

From: [REDACTED]
To: [Adam Gooch](#)
Subject: Gloucester Cheltenham Tewkesbury SLP - M5 Junction 10
Date: 12 July 2024 10:46:38
Attachments: [REDACTED]

Dear Adam,

From the discussions we have had previously I am aware that you are in the process of considering the strategy and the potential sites for inclusion in the emerging SLP. You will be aware that I have submitted representations on behalf of my client Robert Hitchins Ltd in respect of land at Boddington Villages (I attach the Vision document we submitted earlier this year in March). With regard to M5 Junction 10 my client is aware that it has been widely reported that there is a significant funding gap in the bringing forward of the planned improvements to Junction 10 of the M5. The County Council Cabinet Report of 27th March 2024 recording this as Â£81.139 million. The Cabinet also confirming the intention that S106 contributions to meet this funding gap will be sought by the County Council from development benefitting from the scheme.

Given the above it seems an opportune time to write to you regarding the potential that the land at Boddington Villages has and can deliver, the site lies within the south west quadrant of this junction.

As outlined in the Vision Statement Boddington Villages can deliver a total of some 3,000 new homes (some 2,540 of these within 15 years of the adoption of the SLP) and is in a location where there would be opportunities to integrate with this planned transport infrastructure. As further noted therein there are no land assembly issues (which often causes considerable delays in delivery) and development can be brought forward quickly by my client a highly experienced organisation that has a track record of bringing forward strategic development (including in the local area the Innsworth and Twigworth strategic allocation within the SLP area).

My client has therefore asked me to write to you pointing out the potential for "Boddington Villages" to make significant and early contributions to help address the funding gap.

I hope you don't mind me writing to you in these terms, but it does seem an opportunity that should be factored in when considering potential allocations in the emerging SLP.

If you need any further information, please do not hesitate to contact me.

Kind regards,

Sarah Hamilton 

Executive Director

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BODDINGTON VILLAGES

VISION STATEMENT

PREPARED BY PEGASUS GROUP ON BEHALF OF ROBERT HITCHINS LTD.

P23-2801_01 | MARCH 2024



EXECUTIVE SUMMARY

The Vision for Boddington Villages has been prepared in response to the consultation on the Cheltenham, Gloucester and Tewkesbury Strategic Local Plan Issues and Options (December 2023). The consultation includes six spatial options (or scenarios). Scenario 4 includes new strategic development located within and beyond the Green Belt. Land at Boddington is within the Green Belt and is identified as a potential location for development.

These scenarios are not mutually exclusive, and it is recognised that the final strategy will be a combination of different elements from the scenarios. It is considered that the final strategy should include a new strategic settlement located in the Green Belt.

This Vision Statement demonstrates that a sustainable community “Boddington villages” can be delivered in the SLP plan period.

“ *Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.* ”

(Para 109, NPPF Dec, 2023)

