan may be inspected;

(iii) details of how to make representations; and

(iv) the date by which those representations must be received, being not less than 6 weeks from the date on which the draft proposal is first publicised;

(b) consult any consultation body referred to in paragraph 1 of Schedule 1 whose interests the qualifying body considers may be affected by the proposals for a neighbourhood development plan; and

(c) send a copy of the proposals for a neighbourhood development plan to the local planning authority.

4. This briefing note provides instructions to Ashchurch Rural Parish Council officers how to undertake the Regulation 14 consultation.

5. **This briefing note has been prepared under the Covid 19 pandemic lockdown restrictions.**

PREPARATION

6. The consultation may be a large exercise, depending on the number of responses received and their complexity. It will be a requirement of the Consultation Statement that a full record is kept of the responses with an indication of how the comments were addressed in the next draft of the NDP (the Submission Draft to the Local Planning Authority under Regulation 16).
7. Therefore, it is recommended that the following checklist is considered before the consultation is started:
 - (a) Agree the consultation process and messages with Ashchurch Rural Parish Council as appropriate; **DONE**
 - (b) Alert the Local Planning Authority that the Regulation 14 consultation is being progressed and what mechanisms have been put into place to account for restrictions due to the Covid 19 pandemic lockdown; **DONE**
 - (c) Identify a suitable 6-week period for the consultation; **SUGGEST 1 JUNE TO 19 JULY 2020 IF YOU CAN GET THINGS UP AND RUNNING BY THEN.....**
 - (d) Assign an accountable officer who will be the first point of contact for the consultation and who will be responsible for undertaking the publicity arrangements and collection of results (probably the Parish Clerk);
8. Once these matters have been agreed, it will be necessary to prepare for publicity activities outlined below and to amend all messages to include the consultation period.

PUBLICITY

9. The Regulations require that the draft NDP is widely publicised. It is recommended therefore that the Parish Council undertakes the following activities:

Survey form and leaflet

10. Wherever possible, respondents should be encouraged to use the standardised survey form shown in **Appendix 1**. The leaflet is shown in **Appendix 2**.
11. It is recommended that where electronic copies of the **survey form** are made available, these are either in Word format or in some other editable format so that respondents can add their comments electronically, rather than in written form or other format that cannot be readily cut and pasted.

Hard copies

12. It is recommended that the leaflet is printed and distributed to all households in the parish. In this way, it can be certain that all residents had the opportunity to

respond electronically or by viewing a hard copy. **I HAVE PREPARED LEAFLETS WHICH I HAVE SENT TO TONY FOR PRINTING**

13. Some hard copies of the draft NDP should be made available for public inspection under normal circumstances. In addition, given the restrictions of the Covid 19 lockdown, hard copies should be made available by post where required. The leaflet will provide a telephone number where responders can leave their address to receive a paper copy in the post. Therefore, the Parish Council should have printed hard copies of both the NDP and the Site Allocation document, and should be able to prepare additional copies if required.

Emails

14. Wherever possible, respondents should be encouraged to look at a digital version of the NDP and Site Allocation document and to complete the digital survey form.
15. The Parish Council should send an updated version of the email text in **Appendix 3** on day 1 of the consultation.
16. The list of consultees should include:
 - the consultees identified by Tewkesbury Borough Council (**Appendix 4**),
 - all elected members of Ashchurch Rural Parish Council,
 - Clerks of neighbouring parishes,
 - Tewkesbury Borough Councillors who may take an interest,
 - local community groups and local businesses,
 - all those who were consulted in the previous Regulation 14 consultation.
17. The email should have the following attachments/links:
 - The leaflet
 - The Survey Form
 - Link to the Website where all documents can be downloaded

Parish Council Website

18. The Parish Council's website should be updated to include a prominent notification that the NDP is subject to the Regulation 14 consultation. Draft text is shown in **Appendix 5**.

Advertisement in local newspaper and other commercial publications

19. If the Parish Council regularly advertises in the local commercial press, a short notice should be placed advertising the Regulation 14 consultation and pointing readers to the Parish Council's website. Draft text is in **Appendix 5**.

Parish communications

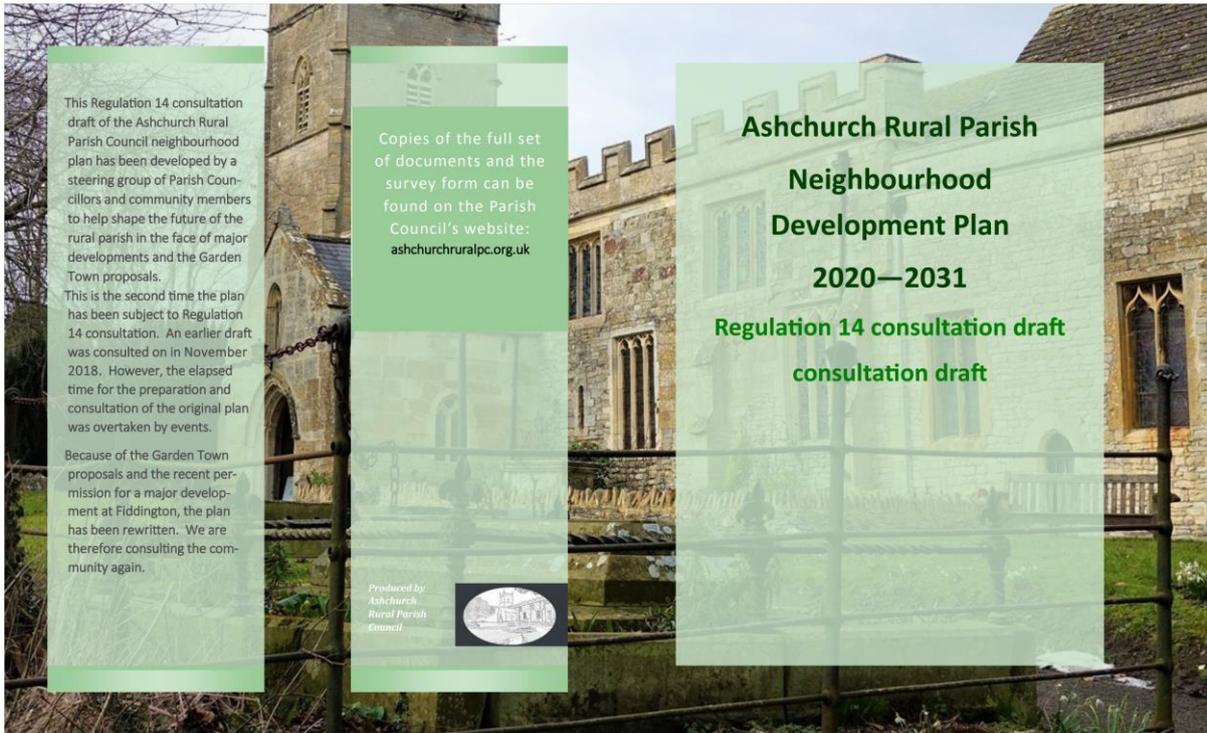
20. All normal communications channels used by the Parish Council such as newsletters, notice boards and phone messages should highlight the consultation and point residents towards the Parish Council's website and indicate that paper copies of the NDP, supporting documents, leaflet and survey can be made available by post when calling the specified phone number.

The Planning Authority

21. An electronic copy of the NDP should and this note be sent to the planning authority: Matthew.Barker@teWKesbury.gov.uk.

AFTER THE END OF THE CONSULTATION PERIOD

22. Once the consultation period has ended, the accountable Ashchurch Rural Parish Council officer (the Clerk?) should collect all the responses and return them to Andrea Pellegram on andrea@pellegram.co.uk.
23. A cover sheet should be provided to Andrea Pellegram which lists all the responders. This is necessary so that there is a record of all consultations received that can be checked against the final Consultation Statement. Sometimes, responses arrive after the deadline and it is easy to misplace individual late responses. A full list will ensure that no responses are lost.
24. A note should be prepared by the accountable Ashchurch Rural Parish Council officer which fully describes the extent of the Parish Council's Regulation 14 consultation activities. This can be in a set of bullet points or as notes in an email, but this information will be required for the later stage where a Consultation Statement will be required to be prepared.



Ashchurch Rural Parish is likely to experience significant development over the next 15-20 years. This neighbourhood development plan seeks to ensure that this development enhances connectivity for the existing community and ensures the appropriate level of necessary community facilities and services is provided. New development within Ashchurch Rural Parish will be sensitively designed to integrate within the existing environment. In rural areas, new development will reflect, preserve and enhance the existing rural character.

Here is a summary of what the plan seeks to achieve in its policies:

Policy S1 formally allocates the recently allowed appeal for 850 houses and other infrastructure including a school and local centre in Fiddington. This allocation provides two years of planning certainty for the Parish so that no more major developments can come forward whilst the Parish Council reviews the neighbourhood plan to account for the Garden Town proposals. The policy also ensures that when further applications come in for this very large scheme, that the proposals take account of the Parish Council's views.

Policy T1 seeks to provide better walking and cycling routes in the Parish, particularly where the new developments in Fiddington will bring more people into the area. It also seeks to ensure that all residents have better public transportation and it seeks to ensure that construction traffic impacts are controlled.

Policy T2 seeks to ensure that new walking and cycling routes are at the highest standard and on convenient routes.

Policy T3 seeks to ensure that new development at Fiddington and elsewhere will not result in conflicts between walkers, cyclists, runners and equestrians and seeks to ensure that rat-running will not be made worse.

Policy E1 seeks to ensure that commercial traffic arising from new development will use the A46 or other trunk roads rather than smaller roads.

Policy E2 seeks to ensure that extension or modifications to existing businesses are of the same scale as the surrounding area.

Policy C1 seeks to protect existing community facilities from redevelopment and also to ensure that new community facilities from the Fiddington development will be well designed and accessible by foot and cycle.

Policy C2 seeks to ensure that bigger developments including that in Fiddington will have high speed broadband.

Policy E1 seeks to ensure that development other than at Fiddington and in the countryside does not harm the tranquillity of the countryside. It also seeks to resist major waste and energy installations and to resist loss of equestrian businesses.

Policy H1 seeks to restrict major new housing proposals and defines how small-scale housing should be developed outside the Fiddington development and south of the A46.

Policy H2 seeks to retain the rural character and styles of buildings in Claydon, Fiddington, Pamington and Walton Cardiff.

The Parish Council intends to immediately review the NDP when it is adopted to take account of the impacts that will arise from the Garden Town. The Council set out its aspirations for the review in the last section of the NDP.

APENDIX 2: CONSULTEES FOR REGULATION 14

Consultee	Contact
The Coal Authority	planningconsultation@coal.gov.uk
The Environment Agency	shwgplanning@environment-agency.gov.uk
Historic England	e-swest@HistoricEngland.org.uk
The Marine Management Organisation	angela.atkinson@marinemanagement.org.uk
The Marine Management Organisation (alt)	consultations.mmo@marinemanagement.org.uk
Natural England	consultations@naturalengland.org.uk
Network Rail Infrastructure Limited	townplanningwestern@networkrail.co.uk
Network Rail Infrastructure Limited (alt)	barbara.morgan@networkrail.co.uk
Highways England	planningsw@highwaysengland.co.uk
Gloucestershire County Council	robert.niblett@gloucestershire.gov.uk
Gloucestershire County Council (Highways)	devcoord@gloucestershire.gov.uk
Worcestershire County Council	sp@worcestershire.gov.uk
Malvern Hills District Council	fred.davies@wychavon.gov.uk
Wychavon District Council	fred.davies@wychavon.gov.uk
Forest of Dean District Council	Nigel.Gibbons@fdean.gov.uk
Stroud District Council	mark.russell@stroud.gov.uk
Gloucester City Council	Adam.Gooch@gloucester.gov.uk
Cheltenham Borough Council	john.rowley@cheltenham.gov.uk
Cotswold District Council	james.brain@cotswold.gov.uk
Electronic Communications Operators (British Telecommunications Group; Virgin Media)	btgroup@bt.com ; 'press@virginmedia.co.uk'

West Gloucestershire Primary Care Trust	contactus@glos-care.nhs.uk
National Grid (c/o Wood Plc)	n.grid@woodplc.com
National Grid (gas pipeline)	plantprotection@uk.ngrid.com
Western Power Distribution	dsbennett@westernpower.co.uk
Wales & The West Utilities Ltd	enquiries@wwutilities.co.uk
Severn Trent	growth.development@severntrent.co.uk
Thames Water	devcon.team@thameswater.co.uk ; developer.services@thameswater.co.uk
HCA	paul.brockway@hca.gsx.gov.uk
Ministry of Housing, Communities and Local Government	newsdesk@communities.gov.uk
Department for Digital, Culture Media and Sport	enquiries@culture.gov.uk
Department for Environment, Food and Rural Affairs	southwest@defra.gsi.gov.uk
Department for Transport	justine.harding@dft.gov.uk
Ministry of Defence	parlibranch-treat-official@mod.uk
Age UK	enquiries@ageukgloucestershire.org.uk
The Conservation Volunteers	volunteer-gloucestershire@tcv.org.uk
CAMRA	plannigadvice@camra.org.uk
Campaign to Protect Rural England	info@cpreglos.org.uk
Canal and River Trust (formerly British Waterways)	jane.hennell@canalrivertrust.org.uk
Church Commissioners	james.parker@churchofengland.org
Civil Aviation Authority	infoservices@caa.co.uk
Friends of the Earth	media@foe.co.uk
Great Western Railways	GWRfeedback@gwr.com
Health and Safety Executive	hazsubcon.cemhd5@hse.gov.uk
House of Commons	robertsonl@parliament.uk
National Farmers Union	suzanne.clear@nfu.org.uk
National Playing Fields Association (Fields in Trust)	info@fieldsintrust.org
National Trust	enquiries@nationaltrust.org.uk

Sustrans	SouthwestTeam@sustrans.org.uk
The Ramblers	ramblers@ramblers.org.uk ; press@ramblers.org.uk
The Showman's Guild of Great Britain	ask@ibaplanning.co.uk
UK Rainwater Harvesting Association	info@ukrha.org
Gypsy Law Reform Coalition	fft@gypsy-traveller.org
Travellers Movement	policy@travellersmovement.org.uk
Advisory Council for the Education of Romany and other Travellers	fft@gypsy-traveller.org
RSPB	stephen.fitt@rspb.org.uk
Association of Independent Showmen	ais.sect@yahoo.co.uk
The Woodland Trust	campaigning@woodlandtrust.org.uk
Sport England (South West)	Zoe.Hughes@sportengland.org
Severn Trent	dawn.williams@severntrent.co.uk
Thames Water	carmelle.bell@thameswater.co.uk
South West Councils	info@swcouncils.gov.uk
South West Housing Body	info@helptobuysw.org.uk
Severn and Wye Energy Agency	info@severnwye.org.uk
NHS Gloucestershire CCG	andrew.hughes8@nhs.net
Cotswolds Conservation Board	John.Mills@cotswoldsaoanb.org.uk
Carers Gloucestershire	mail@carersgloucestershire.org.uk
Active Gloucestershire	KirstyDunleavy@activegloucestershire.org
Active Gloucestershire (alt)	deborahpotts@activegloucestershire.org
Alzheimer's Society	gloucestershire@alzheimers.org.uk
County Community Projects	cordell.ray@ccprojects.org.uk
GAVCA	sallyp@gavca.org.uk
Glos CC (Economic Growth)	claire.edwards@gloucestershire.gov.uk
Glos CC (Education)	Jonathan.Medlin@gloucestershire.gov.uk
Glos County Cricket Club	steve.silk@glosccc.co.uk
Gloucestershire FA	Matthew.Boucher@gloucestershirefa.com
Gloucestershire Rugby Football Union	admin@gloucestershirerfu.co.uk

Gloucestershire Domestic Violence Support and Advocacy Project (GDVSAP)	spgloucestershire@gloucestershire.gov.uk
Gloucestershire Hospitals NHS Foundation Trust	jen_tempest@glhearn.com
Gloucestershire Care Providers Association (GCPA)	care@gcpa.co.uk
Gloucestershire Environmental Trust Company	jane@glos-environment-trust.co.uk
Gloucestershire County Scout Office	joingirlguidingglos@virginmedia.com
Gloucestershire Police and Crime Commissioner	pcc@gloucestershire.pnn.police.uk
Gloucestershire Care Services NHS Trust	contactus@glos-care.nhs.uk
Gloucestershire Clinical Commissioning Group	mary.hutton1@nhs.net
Gloucestershire Association of Parish and Town Councils	ceo@gaptc.org.uk
Gloucestershire Constabulary	mark.murphy@gloucestershire.pnn.police.uk
Gloucestershire Fire Service	fire@glosfire.gov.uk
Gloucestershire Playing Fields Association	glospfa@blueyonder.co.uk
Gloucestershire Rural Community Council	glosrcc@grcc.org.uk
Gloucestershire VCS alliance	info@glosvcsalliance.org.uk
Gloucestershire Wildlife Trust	info@gloucestershirowildlifetrust.co.uk
Gloucestershire Wildlife Trust (alt)	colin.studholme@gloucestershirowildlifetrust.co.uk
Gloucestershire First (LEP)	info@gfirstlep.com
Gloucestershire Local Nature Partnership	Jackie Jobes < jackie.jobes@gloucestershirowildlifetrust.co.uk >
Gloucester Youth & Community Service	admin@youthandcommunity.org.uk
Tewkesbury Chamber of Commerce and Industry	tewkesburychamber@gmail.com
Gloucester Chamber of Commerce	Info@GloucesterChamber.org.uk
Gloucestershire Association for Disability (GAD)	gadgrant@btconnect.com
Gloucestershire Disability Forum	office@gloslifestyles.co.uk
Adult Opportunity Centre	sue.mcfeely@gloucestershire.gov.uk
Diocese of Gloucester	church.house@glosdioc.org.uk
Guinness Partnership	FIONA.STOKES@guinness.org.uk

Severn Vale	Chris.Knibbs@svhs.org.uk
Bromford	mary.morris@bromford.co.uk
Fortis	SVick@fortisliving.com
Hanover	Sarah.Baker@hanover.org.uk
Sovereign	Greg.powell@sovereign.co.uk
Rooftop	sue.bishop@rooftopgroup.org
Cottsway	Erin.Davies@cottsway.co.uk
Stonewater	Clare.Bray@stonewater.org
Two Rivers	Veronica.Parker@2rh.org.uk
Merlin	Alice.Phillips@merlinhs.co.uk
Gloucester City Homes	Robert.Panou@gch.co.uk
Sanctuary	Anita.Morris@sanctuary-housing.co.uk
Liverty	talktous@livewest.co.uk
Housing & Care 21	stuart.moran@housing21.co.uk
Local bus operators:	
Marchants	operations@marchants-coaches.com
Stagecoach	Nick.Small@stagecoachbus.com
Stagecoach (alt)	rupert.cox@stagecoachbus.com
Swanbrook	enquiries@swanbrook.co.uk
Ecotricity	home@ecotricity.co.uk
EDF Energy	tom.davis@edfenergy.com
SSE Energy	customerservices@see.co.uk
Developers Planning Consultants and Agents	Consultation database

APPENDIX 3: RESPONSE FROM TEWKESBURY BOROUGH COUNCIL

Plan Reference	Current Wording	Comments	RESPONSE
General comments from the Joint Core Strategy Team		<p>The following comments are made in respect of the adopted JCS and the emerging JCS Review, which is noted is at an early stage and therefore of very limited to no weight in the decision-making process. However, the direction of travel is considered important to ensure that the making of this NDP in the future does not contradict the JCS review and vice versa. However, it is noted that the JCS Review once adopted would supersede some plans including some Made NDPs where this is relevant. The JCS Team would be happy to discuss any points in more detail, as necessary.</p>	
		<p>On a general note, the document reads well, it tells the story of how the group have reached this stage and explains the relationship between it and the Adopted JCS and the emerging JCS Review well. It will however need reviewing regards typo's, spelling and grammar prior to its next consultation.</p>	Noted

		<p>However, overall, the comments TBC made in 2018 prior to and upon appointment of the consultant by the parish council do appear to have been taken on board and the JCS Team are pleased this advice has been taken into consideration in the current Reg 14 draft plan. The team are committed to community engagement and will actively seek to work with the NP steering group and parish council to develop the immediate review of the NDP. However, it should be noted that the review of the NDP is dependent on the timing of the JCS Review timetable. The JCS Team will keep the group well informed as the plan progresses, seeking input where this is relevant for them.</p>	<p style="text-align: center;">Noted</p>
<p>General Comment from Urban Design Officer</p>		<p>Generally, missing any policy on good design or reference of design principles or the National Design guide, a policy along these lines would help them achieve their aims.</p>	<p>The evidence collected does not support design policy. In addition, in rural parts of Parish, most development would be excluded under current Development Plan policies. Policies refer to character of nearby development. Design might be part of NDP review.No changes.</p>

