

## Appendix 2: Tewkesbury Borough Council's consideration of the Examiner's recommendations

Policy	Examiners Recommendation	LPA Consideration	Action
Policy CHIN1	<p>Proposed amended text to Policy CHIN1:</p> <p>POLICY CHIN1: PARKING TO SUPPORT RESIDENTIAL DEVELOPMENT</p> <p>“A. For new residential developments (use class c3), the following parking standards for the provision of off-road parking should be achieved where possible:</p> <ul style="list-style-type: none"> <li>•1-bed dwelling 1 off-road car parking space</li> <li>•2-bed dwelling 2 off-road car parking spaces</li> <li>•3-bed dwelling 2 off-road car parking spaces</li> <li>•4-bed dwelling 3 off-road car parking spaces</li> <li>•5+ bed dwelling 4 off-road car parking spaces</li> </ul> <p>B. Parking provision should be well designed, contribute to a high quality environment and not contribute to cluttered and unsafe streets. Parking should be provided on-plot in the first instance and where this is not possible, on specifically allocated parking bays. Parking spaces should be designed to take into account of the size of modern cars and use permeable surface materials.</p>	Modification accepted	<p><u>Modification to Policy CHIN1 to read:</u></p> <p>POLICY CHIN1: PARKING TO SUPPORT RESIDENTIAL DEVELOPMENT</p> <p>A. For new residential developments (Use Class C3), the following <del>minimum</del> parking standards <del>shall apply</del> for the provision of off-road parking <i>should be achieved where possible:</i></p> <ul style="list-style-type: none"> <li>• 1-bed dwelling 1 off-road car parking space</li> <li>• 2-bed dwelling 2 off-road car parking spaces</li> <li>• 3-bed dwelling 2 off-road car parking spaces</li> <li>• 4-bed dwelling 3 off-road car parking spaces</li> <li>• 5+ bed dwelling 4 off-road car parking spaces</li> </ul> <p>B. <i>Parking provision should be well designed, contribute to a high quality environment and not contribute to cluttered and unsafe streets.</i> Parking provided on-plot <del>preferably to the side of the dwelling and preferably not in front of the building line in the first instance and where this is not possible, on specifically allocated parking bays. Only where it has clearly been demonstrated that such provision is not possible or appropriate will alternative layouts be considered but are still expected to be off street. Provision</del> <i>Parking spaces should be designed to should take into account the size of modern cars and use permeable surface materials.</i></p> <p>C. <del>For</del> <i>On</i> major developments (as defined in the NPPF), <i>the provision of off plot visitor parking at a ratio of a</i></p>

	<p>C. For major developments (as defined in the nppf), the provision of off plot visitor parking at a ratio of 0.25 space per dwelling is encouraged.</p> <p>d. the design of on-street parking should follow the 'green streets' concept to integrate street parking with green infrastructure and water drainage."</p>		<p>0.25 space per dwelling <del>allowance should be made for visitor parking off plot to avoid the potential for these spaces to be taken up by residents for their own use is encouraged.</del></p> <p>D. The design of on-street parking should follow the 'green streets' concept to integrate street parking with green infrastructure and water drainage.</p>
Policy CHIN3	<p>Proposed amended text to Policy CHIN3:</p> <p>A. "New residential development proposals should demonstrate how they retain and where possible enhance the environmental setting of Churchdown and Innsworth. Proposals should include a range of green features appropriate to the size and scale of the development - in particular, the provision of green spaces, verges, trees and hedgerows and orchard planting such as fruity streets, espaliers, forage trails, pocket orchards and community orchards.</p> <p>B. Where possible Green corridor connections should be made between existing and new orchards and to other green infrastructure.</p> <p>C. Boundary treatments are particularly important to the setting of development. Residential proposals should include details of boundary treatments and other means of enclosure and demonstrate how the boundaries between properties and public</p>	Modification accepted	<p><u>Modification to Policy CHIN3 to read:</u></p> <p>POLICY CHIN3: ENVIRONMENTAL CONSIDERATIONS IN THE DESIGN OF RESIDENTIAL DEVELOPMENT</p> <p>A. New residential development proposals should demonstrate how they retain <i>and where possible enhance</i> the environmental setting of Churchdown and Innsworth. <del>Development should incorporate a range of green features into built design proposals</del> <i>Proposals should include a range of green features appropriate to the size and scale of the development</i> - in particular, the provision of green spaces, verges, trees and hedgerows and orchard planting such as fruity streets, espaliers, forage trails, pocket orchards and community orchards.</p> <p>B. <i>Where possible</i> green corridor connections should be made between existing and new orchards and to other green infrastructure.</p> <p>C. Boundary treatments are particularly important to the setting of development. Residential proposals <del>must demonstrate</del> <i>should include details of boundary</i></p>