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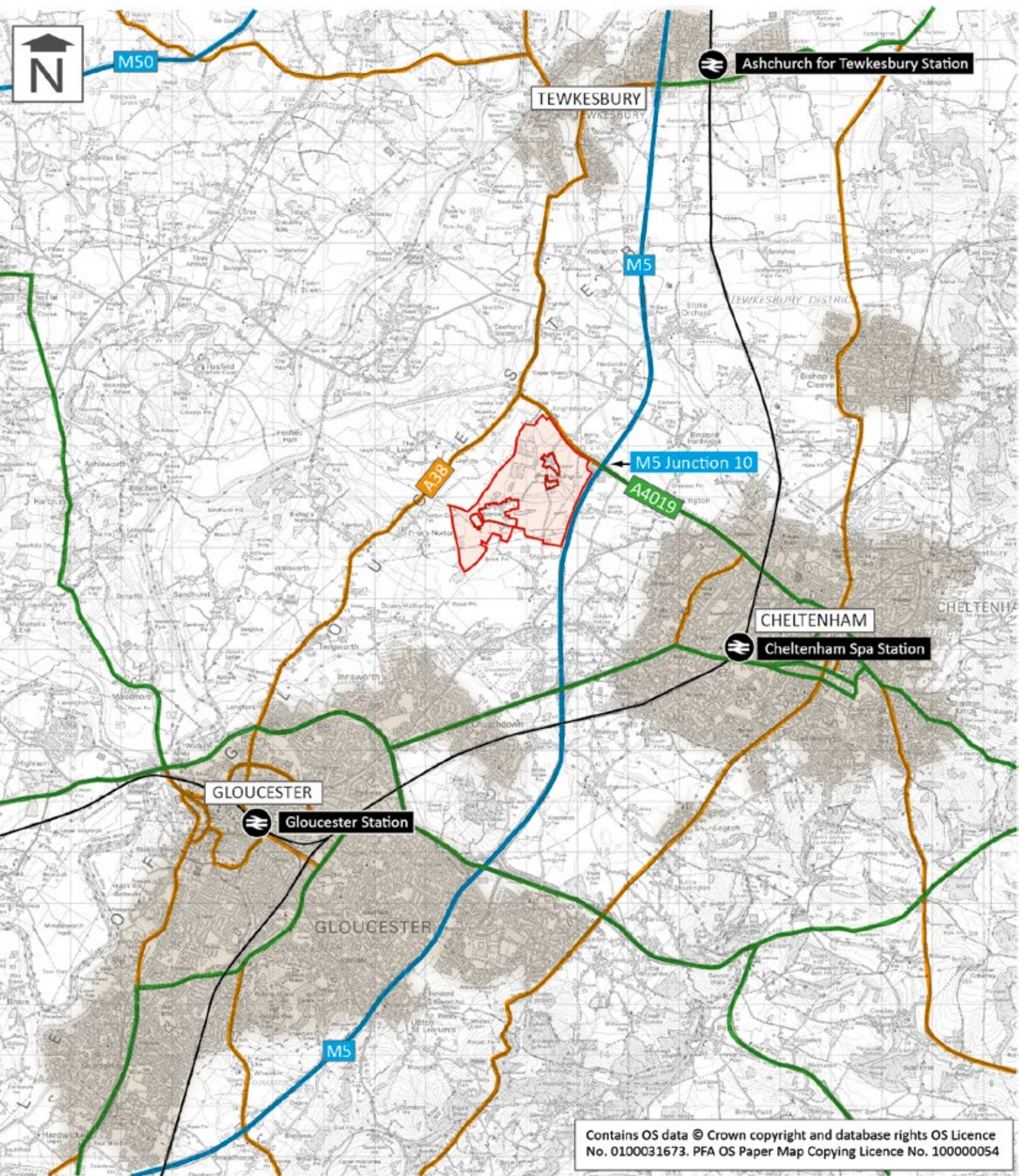
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Pegasus Design is part of Pegasus Group Ltd