<p>Para 15 (JCS team comment)</p>	<p>The group made reference to them wanting to take the opportunity ‘to shape the area, to ensure that new development reflects the character of the Parish over the course of the plan period and that it grows in a sustainable and in a measured manner to 2031.’</p>	<p>It should be reflected that within the AR parish area there is a proposed garden town. This is at an early stage, but some might consider this pattern of growth is inconsistent with the NDP wish to be growth that is measured. It is however agreed the NDP process and local engagement on character with the garden town development will be key and engagement will be sought. This is likely to be via the garden towns team at Tewkesbury Borough Council (TBC) with some input from the JCS Team.</p>	<p style="color: red;">new text added</p>
<p>Para 21 (JCS team comment)</p>	<p>This NDP has been prepared in a quickly evolving policy context. It is likely that changes made by the reviewed Development Plan (JCS and Tewkesbury Borough Plan, both of which are under review), will quickly render some of the policies in this NDP out of date. Every effort has been made to follow advice in Planning Practice Guidance on the preparation of neighbourhood plans for the NDP to be both compliant with adopted Development Plan policies as well as to anticipate emerging policies. However, significant strategic matters will remain uncertain after this NDP becomes part of the Development Plan. It is therefore likely that the NDP will be reviewed soon after it is made.</p>	<p>The NDP does recognize some of the points made regarding paragraph 15. We agree an immediate review of the NDP may be likely, particularly with regards to the garden town, once more detail is known. The JCS Team is keen to work collaboratively alongside communities engaged in neighbourhood planning. This is to ensure that whilst NDPs need to be in general conformity with the development plan, the JCS Review will seek, on strategic matters, to review and work with Made NDPs and emerging NDPs to ensure each informs the other to assist in achieving consistency and plan conformity.</p>	<p style="color: red;">noted</p>

<p>Para 29 (JCS team comment)</p>	<p>The Masterplan document bears no material weight when considering the ARNDP and its policies, however, it is the clear intention of TBC to develop its strategy on the Masterplan and it is TBC officers' view that the JCS anticipates much of the Masterplan proposals.</p>	<p>Para 29 – It's not clear what is meant by '<i>...and it is TBC officers view that the JCS anticipates much of the Masterplan proposals</i>'. The JCS Review will seek to put the garden town proposals into an allocations policy and this will include a red line boundary to define the area. The allocation policy is likely to set out what will be expected from developments within the garden town and this will be developed in partnership with the garden towns team and working closely with the community and the NP steering group. However, with such a large scale development site, it would be expected that a masterplan would be developed, usually outside of the plan making process.</p>	<p>text changed to improve clarity</p>
<p>Para 30 (JCS team comment)</p>	<p>ARPC have made strong objections to the Masterplan and the Garden Village proposals because of the severe disruption that the construction and development impacts will cause and the significant change to the existing character and amenity.</p>	<p>The JCS Team recognize the concerns of local people in connection with such a large-scale proposal. Our task will be to work with the community affected to consider things such as character and amenity amongst other aspects to try to reach an outcome which has a positive impact on both the existing community and the new residents. The large proportion of the community engagement will be through the new garden towns team, but where appropriate the JCS Review allocation policy could also reflect the outcomes of community engagement.</p>	<p>added a sentence saying that the PC is working with GT team</p>
<p>Para 31</p>	<p>However, neighbourhood</p>	<p>Whole heartedly support the</p>	

<p>(JCS Team comment)</p>	<p>plans must be in general conformity with the strategic policies contained in the Development Plan2. The Masterplan heralds what future strategic policies will address. Therefore, the ARNDP has been prepared in a flexible manner which will enable the ARPC and the Ashchurch community to influence development in the parish whilst also being able to work with TBC as the Masterplan concept evolves.</p>	<p>positive approach the NP steering group are showing here. As the JCS Review evolves, we will seek to work with the community, as already expressed.</p>	<p>noted</p>
<p>Para 45 (JCS Team comment)</p>	<p>The remainder of the parish to the south of the M24 and the east of the M5 is largely rural and sparsely developed.</p>	<p>Reference to M24 – I think this is a typo.</p>	<p>changed to A46</p>
<p>Para 90 (JCS Team comment)</p>	<p>The Tewkesbury Sustainable Urban Mobility Plan (SUMP) Smarter Choices report5 assesses interventions and their impact on traffic levels within the A46/A438 corridor. area. The role of the Smarter Choice programme is to encourage and offer opportunities to shift modal share positively towards sustainable choices (such as active travel and public transport) prior to major development along the A46 corridor.</p>	<p>Footnote 5 is missing</p>	<p>no footnote required - "5" deleted</p>
<p>Para 92</p>	<p>The local area is currently serviced by several taxi companies and a community taxi scheme in which individual applicants can apply for grants towards the cost of taxi</p>	<p>‘House types’ either needs to be removed or expanded on as a sentence.</p>	<p>typo</p>

	<p>services. However, this service may be removed. House types</p>		
<p>Para 107 (JCS Team comment)</p>	<p>JCS Policy A5 Ashchurch makes a strategic allocation for 14 ha of employment land, 5 ha of green corridor along the Tirlle Brook and a belt, flood risk management, access from A46 and Fiddington Lane, traffic mitigation, public transport, enhance rail passenger service and pedestrian and cycle links. Figure 4 shows the approximate location of the JCS employment allocations in orange and the proposed allocations from the Emerging Local Plan Issues and Options in blue.</p>	<p>First sentence '<i>...the Tirlle Brook and a belt, flood risk...</i>' What belt?</p>	
<p>Table 1</p>	<p>Design for all new development should be of high quality, sustainable and that sufficient, a well-designed public realm is provided as an integral part of schemes.</p>	<p>'and that sufficient' does not make sense.</p>	<p>typo</p>
<p>Para 130</p>	<p>The NDP will allocate land for 850 homes which will provide a secure planning policy framework in the parish for a two year period after the plan is made, as explained in NPPF para. 14.</p>	<p>This is also providing that the local planning authority has at least a three year supply of deliverable housing sites (against its five year supply requirements) and its housing delivery was at least 45% of that required over the previous three years.</p>	<p>added footnote, corrected "75%" which is actually "45%"</p>
<p>Policy S1</p>	<p>Policy S1: Site allocation at Fiddington</p>	<p>I question whether this policy is necessary for the NDP, given the points on paragraph 130 above. It may also well mean that a SEA is required.</p>	<p>This policy is necessary to prevent further speculative development (if possible) while Development Plan policies catch up.</p>

	<p>A. Land at Fiddington, shown in Figure 7 of the ARNDP, will be allocated in accordance with the decision of the Secretary of State and the Inspector, including all conditions (appeal reference APP/G1630/W/18/3210903) for the following: a residential development (up to 850 dwellings), a primary school, local centre (comprising up to 2,000 m² gross internal floor area) (A1, A2, A3, A4, A5 and D1 uses) with no single A1 comparison unit exceeding 500 m² gross internal floor area, supporting infrastructure, utilities, ancillary facilities, open space, landscaping, play areas, recreational facilities (including changing facilities and parking), demolition of existing buildings, new access to the A46(T) and Fiddington Lane in accordance with application ref: 17/00520/OUT dated 12 May 2017. B. Reserved matters applications relating to APP/G1630/W/18/3210903, or any subsequent amendments to that permission, should pay full regard to emerging Development Plan policies, even where the policies do</p>	<p>Changes will be reflected in Review of NDP</p>

	<p>not bear significant material weight. Where there appears to be a discrepancy between adopted and emerging policies, planning proposals should consider the intention of emerging policies and should justify why emerging policy directions have not been accommodated. Planning applications should demonstrate that the approach to discrepancies from emerging policy has been discussed with relevant planning authorities and the Parish Council.</p>	<p>Site allocation at Fiddington policy point B – I’m not sure you can include this as it would be contrary to legislation, the T&CP Act. Please check. (JCS team comment)</p>	<p>Agreed - moved into text</p>
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<p>Policy S1</p> <p>B</p>	<p>Reserved matters applications relating to APP/G1630/W/18/3210903, or any subsequent amendments to that permission, should pay full regard to emerging Development Plan policies, even where the policies do not bear significant material weight.</p>	<p>There is an opportunity for the NDP to set out the key matters, through this policy, that should be addressed in a reversed matters application rather than relying on emerging policies. Emerging policies are going to be at varying stages of development and will carry different ‘weights’ as a result. It can be challenging to require development to adhere to emerging policies because of this.</p>	<p>Though agree with this, don't have evidence and must leave reserved matters to the LPA</p>
<p>Policy S1</p> <p>B</p>	<p>Where there appears to be a discrepancy between adopted and emerging policies, planning proposals should consider the intention of emerging policies and should justify why emerging policy directions have not been accommodated. Planning applications should demonstrate that the approach to discrepancies from emerging policy has been discussed with relevant planning authorities and the Parish</p>	<p>This element of the text would be better suited to accompanying explanatory text to this policy, rather than in the policy itself.</p>	<p>New section added on infrastructure priorities</p>

	Council.		
Table 3 (JCS Team comment)	In addition, the Parish Council will seek to encourage new development, particularly “major development” as defined in the NPPF to:	Table 3 – encourage new development particularly major development. Does the NP steering group mean this? Could open the area to other major development other than the garden town. If they mean the garden town, perhaps this should be stated. Note however, Policy T1 is potentially clearer about what they mean here. Recommend clarification is needed.	
Policy T1		The wording of this policy could be amended slightly to instead ask Transport Assessments to ‘facilitate the delivery’ of the transport principles identified in Table 3.	agreed. Text changed
A	Transport Assessments should consider the “Transport development principles in Ashchurch Rural Parish” set out in Table 3 of this neighbourhood plan.	<i>Transport Assessments should help facilitate the delivery of consider the “Transport development principles in Ashchurch Rural Parish” set out in Table 3 of this neighbourhood plan.</i>	done
		Development will not be able to deliver some of the principles, especially those where it is an action for ARPC to work with key partners. However new development could help work towards them and as a minimum not hinder their delivery. In such instances, where something cannot be implemented through the development process, then such points should be inserted under the community policies e.g. Point B(b), B(d)	Disagree. These matters can be included in planning conditions if not part of proposal
Policy T1		You may want to think about your numbering: for example, having a B(b) is confusing –	numbering changed

		<p>how about B i...?</p> <p>JCS team comment: General point about all policies - Consider renumbering policy points e.g. Policy T1 B e would become 2 e. Clarity on policy points needed.</p>	
Policy T1 B (c)	<p>Access enhancements to encourage the use of sustainable modes of transport including walking, cycling, bus and rail between Ashchurch Rural Parish and Tewkesbury, Cheltenham, Gloucester, Evesham and the surrounding area.</p>	<p>Would it be better to phrase 'Access enhancements' as 'Infrastructure improvements'...? This is more all encompassing to address all access needs.</p>	done
Policy T1 c	<p>c. Access enhancements to encourage the use of sustainable modes of transport including walking, cycling, bus and rail between Ashchurch Rural Parish and Tewkesbury, Cheltenham, Gloucester, Evesham and the surrounding area.</p>	<p>Policy T1 Point C – need to be mindful that requesting walking and cycling be prioritized for developer contributions that other required infrastructure is not side lined, e.g. health care facilities and schooling, which the document also highlights as in local need. Perhaps consider a policy setting out in order of priority what infrastructure the local community would like to see brought forward first.</p>	New section added on infrastructure priorities
Paul Hardiman		<p>I strongly support the advice from the JCS team above, to consider a policy setting out the order of priority for infrastructure identified as necessary by the Parish Council as the scale of future development will mean that the Neighbourhood Fund/Allocation which the Parish Council will receive (see notes below) will be substantial and consideration will need to be given to spending priorities.</p>	!!!
Policy T1c			

	<p><u>Gloucestershire Rural Community Council (GRCC) offer some support to Parishes through funding provided by Tewkesbury Borough Council and are at an advanced stage of developing a guide on ‘How to: Assess and Prioritise your Local Community’s Infrastructure Needs’ which would be of considerable help in achieving this. The Community and Economic Development Officers are the first point of contact for this support - for the Northwest Area contact lesa.west@tewkesbury.gov.uk.</u></p>	
	<p>NOTES</p>	
	<p>How much CIL funding are we entitled to?</p>	
	<p>The duty to pass on the Neighbourhood Fund/Allocation to Parishes (the legislation describes them as ‘local councils’) is found in Regulation 59, which was introduced in the 2013 amendments to the Regulations and states that the Borough Council must pay:</p>	
	<p>15% to Parish Councils with a responsible financial officer - 59A (7) - subject to a cap of £100 per existing dwelling plus indexation based on the number of Council Tax paying dwellings as at 30th March in the preceding year;</p>	
	<p>25% (uncapped) to Parish Councils with a ‘made’ Neighbourhood Plan;</p>	
	<p>25% (uncapped) to a Neighbourhood Forum with a ‘made’ Neighbourhood Plan and a recognised responsible financial body; and</p>	
	<p>15% (uncapped) to the Charging Authority in un-parished areas to be spent in consultation with the</p>	

	<p>community in any area without a Parish Council.</p>	
	<p>When will we receive our funding?</p>	
	<p>Regulation 59 also provides details of when payments must be made:</p>	
	<p>Unless otherwise agreed, Parish Councils must receive their 'Neighbourhood' allocation on set dates twice a year from monies received in the preceding six months –</p>	
	<p>Regulation 59D:</p>	
	<p>The charging authority must make payment in respect of the CIL it receives from 1st April to 30th September in any financial year to the local council by 28th October of that financial year; and</p>	
	<p>The charging authority must make payment in respect of the CIL it receives from 1st October to 31st March in any financial year to the local council by 28th April of the following financial year; unless</p>	
	<p>The charging authority and the Parish agree an alternative timetable of payments.</p>	
	<p>Any payments made will be accompanied by a statement showing a breakdown of the origin of the sums included.</p>	
	<p>What can we spend our funding on?</p>	
	<p>There are of course restrictions on what this funding can be spent on, but the Neighbourhood Fund has more flexibility than the remaining Infrastructure Fund:</p>	

		<p>to assist with;</p> <p>Second is that there is a ‘clawback period’ of five years after which the Borough will reclaim the funding or ask for the justification for holding on to it; and</p> <p>Third the Borough have a monitoring and enforcement role where monies that they believe have been inappropriately spent can be reclaimed. In any financial year when a Parish receive, hold or spend CIL monies they are required to produce a funding statement which must be published on their website and submitted to the Borough Council (who themselves now have to publish and submit to Government an annual ‘Infrastructure Funding Statement’ covering both CIL and S106 income and expenditure) which will be used for monitoring purposes.</p> <p>Do we need to apply for our funding?</p> <p>When the Borough Council receive CIL payments from a developer, in an area covered by a Parish Council, they ‘must’ pass on the ‘Neighbourhood Fund/Allocation’ to the Parish (providing they have a responsible financial officer) so there is no need to apply for it.</p> <p>Who makes the final decision on spending?</p> <p>It is for the Parish Council to take responsibility as since the Neighbourhood Fund (described as a “Meaningful Proportion” in the amendment to the regulations) was introduced on 25th April 2013 the government’s intention has been that it would encourage communities to</p>	
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		<p>accommodate new development and allow them the ability to address the subsequent impact of new development, themselves.</p> <p>Where a Parish Council has a 'Neighbourhood Plan' (also known as a Neighbourhood Development Plan or NDP) that has been approved at a referendum and then has, or will be, 'made' by the Borough Council, the expectation is that the priorities contained in the plan will guide the projects identified, unless there is a clear reason for doing otherwise.</p>	
<p>Policy T1 (JCS comments)</p>		<p>Policy T1 - Consider strengthening the policy language from 'encourage' to words such as 'must' (where this is supported by evidence or national policy); 'should', 'will', 'will be supported where...'. Avoid using the words 'where appropriate' this weakens policy. It is for a developer to demonstrate how they comply with the requirements of a policy, and where they don't why not, for example where they feel their site is less closely connected with for example the station or primary school as per policy point B e. Strengthening policy wording is a general comment applicable to all policies in the plan.</p>	<p>wording strengthened</p>

Policy T2	Transport provision made under Policy T1 will be encouraged to apply standards set out in the Manual for Gloucestershire Streets.	Is this policy point, and the application of Manual for Gloucestershire Streets, specifically about walking and cycling, or is it to be applied to transport and highways in general? If so, this requirement could be a general point to include in Policy T1.	changed wording put into both policies
	New access arrangements and routes should be convenient and direct for walkers and cyclists should not result in desire lines being created.	Should the requirement of this policy be instead to create new accesses and routes that follow pedestrian desire lanes? I.e. making 'formal' routes along desire lines, rather than them subsequently created 'informally' by people following the most convenient route away from paths.	wording changed
B			
Policy T3	Where freight and HGV traffic will arise from the scheme, including during construction, scheme proposers should provide a plan showing routes that will avoid rat-running along minor roads or through settlements. The submitted plan should form part of the development proposal and if not, will be attached to any permission as a planning condition.	This part of the policy is too onerous in enforcement terms and is difficult to achieve in practice so would need to be deleted. However, to allay some of your concerns, normally a Transport Assessment would be required for development where a routing plan was considered necessary. Please see JCS Policy INF1 which is the main policy that is relied on to assess Transport/Highways impact	Disagree. Planning applications can be granted conditional permissions which specify HGV routing agreement complete with signage strategy and HR policies. No change.
	Policy T3 c	Development should not, including during construction, cause harm or obstruction to the public rights of way network. Where diversions to the network are suggested, these must be of a similar or better quality than the route that is being replaced, having regard to Policy T2.	changes made

Policy E1	B-class employment uses should avoid adding traffic to minor “C” roads in the parish and should therefore be located with access to the A46 or other trunk roads.	Should this stipulate ‘large scale’ employment uses? For example, there could be a farmer who wants to diversify and convert some barns to B uses that would generate only a few cars – should this be excluded?	changed to Major Development
Policy E2	Extensions or modifications of existing B class development must be of a scale, type and character commensurate with surrounding development, particularly if located within an existing settlement or the countryside.	I think what you are trying to get at here is already stated in Policy EMP3 of the emerging Plan. There is a concern of the use of ‘type’ of B class development – are you meaning ‘type’ of B class use or type of development – if the latter then this is covered by the word ‘character’. If the former then you should be stipulating that you are concerned about the adverse impact of the type of B use class on commercial viability, residential amenity or environmental quality – this is all covered by EMP3.	No change. EMP 3 is not adopted so not material. This is a general policy to use in the meantime.
Paragraph 169	The Parish Council will seek to work providers of rail and bus services to ensure a reliable and frequent service to key destinations.	‘work <u>with</u> providers’	changes made
Paragraph 171	New burial sites will be required to meet the needs of the growing local population. Proposals for major development should consult the Parish Council and seek to make provision for additional burial space where this is necessary and possible. The Parish Council should be able to assist in assessing the level of need.	You might want to consider rephrasing the first sentence: <i>New burial sites will be required to meet the needs of a larger local population.</i>	changes made
Policy C1	Planning applications for “major” development should consider and, where appropriate, deliver the	The wording of this policy could be amended slightly to instead ask major development to ‘facilitate the delivery’ of the community	changes made

A	<p>“Community infrastructure development principles” in Ashchurch Rural Parish” set out in Table 4 of this neighbourhood plan in consultation with the Parish Council.</p>	<p>infrastructure development principles identified in Table 4.</p> <p>Planning applications for “major” development should help facilitate consider and, where appropriate, deliver the “Community infrastructure development principles”</p>	
	<p>Policy C1 B</p> <p>Loss of existing community infrastructure such as sports and recreation pitches, play areas, informal green spaces, meeting spaces and community halls, local services and shops will be resisted. Where a change of use is proposed, evidence will be required to demonstrate that the building or facility was actively marketed for sale within its current land use for a period of 12 months and that the current use is no longer viable or necessary.</p>	<p>There may be circumstances where existing community facilities can be replaced by alternative facilities (where are of an equivalent or better quality and accessibility) and therefore not lead to any overall loss. It would be useful for the policy to allow for this eventuality.</p>	<p>amended</p>
Policy C2	<p>Proposals for Major Development will be expected to provide high speed broadband which offers the fastest internet connection possible and that could enable greater online access in the future.</p>	<p>Clarification required that development will be expected to provide high speed broadband <i>infrastructure</i> which allows for the fastest internet connections.</p>	
Figure 10		<p>Figure 10 – can the map quality be improved?</p>	<p>Will seek to do so</p>

