

Joint Core Strategy

Gloucester • Cheltenham • Tewkesbury



Green Infrastructure Strategy

June 2014



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Draft Green Infrastructure Strategy

Executive Summary

Green Infrastructure (GI) is the strategically planned and delivered network comprising the broadest range of high quality green spaces and other environmental features. The Joint Core Strategy (JCS) GI strategy has its focus on connectivity and water. Brooks and streams as they flow through the principle settlements connect people to each other and to the wider countryside, it also connects wildlife. We have a vision where anyone in an urban area can walk out of their home/workplace and by going through a series of interconnected green spaces emerge into the strategic GI of the River Severn and its washlands or the Cotswolds Area of Outstanding Natural Beauty (AONB). This strategy gives an account of what GI assets we have and how it can be improved.

Section 1 - Background to Green Infrastructure and the Joint Core Strategy

Introduction

Green infrastructure is not a new concept. Indeed since the Garden City movement of the 19th century, planners and others involved with urban space have promoted green areas clearly understanding the benefit they bring to the wider population. More recently the value of wild spaces and the functionality of green space in terms of wellbeing, connectivity, flood mitigation and food production has come to the fore. GI is a term that is increasingly used to encapsulate the concept, and many words have been written defining what is and what is not GI. For the JCS, the Natural England definition of GI provides an appropriate and useful description.

‘Green Infrastructure is the strategically planned and delivered network comprising the broadest range of high quality green spaces and other environmental features. It should be designed and managed as a multifunctional resource capable of delivering those ecological services and quality of life benefits required by the communities it serves and needed to underpin sustainability, its design and management should also respect and enhance character and distinctiveness of an area with regard to habitats and landscape types.

Green Infrastructure includes established green spaces and new sites and should thread through and surround the built environment and connect the urban area to its wider rural hinterland. Consequently it needs to be delivered at all spatial scales from sub-regional to local neighborhood levels, accommodating both accessible natural green spaces within local communities and often much larger suites in the urban fringe and wider countryside.’

The guidance produced by Natural England provides a useful history and legislative background on GI and can be found on their website (www.naturalengland.gov.uk). However, looking at the JCS area, every green space constitutes part of the GI as it all has a function in moderating the environment and providing amenity and/or habitat value. The GI Strategy recognises this value and attempts to manage it, improve linkages between it, and make it more accessible for wildlife and people.

The scale of the network of green spaces and environmental features present in the JCS area is large and it would be difficult for this strategy to deal with this infrastructure in full.

It is appropriate therefore that the strategy prioritises GI and identifies which are the key areas to focus its attention on. For the Joint Core Strategy area it is considered that connectivity and water should be key themes running through the strategy. The reasons for which are set out below.



Watercourses traverse much of the JCS area, connecting towns and villages as well as providing much needed natural features through the urban areas. Together they form a network which can provide key strategic links that knit together the GI system, connecting people to places and wildlife to its habitats. In addition to this recent experience provides a reminder of the function of watercourses and the need for them to be managed carefully to ensure that they can efficiently deal with volumes of water and help manage flood risk. On this basis it was judged that watercourses provided a sensible focus for the GI strategy where most impact could be made and should be prioritised for attention through the JCS.

An early vision for the strategy therefore was based around the brooks and streams connecting areas of open space and existing GI to each other and to people. A vision was developed that residents of the JCS area should have easy access to green spaces connecting to watercourses that would flow out into the urban areas and open countryside and link to larger rivers such as the Severn and the Avon. Anyone therefore could easily walk/cycle into a quality, biodiverse landscape. These links are equally important to function as wildlife corridors to link habitats and increase biodiversity in urban areas.

A further key strategic element of the GI is the Cotswolds AONB, a nationally designated landscape that covers a significant part of the eastern extent of the JCS area. The AONB is a rich, diverse and high quality landscape which contains important natural habitats. The Cotswolds AONB covers 790 square miles stretching to Wiltshire, Oxfordshire, Warwickshire and Worcestershire and therefore provides a nationally significant GI link.

The concept was therefore developed for a local interconnected network of GI for the existing settlements, based around the network of watercourses linking together the key strategic GI assets of the River Severn to the West and the Cotswold Escarpment to the East.

The JCS strategy does not sit alone. It is part of a wider countywide process which identifies the sub-regional GI asset and how it connects to the wider regional picture. The Gloucestershire Infrastructure Strategic Infrastructure Delivery Plan, for instance, provides the strategic overview for the county as a whole and considers GI as part of this. Key stakeholders such as Natural England and Gloucestershire Wildlife Trust and their

strategies and objectives also need to work together with the JCS.

At Appendix 1 to the Strategy, a JCS wide map is provided and under that the individual plans for the settlements of Gloucester (see Appendix 2), Cheltenham (see Appendix 3) and Tewkesbury (see Appendix 4). Individual sites will need to take into account of their impact and contribution to GI and large scale developments, including the strategic allocations proposed through the JCS, will need to plan their own GI strategies taking on board this Strategy.



What are the Benefits of GI?

The fundamental aim of GI is to deliver a higher quality of life for people who live, work and visit in the JCS area, as well as providing a sustainable habitat for wildlife. It does this through providing economic, social and environmental benefits, which can be summarised as follows:

Environmental Benefits

- Protection and enhancement of Biodiversity
- Protection and enhancement of Landscape
- Connects disparate habitats together increasing their resilience
- Fosters appreciation of wildspace and biodiversity generally

Social Benefits

- Increases social inclusion
- Encourages healthy lifestyles
- Reduces mental stress, and facilitates relaxation and mental well being
- Provides spaces for education and training
- Provides space for foraging and food production
- Protects and enhances historic and cultural features
- Provides connectivity between communities

Economic Benefits

- By improving quality of life increases inward investment
- Provides quality setting and corresponding increase in land values
- Provides a micro climate reducing impact of climate change (e.g. urban cooling)
- Provides areas for flood and water management to mitigate against extreme weather events
- Provides opportunity for renewable energy generation
- Promotes sustainable transport, reducing congestion and associated emissions
- Promotes healthy lifestyle and mental wellbeing thus reducing burden on health services

Our Vision

The broad objectives for GI are set out in the introduction. The following statement sets the vision for this strategy:

‘That every resident within the JCS area can within 300m (5 minutes walk time) access a green infrastructure corridor/asset. This corridor/asset will be multifunctional and link to the wider GI asset and ultimately to the strategic GI of the Cotswold AONB or the Severn and its washlands.’



The Joint Core Strategy and GI Strategy

The Joint Core Strategy (JCS) is being prepared jointly by Cheltenham Borough Council, Gloucester City Council and Tewkesbury Borough Council and will provide the strategic development plan for the whole area up until 2031. The JCS will identify need and make provision for housing, employment and associated infrastructure (such as roads, schools and community facilities). The JCS will help to ensure that development takes place in a planned way, protecting and enhancing the green infrastructure, areas of landscape and other important local features while meeting the long term development needs.

The JCS has been developed using a range of studies that make up the evidence base which underpins the plan. The GI Strategy forms part of this evidence base and has helped to

inform the development of the plan. In setting out the key strategic GI vision and priorities, as well as highlighting opportunities for enhancement, the strategy is a useful document to inform future development proposals and how they can contribute to improving the network. In addition, it will work to ensure that existing GI is not compromised by new development.

District Plans

Whilst the JCS provides the strategic planning guidance for the area, each authority will produce more detailed, locally specific District Plans that will sit underneath. These plans will consist of the Gloucester City Plan, Cheltenham Borough Plan and Tewkesbury Borough Plan. These plans will set out the development strategy for their individual areas and provide additional land allocations and local policies to guide development. As with the JCS, the GI strategy will be an important part of the evidence base and will be used to inform the development of these documents.

National Planning Policy Framework

The National Planning Policy Framework (NPPF) provides the Government’s planning policies for England and how they are expected to be applied. Local Plans must comply with the NPPF and the JCS has been prepared on this basis.

GI is prominent in the NPPF and is given a number of references. Most importantly it clearly states (para 114) that ‘Local Planning Authorities should:

‘Set out a strategic approach in their local plans, planning positively for the creation, protection, enhancement and management of biodiversity and Green Infrastructure’.

Guidance

A number of governmental and non-governmental organizations have developed guidance around the subject of GI. The following are particularly relevant and have been used in the production of this guidance.

Open Space Strategies: CABI (2009)

Start with the Park: Creating Sustainable Urban Spaces in Areas of Housing Growth and Renewal CABI (2005)

Physical Activity and the Built Environment CABI (2006)



Integrate Green Infrastructure into Urban Areas CABI

Natural England Green Infrastructure Guidance (2009)

Local Green Infrastructure (helping communities make the most of their landscape): Landscape Institute (2011)

Green Infrastructure: Connected and multifunctional landscapes. Landscape Institute Position statement (2009)

Methodology Employed

Work began on a countywide GI strategy in 2010 and for the JCS this led to a suite of maps being produced. In order to aid interpretation the maps were aggregated

around a number of themes. The themes were as follows:

Water related matters: Flood zone 2. Flood zone 3. Water related features (canals, lakes, rivers, reservoirs).