Prepared on behalf of Robert Hitchins
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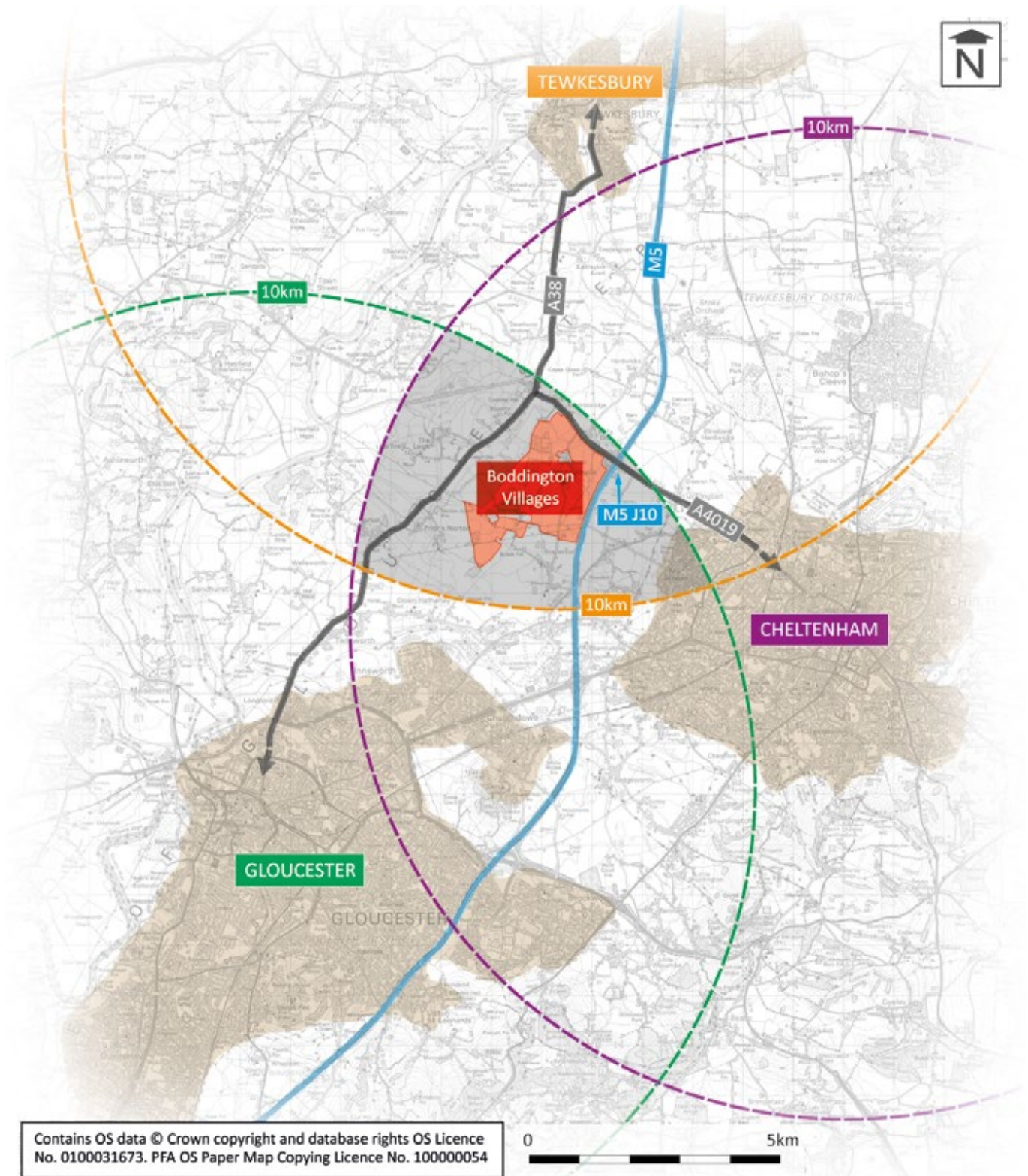
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01 INTRODUCTION