<p>Para 182 (Garden Town Team comment)</p>	<p>Adopted and emerging Development Plan policy has not identified any strategic sites in the Ashchurch Rural area other than the two industrial land allocations to the south of the A46 discussed above. The majority of land south of the A46, including these allocations and existing development and settlements, is rural in character and it is inappropriate under existing and emerging policy to introduce development in the countryside in Ashchurch Rural parish. Land to the north of the A46 is well developed and cannot be considered “rural” in character</p>	<p>It states here that development is inappropriate south of the A46. This is contrary to the Garden Town proposals and lacks justification.</p>	<p>The Garden Town bears no material weight - no changes</p>
<p>Para 183 (Garden Town Team comment)</p>	<p>The 2017 survey data indicates that the rural character of the area is valued by local people who regularly enjoy the tranquillity and opportunities for recreation that it provides. This should be protected for its intrinsic value, though its future is questionable should the review of the JCS introduce a Garden Village allocation.</p>	<p>The statement is made that the rural character, use for recreation and tranquillity future is in question because of the GT, this statement is not justified, and the GT principles are very much in line with and encouraging of all those points. Especially as the GT will be 50% GI. Recommend that this value judgement is removed.</p>	<p>Justification is in the 2017 survey. No change</p>
<p>Policy E1 (Garden Town Team comment)</p>	<p>Policy E1: Protection of the intrinsic value of the countryside A. Development, other than on sites allocated through the Development Plan, will</p>	<p>Is especially contrary to the GT proposals. What is the justification for not losing equestrian infrastructure to other uses?</p>	<p>The Garden Town bears no material weight - no changes This can be dealt with in the review of the NDP.</p>

	<p>only be allowed south of the A46 and outside the developed areas of existing settlements (Claydon, Fiddington, Pamington, Walton Cardiff) where the following criteria are met: a. The tranquillity and accessibility of the countryside by foot, cycle, horse or other non-motorised mode will not be harmed. B. It does not constitute major development or large commercial sui generis land uses such as anaerobic digestion, energy generation, waste or polluting activities where this would have a detrimental impact upon the rural character of the countryside or harm its recreational value. B. Loss of existing equestrian infrastructure will be resisted. Where a change of use is proposed, evidence will be required to demonstrate that the building or facility was actively marketed for sale within its current land use for a period of 12 months and that the current use is no longer viable or necessary.</p>		
<p>Para 189</p>	<p>JCS policy SD10 (4) restricts</p>	<p>The Adopted JCS policy SD10 does not restrict housing</p>	

<p>(JCS Team comment)</p>	<p>housing development in Ashchurch Rural to affordable housing, infill or exceptions in a neighbourhood plan. This NDP does not allocate housing land other than in Policy S1 nor indicate where additional housing might be required.</p>	<p>development in Ashchurch Rural specifically. The policy applies universally across all areas deemed in open countryside across the JCS area.</p>	<p>The policy applies in Ashchurch. No changes</p>
<p>Para 192</p>	<p>The future review of the NDP will seek to ensure that an appropriate distance buffer will exist between the individual rural settlements and new strategic development. This will seek to prevent the coalescence between traditional and modern settlements and maintain the unique identity of each settlement.</p>	<p>Suggest this is removed. Buffers prevent integration and connectivity and can be contrary to good design principles. and while space between existing housing and new development may be appropriate in certain locations it may also be preferable to integrate communities and make connections. The restrictive nature of this will not be helpful for the future masterplanning process.</p>	
<p>Para 192 (Garden Town Team comment – Urban Design Officer)</p>	<p>Ashchurch Rural parish contains a number of listed buildings and older but undesignated buildings and features of architectural and historic character. New development should fit into the local character where possible and where modern features are introduced into traditional rural settings, design should take account of neighbouring development and local features. New residential development and</p>	<p>Suggest remove “..or add an urbanising influence...” As they may be contrary to the GT in certain locations. The scale of development proposed by the GT could be considered urbanising and this is not necessarily negative as suggest by this comment.</p>	<p>This is only a stated intention of what the review will consider. No changes</p>
<p>Para 193</p>	<p>Ashchurch Rural parish contains a number of listed buildings and older but undesignated buildings and features of architectural and historic character. New development should fit into the local character where possible and where modern features are introduced into traditional rural settings, design should take account of neighbouring development and local features. New residential development and</p>	<p>Suggest remove “..or add an urbanising influence...” As they may be contrary to the GT in certain locations. The scale of development proposed by the GT could be considered urbanising and this is not necessarily negative as suggest by this comment.</p>	<p>Until the Garden Town is part of the Development Plan, it is sufficient to refer to the relationship of new development to existing. No changes.</p>

<p>(Garden Town Team – Urban Design Officer comment)</p>	<p>modifications to existing buildings should consider local features such as boundary treatments, building materials, massing and scale and should not introduce new features or add an urbanising influence.</p>		
<p>Policy H1 A</p>	<p>Residential development, other than on sites allocated through the Development Plan, will only be allowed south of the A46 and within existing settlements (Claydon, Fiddington, Pamington, Walton Cardiff) where the following criteria are met</p>	<p>It is queried why this approach is confined only to land south of the A46 and not land to the north. This should be justified and set out in the supporting text.</p> <p>In the event that the NDP is silent on land north of the A46 then the relevant policies of the emerging Borough Plan would, when adopted, instead cover housing development in these locations.</p>	<p>The policy is about rural areas. It is correct that elsewhere, Development Plan policies will prevail. No change.</p>
<p>Para 193</p>	<p>Policy H2: Design of housing in the countryside and Claydon, Fiddington, Pamington and Walton Cardiff A. Proposals for new residential dwellings or modifications to existing dwellings will be expected to take account of nearby architectural features, building materials, massing and boundary treatments and should conform with the neighbouring built character whilst avoiding urbanising features that are inappropriate in within the countryside.</p>	<p>Again, suggest removal of “...whilst avoiding urbanising features that are inappropriate within the countryside.” This area could not be considered countryside once the GT starts to be developed and is allocated.</p>	<p>The Garden Town is not material to planning. No change.</p>
<p>Para 197</p>	<p>It is expected that the NDP review will consider such matters as: a. Development boundaries around existing settlements to protect their character. The introduction of green buffers may be</p>	<p>Again, remove reference to Green Buffers, this is not good design and restrictive of good masterplanning in the future.</p>	<p>The community have indicated in meetings and correspondence that buffers around existing settlements will ameliorate the impacts of the Garden Town for them and</p>

<p>Parish Council Aspirations (Text box page 58)</p>	<p>considered as a means to ensure that the existing settlements do not coalesce with new development.</p>	<p>It is not considered that involvement in Planning Performance Agreements is the correct or appropriate mechanism. PPAs are generally agreements between the LPA and an applicant to expedite the decision-making process on an application. They are not the mechanism to ensure active engagement with the parish council in influencing new development.</p> <p>A more suitable action may be for the parish council to actively and positively engage with the Borough Council on development proposals, both in terms of plan making and development management processes. The 6th bullet point expecting developers to engage at an early stage is supported and is probably the most effectively way for the parish council to get involved at the beginning of the process.</p>	<p>preserve local character. This will be considered in the Review of the NDP.</p>
	<p>Have an active involvement in Planning Performance Agreements and other development management mechanisms.</p>		<p>Agreed. Changes made</p>

APPENDIX 4: RESPONSE FROM THE COUNTY COUNCIL

<p>Thank you for consulting Gloucestershire County Council (GCC) on this matter. I have the following officer comments to make.</p>	
<p>Ecology (Biodiversity) SEA/HRA Screening advice for the Plan Looking at biodiversity (ecology/wildlife) alone the need for a Strategic Environmental Assessment (SEA) and/or Habitats Regulations Assessment (HRA) of the draft consultation version of the NDP appears unlikely. The Borough Council and Natural England should be able to give a definitive view on these matters if not already</p>	
<p>The Plan Content Paragraph 22 c –needs replacing with: Adopted Minerals Local Plan for Gloucestershire 2018 -2032. There does not seem to be an environment section (just landscape) as promised at paragraph 78 which is an important omission. This is surprising given Table 1 lists a main objective of the NDP to be protecting and enhancing the environmental assets of the area. Green spaces and landscape are mentioned in the NDP but no real reference is made to biodiversity or ecology. This is disappointing however it is noted at paragraph 197 the parish council has aspirations to review the NDP in the future and that this will include consideration of ‘green infrastructure corridors that serve to retain a high level of biodiversity’. The main biodiversity constraints do not appear to have been identified and taken into account in formulating the NDP. These include for example: Walton Cardiff Ponds Local Wildlife Site (LWS) A number of scattered traditional orchard sites (PTES Survey of a priority habitat) plus Severn Ham, Tewkesbury Site of Special Scientific interest (SSSI) – OUTSIDE PARISH to the west Old River Severn Site of Special Scientific interest (SSSI) – OUTSIDE PARISH to the west Complete details on the designated sites plus notable species and habitats in the parish and adjacent to it are available from the GCER at www.gcer.co.uk and SSSIs from Natural England at www.gov.uk/protected-or-designated-areas .</p>	<p>Correct MLP reference added. A new section on Ecology and Biodiversity has been added.</p>

<p>Comments from GCC Library and Registration Services Comment on Table 4 and Policy C1: Community Infrastructure As acknowledged in the Vision and Policies section of the draft ARNDP, it will be important that an appropriate level of necessary community facilities and services are provided to support the growth anticipated for the Parish over the next 15-20 years. This necessary community infrastructure includes libraries. In this context, Table 4 of the draft ARNDP lists a number of Community Infrastructure Development Principles that should be considered, and where appropriate, addressed as part of planning applications for major development. A range of community uses are directly referred to in this table, including primary school provision, a museum, and a community hub in the growth corridor (which it is suggested could include healthcare facilities and dental services). GCC requests that, in addition to these community uses, specific reference is also made at Table 4 to the need to consider library provision as part of future developments in the Neighbourhood Plan area. GCC’s suggested wording (in the form of a separate bullet point) is as follows: ‘ARPC will work with and encourage applicants, the local planning authority and key partners to ensure that ... • library services are provided to meet the demands arising from future developments’</p>	<p style="text-align: center; color: red;">bullet point added</p>
<p>Gloucestershire County Council as Local Education Authority Comments Ashchurch Parish is served by Ashchurch Primary School and Tewkesbury School, which is approx. 1.3 miles away. Ashchurch Primary School has a capacity of 147 places or 21 places per year group. The school site is approx. 1Ha in size and the potential for expanding the school is constrained by its site. For example, the recommended site size for a 210 place (30 places per year group) would be at least 1.2Ha, so it would not be possible to expand to that size unless additional land is provided. Tewkesbury School has a capacity of 1,771 secondary school places, and there is currently some spare capacity at the school that is available to accommodate additional demand from several large housing developments already planned in the Tewkesbury area.</p>	<p style="text-align: center; color: red;">This does not require change to the NDP text or policy since this would be a matter for TBC to negotiate through S106 under JCS policies (INF6).</p>

<p>Policy S1: Site allocation at Fiddington – Reference is made to a new primary school to serve 850 proposed new dwellings. However, there is no reference to secondary school provision for this development. I would recommend adding to this policy that while we envisage that GCC would request Tewkesbury School, which is an Academy, to expand to accommodate the additional secondary pupils, it will be important to ensure consideration is given as part of the reserved matters as to how the secondary pupils will safely travel to the school. It is important that any subsequent plans for the expansion of the school are not then required to provide highway improvements as these should be accommodated by the developer. Whilst Tewkesbury School and the associated highway network is not in Ashchurch Parish, there could be an impact from the Fiddington development which needs to be taken into account.</p>	<p style="color: red;">added secondary school to Table 4; no changes to the wording of the policy because this is the wording of the outline planning permission which the NDP cannot change.</p>
<p>Policy T1 Part B Clause (e) – I would recommend adding to this policy that development plans will also need to consider facilities in the wider area outside Ashchurch Parish, such as secondary schools, to ensure sustainable transport.</p>	<p style="color: red;">The NDP cannot deal with matters outside the Parish Boundaries.</p>
<p>Paragraph 167 and Table 4 make reference to the primary school. I would recommend strengthening the wording to say that developments should only be permitted where the local infrastructure can meet the impact of the development. It should not be assumed that Ashchurch Primary School can meet the additional demand generated by even small scale housing development. Ashchurch Primary school has limited capacity to expand further so in the event that the school has no spare capacity and cannot expand further a new school site will need to be provided by developers.</p>	<p style="color: red;">text added to Table 4 first point</p>
<p>Policy H1: Housing in Rural Areas – Again, it should not be assumed that Ashchurch Primary School can meet the additional demand generated by even small scale housing development. Emphasis is needed that the impact of small scale infill development on the local primary school needs to be considered because of the constraints of the current size of its site.</p>	<p style="color: red;">added new clause E</p>
<p>Transport Planning Comments In terms of context here, the emerging Local Transport Plan [2015-2041] refers to the Tewkesbury Area Draft Concept Masterplan which sets the framework for the significant development proposals within and associated with this area. It sees Tewkesbury Town Centre maintaining its role as the historic centre, whilst the Ashchurch Local Centre provides a gateway to Tewkesbury; the latter keeping its own distinct identity as the</p>	

<p>contemporary core of the emerging new community. The Ashchurch Local Centre will be located around an improved local railway station and St. Nicholas’ Church.</p>	
<p>The draft Neighbourhood Plan is set in a framework of possible very large scale development proposals, namely the Garden Town Status awarded for the Tewkesbury Ashchurch area. However, the garden town proposals do not receive in depth attention through this Neighbourhood Plan despite the significant effects on this Parish should they be progressed. These have yet to be determined and agreed subject to the Joint Core Strategy Review. Therefore, it is challenging for this Neighbourhood Plan to fully engage with future development and transportation needs when they are yet to be formalised but are potentially so significant. What is certain is that the location of Ashchurch Rural lends itself to good access to the rail network, via Ashchurch Station, the Strategic Road Network, and one of the highest areas of commute cycle use in the county, as well as high quality built and natural environments in which to enjoy using active travel modes. Therefore, there is huge potential for integrated transport links west towards Tewkesbury but also to Bishops Cleeve and Cheltenham, as well as the regional centres, such as Birmingham. It will be important to ensure that new development within and affecting Ashchurch Rural Parish is well integrated and connected, and that linkages to the railway station are optimised.</p>	<p>noted</p>
<p>This draft Neighbourhood Plan shows a sound understanding of the transport issues affecting the Parish now and over its delivery period, and its Transport Policies reflect this.</p>	
<p>Gloucestershire County Council Comment</p>	
<p>In terms of the draft Neighbourhood Plan Transport Policies:</p> <ul style="list-style-type: none"> • Policy T1 is supported. Whilst noting that there will also need to be highway improvements for vehicular traffic as part of an integrated and holistic transport system. Might the issue of highway capacity improvements also be considered through this policy, and particularly as the A46 corridor corresponds to an important strategic regional and national route? 	<p>This can be dealt with in the review of the NDP when the situation is more certain.</p>
<p>Policy T2 is supported. However, T.2 (a) may want to refer to LTN1/20 at this point rather than MfGS. Also, do not understand T2(b) where it states “... should not result in</p>	<p>LTN reference added; desire lines are defined in the glossary</p>

<p>desire lines being created”. Could this point be clarified?</p>	
<p>Policy T3 is supported. It is appropriate and concurs with the Gloucestershire Local Transport Plan (LTP).</p>	
<p>The Plan’s coverage of rail and the PC’s positive engagement with the station strategy and need to improve services is welcomed.</p>	
<p>Would it be useful to directly link some the above policies to the sentiments expressed in LTP policies to give greater synergy? The LTP policies provide robust support to the Neighbourhood Plan Transport Policies. It should also be noted that the Neighbourhood Plan can provide an opportunity to identify schemes, corridors, measures etc of local importance which, if given weight by the community, may gain greater momentum and status in terms of consideration and possible delivery/ safeguarding</p>	<p>Thanks for the support. The NDP does identify local important routes. The LTP will be a key document in the review and the NDP will work with the LTP to ensure positive outcomes.</p>
<p>GCC welcomes the Neighbourhood Plan’s recognition of the importance of preventing rat running and increased traffic flows on some of the rural lanes and quiet roads which provide good conditions for cycling and which connect the area to Tewkesbury town, Bishop’s Cleeve and thus to Cheltenham. It will be key to the attainment of genuine transport mode shift for cycle routes to be identified and protected – especially where informal routes offer good quality conditions for cyclists - and for new segregated facilities to be installed to a high quality. The Government’s recent publication of ‘Gear Change: a bold vision for cycling and walking’ unequivocally supports a ‘stepchange’ in the delivery of high quality infrastructure. It will be important to hold the providers of new infrastructure here to this standard of delivery, and noting that the Local Cycling and Walking Plan identifies Tewkesbury/ Ashchurch as being on a key strategic cycling corridor.</p>	<p>This can be elaborated and enhanced in the review.</p>
<p>In terms of road safety and the management of congestion on the A46 corridor, these issues will be imperative to the success of mode shift which can both alleviate congestion, but also be deterred by traffic levels. This issue will receive close attention through the A46 Partnership. Most people living in and traveling through this area are car users. Therefore, more people will need opportunities to make more of their trips by other modes as the JCS secured development allocations are delivered onto this and related transport corridors.</p>	<p>noted</p>

<p>The Local authority and developers should seek to strengthen non-motorised traffic movements and corridors on or very close to the A46 and M5. M5 Junction 9 and the A46 corridor suffers from congestion in peak hours and is recognised as a pinch point by Highways England and GCC. The M5 junction 9 / A46 will become a blocker to future growth, particularly to the Ashchurch Garden Town proposals, without significant measures which are being developed through the A46 Partnership here to deliver increased capacity and a multi-modal transport corridor. The realignment of the A46 will also improve safety and accessibility to the Trans Midland Trade Corridor, of which the A46 forms a key part of in the Midlands area, contributing significantly to the UK economy.</p>	<p>noted</p>
<p>The M5/A46 creates severance for those living and travelling between Historic Tewkesbury and Ashchurch with an intimidating environment for pedestrians and cyclists resulting in divided communities and social isolation. Improvements to the M5 Junction 9/A46 provides the opportunity of removing these physical barriers and using the existing A46 alignment as an enhanced multimodal corridor. This will result in both improved rail and bus services to further enhance both transport network resilience and local quality of life.</p>	<p>We hope so but this is outside the remit of the NDP</p>
<p>The Gloucestershire Local Transport Plan [2015-2041] is undergoing review. It is updating the transport issues and proposed scheme delivery in the Tewkesbury CPS area (6). As such this will affect the Ashchurch Rural Neighbourhood Plan. The LTP embraces the shift towards carbon neutral transport (across all modes) by 2050, and the need to create new spaces for movement and connectivity which will facilitate low carbon lifestyles, whilst adapting existing towns and villages to a wider range of transport and access opportunities. GCC will publish the adopted revised LTP on our website in early 2021 see www.gloucestershire.gov.uk/ltp-review to view the draft plan.</p>	<p>This will be important for the review of the NDP</p>
<p>GCC looks forward to working with Ashchurch Rural Parish to address the transport issues and opportunities identified though its Neighbourhood Plan and the LTP</p>	<p>Thanks</p>

<p>Flood Risk Management Comments In general, the NDP makes only brief mention of the development constraints surrounding flooding and flood risk, and only touches on the green infrastructure potential of flood risk management. It also acknowledges the historical and potential flooding, but not in sufficient detail. Similarly, insufficient attention is paid to the blue infrastructure network in the parish and the importance of its rivers to flood risk management, amenity and biodiversity. In short, in its current form the NDP ignores the flood risk and flood risk management potential of the parish and its proposed development.</p>	<p>Agreed. The evidence does not support a policy on flood management though a new policy has been suggested from Severn Trent which is now included. The review will look at flooding and its relationship to green infrastructure in detail.</p>
<p>Specific comments: · 117-120: Mention of fluvial flooding and the significant proportion of the area that lies within Flood Zone 3, but no mention of the surface water flood risk. This section should be amended to acknowledge the high risk of surface water flooding along watercourses in 1:100 event, particularly between Fiddington and the M5. · Table 1: Paragraph required to highlight the need for flood resilience in all development, and to reference the multiple benefits of SuDS. · Vision and Policies: I accept the deference to the TBC flooding SPD, but I feel it would be justified to include a specific policy on flood risk management to highlight the local constraints and risks, and bring the issue to the heart of the NDP. At the very least, a local view of what the SPD means for Ashchurch – the undetailed reference is insufficient. · Table 3: Paragraphs 117-120 highlight the impact that flooding can have on the road and transport network of the parish, but no mention is made of this in the transport planning policies. Improving the flood resilience of roads in the parish needs to be acknowledged in the policy context. · Rural character and recreation: As above, no mention of the river network in this section and the role it plays in the character, resilience, risk and potential of the parish. A specific paragraph on this is required. Similarly, there is no mention of the potential of the rural areas of the parish to support the flood risk management of current and future developed areas – primarily through Natural Flood Management , e.g flood attenuation as part of green infrastructure development. · Development policies: No mention of the importance of SuDS in development. Not just with a view to flood risk management, but also relating to water quality, amenity and biodiversity. · NDP review: I accept that this draft indicates that the review may cover some of the above, but I cannot see why the opportunity was not take at draft stage.</p>	<p>added comments on surface water flooding; climate change and flooding point added to Table 1. New clause added to T3 to manage conflict between sustrans and flooding; acknowledged that there could be stronger policies on green infrastructure but evidence available does not support this and it will be addressed in detail in the review, working it is hoped with the GT team to design suitable green infrastructure that incorporates natural flood management. To add this now would cause an unacceptable delay to the NDP and these policies are already covered under the Flood SPD.</p>
<p>Archaeology Comments No comment.</p>	

Minerals and Waste Comments No comment	
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APPENDIX 5: RESPONSES TO REGULATION 14 CONSULTATION FROM THE COMMUNITY AND OTHER STAKEHOLDERS INCLUDING STATUTORY CONSULTEES

Question 1: Policy S1 formally allocates the recently allowed appeal for 850 houses and other infrastructure including a school and local centre in Fiddington. This allocation provides two years of planning certainty after a successful NDP Referendum for the Parish so that no more major developments can come forward whilst the Parish Council reviews the neighbourhood plan to account for the Garden Town proposals. The policy also ensures that when further applications come in for this very large scheme, that the proposals take account of the Parish Council's views. Do you agree with the wording of this policy? If not, what alternative wording can you suggest?