Landscape: AONB. Local landscape designations.

Nature Conservation: Sites of Special Scientific Interest. RSPB Reserves. Key wildlife sites. Strategic Nature Areas.

Historic features: Scheduled Ancient Monuments, National Trust Properties, Historic Parks and Gardens, Historic Battlefields, Conservation Areas.

Open Space: Public/Quasi public open space, Herefordshire and Gloucestershire Canal Corridor, Private Parks and Gardens.

Access: Public rights of way, Sustrans routes

These maps were then analysed at the JCS level by a smaller stakeholder group to increase understanding of the existing assets and provide a basis for planning the future.

The evidence to support nature conservation was augmented with additional work prepared by the County Ecologist, which provided mapping of the wildlife assets and its connectivity.

The results of these studies demonstrated that there are 2 clear strategic GI assets in the JCS area that run north to south. The Cotswold escarpment to the east and the River Severn and its washlands to the west.

For each key settlement, analysis of the water asset and understanding of the wider area identified that all 3 principal urban areas had corridors of green running through them, connecting the urban areas to their rural hinterland. These principally, but not

exclusively followed the lines of brooks and streams.

This work led to the identification of the vision and the concept of connectivity through water courses to the wider hinterland and the strategic GI of the Cotswolds and washlands of the Severn.

The next step was to further develop the evidence base and build on the work already undertaken. This involved walking the corridors, mapping and photographing features. This gave a better idea of the state of the asset and allowed the identification of potential improvements. It could be a bridge linking two corridors together, or an area of poor habitat value that with simple management changes could be improved. These schedules are reproduced at appendix 2-4 and led to the maps that are the principle output of this strategy. These form part of the evidence base for the JCS and the individual District Plans to be taken forward by the constituent authorities.



The maps clearly identify for each settlement the GI asset and areas of potential improvement. They show the corridors and other areas as they cut through the urban areas, and each corridor is colour-coded according to the definitions below.

For example, a brook running through an existing park may be rich in wildlife and have

good access and therefore provides excellent GI, while a derelict site ripe for development may be poor but have good potential. A brook running through private back gardens may have great wildlife value but will never provide good access over the period of the plan, if ever. The maps also have associated target notes where improvements are put forward, for example a park with good access and wildlife value may just need some interpretation to add value.



On this basis, the GI maps separate the GI corridors into three categories:

Blue: Existing Green Corridor – Good access but may have potential for better wildlife management.

Green: Potential Green Corridor – not currently managed for wildlife or access, though has potential for both.

Purple: Inaccessible, but with potential for enhancement as a wildlife corridor.

Section 2 - Delivery

The purpose of this document is to provide the basis for seeking improvement in the quality of GI within the JCS area in accordance with the defined vision. While GI can be delivered by a number of mechanisms, the purpose of this document is to inform the planning process. In particular, planning policy through the Joint Core Strategy, District Plans and other planning guidance which is produced by the constituent authorities.



The policy context needs to be put in place so that authorities can negotiate with developers to ensure that some of the identified infrastructure works can be delivered. It will be the responsibility of the constituent authorities to draft and adopt detailed development management policies, and this should be done in the overall framework of the JCS GI Strategy.

In addition to developing policy guidance there are further roles of the local authority in delivering and managing GI. Local authorities where they are large land owners especially within the urban areas need to address GI in their open space strategies and other relevant documents. Other landowners and stakeholders will need to follow the principles of the GI Strategy and implement works on their land. This could involve working with garden owners to manage their riparian corridors in a more wildlife friendly manner, or persuading large institutions with land

holdings to come on board and do their bit to manage their land for wildlife and/or access to help realize the vision.

The NPPF is clear in that LPAs should ‘Set out a strategic approach in their local plan, planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure.’

Taking on board the above, development management policies at a local level can be protective but also be more proactive in their scope, the following provide a context for delivering GI through the development management process.

JCS-wide Policies

Connectivity: Through the development plan, the connectivity of the GI asset should be addressed. The plan should look to promote opportunities to increase connectivity, especially where identified in the GI plans for the urban areas in the appendices of this strategy. Large scale development opportunities provide the prospect of delivering connectivity through the site and links to the surrounding area.

Habitat and Landscape Protection: The plan should guard against the loss of existing GI assets resulting from new development or look for an alternative asset of equal or better quality to be provided for - see offsetting below.

Sustainable Urban Drainage Systems (SUDS): SUDS offer significant opportunities to augment the existing GI asset. Authorities should consider progressing a guide to SUDS as a means of delivering GI benefits as well as drainage solutions. Increasingly the SUDS Approval and Adoption bodies (SABS) will have a significant say on the layout of SUDS. Where this is not the Planning Authority they

will need to work closely with the SABS to ensure GI benefits are realised.

Green Roofs: Collectively green roofs can make a useful contribution to the overall GI asset, especially in dense urban areas where they can provide relief from the hard urban form. Green roofs should be encouraged through the plan as a means of benefiting amenity, surface water runoff and wildlife value. Extensive (low input biodiverse) over intensive (high input, often less biodiverse) will be favoured.



Biodiversity offsetting: Where development cannot accommodate existing biodiversity asset LPAs should seek to ensure that an equal or preferably better asset is provided elsewhere – while the asset does not need to be of an identical habitat it should be of equal or better worth.

Flooding: Each authority will construct detailed flood policies taking on board their

Strategic Flood Risk Assessments and Surface Water Management Plans. Flood policies should ensure that GI interests are taken into account and integrated with other development policies.



Health: Development plans should address preventative measures that take on board the causes of ill health and use Health Impact Assessments (HIAs) to aid decision making. HIAs should be used to show how new development can use GI to mitigate against unhealthy lifestyles through the provision of multifunctional open space, pedestrian and cycle connectivity through the site, and connections to the wider natural environment.

Transport: Development plans should aim to increase connectivity within, and between settlements. Particular attention should be paid to cycle and footpath networks that allow people to move around settlements and into wider countryside in a safe manner without recourse to private vehicles.

Strategic Green Infrastructure: This document defines the strategic GI for the JCS as being the Cotswold AONB to the east and the River Severn and its washlands to the west. Both these areas are subject to existing restrictive development control policies and it is not the intention to augment this. LPAs are encouraged through unilateral agreements or the Community Infrastructure Levy to support the cohesive management of these areas for

the betterment of users, its stakeholders, its wildlife and landscape. LPAs are encouraged to support the concept of a Regional Park or similar concept for Severn and its washlands.

Public Open Space (POS): LPAs should consider progressing POS strategies or similar that allow for the provision of a quantum of open space as part of new development or off site contributions. Open space should be of an appropriate quality, address GI interests and be adopted by the local authority.

Incidental GI: Incidental GI is not considered at a strategic level but still provides an essential back ground of GI asset. Loss of this incidental GI should therefore be discouraged. Constituent authorities should consider adopting policies that protect identified GI assets such as back gardens, cemeteries and allotments.



Trees: Trees are important GI assets especially within dense urban areas. Local Plans should protect existing trees and promote new planting for local amenity value and because of the contribution they make to the wider GI asset.

JCS Strategic Allocations

The JCS proposes a number of strategic allocations, including urban extensions to Cheltenham and Gloucester which will help

meet the development needs of the area up until 2031. The development of these areas provides a significant opportunity to improve and enhance the GI network, both within the site and in connecting to the wider network, particularly linking the urban and countryside areas. It is important that through JCS this opportunity is not missed and policies relating to the Strategic Allocations should require the provision and improvement of GI.

Strategic GI Management

The Cotswold AONB Conservation Board has its own management body - the Cotswold Conservation Board. The Board is a statutory body created as a result of the Countryside and Rights of Way Act, 2000. There is a statutory duty to produce a management plan, with the current version being the Cotswold's AONB Management Plan 2013-18. The plan sets out the vision and objectives for the AONB for the next 20 years and how it will deliver on these. Although much of the AONB is in private ownership, the Board has responsibility for the management of the area. As yet a similar management arrangement is not yet in place for the River Severn and its washlands. The areas identification as a Regional Park is encouraged along with the creation of body that would assist in its management.

Thumbprint/Snapshots

The following section contains a short snapshot of the GI asset and its potential associated with the 3 key settlements in the JCS.

Gloucester Thumbprint/Snapshot

For many centuries Gloucester has been the lowest bridge-crossing over the Severn and is an important link into Wales. Indeed, this only changed in the 1960s when the Severn

crossing was built just west of Bristol. Gloucester grew from the slightly raised land to the east of the Severn towards the South and East. More recently, due to the flood plain and constraints such as the Area of Outstanding Natural Beauty and Green Belt, growth has been focused towards the South.