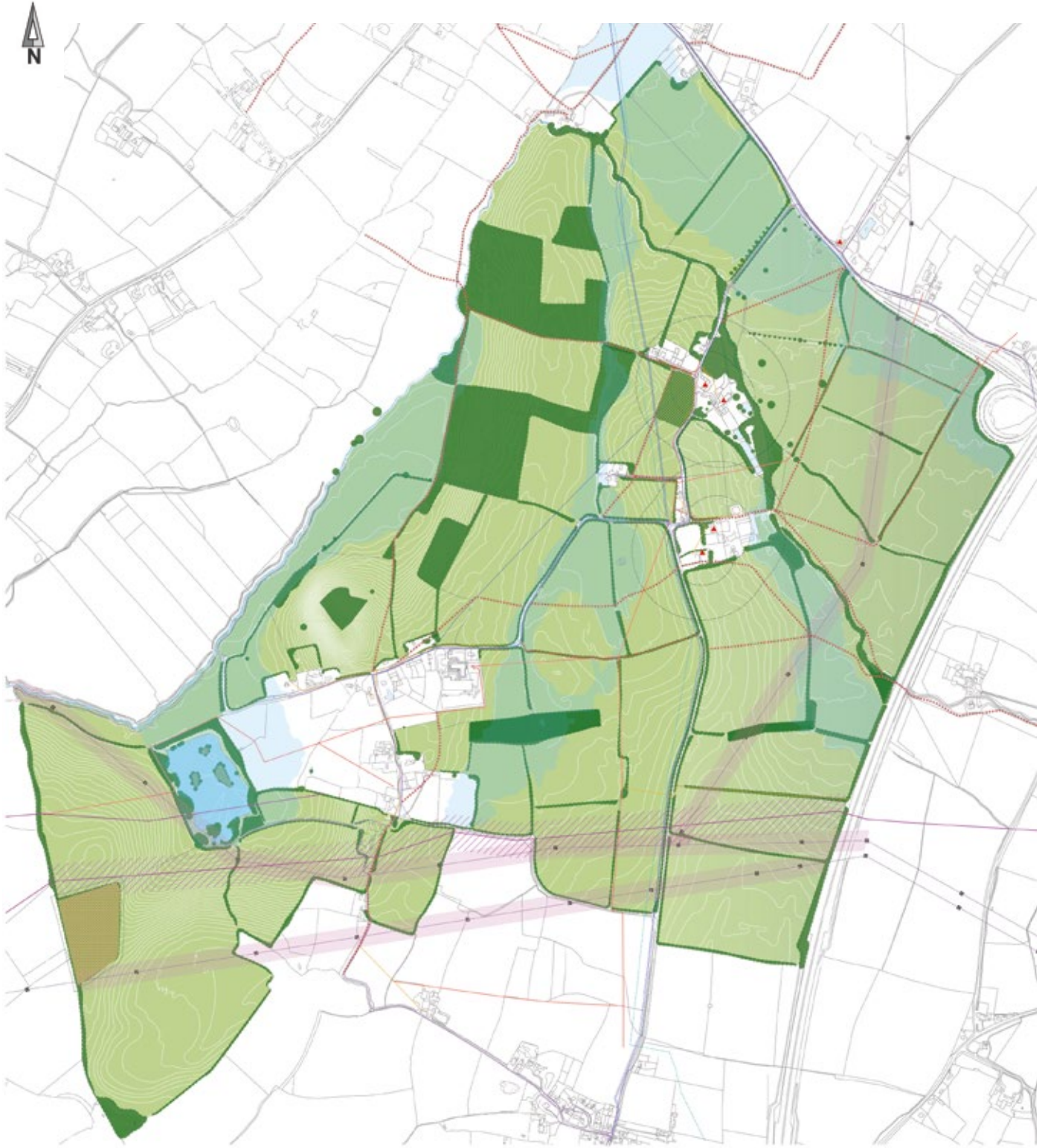
- 1.1 Boddington Villages is a highly accessible and sustainable location providing for a deliverable development in the form of a series of connected villages set within extensive areas of green and blue infrastructure that can meet future needs arising particularly from Cheltenham but also from Gloucester and Tewkesbury.
- 1.2 The land at Boddington has been promoted in the past and has been submitted to Tewkesbury Borough Council in response to the call for site for the Strategic Housing Land Availability Assessment (SHLAA).
- 1.3 During the mid-1990's the specific location of Boddington as a new settlement was identified in the then emerging strategic plan for the County. The Deposit Gloucestershire Structure Plan Second Review (GSPSR) indicated that this option would probably be needed after 2011. The Examining Panel that considered the Deposit Draft GSPSR advised that the option of a new settlement be kept open.
- 1.4 The advantages of this location remain. In particular Boddington is uniquely placed within the northern part of Gloucestershire where it can meet future housing needs arising from Gloucester, Cheltenham and Tewkesbury.
- 1.5 The land is unconstrained and can be brought forward by a single organisation in collaboration with the local authorities and thus deliverability is assured.



