

Appendix 2: ARNDP Schedule of the Examiner’s Recommended Modifications

Policy / Section	Examiner’s Recommendation	Action
Policy S1	<p>Modification 1: Policy S1 to be deleted</p> <p>Text of Plan to be altered: para 132 last sentence to be deleted. Other references to Policy S1 to be deleted. Para 154 – 159 to be deleted</p>	<p><u>Policy S1 to be deleted</u></p> <p><u>Paras 154 to 159 to be deleted</u></p> <p><u>Modification to Para 131 (Sustainable development table) to read:</u></p> <p>Economic Objective</p> <ul style="list-style-type: none"> • Infrastructure priorities are identified • Housing and employment land with associated infrastructure is allocated in S1 • Transport development principles are set out in Table 3 • Parameters for modification of commercial (B and E class) uses is set out in E2 • Broadband is supported in C2 • Equestrian businesses are identified in Figure 10 <p><u>Modification to Para 132 to read:</u></p> <p>At present, the parish is experiencing severe development pressure through ‘windfall’ housing sites and the strategic proposals for the A46 Growth Corridor. There is currently no secure 5-year housing land supply and this may lead to unplanned and speculative development. The NDP will allocate land for 850 homes which may provide a secure planning policy framework in the parish for a two year period after the plan is made, as explained in NPPF para. 148.</p> <p><u>Modification to Para 137 to read:</u></p> <p>The current Development Plan policies for Ashchurch generally resist major development because of its largely rural character, except to the north near the A46. However, despite this, the lack of a secure housing land supply has led to speculative significant housing and commercial development being allowed on appeal (see NDP Policy S1).</p> <p><u>Modification to Para 141 to read:</u></p>

		<p>The greatest threats to Ashchurch Rural Parish arise from climate change and flooding, traffic congestion, and loss of walking/cycling and recreational opportunities. However, as new developments come on stream, such as that at Ashchurch Rural NDP 2019-2031 Submission Draft, July 2021 32 Fiddington (Policy S1) other infrastructure such as education, community, broadband, green infrastructure will become more important.</p>
<p>Policy T1</p>	<p>Modification 2: <u>Criteria C of Policy T1 to be amended as follows:</u> ... “C. Proposals for major development 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 may will include, but are not limited to: vi. Provision of quality (frequent, convenient and modern) bus services along the A46/A438 corridor. “.....”</p>	<p><u>Modification to Policy T1 to read:</u></p> <p>Policy T1: Modal shift for major development proposals</p> <p>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.</p> <p>B. Transport provision will be required to apply standards set out in the Manual for Gloucestershire Streets.</p> <p>C. Proposals for major development 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 may include, but are not limited to:</p> <ul style="list-style-type: none"> i. Provision of walking and cycling links between new and existing communities which use quiet routes/streets and/or traffic free routes according to the standards in LTN1/20 ii. 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 10 .

		<p>iii. Improvements to the public rights of way.</p> <p>iv. 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.</p> <p>v. 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.</p> <p>vi. Provision of quality (frequent, convenient and modern) bus services along the A46/A438 corridor.</p> <p>vii. vi. Where appropriate, proposals should contribute towards improving walking and cycling access to Ashchurch for Tewkesbury Station, Ashchurch Primary School and any new schools and employment areas within reasonable walking (1 km) and cycling (10 km) distance.</p> <p>viii. 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.</p> <p>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.</p> <p>E. Developments will be required to provide a robust Construction Management Plan and Construction Travel Plan that makes specific reference to Policies T2.</p>
Policy T2	Modification 3: <u>Criteria B of Policy T2 to be amended as follows:</u>	<u>Modification to Policy T2 to read:</u>

	<p>... “B. Where freight and HGV traffic will arise from the development scheme, including during construction, scheme proposers should provide a plan showing routes that will avoid rat-running along minor roads or through settlements as part of the development proposals. The submitted plan should form part of the development proposal and if not, will be attached to any permission as a planning condition. “....</p>	<p>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.</p> <p>B. Where freight and HGV traffic will arise from the scheme development, including during construction, scheme proposers should provide a plan showing routes that will avoid rat-running along minor roads or through settlements as part of the development proposals. The submitted plan should form part of the development proposal and if not, will be attached to any permission as a planning condition.</p> <p>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. Diversion routes will be drawn up in consultation with the Parish Council and local community in order to identify best routes.</p> <p>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.</p>
Policy E2	<p>Modification 4: Policy E2 to be amended as follows: A. Extensions or modifications of existing Use Classes B2 (industrial), B8 (storage and distribution) and E must be of a scale, type and character commensurate with existing and surrounding development, particularly if located within an existing settlement or the countryside.</p>	<p><u>Modification to Policy E2 to read:</u> A. Extensions or modifications of existing Use Classes B2 (industrial), B8 (storage and distribution) and E must be of a scale, type and character commensurate with existing and surrounding development, particularly if located within an existing settlement or the countryside.</p>
Policy V1	<p>Modification 5: Criteria A of Policy V1 to be amended as follows:</p>	<p><u>Modification to Policy V1 to read:</u></p>

	<p>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, and Walton Cardiff) will provide evidence that the tranquillity and accessibility of the countryside by foot, cycle, horse or other nonmotorised mode will be protected.</p>	<p>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, and 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.</p> <p>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>C. All development within or adjacent to the countryside will deliver biodiversity enhancements, including biodiversity net gain to ecological networks set out in the Nature Recovery Network and Local Nature Partnership’s Natural Capital Map.</p>
Policy H1	<p>Modification 6: Criteria A of Policy H1 to remove reference to Claydon as a settlement. The title of Policy H2 to remove Claydon as a specified settlement.</p>	<p><u>Modification to Policy H1 to read:</u></p> <p>A. New residential development, other than on sites allocated through the Development Plan, will be supported in the countryside and within existing settlements (Claydon, Fiddington, Pamington, Walton Cardiff) where the following criteria are met and the development is:</p> <ul style="list-style-type: none"> i. “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.

		<p>B. Single level and bungalow developments will be supported.</p> <p>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 (2019).</p> <p>D. Development and modifications to existing buildings must be appropriate in terms of scale and overall size and respect local character and density.</p> <p>E. Development will only be allowed where local infrastructure can meet the impact of the development.</p> <p><u>Modification to title of Policy H2 to read:</u></p> <p>Policy H2: Design of housing in the countryside and Claydon, Fiddington, Pamington and Walton Cardiff</p>
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