Geologically the city sits predominantly on Jurassic clay with occasional more recent river gravels. The exception is Robinswood Hill which is a large outlier of the Cotswold escarpment capped by limestone. Water flows from the Cotswolds and Robinswood Hill west to the River Severn. These four components (the Severn, the streams, the canal and Robinswood Hill) make up the bulk of the GI asset in the city and its immediate environs.



The streams and brooks have limited catchments. Development has tended to avoid these areas leaving a network of green space along the riparian strips. In many areas this has been designated as Public Open Space. In other areas it is utilized as gardens, allotments or even cemeteries. Overall the asset is good but there are problems with pinch points where development has truncated corridors, preventing access and movement of species. Although many parks and public open spaces line brooks and corridors, few are managed in a wildlife-sympathetic manner. Development opportunities on the periphery of the urban

area provide excellent opportunities through SUDs and open space provision to better the overall GI asset. Connections to the river Severn in particular have great potential.

An important part of the GI network in Gloucester is Robinswood Hill, a country park and golf course just a kilometre from the city centre. It provides city residents and visitors with a significant Open space within the urban area, as well as being an important wildlife and habitat location. Other areas of GI interest are the flood meadows adjacent to the Severn, the Gloucester Sharpness Canal, Hempsted Landfill and the recent Environment Agency Flood Management Scheme at Elmbridge. There are also 3 Sustrans strategic cycle routes through the city which often follow the natural GI.

Also of interest are the Leadon Valley and the ambitions of the Herefordshire and Gloucestershire Canal Trust. The intention is to restore the canal that runs through the valley and manage the area around it for landscape, access and biodiversity. This would form part of the strategic GI that runs up the Severn and its washlands. As well as providing an asset for Gloucester and other urban areas it is hoped it will bring added economic opportunities for landowners and residents, and importantly allow an interconnected wildlife corridor. Wildlife corridors may assist the movement of species necessitated as a result of a changing climate.

Focus for delivery in Gloucester

- Increase the attractiveness and habitat value of Robinswood Hill through an Heritage Lottery Fund bid
- Increase sympathetic management of open space and quasi open space along brook corridors
- Relieve pinch points and other barriers to access and species

movement, predominantly through developer contributions

- Work with stakeholders, developers and funding organizations to realize the potential of a Regional Park or similar for the Severn and its washlands
- Ensure that new development in particular on the periphery of Gloucester provides for multifunctional open spaces that connect to the wider strategic GI network
- Work with the Herefordshire and Gloucestershire Canal Trust to realize the Leadon Valley Project
- Work with Cory Environmental to realize the GI potential of Hempsted Landfill
- Promote SUDS guidance that supports GI through an adopted design guide

The Gloucester Map

The Gloucester map at Appendix 2 picks out the rivers and brooks as they flow towards the River Severn from the Cotswold's and Robinswood Hill. The strategic GI assets of the Severn to the west and the Cotswold's AONB to the east are clear, as are the strategic sustrans cycle routes.

Cheltenham Thumbprint/Snapshot

Cheltenham is renowned as a regency spa town and trades on the quality of life it offers residents and visitors. As a planned regency town the centre has large tree lined open boulevards and ornamental parks and open spaces. The town sits under the Cotswold escarpment and indeed much of the stone for the old town was quarried from nearby Leckhampton Hill.

The town owes its existence to the spa from which it has slowly expanded. Development

has been constrained by the Cotswolds AONB to the east and therefore the town has grown away from the escarpment to the west. A further constraint is the Green Belt to the northeast and south which restricts further growth in these areas.

The streams are fast flowing, rising a few miles to the east in the Cotswolds. They drain through the town and on into the Severn to the west. Flooding is a problem especially with regard the River Chelt where a culvert under the town centre causes particular issues. In addition to this constraint, there are many other pinch points where water courses have been built over, or truncated by a road scheme and opportunities may need to be taken to improve matters.

Future development on the periphery will provide opportunities to connect the urban area to the Cotswolds as well as to the Severn in the west.

GI of note includes Leckhampton Hill, which provides a significant recreational asset for many Cheltenham residents. Its SSSI status (in part) gives an indication as to its biodiversity value. All opportunities should be taken to improve this asset and connectivity to it. Towards the town centre there are a number of parks and open spaces, many of which



provide connectivity along brook corridors. Of particular interest is Cox's Meadow. This is an Environment Agency flood management scheme which provides flood capacity, amenity and a rich wildlife resource that is

connected through cycle paths to a wider network. It is an excellent example of multifunctional GI.

Running through the urban area is the Honeybourne Line, a former railway line that has been opened as a cycle and pedestrian pathway. The path runs from the Cheltenham railway station through to the Prince of Wales stadium and has become a popular route. In addition, the line is a key GI asset and has become an important wildlife corridor.

Focus for delivery in Cheltenham

- Further improvements to Leckhampton Hill to increase its attractiveness to people and wildlife
- Improvement to pinch points
- Increased connectivity and habitat improvements along the Honeybourne railway line and links to open countryside
- Further develop GI asset of the old Kingham line in particular links to open countryside.
- Better management of GI asset within public ownership, in particular habitat improvements along brook corridors
- Make the most of development opportunities on the periphery of the settlement to increase GI asset and facilitate connectivity with wider countryside, in particular towards the Cotswolds and washlands of the River Severn
- Promote SUDS guidance that supports GI through an adopted design guide

The Cheltenham Map

The map at Appendix 3 displays the GI network for Cheltenham. The small brooks and streams are clearly seen as they flow through the town, as can the old railway routes of the Honeybourne and the Kingham

lines. The Cotswold escarpment dominates to the east with Leckhampton and Crickley Hill being particularly important. Within the town open spaces along the River Chelt are of note providing a multifunctional GI at its best.

Tewkesbury Thumbprint/Snapshot

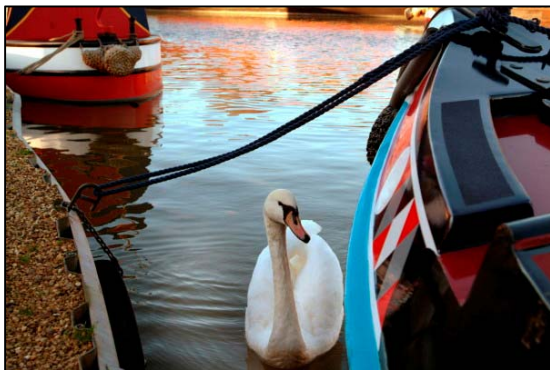


Tewkesbury town sits at the confluence of the River Severn and Avon. It grew from bridging points by the river, became an avenue for trade and more recently has spread away from the flood plain towards the M5 and the Birmingham/Bristol railway line taking advantage of flood free land and transport connections.



There are a number of small brooks that run into the main rivers. These tend to be more mature than in Cheltenham and Gloucester and have wider flood plains, the River Swillgate being a good example.

The main GI asset comprises the Severn and Avon washlands or Hams as they are known. Most of these have good access and habitat value and are prone to periodic flooding. The river Swillgate flows between 2 areas of new housing development and provides an excellent example of GI. This area of land is owned by two private developers and the Borough Council. A Higher Level Stewardship Agri-environment Scheme has been put in place with the Tewkesbury Nature Reserve Project so that all landowners have made a commitment to using this parcel of land as a nature reserve. A local group has been set up as a company limited by guarantee and the future plans for the site are to transfer all of the land to the Council and then lease it to the nature reserve company for their management.



Connectivity between both communities and the wider town is part of this project with footways and integrated walks forming part of its scope. There has been much work on opening up the water front and the Borough and Town Councils are close to achieving their goal of linking up areas of open space with a continuous footpath along the eastern bank. The 'missing link' on the east bank has recently been transferred to the Borough Council. A heritage and riverside walks project aims to encourage increased use of the riverside and provide improved interpretation of the history and environment of the rivers and riverside.

The Tewkesbury Battle Trail forms a key part of the town's GI. Much of the landscape of the Battle retains historic elements including key battle site features such as the Bloody Meadow and the Gastons. The majority of the battlefield lies within a Landscape Protection Zone and the heart of the battlefield remains largely undeveloped. The narrow fields still follow an ancient pattern so that the landscape character is much like that of the time of the battle in 1471.

The old railway line from Malvern through to Ashchurch is still visible and provides a green corridor - some of this has been made into a cycle path linking the centre with the newer development to the East.