LOCATION PLAN

02 LOCATION

- 2.1 Boddington Villages is centrally located to the three main urban areas of Cheltenham, Gloucester and Tewkesbury, this will ensure that future residents of Boddington Villages can easily access a full range of services and employment opportunities available in all three areas; this will help with reducing journey times and travel distances and provide opportunities for travel by sustainable modes; all of which will help to contribute towards reducing carbon emissions from transport, which will help to meet the SLP strategic climate change objectives.
- 2.2 Boddington is currently served by regular bus services, service 41 and 42/43/43A that route between Tewkesbury and Cheltenham. These services call at bus stops on the A4019 immediately to the north of the site. In addition, there is a regular bus service, service 71, that routes along the A38 between Gloucester and Tewkesbury.
- 2.3 Typical bus journey times from Boddington to the three major employment centres are as follows:
- **Tewkesbury** - 20 minutes
 - **Cheltenham** - 15 minutes
 - **Gloucester** - 20 minutes

















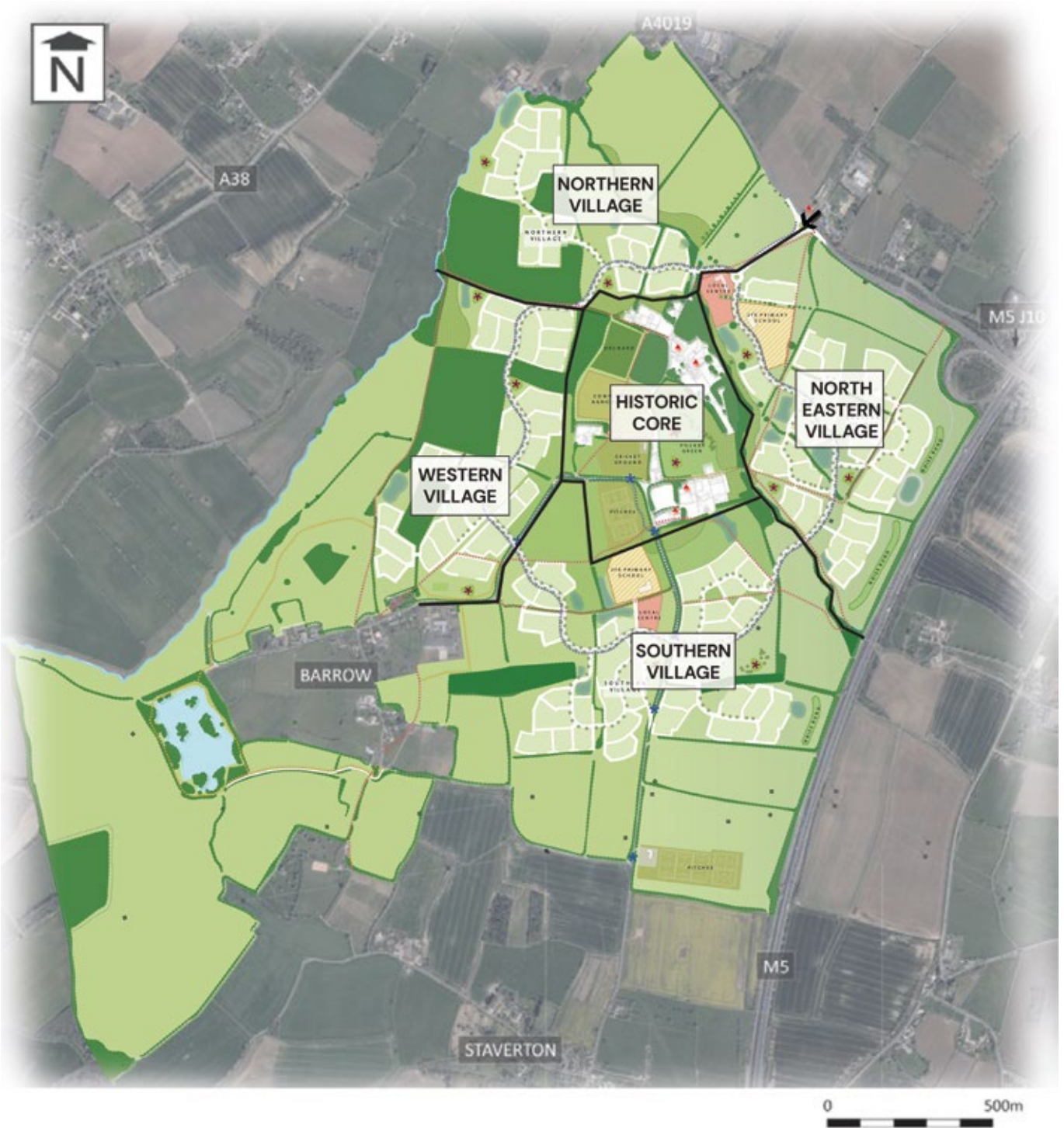
CONSTRAINTS AND OPPORTUNITIES PLAN

- 2.4 The proposals have been developed having regard to a thorough understanding of the local context.
- 2.5 A Constraints and Opportunities Plan has been prepared based on up to date evidence base.