It will be good to slow down any future development in the parish so that the various councils can take stock...

As for the 850 houses please do what you can to NOT let it be called Fiddington in any way.....the existing Fiddington village will lose its identity as has happened with Walton Cardiff **Unfortunately, the NDP cannot influence the name. It is presumed that it will eventually become part of the Garden Town.**

Severn Trent has undertaken a Sewer Capacity modelling assessment at this site to determine the impact on the existing network. This assessment returned a high risk in the downstream network and as a result infrastructure improvements are required. We would request that the developer for the site maintains regular contact with Severn Trent regarding the development housing trajectories, connection locations and progress of Severn Trent led improvement works.

It is important that this site manages its surface water sustainably so as to ensure that flood risk from the sewerage network and existing surface water system is reduced. We would therefore recommend that Policy S1 includes a reference to the drainage hierarchy, as covered by paragraph 80 of Planning Practice Guidance. An example statement is provided below for clarity.

All applications for new development shall demonstrate that all surface water discharges have been carried out in accordance with the principles laid out within the drainage hierarchy, in such that a discharge to the public sewerage systems are avoided, where possible. **New section on water management added, text and policy S1 amended to take account of comments.**

It would also be beneficial to highlight the importance of retaining watercourses including ditches we would therefore also recommend that within the general text of the Plan, some wording is included to the effect of:

The removal of watercourses and ditches from development sites, presents a risk for future growth and development in such that links to the natural water cycle can be removed resulting in a potential increase of on site and off site flood risk. The removal of these features would result in an increased need to connect surface water to the sewerage network, as identified above this is against the drainage hierarchy outline in the Planning Practice Guidance.

Another key aspect supporting sustainable development is Water Efficiency. The implementation of water efficient technology can result in wider benefits both from an energy consumption perspective and from a surface water management perspective. As such we would recommend that Policy S1 also highlights the need to incorporate water efficient design, preferably meeting the optional water efficiency target contained within Building Regulations Part G.

	new section added on water management
	No
	Yes, I agree the wording is good. However, I am not sure that there will be any concrete proposals for the Garden Town any time soon. I am also not sure that actual events in general will conveniently occur in an order that is logically sequenced or particularly helpful to the development of this plan! Agree. The NDP will be revised to address the GT proposals.
	Yes I agree
	NO - It only seems to deal with Fiddington and not the rest of the Parish. There is no mention of Ashchurch village or Aston On Carrent in the Reg 14 documents that has been sent to parishioners in the Parish for example. All it seems to talk about is Fiddington. This policy is specifically about the Fiddington appeal but all other policies are for the entire Parish.
	yes, I agree.
Tewkesbury Town Council Planning Committee	The Town Council agrees with the wording of the policy.
Highways England	This allocation includes a residential development (up to 850 dwellings), a primary school, local centre (comprising up to 2,000 m ² gross internal floor area) (A1, A2, A3, A4, A5 and D1 uses) with no single A1 comparison unit exceeding 500 m ² gross internal floor area, supporting infrastructure, utilities, ancillary facilities, open space, landscaping, play areas, recreational facilities (including changing facilities and parking), demolition of existing buildings, new access to the A46(T). As this allocation reflects an existing planning permission (appeal reference APP/G1630/W/18/3210903) with transport mitigation measures established and Policy S1 states that the site is allocated in accordance with this permission, we do not consider that this policy is likely to result in a severe or unacceptable impact on the safe and efficient operation of the SRN.
	Thank you for your revised Regulation 14 consultation on the Pre-Submission version of the Ashchurch Rural Neighbourhood Development Plan. Our focus with such Plans tends to be on where they propose to allocate sites for development. In this case we note that policy S1 is allocating land for development at Fiddington in accordance with a scheme approved on appeal. In that respect that decision process would have considered any relevant heritage considerations and given that it forms the basis of the Plan's policy there are no comments which we would offer.

Question 2: Policy T1 seeks to provide better walking and cycling routes in the Parish, particularly where the new developments in Fiddington will bring more people into the area. It also seeks to ensure that all residents have better public transportation and it seeks that construction traffic impacts will be controlled. Do you agree with the wording of this policy? If not, what alternative wording can you suggest?

	Yes agree
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	Yes
	Not entirely. I agree with the preferred move away from cars, but the policy does not seem to acknowledge the work being done at present on alternative routes for the A46, some of which do/ do not involve development of J9. If TBC favour a re-routing south or north of the existing road via their planning for the Garden Town, this could impact seriously on the parish. No mention of these issues seem to be included in the draft plan. They have not been mentioned because (a) highways matters such as these are not material to planning and so cannot be included, (b) there is no certainty, (c) ARPC's work on these matters is listed as actions at the end of the plan. No changes
	Yes I agree
	Support better walking/cycling but again its all about Fiddington and not the rest of the parish. Incorrect, the policies are for the entire parish unless specifically stated otherwise.
	Yes I agree. But would also endorse Save Our Lanes group attempt to maintain the "Quiet Lanes" principle throughout the "Rural Parish"
Tewkesbury Town Council Planning Committee	The Town Council generally agrees with the wording of the policy but item B.c. could mention enhanced cycle access to Bishops Cleeve. Bishops Cleeve added
Ministry of Defence (Defence Infrastructure Organisation)	Policy T1 - Modal shift for major development proposals This policy would benefit from clarification as the title indicates that it applies to all major development (including employment) but the wording of B, by referring to "measures to integrate the new community with existing communities" [my emphasis] implies that the policy applies only to residential uses or major development producing new communities. Clarification is needed if this policy is also to apply to development coming forward for established uses. Agree - added "where applicable"

Highways England	<p>Policy T1 (Modal shift for major development proposals) states that Transport Assessments should consider the 'Transport development principles in Ashchurch Rural Parish' set out in Table 3.</p> <p>Table 3 includes the principle that improvements to the A46/M5 Junction 9 are identified and implemented to address journey time delay and sustainable transport objectives. As highway authority for the M5 and A46, we support these principles. In relation to this part of the SRN, we would highlight that Highways England is currently engaged with Gloucestershire County Council (GCC) with regard to major highway improvements in the Ashchurch area. The M5 junction 9 and A46 (Ashchurch) Transport Scheme is being promoted by GCC and is seeking funding from the DfT Local Large Majors fund. These discussions remain ongoing.</p> <p>Furthermore, Table 3 includes principles relating to ensuring that the A46/A438 corridor between Ashchurch and Tewkesbury is strategically managed and appropriate traffic management, pedestrian, cycling and public transport investment is prioritised to deal with existing and future traffic growth, and ensuring that an area wide travel strategy for the A46 Growth Corridor is developed to reduce the use of the provide car and provide appropriate sustainable transport alternatives.</p> <p>Highways England welcome strategies which seek to limit the traffic impact of development on the SRN. We therefore welcome the emphasis on improving opportunities for sustainable modes of travel and reducing the reliance on the private car, which in turn can help alleviate pressure on the SRN and help ensure that the SRN operates safely and efficiently. However, when considering the A46/A438 corridor, there is a need to take note that the A46 within the Parish is a part of the SRN. Hence, Highways England has an obligation to ensure that the operation of this section A46 caters for long distance strategic traffic as well as serving as a means of local access. Hence, there will need to be careful consideration of the impact of traffic management, pedestrian, cycling and public transport investment as any schemes should not impact on the primary purpose of the SRN. Noted. No changes made because none required.</p>
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Question 3: Policy T2 seeks to ensure that new walking and cycling routes are at the highest standard and on convenient routes. Do you agree with the wording of this policy? If not, what alternative wording can you suggest?

0	Yes agree
	Yes
	Yes.
	Yes I agree
	Same answer as to question 2 above.
	Ye I agree. But would add that as a "Rural Parish" with a large number of equestrian establishments, more effort should be put into the design of more bridleways. It would not be up to the NDP to add to the PROW network - this is not a planning matter.
Tewkesbury Town Council Planning	The Town Council advises Ashchurch Rural Parish Council to check whether the Manual for Gloucestershire Streets is still current policy and consider how it relates to recent government guidance.

Committee	
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Question 4: Policy T3 seeks to ensure that new development at Fiddington and elsewhere will not result in conflicts between walkers, cyclists, runners and equestrians and that rat-running will not be made worse. Do you agree with the wording of this policy? If not, what alternative wording can you suggest?

0	Yes agree
	It is very important to ensure existing lanes remain 'quiet' lanes and are not used as rat runs... the lanes have always been used for recreation and never more evident than in the current restrictions due to covid19....
	No
	Yes.
	Yes I agree
	Same answer as to question 2 above.
Tewkesbury Town Council Planning Committee	Yes I agree. Lets keep the lanes as quiet lanes, for the safety of the residents and leisure users.
	The Town Council agrees with the principles behind the wording used in this policy although this may be difficult to achieve in practice, for example with spoil being taken to Wingmoor Farm.
Highways England	Overall these policies reflect an aim of emphasising sustainable transport including walking, cycling and public transport and helping to ensure that new development in the parish prioritises these modes. We are supportive of these aims which can help alleviate pressure on the SRN by reducing the reliance on private car.
	The Ashchurch NP states that any Transport Assessment carried out in accordance with JCS Policy INF1 (which covers the transport-related impacts of development) should consider the policies in the NDP so that the parish's particular circumstances can be fully addressed. To this end, the NDP sets out a number transport development principles in Ashchurch Rural Parish which such assessments should address, which are set out in Table 3.

Question 5: Policy E1 seeks to ensure that commercial traffic arising from new development will use the A46 or other trunk roads rather than smaller roads. Do you agree with the wording of this policy? If not, what alternative wording can you suggest?

0	Yes agree
	yes
	Yes, but see my earlier comments about the proposed de-trunking of the present A46 route. The NDP cannot influence the road hierarchy and can only refer to current routes.
	Yes I agree

Tewkesbury Town Council Planning Committee	Yes
	Yes I agree. But not only commercial traffic, all long distance commuter traffic. The policy refers to all traffic
	The Town Council considers that this kind of policy is difficult to deliver and may have unintended and undesirable consequences, for example, there is no protection for estate roads and roads in classes 4-6. Since no alternative wording has been supplied, it is not understood what is required. No changes.

Question 6: Policy E2 seeks to ensure that extension or modifications to existing businesses are of the same scale as the surrounding area. Do you agree with the wording of this policy? If not, what alternative wording can you suggest?

0	Yes agree
	no
	Yes.
	Yes I agree
	No. it should be amended to reflect the very latest Government white paper on planning reforms. This is not policy - just proposals. Cannot.
	Yes I agree. Large business growth should be solely in the trade parks and industrial estates
Tewkesbury Town Council Planning Committee	This policy appears to be reasonable.
Ministry of Defence (Defence Infrastructure Organisation)	Policy E2 - Modification of existing B class development This policy would benefit from clarification as it is not currently clear whether "surrounding development" relates to nearby development outside the boundaries of a site or also development within a site. It is suggested that the wording of this policy is amended to read "must be of a scale, type and character commensurate with existing and surrounding development..." Change made

Question 7: Policy C1 seeks to protect existing community facilities from redevelopment and also that new community facilities from the Fiddington development will be well designed and accessible by foot and cycle. Do you agree with the wording of this policy? If not, what alternative wording can you suggest?

0	Yes agree
	no
	Yes.
	Yes I agree
	No. There is plenty of opportunity for small new developments in Pamington i.e. on the existing football pitches and opposite Middle Farm which would tidy up a very badly overgrown eyesore. Not clear how this relates to community infrastructure.
	Yes I agree. All new development must be sustainable, that is accessible by foot or cycle.
Tewkesbury Town Council Planning Committee	This policy appears reasonable.
Ministry of Defence (Defence Infrastructure Organisation)	<p>Policy C1 - Community Infrastructure, Paragraph 113, Table 1 (Page 29) & Table 4 (Page 46)</p> <p>These sections of the neighbourhood plan all make reference to the creation of a permanent military artefact museum at DE&S Ashchurch.</p> <p>Paragraph 113 refers to "the established military artefact museum". However, the museum that did exist on-site closed approximately four years ago. This museum was only accessible to ex-service personnel who were part of the vehicle specialist trade. There was no access permitted to the general public.</p> <p>DE&S Ashchurch is an operational defence site and as such has security and access restrictions which prevent public access to the site. Whilst MOD appreciates the reasoning behind the neighbourhood plan's suggestion for a military artefact museum on the site, this is not feasible in practise. The establishment of a publicly-accessible museum would require significant changes to the security and access systems at DE&S Ashchurch, with associated health and safety implications, and would ultimately compromise the operational effectiveness of the site and impact adversely on national defence interests. Therefore, all references to the creation of a military artefact museum within the neighbourhood plan should be removed. Agreed.</p>

	The Plan area is earmarked for a quite considerable quantum of development and there is potential for the community to identify and formally set out its aspirations for any developer contributions which come its way through CIL or other mechanisms. We note that policy C1 and associated Table 4 do this to some extent but we wonder whether the community has given thought to how such contributions might be used to reinforce the area's local distinctiveness through enhancement projects or tackling aspects of heritage liability. Once identified these could form part of a prioritised schedule of proposals, possibly to be included in the Plan. The existing evidence would not support this but this will be considered in the review.
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Question 8: Policy C2 seeks to ensure that bigger developments including that in Fiddington will have high speed broadband. Do you agree with the wording of this policy? If not, what alternative wording can you suggest?

0 Tewkesbury Town Council Planning Committee	Yes agree
	no policy c2?!
	Yes.
	Yes I agree
	What about the REST of the Parish!!! It would not be reasonable to require all development to supply broadband infrastructure since this might be costly. Major development can however reasonably sustain this cost. New development cannot pay for broadband for existing development.
	Yes I agree.
This policy appears to be reasonable although perhaps the requirement should be for Fibre To The Premises. Not sure what is being sought.	

Question 9: Policy E1 seeks to ensure that development (other than at Fiddington) in the countryside does not harm the tranquillity of the countryside. It also seeks to resist major waste and energy installations and to resist loss of equestrian businesses. Do you agree with the wording of this policy? If not, what alternative wording can you suggest?

0	Yes agree
	no
	I have a problem with the phrase "tranquillity of the countryside". What does this mean? If you mean the existing rural character of the area, this is already going to be significantly impacted on by the Fiddington development and any re-routing of the A46 within the parish. There's no way the rural character is not going to be harmed. I think you need to be more realistic and define your red lines! I'm sorry I can't easily think of a way to amend this sentence. Agreed that tranquillity is difficult to define. However, it is easier to understand in the rural parts of the parish where this is aimed. If/when there is a strategic allocation, this policy will no longer be valid.

Tewkesbury Town Council Planning Committee	Yes I agree
	No I do not support the wording on this policy, there are lots of opportunity for green energy generation in the Parish i.e. like solar farms which should be supported (perhaps in Fiddington). The existing evidence does not support this but it could be considered as part of the review of the NDP.
	Yes I agree. Even at Fiddington it should be possible to enhance the bridleways along side the footpaths and cycle routes
This policy appears to be reasonable.	

Question 10: Policy H1 seeks to ensure that most new housing south of the A46 will be restricted to existing settlements. Do you agree with the wording of this policy? If not, what alternative wording can you suggest?

0 Tewkesbury Town Council Planning Committee	Yes agree
	yes
	As a Pamington resident , I absolutely agree with this!
	Yes I agree
	See answer to Question 7.
	Yes I agree.
The Town Council agrees with the principle due to the impact of development on flooding but is not sure that this can be delivered within the context of the proposed Garden Town.	

Question 11: Policy H2 seeks to retain the rural character and styles of buildings in Claydon, Fiddington, Pamington and Walton Cardiff. Do you agree with the wording of this policy? If not, what alternative wording can you suggest?

	<p>Yes agree</p> <p>We would like to encourage you to include the comments made above regarding the drainage hierarchy and water efficient design in this policy in addition to the strategic allocation.</p> <p>Please keep us informed when your plans are further developed when we will be able to offer more detailed comments and advice. For your information we have set out some general guidelines that may be useful to you.</p> <p>Position Statement As a water company we have an obligation to provide water supplies and sewage treatment capacity for future development. It is important for us to work collaboratively with Local Planning Authorities to provide relevant assessments of the impacts of future developments. For outline proposals we are able to provide general comments. Once detailed developments and site specific locations are confirmed by local councils, we are able to provide more specific comments and modelling of the network if required. For most developments we do not foresee any particular issues. Where we consider there may be an issue we would discuss in further detail with the Local Planning Authority. We will complete any necessary improvements to provide additional capacity once we have sufficient confidence that a development will go ahead. We do this to avoid making investments on speculative developments to minimise customer bills.</p> <p>Sewage Strategy Once detailed plans are available and we have modelled the additional capacity, in areas where sufficient capacity is not currently available and we have sufficient confidence that developments will be built, we will complete necessary improvements to provide the capacity. We will ensure that our assets have no adverse effect on the environment and that we provide appropriate levels of treatment at each of our sewage treatment works.</p> <p>Surface Water and Sewer Flooding We expect surface water to be managed in line with the Government’s Water Strategy, Future Water. The strategy sets out a vision for more effective management of surface water to deal with the dual pressures of climate change and housing development. Surface water needs to be managed sustainably. For new developments we would not expect surface water to be conveyed to our foul or combined sewage system and, where practicable, we support the removal of surface water already connected to foul or combined sewer.</p> <p>We believe that greater emphasis needs to be paid to consequences of extreme rainfall. In the past, even outside of the flood plain, some properties have been built in natural drainage paths. We request that developers providing sewers on new developments should safely accommodate floods which exceed the design capacity of the sewers. To encourage developers to consider sustainable drainage, Severn Trent currently offer a 100% discount on the sewerage infrastructure charge if there is no surface water connection and a 75% discount if there is a surface water connection via a sustainable drainage system. More details can be found on our website https://www.stwater.co.uk/building-and-developing/regulations-and-forms/application-forms-and-guidance/infrastructure-charges/</p> <p>Water Quality Good quality river water and groundwater is vital for provision of good quality drinking water. We work closely with the Environment Agency and local farmers to ensure that water quality of supplies are not impacted by our or others operations. The Environment Agency’s Source Protection Zone (SPZ) and Safe Guarding Zone policy should provide guidance on development. Any proposals should take into account the principles of the</p>
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0	<p>Water Framework Directive and River Basin Management Plan for the Severn River basin unit as prepared by the Environment Agency.</p> <p>Water Supply When specific detail of planned development location and sizes are available a site specific assessment of the capacity of our water supply network could be made. Any assessment will involve carrying out a network analysis exercise to investigate any potential impacts. We would not anticipate capacity problems within the urban areas of our network, any issues can be addressed through reinforcing our network. However, the ability to support significant development in the rural areas is likely to have a greater impact and require greater reinforcement to accommodate greater demands.</p> <p>Water Efficiency Part G of Building Regulations specify that new homes must consume no more than 125 litres of water per person per day. We recommend that you consider taking an approach of installing specifically designed water efficient fittings in all areas of the property rather than focus on the overall consumption of the property. This should help to achieve a lower overall consumption than the maximum volume specified in the Building Regulations. We recommend that in all cases you consider:</p> <ul style="list-style-type: none"> • Single flush siphon toilet cistern and those with a flush volume of 4 litres. • Showers designed to operate efficiently and with a maximum flow rate of 8 litres per minute. • Hand wash basin taps with low flow rates of 4 litres or less. • Water butts for external use in properties with gardens. <p>To further encourage developers to act sustainably Severn Trent currently offer a 100% discount on the clean water infrastructure charge if properties are built so consumption per person is 110 litres per person per day or less. More details can be found on our website https://www.stwater.co.uk/building-and-developing/regulations-and-forms/application-forms-and-guidance/infrastructure-charges/</p> <p>We would encourage you to impose the expectation on developers that properties are built to the optional requirement in Building Regulations of 110 litres of water per person per day.</p>
	yes
	Yes.
	Yes I agree
	Yes
	Yes I agree.
Tewkesbury Town Council Planning Committee	The Town Council agrees with the proposed wording.