	<p>space will enhance the environmental setting. Boundary treatments must be appropriate to ensure they are long lasting.</p> <p>D. The use of soft edges to footpaths and permeable surfacing will be strongly supported.”</p>		<p><i>treatments and other means of enclosure and demonstrate</i> how the boundaries between properties and public space <i>will</i> enhance the environmental setting. Boundary treatments must be appropriate to ensure they are long lasting.</p> <p>D. The use of soft edges to footpaths and permeable surfacing will be strongly supported.</p>
Policy CHIN6	<p>Proposed amended text to Policy CHIN6:</p> <p>“Churchdown Park, as shown on the Policies Map, is designated as a Local Green Space. Proposals for built development on Churchdown Park will only be permitted in very special circumstances.”</p>	Modification accepted	<p><u>Modification to Policy CHIN6 to read:</u></p> <p>POLICY CHIN6: PROTECTION OF CHURCHDOWN PARK LOCAL GREEN SPACE</p> <p>Churchdown Park, as shown on the Policies Map, is designated as a Local Green Space. Proposals for built development on Churchdown Park will <del>not be permitted unless the proposal is of a limited nature and it can be clearly demonstrated that it is required to enhance the role and function of the park</del> <i>only be permitted in very special circumstances.</i></p>
Policy CHIN10	<p>Proposed amended text to Policy CHIN10:</p> <p>“Development should ensure that it does not have a significant detrimental impact on existing orchards, including those identified in Appendix C. In particular, development proposals will be expected, where possible to retain hedgerows and veteran trees, including veteran Perry pear trees. This is particularly important where the loss of any such features would result in harm to or loss of irreplaceable habitats.”</p>	Modification accepted	<p><u>Modification to Policy CHIN10 to read:</u></p> <p>POLICY CHIN10: ORCHARDS, HEDGEROWS AND VETERAN TREES</p> <p>Development must ensure that it does not have a significant detrimental impact on existing orchards, including those identified in Appendix C. In particular, development proposals will be expected, <i>where possible,</i> to retain hedgerows and veteran trees, including veteran Perry pear trees. This is particularly important where the</p>

			loss of any such features would result in harm to or loss of irreplaceable habitats.
Policy CHIN10 Appendix C Map	Proposed amendment to the map at Appendix C 'Location of historic and existing orchards' to remove the identification of orchards at GLOS3085 and GLOS3079.	Modification accepted	Appendix C map amended to remove reference to orchards at GLOS3085 and GLOS3079.
CHIN12	Proposed amended text to Policy CHIN12:  C. "Existing open watercourses should not be culverted, except where essential to provide access. Where feasible, opportunities to open up culverted watercourses should be sought to reduce the associated flood risk and danger of collapse whilst taking advantage of opportunities to enhance biodiversity and green infrastructure, as required by Policy CHIN11."	Modification accepted	<u>Modification to Policy CHIN12 to read:</u>  POLICY CHIN12: FLOOD MITIGATION  C. Existing open watercourses should not be culverted, <i>except where essential to provide access</i> . Where feasible, opportunities to open up culverted watercourses should be sought to reduce the associated flood risk and danger of collapse whilst taking advantage of opportunities to enhance biodiversity and green infrastructure, as required by Policy CHIN11.
CHIN12 Para 6.31	Para 6.31 should be revised to make reference to the Tewkesbury Flood and Water Management SPD 2018.	Modification accepted	<u>Modification to Para 6.31 to read:</u>  6.31 Additionally, <i>a revised and updated</i> the Tewkesbury Flood and Water Management Supplementary Planning Document <i>was</i> adopted in <i>2013</i> <del>has been reviewed and updated in accordance with national policy and guidance</del> <i>2018</i> .
CHIN13	Proposed amended text to Policy CHIN13:  "Chosen (Churchdown) Hill is a prominent visual landmark of ecological, historic and recreational importance. Development proposals should maintain the local landscape character as	Modification accepted	<u>Modification to Policy CHIN13 to read:</u>  <u>POLICY CHIN13: VIEWS TO AND FROM CHOSEN (CHURCHDOWN) HILL</u>