KEY

	EXISTING VEGETATION		HV OVERHEAD POWER LINE
	FLOOD ZONE 2		LV POWER LINE
	CONTOUR LINE		WATER MAIN (5M BUFFER)
	LISTED BUILDING (100M BUFFER)		DISTRIBUTION MAIN (5M BUFFER)
	PROW		HIGH PRESSURE GAS MAIN (50M BUFFER)
	HV OVERHEAD POWER LINE (30M BUFFER)		MEDIUM PRESSURE GAS MAIN
	ANCIENT WOODLAND (15M BUFFER)		
	ORCHARD		

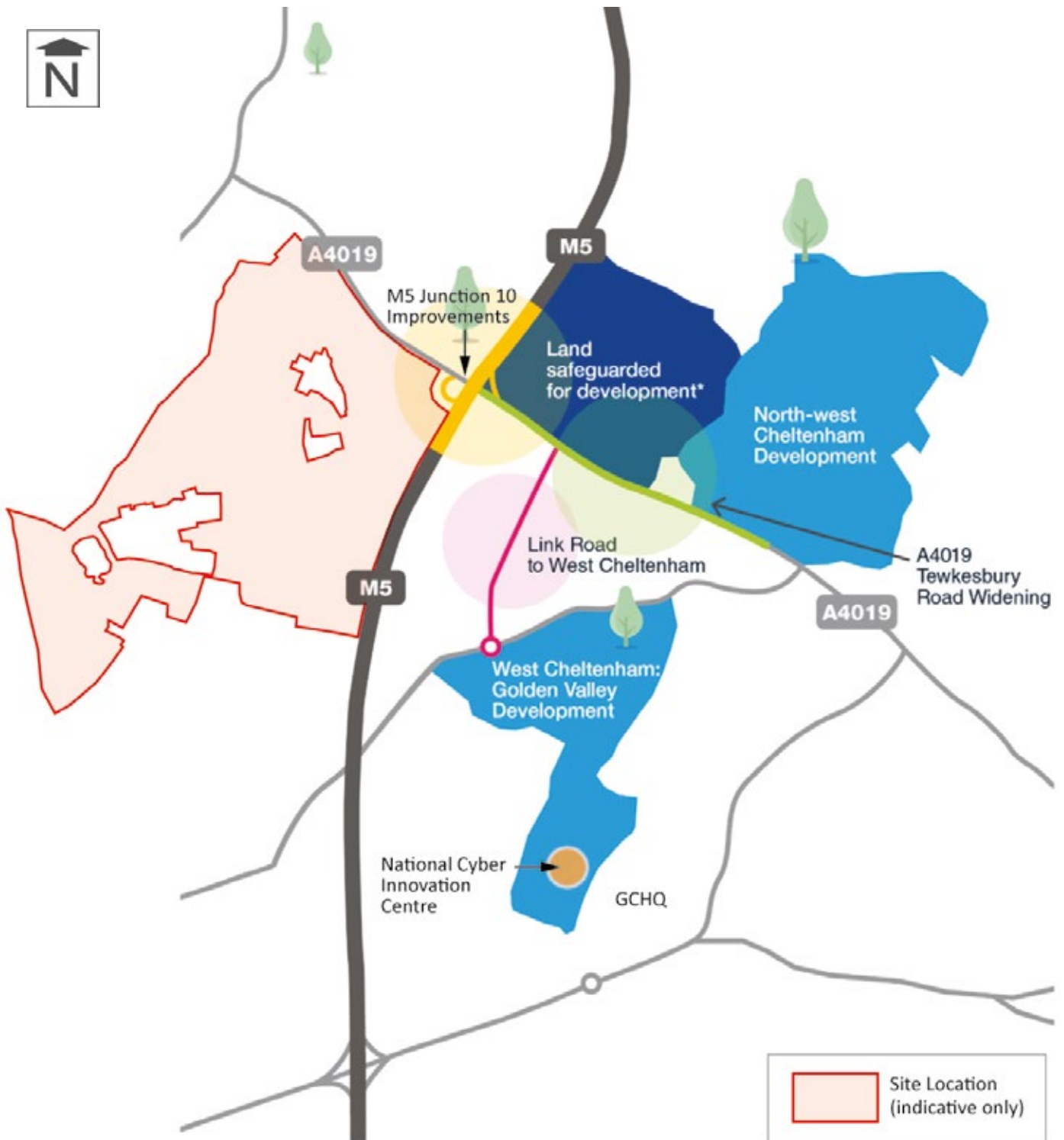


CONCEPT MASTERPLAN

03 CONCEPT

- 3.1 The concept is based on a series of four villages each with their own character situated within extensive areas of community parkland and woodland interlinked by a safe, convenient and walkable movement and transport network.
- 3.2 Each village will provide for social, recreational, and community needs together with a central hub for higher order facilities.
- 3.3 Boddington Villages represents a deliverable and sustainable opportunity to achieve a mixed-use development of around 3,000 dwellings, with 79% green/blue infrastructure, in the form of discrete villages which have the inherent flexibility to be brought forward individually or together along with the commensurate infrastructure depending on housing requirements.





SITE CONTEXT IN RESPECT OF COMMITTED DEVELOPMENT
(NOT TO SCALE)

04 DELIVERING SUSTAINABLE DEVELOPMENT

4.1 The NPPF states that achieving sustainable development relies upon three overarching objectives which are interdependent but need to be pursued in mutually supportive ways. The following paragraphs explain how Boddington Villages will contribute to the achievement of sustainable development by means of its inherently sustainable location (well connected to existing and potential employment) by creating vibrant and healthy communities providing a range and choice of homes, with services and facilities set within an attractive environment.

ECONOMIC OBJECTIVE