Question 12: The Parish Council intends to immediately review the NDP when it is adopted to take account of the impacts that will arise from the Garden Town. The Council has set out its aspirations for the review in the last section of the NDP. Do you agree that these are the right things that the review should consider? If not, what alternative wording can you suggest?

0	Yes agree
	no
	Yes, up to a point, but "managing the construction of strategic development" should specify this means roads and public transport infrastructure as well as buildings. Public transport in particular in the parish is abysmally inadequate. Maybe something a little more dynamic such as "Managing strategic development (including roads, housing, business development and public transport) that will protect and ENHANCE the amenity of existing residents." wording added
	Yes I agree
	No I do not support the wording of this policy. There has been no public exhibitions or meetings like the Parish Council carried out before when you last consulted on your Reg 14 proposals (these were really informative for residents). The review NDP will be based on extensive consultation. The required amount of consultation has been undertaken here.
	Yes I agree. The character of the villages and hamlets, some with more history than Tewkesbury itself, should be maintained.
Tewkesbury Town Council Planning Committee	This list appears to be reasonable although perhaps this should be seen in the context of potential climactic change and enhanced environmental safeguards. Agreed. New bullet point added.

Question 13: Are there any land use planning matters that where not covered in the plan that you think should have been? Can you please describe what you believe was missing or in need of correction?

0	With the likely realignment of the A46 the location etc it is important that it does not negatively impact on the Parish.
	PLEASE ENSURE THE 850 HOUSES ARE NOT CALLED FIDDINGTON....
	Yes, build on brownfield first not our green fields. There is no brownfield land available in the parish. The MOD site has been withdrawn.
	Yes, to repeat my previous points I think you need to be stronger and more focussed on the A46 corridor development options. These could potentially have a critical effect on the quality of life of RPC residents.
	No
	Yes. The VERY first place to consider any new developments should be on Brownfield sites.
	Also the Reg 14 documents that were sent out to parishioners had NO start or finish date as to when the consultation ran from. What are the residents supposed to do? Guess as to when the Consultation runs from?
TBC have all too often refused planning permission for individual or small scale development that would have maintained the character of the hamlets and villages and allowed the children of the residents to remain in the places of their births and bring some youth to them.	

Tewkesbury Town Council Planning Committee	Perhaps consideration could be given to the provision of land for local market gardens and allotments. New point on climate change added. This can be explored in the review.
Ministry of Defence (Defence Infrastructure Organisation)	<p>The Defence Infrastructure Organisation, on behalf of the Ministry of Defence (MOD) has reviewed the documentation relating to the above consultation and has the following comments to make.</p> <p>Please note that this response relates to the existing and continuing operational use of DE&S Ashchurch. If there are any comments relating to the eastern area of the site that is being considered for disposal (as noted in the Tewkesbury Borough Council news release https://www.tewkesbury.gov.uk/news/council-welcomes-investment-in-mod-base) these will be submitted as a separate representation.</p> <p>Paragraph 50 It is not clear what point this paragraph is trying to make, it highlights that "recent development" has caused community concerns about "new urban influences upon the traditional rural character" and then specifically refers to the MOD site. The document goes on to note on page 93 that the MOD site was developed in 1938, therefore clearly the site has been established for in the region of 80 years and is not a "recent development".</p> <p>Paragraph 122 The MOD welcomes the neighbourhood plan's recognition and acknowledgement that DE&S Ashchurch is a large employment site in the parish.</p>
CPRE (The Countryside Charity)	<p>Thank you for inviting CPRE to comment on the draft Ashchurch Rural Neighbourhood Development Plan.</p> <p>We congratulate the Parish Council on a constructive, cogent and comprehensive NDP at a very uncertain time. As it acknowledges, the Plan has been produced when the draft Tewkesbury Local Plan to 2031 is still awaiting public examination; when the JCS review, in which Ashchurch is expected to be proposed for significant development, is still at an early stage; and when definitive plans for the A46 have yet to be formulated. It is almost inevitable, therefore, that the ARNDP will need to undergo early major revision. It is nevertheless important that the current position is clearly presented and policies set out in order to set the context for future change.</p> <p>CPRE supports the principles and policies set out in Part 3 of the ARNDP but otherwise has no substantive comments to make.</p>

Highways England	<p>Thank you for your email dated 20 July 2020 inviting Highways England ('we') to comment on the first draft of the Ashchurch Rural Neighbourhood Plan (NP).</p> <p>We are responsible for operating, maintaining and improving the Strategic Road Network (SRN), which in the Plan area comprises the M5 junction 9 and the A46. It is on the basis of these responsibilities that we have provided the comments that follow in this letter.</p> <p>For spatial planning purposes, the Ashchurch NP area falls under the administrative boundary of Tewkesbury Borough Council, for which planning policy is established through the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS). The Tewkesbury Borough Plan, which establishes planning policies specific to Tewkesbury, was submitted for examination in May 2020.</p> <p>We are keen to ensure that transport and land use planning policy is closely integrated and that the network is able to deliver sustainable economic growth. In this respect, Highways England draws your attention to "The Strategic Road Network - Planning For The Future - A Guide To Working With Highways England On Planning Matters", Highways England's Licence issued by DfT and DfT Circular 02/2013, which sets out how we will engage with the planning system to deliver sustainable development.</p> <p>We recognise that prosperity depends on our roads, so aims to support growth and facilitate development based on an understanding of traffic conditions and behaviour, to manage the effects of development and ensure road safety.</p>
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APPENDIX 6: MEMORANDUM OF UNDERSTANDING BETWEEN ASHCHURCH RURAL PARISH COUNCIL AND TEWKESBURY BOROUGH COUNCIL AS THE LPA

Memorandum of Understanding between The Local Planning Authority (Tewkesbury Borough Council) and The Qualifying Body for the Ashchurch Rural Neighbourhood Development Plan (Ashchurch Rural Parish Council)

Introduction

1. Planning Practice Guidance states:
 2. *Neighbourhood plans, when brought into force, become part of the development plan for the neighbourhood area. They can be developed before or at the same time as the local planning authority is producing its local plan (or, where applicable, a spatial development strategy is being prepared by an elected Mayor or combined authority).*
 3. *Where a neighbourhood plan is brought forward before an up-to-date local plan is in place the qualifying body and the local planning authority should discuss and aim to agree the relationship between policies in:*
 - *the emerging neighbourhood plan*
 - *the emerging local plan (or spatial development strategy)*
 - *the adopted development plan**with appropriate regard to national policy and guidance.*
 4. *The local planning authority should take a proactive and positive approach, working collaboratively with a qualifying body particularly sharing evidence and seeking to resolve any issues to ensure the draft neighbourhood plan has the greatest chance of success at independent examination.*
 5. *The local planning authority should work with the qualifying body so that complementary neighbourhood and local plan policies are produced. It is important to minimise any conflicts between policies in the neighbourhood*

plan and those in the emerging local plan, including housing supply policies. This is because section 38(5) of the Planning and Compulsory Purchase Act 2004 requires that the conflict must be resolved in favour of the policy which is contained in the last document to become part of the development plan.

- 6. Strategic policies should set out a housing requirement figure for designated neighbourhood areas from their overall housing requirement (paragraph 65 of the revised National Planning Policy Framework). Where this is not possible the local planning authority should provide an indicative figure, if requested to do so by the neighbourhood planning body, which will need to be tested at the neighbourhood plan examination. Neighbourhood plans should consider providing indicative delivery timetables, and allocating reserve sites to ensure that emerging evidence of housing need is addressed. This can help minimise potential conflicts and ensure that policies in the neighbourhood plan are not overridden by a new local plan.*

Paragraph: 009 Reference ID: 41-009-20190509, Revision date: 09 05 2019
See previous version

7. The purpose of this Memorandum of Understanding is to set out how the Ashchurch Rural Neighbourhood Development Plan (ARNDP) can be prepared and reviewed in cooperation with the Local Planning Authority (LPA) Tewkesbury Borough Council (TBC). TBC will also be expected to represent the interests of the Joint Core Strategy (JCS) as it develops and share strategic proposals in the review of the JCS.

Background to strategic site allocations in Ashchurch Rural Parish

8. The adopted JCS allocates a strategic employment allocation within the parish. However it does not allocate any sites for residential development. The JCS was adopted in December 2017 with an identified housing shortfall that was to be subject to immediate review on adoption of the plan. The JCS highlights the development potential in the Tewkesbury town/Ashchurch area and the commitment to undertaking strategic masterplanning to explore this further and to inform the immediate review.
9. An Ashchurch Concept Masterplan was published by the Borough Council in 2018 as the first step in this masterplanning process. It set out a high level growth strategy for the area including opportunities and challenges, locations for growth and development principles.
10. The JCS review process started with an initial Issues and Options consultation which closed in January 2019. The role of the Ashchurch area in meeting future growth needs, and the Concept Masterplan, were referenced as part of the options in this document. A Regulation 18¹ draft JCS is now being developed for further consultation, expected to take place within 2020/21.
11. In 2019 the Borough Council was successful in its bid to Government for Garden Town status for the Tewkesbury/Ashchurch area. Garden Town status gives access to a package of

1. ¹ <http://www.legislation.gov.uk/uksi/2012/767/regulation/18/made>

Government support, including resource funding, expert delivery advice and brokage, to help deliver new communities. This contributes to the masterplanning process, the formal identification through the development plan and the delivery of sites.

Tewkesbury Borough Plan (2011-2031)

12. The Tewkesbury Borough Plan (TBP) sits underneath the JCS as the district-level plan that provides detailed and locally specific planning policies and smaller-scale allocations for housing and employment. It does not seek to make allocations within Ashchurch Rural Parish so as to not prejudice the outcome of the strategic masterplanning work to be undertaken through the JCS Review and the Garden Town process.

The TBP was submitted for examination on 18th May 2020 and is expected to be adopted in Spring 2021.

Fiddington Appeal

13. A recent planning appeal (APP/G1630/W/18/3210903) was allowed for 850 dwellings along with community and commercial uses within the Masterplan area.
14. The ARNDP seeks to allocate land in accordance with the allowed appeal (APP/G1630/W/18/3210903) and within the Masterplan area. When made, the NDP will receive planning flexibilities under para. 14 of the NPPF.
15. The ARNDP is based on evidence that is dated and it is important to adopt it as quickly as possible so that the evidence remains credible at Examination. ARPC has indicated its intention to go into an immediate review of the NDP as set out in the Reg. 14 draft version to take better account of the implications of the emerging Garden Town proposals.

The table below provides a timetable for the preparation of the NDP. Both the ARPC and the TBC will endeavour to meet this timetable understanding that there may be other constraints:

July 2020	Reg 14 Request screening opinion on SEA
August 2020	Locality Health Check
September 2020	Reg 14 Collate responses
October 2020	Revise NDP Prepare Consultation Statement, Conformity, hopefully NOT SEA
October 2020	Submit to LPA
November 2020	Reg 16 consultation
December 2020	Appointment of Examiner (expedited process)
February 2021	Examiner's report
May/June 2021	Referendum
May 2021	Begin review of ARNDP

16. NPPF para. 30 states:

Once a neighbourhood plan has been brought into force, the policies it contains take precedence over existing non-strategic policies in a local plan covering the neighbourhood area, where they are in conflict; unless they are superseded by strategic or non-strategic policies that are adopted subsequently.

17. When the ARNDP is made, it will contain the most up to date policies that affect land allocations in Ashchurch Rural Parish, including the majority of the land identified in the Garden Town Masterplan until the reviewed JCS is adopted (probably in 2022 or 2023).
18. The ARNDP cannot contain Strategic Policies but can contain more detailed policies for specific areas and types of development, including allocating sites, establishing design principles, conserving and enhancing the natural and historic environment and setting out other development management policies.²
19. Ashchurch Rural Parish contains some Minerals Resource Areas for Sand and Gravel according to Policy A7 of the Gloucestershire Minerals Local Plan 1997-2006 (Saved policies).

The agreement

20. The LPA and ARPC will work collaboratively, taking account of the emerging review of the JCS and the plans and proposals for a Garden Town in the review of the ARNDP(RARNDP) in 2021. Parties are however not bound to agree approaches or outcomes but agree to seek to do so. This includes:
 - a. Working together to expedite the ARNDP to adoption and seek to meet the ARPC's desired timetable .
 - b. Explore the inclusion of Garden Town principles in the RANDP where this will assist in adding local detail to the emerging JCS and Garden Town proposals;
 - c. Explore the allocation of additional sites in the RARNDP in accordance with the JCS Review and Garden Village phasing to retain flexibilities under NPPF para. 14;
 - d. Considering the following issues for the RARNDP area, in the context of the JCS Review and Garden Town programme, and subject to review following the NDP Reg.14 consultation:
 - i. The character of existing settlements
 - ii. Green infrastructure corridors
 - iii. Public Rights of Way and undesignated quiet lanes
 - iv. Leisure users in the countryside
 - v. Managing the construction of strategic development
 - vi. Infrastructure requirements

² NPPF 2019 para. 28.

- vii. Transport and movement
 - e. The LPA and the Mineral Planning Authority will consider the issue of the Minerals Resource Areas for Sand and Gravel and minerals safeguarding will not be considered in the RARNDP. It is acknowledged that some of these issues do not come under the TBC’s jurisdiction but rather the GCC as Highways and Minerals and Waste Authority. In such instances input and agreement will be sought with the GCC in relation to such matters.
 - f. Work together to support consultation activities around the NDP with the community.
 - g. Both the LPA and ARPC will share relevant evidence base documents to support the plan making process.

Signatories and date

Signing on behalf of Tewkesbury Borough Council as Local Planning Authority	
Print name	Matt Barker
Signature	
Date	30/7/2020

Signing on behalf of Ashchurch Rural Parish Council	
Print name	
Signature	
Date	

APPENDIX 7: NEIGHBOURHOOD PLAN HEALTHCHECK

Ashchurch Rural Parish Neighbourhood Development Plan 2020-2031

Produced by Ashchurch Rural Parish Council

Health Check – September 2020³: Undertaken by Andrew Seaman BA (Hons) MA MRTPI

Summary of Recommendations (comments in red show ARPC's response to the examiner)

Process

The Ashchurch Rural Parish Neighbourhood Development Plan (ARNDP/NDP) has been developed by the Parish Council (ARPC) and its Steering Group. Much work has clearly been undertaken leading to the current draft Plan which has recently been subject to consultation under Regulation 14 of the Neighbourhood Planning (General) Regulations 2012. It would seem that the production process has been ongoing since early 2014 and the current Plan should endeavour to explain more clearly (feasibly supported by the Consultation and Basic Conditions Statement) the history of the Plan's development and the issues it has faced.

This has been addressed in this Consultation Statement and the attached Basic Conditions Statement.

There are currently no references to the necessary Consultation Statement or Basic Conditions Statement within the NDP itself. These are important documents. It is recommended that these two documents be prepared as separate supportive statements as a matter of priority. The Consultation Statement and Basic Conditions Statement must be finalised prior to the submission of the NDP to Tewkesbury Borough Council (TBC). These should contain the details of procedural compliance and up to date consideration of the applicable Basic Conditions that should be met by any Neighbourhood Plan (NP) intending to be made. These two documents offer an opportunity to explain and reinforce the content of the ARNDP and demonstrate how the Basic Conditions are satisfied. **The draft ARNDP was submitted for the Health Check on the advice of Locality – since the matter of the SEA and HRA had not been addressed at that time, the Basic Conditions and Consultation Statements had not yet been finalised.**

Further liaison and correspondence with TBC would be prudent to ensure, as far as practical, that the Borough Council is in agreement with the process of the ARNDP production and its final content. This is particularly relevant to the consistency of the ARNDP to the policies of

³ This Report is based on the information made available which primarily constitutes: the draft ARNDP, Appendices 1-4 and two accompanying leaflets.

the development plan (and the emerging draft Local Plan), the site allocation, the approach towards the rural area south of the A46 and housing in general. Evidence is required to indicate that the issue of Habitats Regulation Assessment (HRA) screening has been undertaken satisfactorily; this matter is not currently addressed. Similarly, it is imperative that a Strategic Environmental Assessment (SEA) Screening is undertaken. At present there is insufficient evidence on either issue to suggest that the legal requirements have been met. This must be remedied in order for the NDP to progress.

In general terms, it would be helpful to compile a specific list of evidence that has informed the Plan. At present, there are 4 Appendices provided. There is useful data in them all but it is not always clear how these have informed the specific content of the ARNDP; for example, Appendix 2 has much data from 2014 but it is unclear how much of this remains relevant and supports the Plan. Likewise, Appendix 1 provides a review of the strategic development plan context but it remains unclear how this has informed the specific content and policies of the ARNDP. There is scope to ensure that the accumulation of evidence is presented clearly with a clear explanation (and links in the ARNDP) as to how it has led to the ARNDP. **The relationship between the planning policy context and the ARNDP policies is explained in the Basic Conditions Statement main text. The link between the original NDP (Reg. 14 in 2018) shows the relationship between the community evidence and the NDP. However, the 2018 draft was rejected and rewritten as the current draft. The general direction and intention of the 2018 draft was carried forward in the 2020 Reg. 14 draft. However, it would simply be too burdensome to contain commentary on both documents. If it would help the Examiner, a copy of the 2018 draft with TBC comments can be supplied upon request.**

Content

The ARNDP is broadly drafted to take into account national planning policy which includes the requirement to plan positively for sustainable forms of development (which is also a basic condition). However, the ARNDP has limited references to ‘sustainable development’ within its text. The ARNDP should helpfully provide more explicit explanation as to how the Plan will contribute towards sustainable forms of development. This should be rectified with additional content/commentary within the Plan with cross references to the Basic Conditions Statement (when complete). The ARNDP should ensure it is consistently referring to the 2019 National Planning Policy Framework (NPPF) and suggestions are made in Part 3 below on specific matters that should be addressed to ensure suitable regard is had to national policy. It is recommended that the supporting text for each policy is reviewed to ensure that adequate justification for the policy content is provided in each instance. **A new table has been included under Vision and Policies. The references to the NPPF all relate to 2019.**

The ARNDP contains a stated Vision. It would be helpful to set out a brief explanation as to how, in all its parts, this has been derived with reference to the evidence base. The Plan contains 11 separate policies contained under 6 themes (‘Housing Land Allocation’, ‘Roads, Traffic and Transport’, ‘Employment’, ‘Community Facilities and Services’, ‘Rural Character and Recreation’ and ‘Development south of the A46’). The derivation of the Vision and the links/origins to the themes and subsequent policies could also be more clearly explained, feasibly in brief additional text to the ARNDP (Parts 2 and 3) and the Consultation Statement (when completed). **Some textual amendments have been made to clarify this.** The policies

themselves are, in the main, positive but some require specific amendment to ensure they are justified, have regard to national policy, are in general conformity with the development plan and will be effective in implementation. Some suggested amendments for consideration are identified to the ARNDP which are set out in Part 3 of this Health Check. **Given the advanced stage of the Local Plan review, the ARNDP has not referred to Saved policies because they will be overtaken in the near future. The JCS review will be consulted upon in summer 2021. The policies will be proven to be in line with the emerging local plan and will support any review of the JCS when that occurs.**

The ARNDP should be clearer on how it is responding to the Garden Town/Village proposal and Masterplan. Critically, it would benefit from greater clarity on how its single large site allocation (Policy S1) is justified with reference to the evidence base, the SEA/HRA and any other options considered. **An SEA and HRA have been prepared.** It is unclear how the site is addressing local housing and infrastructure needs and how it relates to the Joint Core Strategy (JCS) and emerging Local Plan. This can be bolstered with references to any supporting evidence which justifies its content. Policy H1 requires refinement. **New text added.**

Liaison with TBC should be made to ensure the general conformity of the ARNDP with the current strategic policies of the relevant development plan. This issue should be addressed in the Basic Conditions Statement and would benefit from more analytical narrative as to how the condition is met. A 'Statement of Common Ground' with TBC would be a useful addition to the evidence base prior to formal submission for Examination. **This was prepared and is attached to the Consultation Statement.**

An Implementation and Monitoring section could be introduced explaining how the policies will be monitored for their effectiveness (working with TBC), particularly as a review of the ARNDP appears to be intended. A helpful guide is available [here](#).