Focus for delivery in Tewkesbury

- An accessible wildlife rich area for Swillgate and its washlands
- Increased access along the river in particular the east bank - including improving interpretation and signage
- Further improvements to the old railway line in particular the extension of the Sustrans cycle path further east
- Maintenance and improvement of ferry crossings allowing access to the wider countryside
- Promote SUDS guidance that supports GI through an adopted design guide

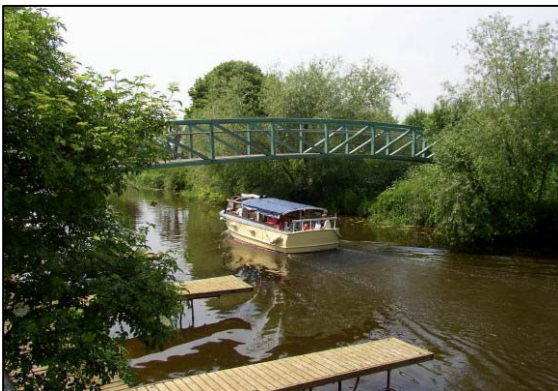
The Tewkesbury Map

The map at Appendix 4 displays the GI network for the area around Tewkesbury town. The dominance of the Rivers Severn and Avon are clear. The Hams are a particularly important and valued GI asset. The size of the Swillgate floodplain and its potential for improvement is clear. The old railway line is an important green corridor and its extension would be welcome.

River Severn Green Infrastructure Resource Analysis and Interpretation

The River Severn is the longest river in the UK and it dominates the landscape in the western area of the JCS. In geological terms it is relatively recent being formed at the end of the ice age as melt waters burst through from the north. It sits in an open clay vale and is a vital biodiversity asset providing a habitat in its own right and a migratory path for fish birds and other animals. As the climate warms it will provide a useful route for species migration north.

The washlands of the Severn have been subject of a successful project run by the Gloucestershire Wildlife Trust called Living Landscapes. This worked with landowners to increase the wildlife value (largely wet grassland) of their farms. Also, in the Gloucester area, the Severnside Project has been in place since 2000, working with landowners to improve landscape, access and the wildlife value of their holdings.



The Sharpness Canal is a ready-made corridor of which the Sustrans Route 42 takes full advantage. After passing through Gloucester, the cycle path heads north following the River Severn to Tewkesbury.

The Gloucestershire Wildlife Trust have some of their best reserves adjacent the Severn, of particular note are Coombe Hill meadows and Ashleworth Ham (an SSSI) - both wet

grassland and renowned for their breeding wader populations.

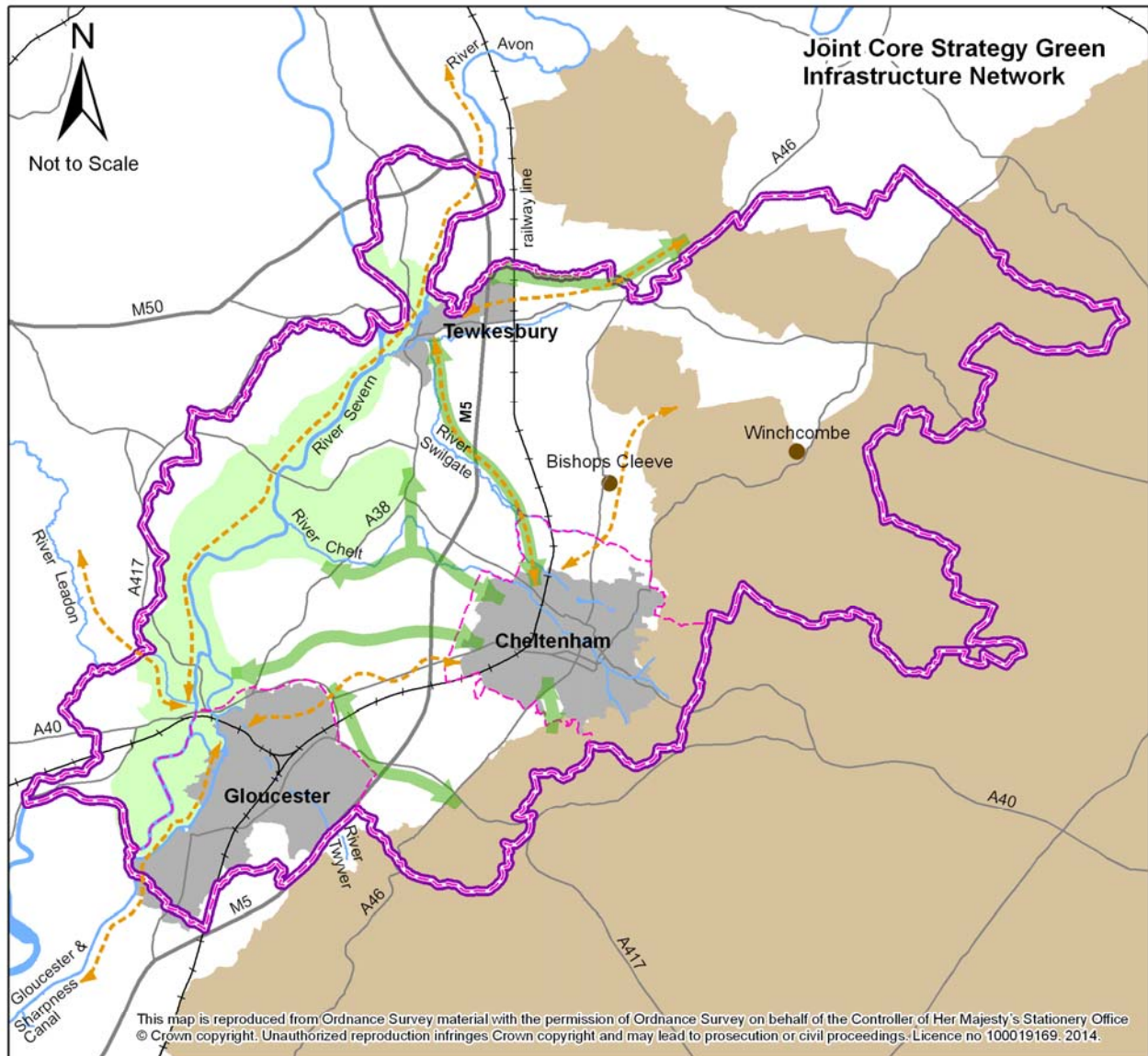
There is significant potential for improvement on sites such as Minsterworth Ham where managed retreat in combination with appropriate management could see significant amenity and wildlife benefits.

There is the potential to identify the Severn and its washlands as a regional park or similar, to enable it better to be marketed and to bring investment into the area. It is of special value and has the potential to be improved.

Focus for improvements to the strategic GI of the Severn and its washlands

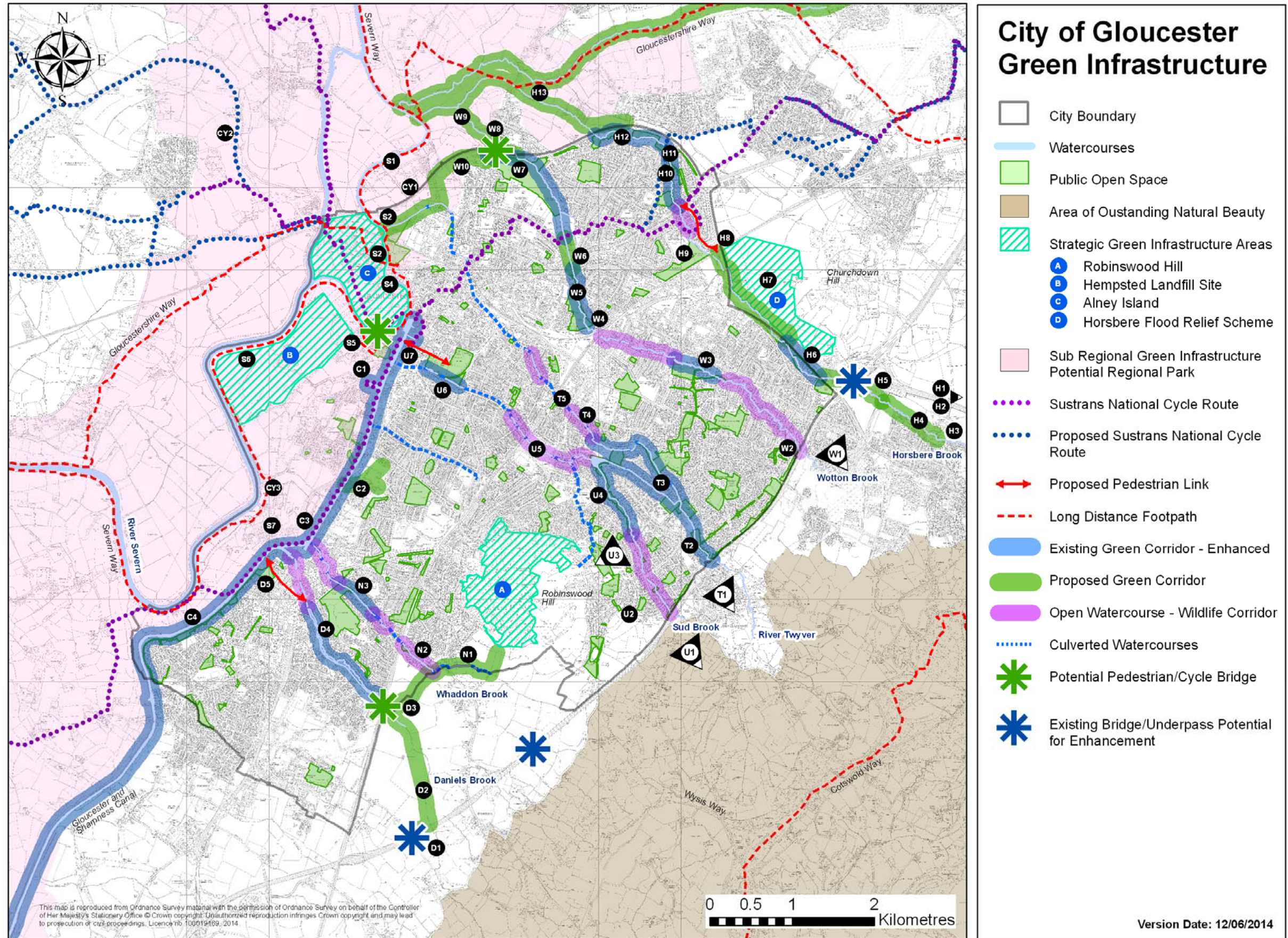
- Promote the concept of a Regional Park for the area. Increase access through the area in particular for cyclists and those on foot
- Market the area for its tourism potential in particular high value ecotourism
- Seek landscape scale habitat improvements in areas such as Minsterworth Ham and the Leadon Valley
- Improve crossing points over the Severn for pedestrians and cyclists
- Encourage volunteer rangers using the Cotswold Ranger service as a model
- Ensure new developments on the periphery of Gloucester Tewkesbury and Cheltenham connect to the Severn through the GI and the existing brook/stream network.