4.2 Boddington Villages is well located in respect of the three major urban areas within the SLP area and thus able to support economic development by providing new homes well connected to existing and proposed employment opportunities which can be reached by means other than the private car.

4.3 The Gloucestershire ENA (2020) states that "The largest commercial market in Gloucestershire is along the M5 corridor which broadly includes the majority of the county's largest employment areas and the settlements of Cheltenham, Gloucester, Tewkesbury, and Stroud."

4.4 As identified in the SLP there will be a National Cyber Innovation Centre in Cheltenham, capitalising on the presence of GCHQ. The proposed development, covering 47ha, will deliver a diverse innovative district, comprising over 1 million sq. ft. of commercial space. It will attract businesses with a focus on science and technology, building on the existing specialist cluster in cyber. The innovation centre and Golden Valley Development has a wider regional and national importance as part of cementing Cheltenham's place as part of a key part of the UK's cyber and technology cluster.

4.5 In September 2023 Cheltenham was recognised as an innovation hotspot (Centre for Cities, Innovation hotspots, clustering the new economy). Gloucestershire is home to the largest number of cyber businesses in the UK outside of London, making Cheltenham the ideal location for the industry to scale up.

4.6 The extract opposite shows the site is close to M5 Junction 10 (M5 J10), where funding for a major transport improvement scheme has been secured as a key component for delivering new housing and employment at North Cheltenham and West Cheltenham, including the National Cyber Innovation Centre adjacent to GCHQ. Boddington Villages is therefore uniquely placed to benefit from planned and committed transport infrastructure that will be coming forward in the locality.