Andrew Seaman

29 September 2020

Part 1 – Process

	Criteria	Source	Response/Comments
1.1	Have the necessary statutory requirements been met in terms of the designation of the neighbourhood area?	Ashchurch Rural Parish Council NDP	<p>Page 9 of the ARNDP confirms that the Parish was confirmed as the designated area by TBC on 8 January 2014. A map of the designated area is included as Figure 1.</p> <p>The Basic Conditions Statement should include a copy of the confirmation and any relevant report/minutes of the designation from TBC. Agreed</p> <p>On the premise that the TBC confirmation can be evidenced, the necessary requirements would appear to have been satisfied.</p>
1.2	If the area does not have a parish council, have the necessary statutory requirements been met in terms of the designation of the neighbourhood forum?	Ashchurch Rural Parish Council NDP	The NDP is being produced by Ashchurch Rural Parish Council.
1.3	Has the plan been the subject of appropriate pre-submission consultation and publicity, as set out in the legislation, or is this underway?	Ashchurch Rural Parish Council NDP	<p>It is necessary to produce a Consultation Statement which has not yet been drafted. Consequently, there is no evidence which currently confirms the process of community involvement and engagement. The Consultation Statement should ensure it contains adequate documentary evidence to demonstrate that the legislative requirements have been met. This should include the details of how the Regulation 14 consultations have been undertaken in addition to how the community has been engaged in producing the ARNDP.</p> <p>Whilst consultation has clearly occurred, additional explanatory evidence is required and at present it cannot be concluded that the NDP has been the subject of appropriate pre-submission consultation.</p>
1.4	Has there been a programme of community engagement proportionate to the scale and complexity of the plan?	Ashchurch Rural Parish Council NDP	The Consultation Statement should confirm the extent of community involvement and associated activities which should include an analysis of outcomes and how they have influenced the current ARNDP. At present there is no evidence of the extent of community engagement, albeit the NDP website confirms two separate Regulation 14 consultations.

1.5	Are arrangements in place for an independent examiner to be appointed?	No source	<p>There is no information provided on this. Whilst the qualifying body has not yet reached the stage of submitting the ARNDP to TBC under Regulation 15, it is advised that discussions could helpfully begin or be scheduled on how to identify a suitable independent examiner.</p> <p>Whilst the general approach is to assess the resumes/CVs provided by prospective examiners, you may also find it helpful in coming to a decision by reading examples of their reports on other NPs.</p>
1.6	Are discussions taking place with the electoral services team on holding the referendum?	No source	<p>It is not yet appropriate to put in place arrangements for a Referendum after the examination of the Plan. However, as the Plan continues to advance, discussions should be held with TBC.</p>
1.7	Is there a clear project plan for bringing the plan into force and does it take account of local authority committee cycles?	No source	<p>There is no process set out for bringing the ARNDP into force. This could be developed in liaison with TBC.</p>
1.8	Has a SEA screening been carried out by the LPA?	Ashchurch Rural Parish Council NDP	<p>There is no evidence of a SEA Screening undertaken by TBC. There is no SEA Screening available. (This appears to be a matter under discussion).</p> <p>A SEA screening should ideally have been prepared before Regulation 14 consultation and therefore form part of the NDP consultation. It is feasible that matters arising from the SEA screening (and feasibly any necessary SEA) would have informed revisions to the content of the draft Plan prior to consultation.</p> <p>Consultation would include liaison with key stakeholders such as Natural England, the Environment Agency and others. Given Regulation 14 consultation has already been undertaken, the qualifying body should now consider how best the outcome of SEA Screening, when complete, can be consulted and considered.</p> <p>This matter should be included in the Basic Conditions Statement which should be completed and include reference to any screening and consequential activities in relation to SEA.</p> <p><u>Important Note:</u> Should SEA screening determine that SEA is required, then the qualifying body is strongly advised to consult</p>

			with TBC on any implications on process and compatibility with the relevant Basic Conditions.
1.9	Has a HRA screening been carried out by the LPA?	Ashchurch Rural Parish Council NDP	<p>There is no evidence in relation to HRA and this should be resolved adequately as a matter of priority. This should also be addressed in the Basic Conditions Statement.</p> <p>As with the SEA Screening, the qualifying body should consider how the outcome of HRA screening should be consulted and considered when complete given that Regulation 14 consultation has now been completed.</p> <p>Attention is drawn to the fact that the Conservation of Habitats and Species and Planning (Various Amendments) (England and Wales) Regulations 2018 were made on 5 December 2018 and came into force on 28 December 2018. These amend the prescribed Basic Condition related to Habitats Assessments - the revised Basic Condition took effect from 28 December 2018. See the following link: http://www.legislation.gov.uk/uksi/2018/1307/contents/made (Section 3).</p> <p>This amendment follows the ruling of the European Court in People over Wind and Sweetman on 12 April 2018.</p>

Part 2 – Content

	Criteria	Source	Response/Comments
2.1	Are policies appropriately justified with a clear rationale?	Ashchurch Rural Parish Council NDP	<p>Part 3 of the ARNDP indicates that the guiding vision for the NDP has been framed around the issues that the community raised during its preparation (page 34). The ARNDP would benefit from a summary of how the community was engaged and what the issues specifically were with appropriate cross referencing to the Consultation Statement. This is all available in the documents supporting the ARNDP at Reg. 15.</p> <p>This would then help to explain how the Vision (assumed paragraph 132) has been derived. Paragraph 132 could be expanded to explain this. Additional text has been added.</p> <p>The NDP subsequently identifies 6 themes under which the policies of the NDP are framed: ‘Housing Land Allocation’, ‘Roads, Traffic and Transport’, ‘Employment’, ‘Community Facilities and Services’, ‘Rural Character and Recreation’ and ‘Development south of the A46’.</p> <p>However, it is unclear how and why these themes have been identified (eg from any consultation</p>

			<p>analysis) and this should be included in text at the start of Part 3; possibly linking to the 6 headings referenced at paragraph 78. Additional text added.</p> <p>The Consultation Statement could helpfully set out in more detail how these were identified.</p> <p>There are 11 specific policies in total which, the NDP explains, are intended to strengthen and add detail to the NPPF and the existing development plan for Tewkesbury.</p> <p>The policies are, in the main, positive statements of intent. There is opportunity (and a necessity) to ensure that some policies are clearer⁴ in their wording and purpose so as to aid future effective implementation. Instances for potential amended wording are identified below (see detailed comments in Part 3).</p> <p>There is useful advice to be found here: https://neighbourhoodplanning.org/wp-content/uploads/Writing-planning-policies-toolkit-HK-071218-0907-COMPLETED-JS-complete-.pdf</p> <p>Each policy is clearly identified by a separated and colour coded text box. There is no doubt what constitutes proposed planning policy.</p> <p>Some policies require review/redrafting to ensure that they have had demonstrable due regard to national policy, are justified and capable of effective implementation.</p>
2.2	Is it clear which parts of the draft plan form the 'neighbourhood plan proposal' (i.e. the neighbourhood <i>development plan</i>) under the Localism Act, subject to the independent examination, and which parts do not form part of the 'plan proposal', and would not be	Ashchurch Rural Parish Council NDP	<p>The ARNDP is supported by a contents table and runs to 54 pages. The document is legibly laid out.</p> <p>Subject to clarifications (as recommended) there is sufficient clarity as to what is the ARNDP and what will be the subject of examination.</p>

⁴ See PPG Reference ID: 41-041-20140306.

	tested by the independent examination?		
2.3	Are there any obvious conflicts with the NPPF?	Ashchurch Rural Parish Council NDP	Section 3 below identifies matters of potential conflict with the NPPF which should be resolved.
2.4	Is there a clear explanation of the ways the plan contributes to the achievement of sustainable development?	Ashchurch Rural Parish Council NDP	<p>The ARNDP is drafted in a broadly positive manner albeit there is insufficient reference in support of sustainable forms of development.</p> <p>The Plan should be revised to explain clearly how the NDP will contribute to the achievement of sustainable development. This has been done.</p> <p>The Basic Conditions Statement should also be used to acknowledge the principle of sustainable development and how the ARNDP will support its delivery. There is currently inadequate detail provided within the ARNDP as to how this will be secured. More narrative explanation is required and recommended. Agreed.</p>
2.5	Are there any issues around compatibility with human rights or EU obligations?	Ashchurch Rural Parish Council NDP	<p>There is little specific information on this point. From an assessment of the documents received there would appear to be no outstanding issues regarding compatibility with human rights, albeit this must be explained further in the Basic Conditions Statement.</p> <p>It is suggested that the qualifying body obtains a statement from TBC confirming that the authority agrees there are no issues with the Plan's compatibility with human rights legislation. This is deemed unnecessary since every effort has been made to contact all members of the community and the LPA has not been actively involved in consultation and cannot therefore have an opinion.</p>
2.6	Does the plan avoid dealing with excluded development including nationally significant infrastructure, waste and minerals?	Ashchurch Rural Parish Council NDP	The ARNDP policies do avoid dealing specifically with such excluded development although amendment would be required to Policy E 1 Ab on page 53, which could represent a limitation on nationally significant infrastructure (energy generation).
2.7	Is there consensus between the local planning authority and the qualifying body over whether the plan meets the	Ashchurch Rural Parish Council NDP	<p>There is no evidence to demonstrate a clear consensus (or otherwise) between Ashchurch Rural PC and TBC. See response to Reg. 14 consultation and the MOU.</p> <p>This should be remedied (by further minuted</p>

	basic conditions including conformity with strategic development plan policy and, if not, what are the areas of disagreement?		<p>meetings/correspondence) ideally before further consultation and certainly before submission. Any areas of obvious disagreement should be obviated or minimised. A statement of common ground would be helpful and could also address the emerging Local Plan.</p> <p>If appropriate, the Parish Council could consider the Locality advice on establishing a Memorandum of Understanding with TBC (and others). A guide is available here.</p> <p>It cannot be concluded at the present time that there are no potential issues of general non-conformity (i.e. disagreement) with the strategic development plan policies of the extant development plan. This matter could be addressed within the Basic Conditions Statement.</p> <p>Advice on the issue of ‘conformity’ is available here.</p>
2.8	Are there any obvious errors in the plan?	Ashchurch Rural Parish Council NDP	Some suggestions are made in Part 3 below.
2.9	Are the plan’s policies clear and unambiguous and do they reflect the community’s land use aspirations?	Ashchurch Rural Parish Council NDP	<p>Detailed comments are made below on the content and drafting of the ARNDP’s Policies.</p> <p>Some policies would benefit from greater clarity to aid their implementation, and a further ‘sense check’ and potential refinement to ensure that they are clear and effective.</p>

Part 3 - Detailed Comments

These detailed comments address all matters, both of significance and of a more minor nature, across the current ARNDP and are presented in Page order.

Page 2. A table of contents page is always a useful and welcome addition.

Page 3. The glossary table contains the term ARPC but does not set out its meaning which should be rectified. **done**

The definition of major development should amend the meaning to include the full title of the Statutory Instrument, namely “The Town and Country *Planning* (Development Management Procedure) (*England*) Order 2015”. **done**
done

Page 4. Typo in the acronym ARNDP (not ARNSP). **done**

Paragraph 4 sets out that the ARNDP is set out in four parts but only three are listed. If Part 4 consists of the appendices, then this should be included clearly. It would be helpful if the four parts are cited in the table of contents. **done**

Part 1

Page 8. Paragraph 7 could include the previously given acronym of ARPC at the start of the second sentence. However, the whole paragraph is not terribly clear and could be usefully revised to ensure that its purpose and content is precise and sets the scene for the paragraphs which follow. **done**

Paragraph 12 should simply refer to The Neighbourhood Planning (General) Regulations 2012. The final sentence should conclude with 'made' rather than 'adopted' to be precise. **Text amended**

Paragraph 13 has an erroneous incomplete sentence at its end. Is this the sub heading for the following section? **corrected**

Page 9. Paragraph 16 helpfully sets out the formal process of designating the ARPC for the production of the ARNDP. This should cross reference the Basic Conditions Statement which should contain more details of this process and evidence of its completion (e.g. correspondence from TBC etc).

Paragraph 18 stipulates the Plan period (2020-2031) but it would be helpful to briefly set out why this is the case.

Figure 1, showing the designated area, is helpful.

Page 10. Paragraph 23 requires an update to reflect the current position on the production of the Tewkesbury Borough Plan (i.e. submitted for Examination). **done**

Page 11. Paragraph 27 states that the Masterplan for the Garden Town is not necessarily of relevance to the ARNDP. However, it would likely be the case that the Masterplan would be of relevance. This statement should be reviewed in light of current circumstance. **done**

Paragraph 28 has an unnecessary 'of' between 'development' and 'delivering'. **done**

Figure 2 is a good idea but the reproduced image is unreadable and therefore nullifies its purpose. This should be amended/clarified. **Enlarged image**

Paragraph 29 states that "the Masterplan document bears no material weight when considering the ARNDP and its policies...". The rationale for (and accuracy of) this statement is unclear and would benefit from amendment/removal. This should be considered in the context provided by paragraphs 30 and 31 which clarify that the ARPC object to the Masterplan and Garden Village proposal but also recognise that it has an effect on the neighbourhood planning process. It is consequently not clear as to how the ARNDP is addressing the Masterplan and Garden Village concepts and this should be resolved.

Changes made

Paragraphs 32-37 rehearse the recent planning history affecting the Parish. They refer to a residential scheme granted planning permission on appeal and the emerging Tewkesbury Borough Plan, which currently only allocates employment sites in the Parish. When taken in their entirety, the purpose of paragraphs 32-37 in informing the content of the ARNDP is unclear. It is recommended that this section be reviewed and amended accordingly.

Wording and heading changed so hopefully now clearer.

Paragraphs 38 to 43 provide a summary of the ARNDP production process to date. Whilst informative, this content repeats some earlier statements of fact and would be better placed in the supporting documents, such as the Basic Conditions Statement. **Agreed that repetitive but this was added to help the community understand what the process was so no changes made.**

Part 2

Page 15. Paragraph 47 could be clarified with the addition “...can be found in the north of the parish/area”.

In general, a reference to the evidence source/sources for the character assessments of the 7 settlement areas which follow on pages 17-19 would be helpful; this could include reference to any consultation or engagement feedback which has been obtained from the community. (See also paragraph 79 of the ARNDP).

Page 18. Paragraph 57 could refer to ‘in keeping’ which might be more appropriate than ‘in line’ (2nd sentence). **done**

Paragraph 64 refers to a Scheduled Ancient Monument which are now more appropriately known as Scheduled Monuments. **deleted**

Page 19. Paragraph 65 seems to inadvertently include the sub-heading ‘Ashchurch’ which should be removed/relocated. **done**

Page 20. The section on the ‘Community baseline’ should more specifically include references/footnotes/links to the evidence referenced within paragraph 79. This should also be supplemented by a reference to relevant content of the Consultation Statement and Basic Conditions Statement, when completed. This will help to demonstrate that the ARNDP is based on a full understanding of the issues affecting the Parish.

Paragraph 78 could be expanded slightly to explain how and why the six main heading were derived (e.g. with reference to the community feedback). **The text states that this is based on community feedback and public surveys and it is hoped that this will be sufficient. The Consultation Statement sets out how the Reg.14 consultation (2020) took account of community views.**

Paragraph 80 could cite the data sources referred to. **Specific reference is made to LTP CPS6 – no additional refs required**

Page 21. Missing 'of the' after '...rural tranquil character...' in the first sentence. **done**

Page 22. At the end of paragraph 92 the sub-heading 'House Types' has been inadvertently included in the text. To align with the 6 headings referred to in paragraph 78, should this sub heading simply be 'Housing'? This section of the ARNDP does not make reference to any assessment of housing needs and future supply, either for the Parish or more widely for Tewkesbury – is this intentional or an omission? The inclusion of some detail or at least cogent planning context relating to housing needs and supply would seem prudent in light of the subsequent inclusion of Policies S1 and H1 etc. It is recognised that this policy area may be relatively complex but ultimately the allocation of a significant site in the NP without the context provided by any assessment of housing needs/supply appears odd, potentially inconsistent with the NPPF and, arguably, unjustified. **Will address this in the policy – no data supplied by TBC – will draw on Inspector's comments.**

Page 23. The evidence which justifies paragraph 99 should be cited. Likewise, the 'plan' referenced within paragraph 103 should be clarified as the Strategic Economic Plan (if that is the case). **This was prepared by the previous consultant and has been retained**

Page 24. Paragraph 107 needs revising to ensure it is clear and grammatically correct.

Figure 4 could be more legibly presented, perhaps at a clearer (larger) scale. **New maps provided**

Paragraph 108. The reference to the Landscape Sensitivity Study is helpful although a link to its content would be more so. **Link added**

Page 25. Paragraph 113 indicates that the ARNDP would be used to secure a permanent facility for a military artefact museum. However, the ARNDP does not appear to achieve this ambition, so the paragraph should be amended accordingly. Is this intended when the ARNDP is reviewed? **amended**

Page 27. The data source for the number of listed buildings should be included and the reference to the ancient monument updated (delete 'ancient'). **Deletion, don't know source of this but it's widely available data and assume it was parish online. No need for reference.**

Figure 6 (page 28) should be revised to be clearer. **Map changed**

The reference to a site appraisal in paragraph 125 is unclear. What site was appraised and why? This should be updated and clarified (or deleted). **clarified**

Pages 29 and 30 are helpful summaries of the outcome of previous community engagement. It would be helpful to link these outputs to the Consultation Statement, which should specify what engagement and consultation has been undertaken, when and with what result. **The 2020 Reg. 14 consultation demonstrated broad support for these principles.**

Part 3

Page 34. There is an opportunity in relation to the 'Policy Development' section for the ARNDP to explain how it will support and secure the delivery of sustainable forms of development (as a basic condition and to align with the NPPF). This should be reflected in the text to this page and feasibly included within the 'Vision'. It is assumed that the 'Vision' is that contained in the separate text box. If so, it would be helpful to explain that this is the case and also how the wording has been derived, including from previous community engagement. The Vision itself acknowledges that significant development is expected over the next 15-20 years but the ARNDP itself only covers a Plan period to 2031. This anomaly should be resolved, feasibly by deleting the reference to 15-20 years and replacing it with '...significant development over the next 10 years and beyond'. **New table added.**

Clarification made. Vision amended.