Appendix 1 JCS-wide GI Map



Key

-  Joint Core Strategy Area
-  Administrative Boundaries
-  City and Town Areas
-  The Cotswolds Area of Outstanding Natural Beauty
-  River Severn and its washlands
-  Strategic Green Infrastructure
-  Proposed/Existing Sustrans pedestrian/cycle routes
-  Rural Service Centres



GLOUCESTER CITY: TABLE OF PRIORITY GREEN INFRASTRUCTURE OPPORTUNITIES/TARGETS

Horsebere Brook				
Reference on plan	District	Green infrastructure opportunity	Enhancement or New Initiative	Cost Low/ Med/ High
H1	TBC	Enhancement and improved signage of footpaths linking to the Cotswold AONB. Provision of crossing over A48.	E/NI	High
H2	TBC	Improve and enhance (surfacing footpath, seating, maintenance) the section between Shurdington Road and Valient Way.	E	Med
H3	TBC	Provide a new PROW on the north side of the brook between Mill Lane and Ct Road.	NI	Low - Med
H4	TBC	Provide a multifunctional green corridor through the proposed development north of Brockworth, to incorporate sustainable drainage, a pedestrian/cycle routes, wildlife habitats and opportunities for informal recreation.	NI	High
H5	TBC	Improve and signpost the best pedestrian/cycle access through the motorway junction.	NI	Low - Med
H6	GCC	Improve the biodiversity of the brook through Cowell Avenue, Millfields and Pitt Mill.	E	Low
H7	TBC (GCC owned)	Enhancement of the Horsebere flood relief scheme to maximise opportunities for recreation, wildlife habitat and a pedestrian/cycle link. Enhance wildlife corridors linking the vegetation along the brook with vegetation on Churchdown Hill.	E	Med

H8	GCC	Improve access under the railway line into Elmbridge Park. Improve signage through the Elmbridge residential area, between Elmbridge Playing Field and Greyhound Gardens Brookline.	E	Low - Med
H9	GCC	Enhance biodiversity of the Brook through Sandyleaze POS.	E	Low
H10	GCC	Improve biodiversity of the brook through Greyhound Gardens Brookline and Greyhound Gardens Open Space	E	Low
H11	GCC	Link the PROW between Clomoney Way and Evergreen Walk.	NI	Low - Med
H12	GCC	Improve biodiversity of brook through the allotments, Lacey Close and Brione Way.	E	Low
H13	TBC	Realise opportunities presented by development to enhance the access and biodiversity of brook corridor and its surroundings. Ensure SUDS connect through development and ensure connectivity through development to wider countryside especially the Severn and its washlands. Manage area as wet grassland taking account of Innsworth SSSI.	NI	High
Wotton Brook				
Reference on plan	Ward	Green infrastructure opportunity	Enhancement or New Initiative	Cost
W1	TBC	Improve the pedestrian/cycle access through the Gloucester Business Park to the Cotswold AONB.	NI	Med - High
W2	GCC	Improve biodiversity of the Appleton way balancing area and connectivity through to Hucclecote hay meadows SSSI.	E	Low
W3	GCC	Improve the biodiversity of the brook through Lillesfield Avenue POS and Barnwood Park.	E	Low

W4	GCC	Ensure connectivity from Wotton Brook through to railway triangle is enhanced as part of railway triangle re-development.	NI	Low - Med
W5	GCC	Improve the habitat along the section of brook through Armscroft Park as part of Railway Triangle Development.	E	Low - Med
W6	GCC	Improve the pedestrian link between Armscroft Park and Plock court – including redesign of Estcourt Gardens.	E	Med
W7	GCC	Continue the development of the wetland wildlife area in Plock Court POS and improve the area generally for wildlife, landscape and access.	E	Low - Med
W8	GCC/TBC	Provide pedestrian access around A40 and A38 and linkages to Severn and Washland along Wooton Brook and North of Stamps Lane	NI	High
W9	TBC	Provide a new PROW along Wotton Brook between Plock Court and the River Severn, along Wotton Brook and Horsebere Brook. Improve the wildlife habitat along the brook through up-take of agri-environment schemes.	NI	Med
W10	GCC	Improve the PROW link from Plock Court and the river side walk at the Cattle Market development, through Mean Ham and on to Archdeacon Meadow.	E	High
River Twyver				
Reference on plan	District	Green infrastructure opportunity	Enhancement or New Initiative	Cost
T1	SDC	Improve connectivity of watercourse to Cotswold AONB	NI	Low Med
T2	GCC	Preserve and enhance the wildlife function of the area between M5 and Abbeymead Avenue. As part of development of site to south of Abbeymead Avenue increase connectivity and habitat value.	E	Low Med (crossing)

T3	GCC	General improvements to existing pedestrian network and wildlife habitat along the river between Abbeymead Avenue and Saintbridge allotments, through Stewart Mill, Glevum Park Way and Bittern Avenue. To include the provision of additional seating, signage/wetland features interpretation and outdoor exercise equipment.	E	Med
T4	GCC	Improve habitat and access in open space to rear of Fairfield way.	E	Low - Med
T5	GCC	Improve open space and underpass to rear of Severnake Road with potential contributions from re-development of part of the site.	E	Med
Sud Brook				
Reference on plan	District	Green infrastructure opportunity	Enhancement or New Initiative	Cost
U1	SD	Enhance the PROW provision to the Cotswold AONB. Improve the wildlife habitat along the brook and provide upstream flood attenuation.	E	Low - Med
U2	GCC	Improve habitat and connectivity as part of any flood management scheme that is promoted in the area.	NI	Med - High
U3	GCC	Improve pedestrian links with Robinswood Hill, through signage and interpretation. Possibly as part of HLF bid.	E	Low
U4	GCC	Improve the appearance and wildlife habitat, including riparian restoration of the section of concrete channel, through Almond Close POS, Wheatridge, Heron Way and Saintbridge balancing pond. Look to WFD for funding	E	Med - High
U5	GCC	Riparian restoration, habitat improvements and increased interpretation through Tredworth Cemetery – take opportunities to increase capacity	NI	Med - High