	<p>identified in the Joint Core Strategy Landscape Characterisation Assessment and Sensitivity Analysis 2013. Proposals which have a negative impact on views to or from Chosen (Churchdown) Hill as identified on Fig ? will be resisted.”</p> <p>The views referenced in the proposed amended policy text should be identified on a map.</p>		<p><del>Any development should maintain the local character of the landscape and not result in any loss or diminution in aesthetic value of views to or from Chosen (Churchdown) Hill.</del> <i>Chosen (Churchdown) Hill is a prominent visual landmark of ecological, historic and recreational importance. Development proposals should maintain the local landscape character as identified in the Joint Core Strategy Landscape Characterisation Assessment and Sensitivity Analysis 2013. Proposals which have a negative impact on views to or from Chosen (Churchdown) Hill as identified on the map at Figure 6.2 will be resisted.</i></p> <p>An additional map is provided at Figure 6.2 to show the locations of the views.</p>
CHIN14	<p>Proposed amended text to Policy CHIN14:</p> <p>A. It is essential that people can travel safely to the shops, public transport facilities, schools and other important facilities and amenities serving Churchdown and Innsworth. Where appropriate new developments should ensure safe pedestrian and cycle access and where achievable link up with existing footways and cycleways that directly serve the Movement Routes shown on the Policies Map.</p> <p>B. Proposals should be designed to encourage cycling and walking as an alternative to driving.</p> <p>C. Development proposals should, where necessary be supported by a Transport</p>	Modification accepted	<p><u>Modification to Policy CHIN14 to read:</u></p> <p>POLICY CHIN14: PEDESTRIAN AND CYCLE MOVEMENT ROUTES</p> <p><i>A. It is essential that people can travel safely to the shops, public transport facilities, schools and other</i> <del>To ensure that people can travel safely to the shops, public transport facilities, schools and other important</del> facilities and amenities serving Churchdown and Innsworth. <i>Where appropriate</i> <del>all</del> new developments should ensure safe pedestrian and cycle access to link up with existing footways and cycleways that directly serve the Movement Routes shown on the Policies Map.</p> <p>B. Proposals should be designed <del>Priority is given to proposals which appear most likely</del> to encourage cycling and walking as an alternative to driving.</p>

	<p>Assessment or Transport Statement which assesses the impact on Movement Routes and provides a strategy to mitigate the impact of additional traffic movements on the safety and flow of pedestrian access.</p>		<p><del>C. Developer contributions (principally in the form of Community Infrastructure Levy receipts) will be used to pay for these enhancements.</del></p> <p><del>D. C. Development proposals should, where necessary, be supported by a Transport Assessment or Transport Statement which assesses the impact on Movement Routes and provides a strategy to mitigate the impact of additional traffic movements on the safety and flow of pedestrian access. will be expected to mitigate impacts on Movement Routes and provide a strategy to mitigate the impact of additional traffic movements on the safety and flow of pedestrian access. This should be addressed through a Transport Assessment where this is required as part of a planning application.</del></p>
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