Pages 35-37. The ARNDP allocates a single site for housing. This site has the benefit of an extant planning permission for up to 850 dwellings and associated infrastructure. Nonetheless, the rationale for allocating the site needs to be more clearly explained particularly as the explanation offered in paragraph 139 is uncertain and there is no evidence of specific housing needs and supply for the Parish which supports the approach of the ARNDP. Similarly, there is also no evidence provided that the site will begin delivery of housing within 5 years or whether other options for housing provision have been countenanced. A planning permission of itself does not necessarily warrant a specific development plan allocation. **Disagree. The site is "deliverable" according to the definition in NPPF Annex 2**

Policy S1 is very specific in its intent and its level of prescription (in relation to the approved scheme) would not necessarily lend itself to future effective implementation if, for example, there was justification for an amended scheme. The justification for the policy therefore requires additional evidence and could cross reference existing information such as found in Appendix 1 perhaps. **Discussion of housing need added** Furthermore, Policy S1 B requires that full regard must be had to emerging development plan policies even where the policies do not bear significant material weight. This is a contradictory aim and should be removed. **Agreed and moved to supporting text** The weight to be afforded to planning policy is ordinarily a matter for a decision maker and the courts having regard to all circumstances applicable at the time a decision is reached and therefore not to be determined by Policy S1. Furthermore, the remainder of criterion B, to require discrepancies in policy and emerging policy to be discussed and explained, is not precise or necessarily capable of effective implementation and thereby insufficiently justified. This should be removed and feasibly embraced in revised supporting text to the housing allocation if it is retained. **agreed**

Pages 39-41. The origins for Table 3 should be explained with reference to any available evidence sources and/or community feedback (see Consultation Statement perhaps). **added**

There is no evidence to suggest that Policy T1 criterion B f. would be capable of being delivered as written. A major development may not be able to avoid an increase in motorised traffic. Should this say: "... should demonstrably seek to avoid or at the least minimise any increase in motorised traffic ..."? **change made** There is a spelling mistake in this sentence: 'quite' should be 'quiet'. **corrected**

Does criterion D apply to all developments (which may be unreasonable) or to major developments? This should be clarified. **No change because is it qualified with "where appropriate" which leaves it to the planning officer/highways officer to apply where appropriate.**

It is unclear who would encourage the application of the Manual for Gloucestershire Streets under Policy T2 and how. This could be rephrased if justified to say something along the following lines: 'The transport provision made under Policy T1 should have demonstrable regard to the standards set out in the Manual for Gloucestershire Streets'. **Clarified to Dev. Proposals will...**

Policy T2 Criterion B should be clearer in its intentions. For example, 'New access arrangements and routes should be designed so as to be convenient and direct for walkers and cyclists and to avoid the creation of informal desire lines'. This policy requires additional supporting justification in the pre-ceding text of the Plan. **Added ref to <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>**

Page 42. Policy T3 seeks to secure road safety. Criterion A would benefit from increased clarity and rewording to achieve its aims. For example, "Transport provision made under Policy T1 should be supported by evidence that indicates existing road safety issues will not be exacerbated and, where justified, should demonstrably improve road safety for all road users including pedestrians and cyclists". **New wording inserted**

Criterion B is arguably already addressed by Policy T1 D and therefore unnecessary. As worded, Policy T3 B may not be capable of effective implementation as the details of proposals, their relationship to settlements and the road hierarchy is unknown and planning conditions may not be reasonable to restrict normal use of the public highway network. **Disagree. There is a specific problem of rat running of large lorries. No change.**

Pages 43 – 44. The ARNDP currently includes reference to 'B Class Uses' of the Use Class Order (1987 as amended). This has recently been amended⁵ such that the Parish Council should revise its policies to include appropriate reference to Use Classes B2 (Industrial), B8 (Storage or distribution) and the new use Class E which has replaced B1 uses classes such as offices, research and development and certain industrial processes. Amendments should include paragraphs 156, 161 and Policies E1 and E2. Liaison with TBC officers may be prudent and helpful in this regard. **done**

Pages 45 – 47. Paragraph 162: "Currently access to and the availability of community ...". **done**

⁵ Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020.

To ensure effectiveness, Policy C1 A should include the necessity to contribute towards infrastructure. For example, “Planning applications for ‘major’ development should consider and, where appropriate, *contribute to the delivery of the ‘community infrastructure development principles’* in ...”. **done**

It would be helpful for the supporting justification to Policy C1 to explain how criterion C is intended to apply. This could encompass the type of evidence needed to indicate that marketing at a reasonable market price has been undertaken, why 12 months is considered necessary and how the absence of viability is to be demonstrated. **Additional supporting text added but did not want to add additional text because of JCAS INF4.**

For consistency with other parts of the Plan, Policy C2 should refer to ‘major development’ and not ‘Major Development’. Once again, an additional paragraph to the supporting justification could explain how this policy is to be satisfied (e.g. written evidence with a planning statement perhaps). **Text changed**

Page 48. Paragraph 173 refers to a community survey undertaken as part of a withdrawn planning appeal. It could be argued that this evidence source is skewed in its origins (towards protecting the local lanes) and therefore it would be helpful if any additional community feedback and evidence which explains the rural character/recreation of the area could be referenced as well; for example from earlier engagement activities on the ARNDP. This could include footpaths, viewpoints, other recreational activities in addition to the list at paragraph 181 etc. **Don’t agree. This is locally gathered and relevant evidence. Evidence for a NDP can also be skewed (if the attendees are NIMBY for instance). This evidence is considered to be relevant and no change made. This is explained in the Consultation Statement.**

Page 53. Policy E1 is a restrictive policy. It should be renamed as there is also a Policy E1 on page 44 (Employment). It is placed on page 53 before the written justification relating to development south of the A46 on page 54; this seems somewhat misplaced.

As currently worded, it would prohibit all development on unallocated sites south of the A46 unless two criteria are met. The justification for this approach would benefit from further expansion with reference to any evidence sources applicable. It is not clear how criterion ‘a’ would be assessed/met, in particular the need to avoid harm to the tranquillity and accessibility of the countryside. This could be construed as placing an effective embargo on new development which would be inflexible and potentially inconsistent with national policy. **wording changed to be positive**

Furthermore, criterion ‘b’ may limit ‘excluded’ forms of development such as energy generation which would contravene the ‘basic conditions’ which must be met by any NDP. This should be deleted/amended. **deleted**

In practice, the application of the policy would most probably prohibit any major development. As such, this would likely be inflexible and appears insufficiently justified. It is

recommended that this policy be discussed with TBC with a view to amendment based on evidential support.

The reasoning behind Policy E1 B, which seeks to retain equestrian infrastructure, is unclear and not set out in the written justification. As such this is not currently justified and should also be amended/removed. **Justification added**

Pages 54-56. The approach towards housing south of the A46 is relatively complicated due to the respective content of the extant Local Plan, the JCS and the draft Local Plan. The ARNDP must be consistent with the strategic objectives of the development plan in operation at the time of its submission which includes the saved policies of the extant Local Plan. For completeness, this extant Plan should be referenced in the supporting text of page 54, albeit Policy HOU2 (and Policy HOU4) which identifies Ashchurch as a larger settlement where residential development within boundaries will be supported in principle has been superseded. Nonetheless, Policy SD10 of the JCS applies which does not identify settlements within the Parish as ‘service villages’ and thereby housing will only be permitted in certain circumstances such as on rural exception sites or as infilling. Policy RES4 of the submitted draft Local Plan allows for small scale residential development to occur. It is recommended that the content of Policy H1 be discussed and as far as practical agreed with TBC prior to the submission of the ARNDP. **No changes made. The LPA did not object to the wording, and reference is made to SD10 which restricts development. This is not “not” in conformity with the JCS.**

As currently worded Policy H1 is restrictive and is not fully consistent with the policies of the development plan. It would also not be consistent with the draft Local Plan which could feasibly be adopted before the ARNDP proceeds to Examination (and will become part of the development plan against which the ARNDP will be assessed). It is recommended that Policy H1 be reviewed to ensure consistency with the development plan policies, including rural exception housing, and as far as practical show cognisance with the emerging policy approach of the draft Local Plan. **Modified H1A to “will be supported” so no longer restricted. No changes to remainder which was not objected to by LPA. A clearer picture will emerge with the review when the new Local Plan will be adopted**

Policy H2 seeks to ensure that design considerations in certain villages take account of nearby context. The reasoning for this should be more explicitly explained in the supporting text and consideration could be given as to why this approach should not apply throughout the ARNDP area where appropriate (i.e. not just the cited villages). **The evidence at the start of the NDP showed that these specific settlements had been assessed and this is why the policy applies only to them.**

General

It is good practice to include a section and a commitment to the implementation and review of the ARNDP, which may be located at the end of the Plan. This is particularly pertinent as there appears to be a commitment to an immediate review of the ARNDP if it is ‘made’. To accompany this, working with TBC it might be helpful to devise some indicators to measure the success of the ARNDP in applying the policies and in securing its objectives. **This is set**

out clearly in the last section of the plan (Parish Council Aspirations). The intention is that the NDP will go into immediate review and therefore it is not helpful to set out monitoring criteria since they cannot be in place long enough to inform the review.

The main focus of this report has been on undertaking an assessment of the ARNDP, and in particular its policies, in its current draft form. Prior to Regulation 15 submission (and subject to the comments on SEA/HRA consultation), the ARNDP should be updated to accommodate the necessary amendments. A thorough proof-read and sense check should be made of the Plan and its supporting documents prior to subsequent stages and the ARNDP itself should also be proof-read by an independent person to check for typographical errors which are currently commendably few and far between.

Finally, it is recognised that the above comments will involve amendments to the ARNDP and its evidence. However, the time and effort that has clearly been put into the ARNDP to date is noteworthy. The ARNDP is relatively straightforward in its structure and if it can be amended with regard to the above suggestions then it will have an increased likelihood of ultimately being submitted for a successful examination.

Andrew Seaman
Examiner

APPENDIX 8: SEA SCREENIGN REQUEST

Request for SEA Screening Opinion



andrea@pellegram.co.uk
To: 'Matthew Barker'
Cc: 'Tony Davies'; 'Pauline Clarke'

Reply Reply All Forward ...
Tue 21/07/2020 08:54

Good morning Matt

I understand that you have been sent the Regulation 14 version of the Ashchurch Rural NDP by email.

I do not believe that the NDP requires an SEA because the site allocation has already been tested at a planning inquiry and there are no other policies that would give rise to significant environmental impacts. However, in order to prepare the Basic Conditions Statement, I will need a Screening Opinion from the Local Planning Authority on whether SEA will be required.

Ashchurch Rural Parish Council therefore require, when the planning authority considers the Regulation 14 draft NDP, that a formal SEA Screening Opinion is prepared.

Best wishes and thank you



Andrea Pellegram Ltd.

Dr Andrea Pellegram MRTPI
Websites: pellegram.co.uk;
PlanningLocal.co.uk
Telephone: 01285 652 304
Mobile: 07710 421 979
Email: andrea@pellegram.co.uk

APPENDIX 9: SEA SCREENING OPINION

*The Environmental Assessment of Plans and Programmes Regulations 2004
and the
Habitats and Species Regulations (2010), as amended*

**Screening Statement for the
Ashchurch Rural Neighbourhood Plan
20 October 2020**

Introduction

In accordance with the Environmental Assessment of Plans and Programmes Regulations 2004 (The 2004 Regulations) and European Directive 2001/42/EC, this document is the screening determination of the need for a Strategic Environmental Assessment (SEA) for the Ashchurch Rural Neighbourhood Plan. It also covers the need for Habitats Regulations screening.

Under the regulations, SEA must be undertaken for land-use and spatial plans where there is a likelihood that they will have significant environmental effects. Neighbourhood plans (NP) are development plan documents that are required to be screened to see if they require SEA.

Regulation 9 requires the ‘responsible authority’ (i.e. the authority by which or on whose behalf the NP is prepared) to determine whether or not a plan is likely to have significant environmental effects. This is determined by a screening process, which should use a specified set of criteria (set out in Schedule 1 of the Regulations). The results of this process must be summarised in a SEA screening statement, which must be made publicly available.

The government’s planning portal advises that the local planning authority should put in place a process to provide a screening opinion to the qualifying body on whether the proposed NP will require a SEA. The qualifying body should work with the local planning authority to be sure that the authority has the information it needs in order to provide a screening opinion.

The determination has been made that the Ashchurch Rural Neighbourhood Plan falls within the scope of the 2004 Regulations on the basis that:

- The NP is a plan and programme as defined in Regulation 2;
- The NP is prepared for town and country planning or land use as defined in Regulation 5;
- The NP will determine the use of a relatively small area at a local level but, depending upon its content, may have the potential to have significant environmental effects. This screening opinion considers that likelihood.

Consultation

Regulation 9 requires the responsible authority to consult the ‘consultation bodies’ (these are Historic England, Natural England and the Environment Agency). This was undertaken initially by email on 29 July 2015 by Tewkesbury Borough Council on behalf of Ashchurch Rural Parish Council. Local bodies (Lead Local Flood Authority, County Highways, County Ecologist, County Archaeology) were consulted along with

Tewkesbury Borough Council officers in order to provide the basis for the draft screening opinion, and responses were received accordingly.

Since that time, Ashchurch Rural revised their Plan significantly, including the allocation of a site at Fiddington which has got planning permission on appeal for a residential development of up to 850 dwellings, a primary school, local centre, supporting infrastructure, utilities, ancillary facilities, open space, landscaping, play areas, recreational facilities and new access to the A46 (T) and Fiddington Lane. The Plan has finished its Regulation 14 consultation in September 2020.

<http://www.ashchurchruralpc.org.uk/assets/neighbourhood-plan/REGULATION-14-DRAFT-ARNDP-rcvd-20200601.pdf>

The changes to the Plan triggered the need for an additional Regulation 9 consultation, for which comments were sought. As you will note from the screening analysis, the allocation of the site at Fiddington has given rise to the need for a SEA and HRA as it is likely to cause significant environmental effects on the environmental quality of the area by exacerbating existing problems with traffic congestion and in turn air quality, and flooding unless appropriate mitigation measures are sought. The site has been subject to an Environmental Impact Assessment as part of the planning application process and consent has already been granted. However, the allocation of this site in the neighbourhood plan means that the site should be assessed in conjunction with the other policies in the neighbourhood plan, and should have a strategic environmental assessment on the whole plan.

The Screening Process

The screening process set out in Regulation 9 and Schedule 1 of the 2004 Regulations includes two sets of characteristics for determining the likely significance of effects on the environment. These relate firstly to the characteristics of the NP and secondly to the characteristics of the effects and of the area likely to be affected. There are a number of criteria relating to each of these characteristics, the responses to which are set out below.

Table 1: Assessment of Significance of Effects

Criteria (Schedule 1)	Likely significance of environmental effect	Assessment and Justification
1. The characteristics of the plans and programmes, having regard in particular to;		
(a) the degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources.	Yes, but unlikely to have significant effects on the environment	The Ashchurch Rural Neighbourhood Development plan (NP) provides a local policy framework for the parish of Ashchurch Rural.
(b) the degree to which the plan or programme influences other plans and programmes including those in a hierarchy.	Yes, but unlikely to have significant	The Ashchurch Rural NP has been prepared taking into account the National Planning Policy Framework, the Joint Core Strategy for Gloucester, Cheltenham and Tewkesbury Borough and the emerging

	effects on the environment	<p>Draft Tewkesbury Borough Plan. The Parish Council's view is that it does not conflict with any of the provisions of these documents.</p> <p>Whilst the Neighbourhood Plan must generally conform to current development plans prepared by principal planning authorities, it could in turn inform preparation of the emerging Joint Core Strategy, the Tewkesbury Borough Plan and any supplementary planning documents, development briefs or site specific guidance notes covering the Ashchurch Rural Parish area. In particular, the allocation of the Fiddington site has implications for the review of the JCS despite the site having been granted planning permission through appeal.</p>
(c) the relevance of the plan or programme for the integration of environmental considerations, in particular with a view to promoting sustainable development.	Yes, but unlikely to have significant effects on the environment	The Ashchurch Rural NP has been drawn up with the objective of achieving sustainable development in the parish.
(d) environmental problems relevant to the plan or programme and;	Yes, but unlikely to have significant effects on the environment	The Ashchurch Rural NP will address some environmental, economic and social issues in the parish areas. Within the area are: local ecological designations; and historic assets (including a scheduled monument and a number of listed buildings). These assets are already largely protected and the plan seeks to support this.
(e) the relevance of the plan or programme for the implementation of community legislation on the environment (for example, plans and programmes linked to waste management or water protection)	Yes, but unlikely to have significant effects on the environment	The Ashchurch Rural NP is prepared on the basis of community legislation in the Localism Act 2011 and Neighbourhood Planning regulations 2012.
2. Characteristics of the effects and of the area likely to be affected, having regard, in particular to;		
(a) the probability, duration, frequency and reversibility of effects	Significant effects on the environment are likely	The Ashchurch Rural NP sets the local vision, objectives and policies to guide new development in the parish areas. These are in line with the emerging Tewkesbury Borough Local Plan and the Joint Core Strategy. However, the allocation of the Fiddington site is likely to cause significant adverse effects on the environmental quality of Ashchurch Rural

(b) the cumulative nature of the effects	Significant effects on the environment are likely	There are likely to be local cumulative effects arising from and between the different policies and the site allocation proposed in the Neighbourhood Plan; caused through for example exacerbating existing problems with flooding and traffic congestion.
(c) the transboundary nature of the effects	Likely effect on the environment	The allocation of the Fiddington site is likely to adversely impact on the environmental quality of Tewkesbury town and the surrounding area.
(d) the risks to human health or the environment (for example, due to accidents)	Significant adverse effect on the environment	There may be environmental risks to human health if inadequate measures are not provided to protect people from flooding or the effects on human health arising from the increased traffic as a result of the development at the allocated site of Fiddington.
(e) the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected)	Significant effects on the surrounding environment are likely	Effects of air pollution arising from an increase in traffic caused by the allocated development site along with increased problems with flooding which could be felt along the river boundary
(f) the value and vulnerability of the area likely to be affected due to; i. special natural characteristics or cultural heritage ii. exceeded environmental quality standards or limit values or iii. intensive land use	Significant effects are only likely with regard to intensive use of the land which could further exacerbate existing flood problems.	The Ashchurch Rural NP covers the parish area where there are a number of important interests of acknowledged importance: a local ecological designation; historic assets, for example a scheduled monument, 22 listed buildings and structures; and trees subject to preservation orders. The NP is unlikely to generate environmental effects on those designations due to the plan not allocating sites that are proximate to these designations or including policies that would be contrary to the purposes of designating these sites. Flooding is a problem in the area, which could be exacerbated by the allocation of the Fiddington site, unless appropriate mitigation measures are sought.
(g) the effects on areas or landscapes which have a recognised national, community or international protection status.	Whilst there are some within or proximate to the area significant effects on these aspects are unlikely due to the allocated sites being situated within the context of the existing villages.	There are no landscape protection designations in the NP area. These are unlikely to be significantly affected by the NP as proposed.
(i) the effects on special areas of conservation (SACS), special protection areas (SPAs), and Ramsar Sites	Whilst there are some proximate to the area significant effects	Natural England to advise on any cumulative effects that may have an impact on such sites outside of the neighbourhood plan area.

	<p>on these aspects are unlikely due to the allocated sites being situated within the context of the existing villages.</p>	
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Consultation Responses

Historic England (English Heritage)

The site allocation at Fiddington is the principal focus of our interest and would ordinarily prompt us to advise on the need for the evidence base to support such a policy to demonstrate adequate conformity with national and Local Plan policy for the protection and enhancement of the historic environment.

However, the fact that the policy would appear to reflect that development granted on appeal provides both an in-principle basis to the development of the site, and a specific form and quantum which it might assume. In that the outcome was supported by an EIA which hopefully took adequate account of any relevant heritage considerations means that there are no issues associated with that provision that would prompt comment on its inclusion within the Plan. This of course, as intimated, is premised on the policy allocation in the Plan accurately reflecting the Appeal proposals.

But we note that although the SEA Screening Report asserts that the site allocation would in fact have minimal or negligible impact on heritage assets the view has rightly been promoted that the SEA Screening exercise applies to the Plan as a whole and not just the site allocation at Fiddington. On this basis there are considered to be wider impacts, particularly relating to transport loadings and infrastructure and environmental quality, which in themselves highlight the need for a full SEA.

We have no objection to this conclusion and, with respect to the Screening Report’s assertions, would regard any such exercise as what might be a useful opportunity to review and reaffirm the outcome of the Appeal, in terms of its evidence and conclusions as applicable to what might be relevant historic environment considerations, to demonstrate that nothing was inadvertently overlooked or underplayed.

Environment Agency

Having reviewed the SEA HRA Screening Report attached to your email, and having regard to the guidance within the NPPG on this matter, we would concur that, given the potential for the proposed development/ NDP allocation to give rise to significant environmental impacts, a SEA should be undertaken for the Ashchurch Rural Neighbourhood Development Plan (NDP). (From the Environment Agency’s perspective these potential impacts relate to flood risk and ecology associated with the water environment. Please note we would defer to Natural England for any comments on HRA matters.)

In this case, given that the site in question enjoys outline planning permission (17/00520/OUT) granted at appeal, and given that the developer has already submitted

various Reserved Matters/Discharge of Conditions applications, we consider it would be appropriate for the SEA process to be undertaken in a proportionate and focused manner, if at all possible in close discussion with the applicant in question. Ideally this would enable the SEA process to be a meaningful exercise, rather than a 'paper-exercise', being mindful of the resources available to Ashchurch Rural. We would advise that good use should be made of any documentation already available from the planning (development management) process to date.