U6	GCC	Improvements to path beside brook where it passes through Gloucester park, through improved maintenance and increased diversity of planting.	E	Med
U7	GCC	Improve the pedestrian/cycle route between Gloucester Park and the canal through signage and interpretation.	E	Low - Med
Whaddon Brook				
Reference on plan	Ward	Green infrastructure opportunity	Enhancement or New Initiative	Cost
N1	GCC/SD	Improve the vegetation along the brook through St Peters School and up to Robinswood Hill linking the vegetation on Robinswood Hill with the proposed Green Corridor through the Tuffley Whaddon Urban extension, Daniels Brook and railway corridor. Work with EA and partners on flood attenuation scheme at St Peters to ensure habitat and access area addressed.	NI	Med - High
N2	GCC	Improve the wildlife habitat of the section of the brook behind the properties along Bybrook Gardens and through Grange Park.	E	Low
N3	G	Riparian Restoration project along Holmleigh lane to Tuffley Lane.	E;NI	Med – High
Daniel's Brook				
Reference on plan	Ward	Green infrastructure opportunity	Enhancement or New Initiative	Cost
D1	SD	Enhance the PROW provision to the Cotswold AONB. Improve the wildlife habitat along the brook and provide upstream flood attenuation.	NI	Low
D2	SD	Provide a multifunctional green corridor through any proposed development around Brookthorpe with Whaddon Urban extension, to incorporate sustainable drainage, a pedestrian/cycle route, wildlife habitat and opportunities for informal	NI	High

		recreation. Improve the bridges for pedestrian/cyclist over the M5 at Naas Lane (Links to the Cotswold Way) and the A4173. Provide a cycle/pedestrian link to Whaddon Brook and access to Robinswood Hill.		
D3	GCC/SD	The railway is a major severance between Quedgeley and any development proposed as part of Brookthorpe with Whaddon urban extension – a pedestrian/cycle and wildlife bridge should be provided over the railway to provide a continuous route along Daniels Brook between the Cotswold AONB and the Gloucester and Sharpness canal.	NI	High
D4	GCC	Manage the new riparian corridor scheme of wildlife and access. Provide interpretation etc.	NI	Low
D5	GCC	Improve signage and connectivity to the canal from Daniel’s Brook corridor.	NI	Medium

Promote and enhance the River Severn as a regional green corridor.

Reference on plan	Ward	Green infrastructure opportunity	Enhancement or New Initiative	Cost
S1	TBC	Enhance route between the Upper Parting and Archdeacon Meadow – through improved maintenance, surfacing paths where necessary, improved signage and interpretation, seating and picnic tables. Work with landowners to improve fencing and appearance of buildings along the path.	E	Low
S2	GCC	Provision of board walks/surfacing across water logged sections of the Severn Way and provision of surfaced links to Riverside Walk at the Cattle Market Development. Improve wildlife habitat, especially the lake in Westgate Leisure Area. Develop a wetland area on Archdeacon Meadow to include scrapes and water meadows.	E	Low - Med
S3	GCC	Improve signage and visual coherence of A417 flyover.	E	Low
S4	GCC	Reroute the Severn Way behind the industrial area along the A4301/A417.	NI	Med

S5	GCC	Provision of pedestrian/cycle bridge over the river to the west of Llanthony Road – possibly using existing private bridge – linking Alney island with Sud Meadow.	NI	High
S6	GCC	Improve visual and recreational amenity of Severn Way in the Sud Meadow/Hempsted Landfill area – to include tree and shrub planting, seating and picnic table, improved signage and interpretation. Provision of board walks through water logged areas. Take account of potential renewable at Hempsted Landfill.	E	Med
S7	GCC	Improve links – through signage, interpretation and visual coherence between the river and the canal. In particular behind ST works making use of Rea Lane and Bridle path.	E	Med

Promote and enhance the Gloucester - Sharpness Canal as a sub-regional green corridor.

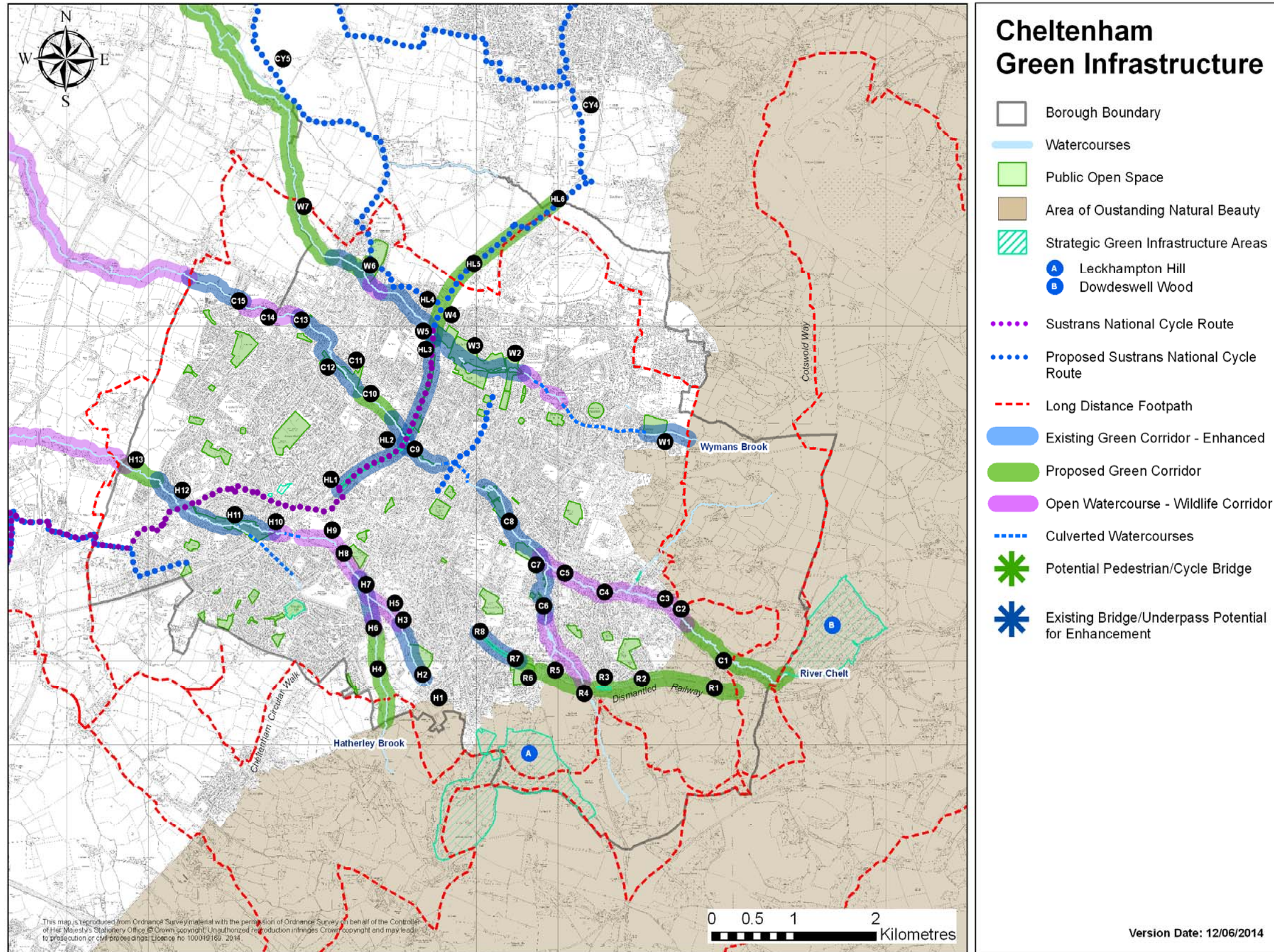
Reference on plan	Ward	Green infrastructure opportunity	Enhancement or New Initiative	Cost
C1	GCC	Improve wildlife habitat at Llanthony Priory including pond and grassland management.	E	Low
C2	GCC	Improve pedestrian/cycle links between Podsmead - providing pedestrian crossing over Bristol Road and making use of Hempsted bridge.	E	Med - High
C3	GCC	Provide new woodland on mounds beside Secunda Way and fields around Hempsted Meadows.	NI	Low
C4	GCC/SD	Manage canal towpath for habitat value. Extend cycle path as far south as possible.	E	Med

Strategic Green Infrastructure

Reference on plan	District	Green infrastructure opportunity	Enhancement or New Initiative	Cost
A	GCC	Robinswood Hill. Existing GI and well managed as such. However needs investment in infrastructure, paths etc and more done to attract people to the site. Seek HLF funding to improve visitor offer. Linkages both in terms of access and habitat connectivity to be improved.	E NI	Med
B	GCC	Hempsted Landfill is a huge opportunity to create a county park environment on the door step of Gloucester. Work with Cory and GETCO to realise its potential and to link to Alney island and greater Severnside Project Area.	NI	High
C	GCC	Alney Island. A wonderful resource on the doorstep of Gloucester. Focus needs to be on improving access and legibility as well as marketing the site to residents and visitors as well as habitat management. Seek grant funding for improvements.	E	Low
D	TBC	Horsbere Flood Management Scheme. Although in Tewkesbury it is likely this will be managed by Gloucester City. Essentially a blank canvas as such habitat needs building from scratch to create a mosaic of diverse habitats that bring benefits to wildlife and people. Needs to be marketed to local population and business.	NI	Med
E	TBC	Leadon Valley. The Herefordshire and Gloucestershire Canal Trust have an ambitious programme to re-open the canal and carryout riparian restoration and habitat creation along the Leadon valley. GCC and TBC need to support these proposals and innovative revenue funding streams associated with it, such as renewable energy schemes.	NI	High

Strategic Cycle Ways/Sustrans Routes				
Reference on plan	Ward	Green infrastructure opportunity	Enhancement or New Initiative	Cost
Cy1		Link Route 41 with route 45 through Plock Court and Mean Ham.		High
Cy2		Extend Route 42 of the National Cycle Network into the Forest of Dean.		Med - High
CY3		Improve facility South beyond Lower Rea to link up with canal tow path.		Low

Appendix 3 Cheltenham Map



CHELTENHAM: TABLE OF PRIORITY GREEN INFRASTRUCTURE OPPORTUNITIES/TARGETS

Local Green Corridors - promote and enhance the river and brook corridors as pedestrian/cycle links between existing and proposed open spaces. Add to the PROW network where strategic gaps exist and construct green bridges/underpasses at major physical barriers.

Hatherley Brook

Reference on plan	District	Green infrastructure opportunity	Enhancement or New Initiative	Cost Low/Med/High
H1	Cheltenham	Improve signage of PROW to A46 Show links to Leckhampton Hill and Cotswold AONB.	E	Low
H2	Cheltenham	Explore potential for a hard surfaced path shared use path from A46 to Church road. Enhance existing habitat along brook through the playing field, with more wildlife friendly maintenance, for example by relaxing the mowing regime.	NI	Med
H3	Cheltenham	Enhance the existing good quality riparian vegetation on the section of the brook along Merlin Way. Provide surfaced access between Merlin way and Burrows playing field. Consider interpretation and Increase habitat in Burrows through creation of wetland as	E	Low - med

		part of drainage scheme for site.		
H4	Cheltenham	Provide two multifunctional green corridors along the brooks through the potential development between Shurdington Road, Kidnappers Lane and Church Road. Provide crossing points across Kidnappers Lane and Shurdington Road.	NI	High
H5	Cheltenham	Improve access across Shurdington Road, through provision of pedestrian crossing or traffic calming.	NI	High
H6	Cheltenham	Improve pedestrian link and wildlife habitat along dismantled railway between Merestones Drive and Cheltenham Bournside School. Promote habitat improvements in Bournside School. Negotiate access to rear of school along old railway to Warden Hill Road.	NI	Med
H7	Cheltenham	Good example of multifunctional green corridor between Merestone Drive and Rowena Cade Avenue - providing SUDs, pedestrian connectivity	E	Low

		and wildlife habitat. Little to add other than interpretation.		
H8	Cheltenham	Work with Belmont School to improve wildlife habitat along section of brook through the school grounds.	E	Low
H9	Cheltenham	Work with Dean Close school to improve wildlife habitat along the section of brook through the school grounds.	NI	Low
H10	Cheltenham	Improved signage from Hatherley Road, to pedestrian bridge over the railway track, investigate feasibility of providing ramped/better access over railway line.	NI	High
H11	Cheltenham	Improve wildlife habitat of Benhall Open Space through more sympathetic management – for example through more innovative mowing regimes. Provide surfaced paths (especially along existing PROW) linking existing surfaced paths through Benhall Open Space with railway bridge, Draycott Road pedestrian and	E	Med

		Willersey Road pedestrian links.		
H12	Cheltenham	Improve habitat through better management and signage along brook corridor between Gloucester Road and Fiddlers Green.	E	Low
H13	Cheltenham/Tewkesbury	Provide a multifunctional green corridor along the brook through the potential development west of Fiddlers Green.	NI	Med
Dismantled Railway (Kingham Line)				
Reference on plan	Ward	Green infrastructure opportunity	Enhancement or New Initiative	Cost
R1	Cheltenham/ Cotswolds	Investigate the potential for a pedestrian/cycle way along the dismantled railway to the East of Cheltenham.	NI	High
R2	Cheltenham	Designation of permissive path along this section of dismantled railway. Investigate potential of shared path along line of railway potentially connecting to A40. Engage with residents along Beeches Road and Ravensgate Road to improve back garden habitat for wildlife connectivity.	NI	Med

R3	Cheltenham	Promote access and management for wildlife of railway cutting between Cirencester Road and Little Herberts Road.	NI	Med
R4	Cheltenham	Work with Chelsea Building Society to improve connectivity for wildlife through their site.	NI	Low
R5	Cheltenham	Work with Lilley Brook Golf Course to improve habitat value and general connectivity for wildlife.	NI	Low
R6	Cheltenham	Work with Old Pates to improve connectivity and access to this section of dismantled railway.	NI	Med
R7	Cheltenham	Provide stepped or ramped access from bridge at Pillford Avenue play area down on to Pilley Nature Reserve.	NI	Med
R8	Cheltenham	Improve stepped or ramped access up to bridge and footpaths linking to Mead Road to the east and South Court Drive to the west. Enhance offer of Pilley Nature Reserve.	E	Med
River Chelt				
Reference on plan	District	Green infrastructure opportunity	Enhancement or New Initiative	Strategic Objective

C1	Cheltenham	Improve riparian vegetation along river corridor to improve connectivity between Charlton Kings and Dowdeswell Wood. Improve signage to footpaths between the river corridor and Dowdeswell Wood and the Cotswold Way.	NI	Low/med
C2	Cheltenham	Work with Detmore House to improve wildlife habitat connectivity along the river corridor through their grounds.	NI	Low
C3	Cheltenham	Improve signage from London Road (via pedestrian link from Chase Avenue) to PROW linking to wider countryside, including Cotswold Way and Ham Hill.	NI	Low
C4	Cheltenham	Work with Nazareth House care home to improve wildlife connectivity along river corridor through their grounds. Better manage asset adjacent highway at Hartlebury Way/ Glenfall Way.	NI/E	Low
C5	Cheltenham	Encourage riparian owners including Spirex Sarco to improve habitat value or their asset.	E	Low
C6	Cheltenham	Improve habitat value and interpretation	E	Low

		along Lilley brook. POS Encourage residents to manage asset for habitat value.		
C7	Cheltenham	Consolidate excellent GI asset of Cox's Meadow. Increase signage along brook to Keynsham Road.	E	Low
C8	Cheltenham	Consolidate excellent GI asset of Sandford Park. Provide interpretation.	E	Low
C9	Cheltenham	Improve interpretation and signage around Waitrose to assist pedestrians and cyclists navigate around area in particular connections to the Honeybourne Line.	E	Low
C10	Cheltenham	Work with businesses/landowners to improve wildlife habitat and access along river corridor between Arle Ave/Central Way and the railway track. Secure improvements to habitat and access through any development proposals that come forward.	NI	Med
C11	Cheltenham	Secure and signpost route around railway line taking advantage of restricted path adj Old	NI	Med