In addition, we would hope that any SEA process undertaken would help to bring about improvements to the allocation, and hence the proposed development, in the form of reducing any adverse impacts, and optimising any positive impacts, as per the spirit of the Environmental Assessment of Plans and Programmes Regulations (2004).

To that end we would advise that we have previously made suggestions for environmental protection and enhancement that the development could deliver, as follows:

- River crossings to be clear span bridges, rather than culverts with dry bank top easements being incorporated into the bridge span, incorporating appropriate mammal passage with associated entrance and exit ramps above the model 1% return period with an allowance for climate change.
- Removal of all existing access culverts crossing the Tirlle Brook.
- Incorporation of features to allow for retrofitting of drainage from the M5 to improve water quality discharges and manage any potential pollution incidents from the nearby Junction 9 and associated slip road.
- Opportunities for restoration and improvements to the Tirlle and Northway Brook, the former could see significant improvements by realigning the channel between sections 404 and 153, thus introducing a more sinuous channel, moving it away from the northern development and improving the riverside corridor.

Natural England

We welcome the production of this SEA Screening report. Natural England notes and agrees with the screening outcome i.e. that SEA is required. This reflects the revised NDP's proposal to allocate 850 homes and associated development at Fiddington. At the time of writing we were unable to establish whether this development was included in the local plan Sustainability Appraisal for the adopted Gloucester, Cheltenham and Tewkesbury Joint Core Strategy. This should be taken into consideration during SEA. We draw the Council's attention to ongoing evidence gathering in relation to the South Worcestershire Development Plan Review. With respect to recreation pressure and associated impacts on the Malvern Hills Site of Special Scientific Interest (SSSI) the South Worcestershire Councils are working with stakeholders including Natural England to understand the likely impacts on this SSSI associated with new house building in the plan area. A visitor survey² has been carried out and initial indications are that visitors travel from a wide area to reach this destination; some three quarters of visitors having travelled to the SSSI from as far as 68km away. Further work is planned to consolidate the existing visitor data and identify mitigation options. As the plan area lies approx. 17km from the Malvern Hills SSSI we advise that SEA should consider these cross border and cumulative impacts.

County Archaeology

Not received

County Highways

Not received

Lead Local Flood Authority

Not received

Tewkesbury Borough Council flood risk management engineer

Unavailable

Tewkesbury Borough Council One Legal:

Agree SEA required: SEAs involve assessment of the environmental effects of plans and programmes at a strategic level and that are public, whereas EIAs relate to individual projects (both private and public). The European Commission considers that the [SEA Directive 2001](#) and the [EIA Directive 2011](#) are complementary.

Specifically, an SEA is required "upstream" to identify the best environmental options at an early stage when development plans or programmes are being drawn up, and an EIA is required "downstream" to consider the environmental impact of specific projects at a later stage in the development process.

The basis for Strategic Environmental Assessments and Sustainability Appraisal legislation is European Directive 2001/42/EC 'on the assessment of the effects of certain plans and programmes on the Environment'. This document is also known as the Strategic Environmental Assessment or SEA Directive. European Directive 2001/42/EC was transposed into English law by the Environmental Assessment of Plans and Programmes Regulations 2004, or SEA Regulations.

The SEA regulations include a definition of 'plans and programmes' to which the regulations apply, and which programmes are required by legislative, regulatory or administrative provisions.

A Neighbourhood Development Plan is not required by legislative, regulatory or administrative provisions. It is an optional process under the provision of the Town and Country Planning Act 1990 (subsequently amended by the Localism Act 2011). However, once a Neighbourhood Plan is 'made' it becomes part of the statutory development plan for the area to which it applies. As such, it therefore forms part of a plan that is required by legislative provisions.

County Ecologist (SEA and HRA comments)

We note that SEA screening has been triggered. It is difficult for us to ascertain whether HRA is also required. We would just re-iterate that Natural England should be able to give a more definitive view on HRA matters. However, taking due account of GCC comments from early September will help to produce a slightly revised NDP which in our view would be more likely to pass SEA screening (and potentially HRA) processes.

Natural England (Habitat Regulations Assessment comments)

Habitats Regulations Assessment – Screening required

Natural England notes that no HRA screening has been applied to the revised neighbourhood plan. Two key issues arise for consideration since the original SEA/HRA screening report: (i) Since 2016 new case law regarding HRA screening has emerged i.e. *People over Wind – v- Coillte Teoranta* (CJEU ref C323-17). This affects consideration of mitigation measures at the screening stage of HRA and the Council should familiarise themselves with this case law and its implications. It will be of particular relevance to neighbourhood plans that either rely on a strategic solution or for those neighbourhood plans that progress in advance of the local plan and require mitigation to ensure no adverse effect to designated sites. (ii) In view of the revised NDP's allocation of land for 850 homes etc at Fiddington consideration needs to be given to themes and issues that have emerged since the appeal decision. Examples include:

a. Cotswold Beechwoods Special Area of Conservation - recreation theme. This is currently the subject of a collaborative project to devise a 'strategic solution' to mitigate increased recreation pressure on this SAC associated with new housebuilding in the participating LPA areas. A visitor survey has been completed and a report on mitigation options is awaited this autumn.

b. Severn Estuary SAC/Ramsar Site – 'functional linkage' theme i.e. consideration of watercourses flowing through the parish and their use by those migratory fish species designated as part of the SAC and Ramsar Site. We note that a specific planning condition has been attached to the planning approval for the Fiddington development and this may help you when carrying out HRA screening and deciding whether appropriate assessment is needed. In view of the significant increase in the number of residents within the parish associated with the Fiddington development your HRA should also review the 2016 SEA/HRA screening conclusion in respect of:

- Bredon Hill SAC
- Dixton Wood SAC

Conclusion

Although consultation responses have not been received from Gloucestershire County Council with regard to highways, archaeology and flooding; following an analysis of the information presented and the fact that opinion is undivided, it is concluded that a SEA and HRA of the Ashchurch Rural Neighbourhood Plan are required. Although planning permission has been granted on appeal, and an Environmental Impact Assessment undertaken; there is an allocated site for major development and therefore there is a need to consider the strategic impacts of that site and the Plan; the other plan policies in relation to the approved site, and ultimately to consider the Plan as a whole. A HRA is considered necessary for the protection of the Cotswold Beechwoods Special Area of Conservation and migratory fish species who may be affected by the allocated site.

Copies of the final determination, together with the reasons for the determination, will be circulated to the statutory consultation bodies in line with the regulations.

APPENDIX 10: CORRESPONDENCE BETWEEN ARPC AND SPECULATIVE HOUSING DEVELOPERS

Land North-West of Fiddington

Robert Hitchins Ltd Public Consultation
Initial Representation by Ashchurch Rural Parish Council

Introduction and context

A speculative application is being prepared by Robert Hitchins Ltd (RHL) south of the scheme that was allowed on appeal. It will add another 460 dwellings and another primary school.

The proposal does not take account of the Garden Town masterplan and is submitted speculatively in the absence of a secure 5 year housing land supply.

The only adopted planning policy is the Joint Core Strategy and the saved policies from the old TBC plan. Neither of these give a lot of detail about how this scheme should be prepared and what has been made available by RHL in this consultation is very generic.

Estimated development timetable for this proposal:

Hitchins activity	Approximate timing	Neighbourhood Plan
Pre-application consultation	November 2020	SEA/HRA screening
Submission of planning application	January 2021	Submission to TBC
Earliest decision (assume refusal because contrary to policy)	April 2021	Examination
Appeal lodged	May 2021	Referendum, NDP policies become part of Development plan
Appeal	November 2021	Appeal will consider the NDP policies which will be “material” at that stage
Appeal decision	December 2021	

Proposal

The indicative masterplan (Right) shows how up to 460 dwellings can be accommodated together with a primary school (if required), sports pitches, allotments and other areas of open space and landscaping.

[DOWNLOAD](#)

The application will be supported by a number of other technical documents looking at matters including; drainage, heritage, landscape and ecology.

landnorthwestoffiddington@pegasusgroup.co.uk



Comparison against ARNDP

In the following slides, the draft ARNDP policy will be copied in full, with a comment (orange) on the following slide.

ARPC main message to RHL at this stage is:

- ARPC objects to this scheme in principle because it is in the countryside and is not a strategic allocation.
- The proposal needs to conform to the emerging ARNDP.
- More details from supporting evidence is required as a matter of urgency and until this is seen, it is difficult to provide full and constructive comments.
- ARPC are consulting the local community and will advise details during our meeting on 7th December.
- These are therefore preliminary comments which will be elaborated upon as the scheme design progresses. ARPC requests a productive and open dialogue with RHL as the scheme designs are formalised.

Policy T1: Modal shift for major development proposals

- A. Transport Assessments should facilitate the delivery of the "Transport development principles in Ashchurch Rural Parish" set out in Table 3 of this neighbourhood plan.
- B. Transport provision will be required to apply standards set out in the Manual for Gloucestershire Streets.
- C. Proposals for "major development" as defined in the NPPF will only be supported where they demonstrate measures to integrate the new community with existing communities, where applicable, within the parish by encouraging a shift from car-based travel to walking, cycling and public transport. These requirements will include, but are not limited to:
- i. Provision of walking and cycling links between new and existing communities which use quiet routes/streets and/or traffic free routes according to LTN120.
 - ii. Improvements to the public rights of way.
 - iii. Travel awareness and behaviour programmes which seek to encourage new residents and employees to use sustainable modes of transport or to use their cars less than they otherwise would. Predicted modal shift must be demonstrated in proposals.
 - iv. Infrastructure improvements to significantly increase use of sustainable modes of transport including walking, cycling, bus and rail between Ashchurch Rural Parish and Tewkesbury, Bishop's Cleeve, Cheltenham, Gloucester, Evesham and the surrounding area.
 - v. Provision of quality (frequent, convenient and modern) bus services along the A46/A438 corridor.
 - vi. Where appropriate, proposals should contribute towards improving walking and cycling access to Ashchurch for Tewkesbury Station, Ashchurch Primary School and employment areas within reasonable walking (1 km) and cycling (10 km) distance.
 - vii. All proposals should demonstrably seek to avoid or at the least minimise any increase in motorised traffic on the network of quiet lanes in Figure 9.
- D. Where appropriate, developer contributions will be sought to provide the sustainable transport solutions referred to in this policy, and as a priority, to improve walking and cycling infrastructure along to the A46, A438 and M5 Junction 9.
- E. Developments will be required to provide a robust Construction Management Plan and Construction Travel Plan that makes specific reference to Policies T2 and T3.

Comments on T1

- The circular pedestrian route is supported.
- The proposal requires a clear demonstration that the school will be served by walking/cycling routes. There will however, also be a need for car turning provision for working parents to safely drop off/pick up;
- ARPC would like further information on provision of recreational access around green infrastructure and SuDS – this part of the scheme would benefit from more thought and detailed design.
- The scheme should demonstrate how residents will walk/cycle to Ashchurch for Tewkesbury railway station and also Tewkesbury & Alderman Knight Schools.
- In addition the proposals should clarify how PROW will be improved rather than merely retained. PROW should be improved to provide clear linkages to surrounding area, particularly after other GT proposals come forward.
- We note that the Gloucestershire Way passes through this development and we are concerned how this will be traversed by cars. This is a bridle path and is regularly used by equestrian users.
- Please clarify how the scheme's traffic will be guided towards the A46, thus avoiding local roads.

Policy T2: Walking and cycling infrastructure standards

- A. Development proposals will provide transport infrastructure according to the standards set out in the Manual for Gloucestershire Streets.**
- B. New access arrangements and routes must be convenient and direct for walkers and cyclists and must create new accesses and routes that follow pedestrian desire lines according to guidance set out in LTN1/20 .**

Note: Desire lines are defined in the Glossary at the start of our NDP.

Comments on T2

LTN20 indicates that shortest routes to key destinations should be included for walking and cycling. The proposals are not clear how this will be achieved. Overall, ARPC would like to see walking and cycling routes to/from:

- LEAPS and other recreational provision
- Schools including Tewkesbury & Alderman Knight Schools
- Ashchurch for Tewkesbury railway station
- Green infrastructure
- Surrounding quiet lanes,

.....and these must be future-proofed to link to future GT development.

Policy T3: Road safety for walking and cycling

- A. Transport provision made under Policy T1 should be supported by evidence that indicates existing road safety issues will not be exacerbated and, where justified, should demonstrably improve road safety for all road users including pedestrians and cyclists.
 - B. Where freight and HGV traffic will arise from the scheme, including during construction, scheme proposers should provide a plan showing routes that will avoid rat-running along minor roads or through settlements. The submitted plan should form part of the development proposal and if not, will be attached to any permission as a planning condition.
 - C. Development should not, including during construction, cause harm or obstruction to the public rights of way network. Where diversions to the network are suggested, these must be of a similar or better quality than the route that is being replaced, having regard to Policy T2. Diversion routes will be drawn up in consultation with the Parish Council and local community in order to identify best routes.
 - D. Development should ameliorate existing and potential new conflicts between sustainable transport and surface water flooding in order to encourage greater walking and cycling in inclement weather.
-

Comments on T3

- ARPC request early discussion about how construction traffic will be managed throughout the entire development phase including lorry routing agreements;
- ARPC request reassurances that there will be no issues of surface water flooding on roads caused by the scheme
- ARPC request evidence that provides reassurance that conflicts between the following transport modes will be minimised
 - Construction traffic and traffic arising from the scheme
 - Local traffic, walkers, cyclists and pedestrians within the scheme and the surrounding area.

Policy C1: Community Infrastructure

- A. Planning applications for major development should help facilitate, and where appropriate contribute to the delivery of community infrastructure in the “Community infrastructure development principles” in Ashchurch Rural Parish” set out in Table 4 of this neighbourhood plan in consultation with the Parish Council.**
- B. Where feasible, community facilities should be easily accessible by foot or cycle and not encourage growth in car journeys. Where existing community facilities are replaced or modified, there should be a net improvement in accessibility.**
- C. Loss of existing community infrastructure such as sports and recreation pitches, play areas, informal green spaces, meeting spaces and community halls, local services and shops will be resisted. Where a change of use is proposed, evidence will be required to demonstrate that the building or facility was actively marketed for sale within its current land use for a period of 12 months and that the current use is no longer viable or necessary.**

Comments on C1

- The scheme should include a place where people can meet for clubs, parties etc including a pre school nursery. This will need to be considered in the application and provided as part of the scheme. ARPC can provide guidance on what might be suitable.
- It will be useful to reconsider the location for the school in order to create a new village centre with the school, village hall, nursery and outdoor recreation, all linked by foot/cycle ways to the remainder of the development.
- The size of the sports pitches is unclear

Policy C2: Broadband

- A. Proposals for Major Development will be expected to provide high speed broadband infrastructure which offers the fastest internet connection possible and that could enable greater online access in the future.**

Comment on C2

- All homes, village hall and school should have excellent electronic communications e.g. fibre into the homes infrastructure to enable remote working.

Policy V1: Protection of the intrinsic value of the countryside

- A. Development proposals in rural parts of the Parish other than on sites allocated through the Development Plan, particularly south of the A46 and in other rural areas and outside the developed areas of existing settlements (Claydon, Fiddington, Pamington, Walton Cardiff) will provide evidence that the tranquillity and accessibility of the countryside by foot, cycle, horse or other non-motorised mode will be protected.
- B. Loss of existing equestrian infrastructure will be resisted. Where a change of use is proposed, evidence will be required to demonstrate that the building or facility was actively marketed for sale within its current land use for a period of 12 months and that the current use is no longer viable or necessary.

Comments on V1

- The green infrastructure provided should be accessible to people who do not reside in the scheme and it should be designed in order to provide a tranquil setting. The design of the GI is very important and requires more detailed consideration. Early sight of a full landscape plan would be welcomed.
- The woodland currently provides home to wild deer and it is feared that these will disappear. If this cannot be prevented what consideration is there to provide recreational opportunities e.g. nature trail and how will this woodland be managed into the future
- The noise attenuation bund abutting the M5 should extend the entire length of the scheme (including adjacent to green infrastructure) where possible.

Policy W1: Water Management

- A. All applications for new development shall demonstrate that all surface water discharges have been carried out in accordance with the principles laid out within the drainage hierarchy, so that discharge to the public sewerage systems is avoided, where possible.
- B. Water courses, including ditches, will be retained and where necessary enhanced in new development to avoid surface water flooding.
- C. New development must incorporate water efficient design, preferably meeting the optional water efficiency target contained within Building Regulations Part G.

Comments on W1

- There are two large flood attenuation ponds – it must be demonstrated that these are sufficient to meet future needs assuming a higher than minimum climate change factor and that these will remain fit for purpose throughout the life of the scheme.
- Water management from houses, streets, ditches, etc. should be explained in the application including how they will be maintained over the life of the scheme

Policy H1: Housing in Rural Areas

- A. Residential development, other than on sites allocated through the Development Plan, will be supported south of the A46 and within existing settlements (Claydon, Fiddington, Pamington, Walton Cardiff) where the following criteria are met and the development:
- i. Is "infill" development or adjacent to the edge of the settlement, or
 - ii. An extension or modification of an existing dwelling house, or
 - iii. Conversion and modification of a redundant building, or
 - iv. Within the garden of an existing dwelling house as defined by fences, hedges and other boundary features, but not necessarily within the wider land ownership that may fall outside the normal residential curtilage of the existing dwelling house.
- B. Single level and bungalow developments will be supported.
- C. Residential proposals for the development of isolated homes will usually be resisted except under the provisions set out in paras. 78 and 79 of the NPPF.
- D. Development and modifications to existing buildings must be appropriate in terms of scale and overall size and respect local character and density.
- E. Development will only be allowed where local infrastructure can meet the impact of the development.
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Comments on H1

- The proposal is contrary to this policy.

Policy H2: Design of housing in the countryside and Claydon, Fiddington, Pamington and Walton Cardiff

- A. Proposals for new residential dwellings or modifications to existing dwellings will be expected to take account of nearby architectural features, building materials, massing and boundary treatments and should conform with the neighbouring built character whilst avoiding urbanising features that are inappropriate in within the countryside.**

Comment on H2

- Though it would not be appropriate to base housing design in the development on nearby development because of the relative difference in scales, generic urban design is not acceptable either and the design and access statement should demonstrate how the scheme design complements traditional local development styles.
- The development at 16.4 per net developable acre is higher than ARPC would expect as it is out of character with the surrounding area. Ideally, ARPC would expect density to be below 12 per net developable acre.
- We note that within the 68 acre site that 28 acres is the net housing area leaving 3 acres for the school provision & 37 acres for public open space, retained woodland, allotments and sports pitches

Garden Town Principles (draft from TBC)

- 1. 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.
- 2. Sustainable wider connectivity** Increase connectivity and maximise sustainable modes of travel within Ashchurch 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.
- 3. 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.
- 4. 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.
- 5. 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.
- 6. A carbon neutral community and building sustainability 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 (SuDS) within a comprehensive blue-green infrastructure network.
- 7. 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.
- 8. 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.
- 9. 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.

Comment on the GT Principles

- Overall, the scheme meets the basic requirements of the NPPF and the JCS but it is nothing special and does not meet the aspirations of the GT principles.
- ARPC hope that the final proposals will be less generic and more thoughtful about how the scheme will integrate with the remaining area and strive towards the creation of a desirable new community.

Improvements on RHL proposal using GT Principles:

- 1. A strong identity and character of place** consider how the scheme will fit in with surrounding area and future GT
- 2. Sustainable wider connectivity** Clear strategy to encourage people to walk and cycle more, including to employment area and the railway station
- 3. Fantastic green spaces for people and wildlife** design interesting and biodiverse green spaces that are linked by foot/cycle paths
- 4. Interconnected blue infrastructure celebrating water** Green infrastructure should link habitats (inside and outside the development) and attenuation ponds should be part of a semi-natural landscape that will mature into biodiverse habitats. The ponds should not be sterile water features with only a few reeds and a grass verge.
- 5. Integrated live-work-play communities** The scheme should have a clear live community centre linking the school, the community hall and the cycle network linking to employment areas
- 6. A carbon neutral community and building sustainability for climate resilience** The design of the scheme should maximise opportunities for on-site energy generation and energy savings with a demonstrable zero-carbon outcome.
- 7. Mixed-tenure homes, housing types and densities for diverse communities** Ensure that the housing mix meets the needs of future generations including providing housing for all age groups (including newly forming families)
- 8. A social model for sustainability** We would like to see a long-term management plan for the landscaping, village hall, and allotments.
- 9. Respect existing communities and reflect local character** All proposals should be developed in an inclusive manner with input from the local community and ARPC