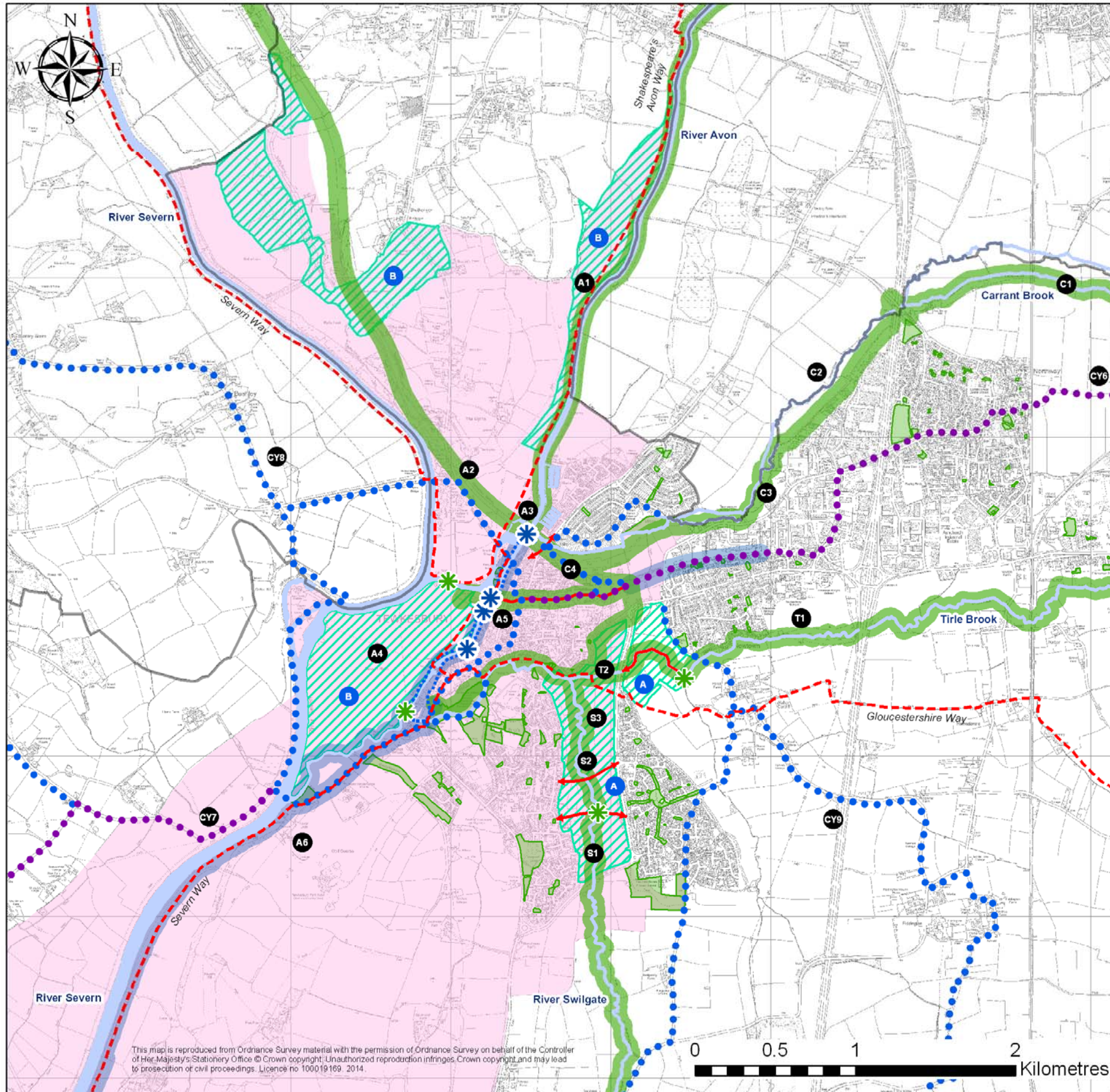
		Christchurch site.		
C12	Cheltenham	Improve signage around Christ Church, Include disabled access from footbridge into park. Improve habitat management in park. Better disabled and cycle access into park.	E	Med
C13	Cheltenham	Address dead end at Village Road by increasing signage through Gylnbourne Gardens and/or George Redding Way. Look at potential of bridge across brook to Village Road. Better manage habitat.	E	Low
C14	Cheltenham	Work with residents of Waldrist Close and Hayden Road and Cheltenham. Work with Kingsmead School to improve wildlife habitat of the river corridor. Increase signage.	E	Low
C15	Cheltenham/Tewkesbury	Promote PROW along the river corridor from the B4634. Improve maintenance of the footpath linking to the open countryside beyond. As part of any future development ensure route to open countryside to the west is improved preferably as dual use path.	NI/E	Low/Med

Wyman's Brook				
Reference on plan	Ward	Green infrastructure opportunity	Enhancement or New Initiative	Strategic Objective
W1	Cheltenham	Make the PROW more accessible, cut back encroaching vegetation, and consider providing a hard surface. Improve habitat value.	E	Low/Med
W2	Cheltenham	Improve habitat value of Pittville School Grounds. Consolidate existing high quality GI. Potential for habitat improvements.	E	Low
W3	Cheltenham	Consolidate existing high quality GI of Pittville Park. Potential for habitat improvements.	E	Low
W4	Cheltenham	Extend wildflower meadow to other parts of Golf course area.	E/NI	Med
W5	Cheltenham	Improve access and signage to Honeybourne Line cycle track. Increase signage from new development to existing footpath/cycleway network. Improve habitat adj allotments.	E	Med
W6	Cheltenham	Negotiate access from POS through to Manor Road as part and parcel of any development	NI	High

		proposals to the west. Provide associated crossing point over Wymans Lane.		
W7	Cheltenham/ Tewkesbury	Provide multifunctional green corridor along the brook through the potential development north west of Cheltenham. Connect to the proposed Sustrans route to Tewkesbury.	NI	Med/High

Honeybourne Line				
Reference on plan	Ward	Green infrastructure opportunity	Enhancement or New Initiative	Strategic Objective
HL1	Cheltenham	Improve signage from railway station.	E	Low
HL2	Cheltenham	Improve signage around Waitrose to aid negotiation between Chelt GI and Honeybourne.	E	Low
HL3	Cheltenham	Create access up to undeveloped Honeybourne line.	E	Med
HL4	Cheltenham	Extend cycle route along old railway line, consolidate excellent habitat through management.	NI	High
HL5	Cheltenham/ Tewkesbury	Take advantage of track bed to create new cycle path through to race course.	E	High
HL6	Cheltenham Tewkesbury	Negotiate route through race course to Kayte Lane and Bishops Cleeve.	E	Med

Strategic Cycle Ways/Sustrans Routes				
Reference on plan	Ward	Green infrastructure opportunity	Enhancement or New Initiative	Cost
Cy4		Extend Honeybourne Line to Bishop's Cleeve.	NI/E	High
Cy5		Permit strategic cycle route to Tewkesbury.	NI	High



Tewkesbury Green Infrastructure

- Borough Boundary
- Watercourses
- Public Open Space
- Strategic Green Infrastructure Areas
 - Tewkesbury Community Nature Reserve
 - Severn Ham and Commons
- Sub Regional Green Infrastructure Potential Regional Park
- Existing Sustrans National Cycle Routes and Off Road Cycle Paths
- Proposed Sustrans National Cycle Routes
- Proposed Riverside Loop Walk
- Proposed Pedestrian Link
- Long Distance Footpath
- Existing Green Corridor - Enhanced
- Proposed Green Corridor
- Potential Pedestrian/Cycle Bridge
- Existing Bridge/Underpass Potential for Enhancement

Version: 12/06/2014

TEWKESBURY: TABLE OF PRIORITY GREEN INFRASTRUCTURE

OPPORTUNITIES/TARGETS

Local Green Corridors – promote and enhance the river and brook corridors as pedestrian/cycle links between existing and proposed open spaces. Add to the PROW network where strategic gaps exist and construct green bridges/underpasses at major physical barriers.

Swillgate

Reference on plan	District	Green infrastructure opportunity	Enhancement or New Initiative	Cost Low/Med/High
S1	Tewkesbury	Pedestrian bridge and surfaced footpath across the Tewkesbury Community Nature Reserve to improve access between residential areas to east and west.	NI	Low - med
S2	Tewkesbury	Mown grass footpath through Tewkesbury Community Nature Reserve linking to the town centre and Priors Park.	NI	Low
S3	Tewkesbury	Work with local community to develop Tewkesbury Community Nature Reserve linking to town centre and Priors Park.	E	Low - med

Tirle Brook

Reference on plan	District	Green infrastructure opportunity	Enhancement or New Initiative	Cost
T1	Tewkesbury	Provide multifunctional green corridor through the proposed development area east of Tewkesbury, to incorporate sustainable drainage, pedestrian/cycle routes, wildlife habitats and opportunities for informal recreation. This will provide a link between the residential area and the Tewkesbury Community Nature Reserve and the Town Centre to the West.	NI	Med
T2	Tewkesbury	De-canalise water course and improve riparian vegetation.	NI	Med

River Avon				
Reference on plan	District	Green infrastructure opportunity	Enhancement or New Initiative	Strategic Objective
A1	Tewkesbury	Enhance the amenity and wildlife value of the River Avon corridor north of Tewkesbury.	NI	Med
A2	Tewkesbury Wychavon	Convert dismantled railway as a pedestrian/cycle route the North West of Tewkesbury.	NI	High
A3	Tewkesbury	Improve physical links and signage between Marina and the Town Centre.	NI	Med- High
A4	Tewkesbury Wychavon	Enhance habitat, interpretation and opportunities for informal recreation.	NI/E	Low
A5	Tewkesbury	Riverside loop walk – include new pedestrian/cycle bridge over Avon to link town centre and riverside meadows.	E	High
A6	Tewkesbury	Support Lower Lode ferry crossing for pedestrians and cyclists.	E	Low
Carrant Brook				
Reference on plan	District	Green infrastructure opportunity	Enhancement or New Initiative	Strategic Objective
C1	Tewkesbury Wychavon	Provide multifunctional green corridor along Brook as part of any new development at Northway.	NI	Med- High
C2	Tewkesbury	Enhance habitat and interpretation of balancing area associated with Tewkesbury industrial estate.	E	Low
C3	Tewkesbury Wychavon	Enhance public right of way along Carrant brook to provide surfaced pedestrian cycle link to any new development at Northway.	NI	High
C4	Tewkesbury	Further develop disused railway line as Multi-model urban greenway as part of Sustrans route 45.	E	Med

Strategic Cycle Ways/Sustrans Routes				
Reference on plan	Ward	Green infrastructure opportunity	Enhancement or New Initiative	Cost
Cy6		Further develop Sustrans Route 41 east towards Evesham.	E	High
Cy7		Look to improve river crossing at Lower Lode.	E	High
Cy8		Support proposed Sustrans Routes west.	NI	High
Cy9		Signpost and develop proposed Sustrans Routes south towards Cheltenham.	NI	Med-High



Joint Core Strategy

Gloucester • Cheltenham • Tewkesbury