Economic Benefits

Land at **Boddington Villages, Tewkesbury**

Construction of up to **3,000** dwellings and local centre provision

Construction Benefits

£570million

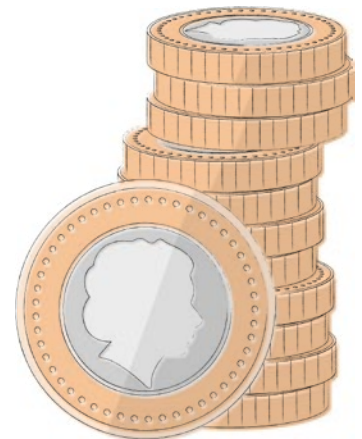
Estimated construction investment over 20-year build programme

602

Direct construction roles and indirect/induced jobs supported per annum during 20-year build phase

£553million

Economic output contribution from jobs supported by activities at the site over 20-year (present value)



Operational Benefits

3,534

Economically active and employed residents estimated to live in the new housing

£18million

Estimated first occupation expenditure. (Spending to make a house feel like a 'home')



105

Gross full-time equivalent jobs supported on-site by the local centre provision

52%

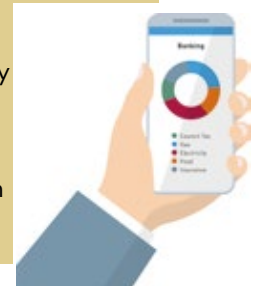
Of employed residents estimated to be working in higher value/higher income occupations

£7.4 million

Annual local spend on convenience and comparison goods and leisure activities in Gloucester City Centre, Cheltenham Town Centre and Tewkesbury Town Centre. Cheltenham Town Centre will be the main beneficiary in this respect.

£6.1million

Estimated annual increase in Council Tax revenue



1 Construction cost has been calculated using BCIS Online Tool and are exclusive of external works, contingencies, supporting infrastructure, fees, VAT, finance charges etc.

2 GVA, or gross value added, is the measure of the value of goods and services produced in an area, sector or industry.

3 Where future benefits are calculated over a ten-year timeframe, they have been discounted to produce a present value.

4 Research suggests that the average homeowner spends approximately £5,000 to make their house 'feel like home' within 18-months of moving in (available here: https://www.hbf.co.uk/documents/7876/The_Economic_Footprint_of_UK_House_Building_July_2018LR.pdf). This has been uplifted to £6,000 to account for inflation using the Bank of England Deflator calculator.

5 Based on average Council Tax for band D properties in Tewkesbury of £2,029 for 2023/24.

- 4.7 An infographic has been prepared which demonstrates the economic benefits of the proposal (this excludes any benefits from the provision on primary schools and if any employment generating uses were included in the proposal).
- 4.8 The proposed scheme will deliver up to 3,000 dwellings and local centre provision and will generate several economic benefits, both during the build phase and once the scheme is fully built and occupied/operational. These benefits are outlined below:

CONSTRUCTION BENEFITS

- **Temporary employment:** Over the expected 20-year build timeframe, an estimated 602 temporary jobs could be supported per annum. This includes on-site jobs and employment supported in the wider economy via supply chain effects.
- **Contribution to economic output:** The 20-year build phase could generate around £553million (present value) in gross value added.

OPERATIONAL BENEFITS

- **Attracting economically active people to Tewkesbury:** It is estimated that 3,534 economically active and employed residents could live in the new homes of which around 52% could be working in higher value occupations.
- **Generating local expenditure:** Local annual household spend on comparison and convenience goods and leisure activities in Gloucester City Centre, Cheltenham Town Centre and Tewkesbury Town Centre is estimated to be around £7.4million, with Cheltenham Town Centre being the main beneficiary.
- **First occupation spend:** Research published in 2014 suggests that the average homeowner spends approximately £5,000 to make their house 'feel like home' within 18 months of moving in. Taking into account inflation, this figure is estimated to be around £6,000 as of 2022. Applying this to the 3,000 dwellings gives an estimated £18million in first occupation spend.
- **Council tax revenue:** Once built and fully occupied, the scheme is estimated to generate an estimated £6.1million on an annual basis in Council Tax payments at 2023/24 rates.
- **Local centre provision:** Once built and fully operational, the local centre provision is estimated to support 105 full-time equivalent jobs on-site.

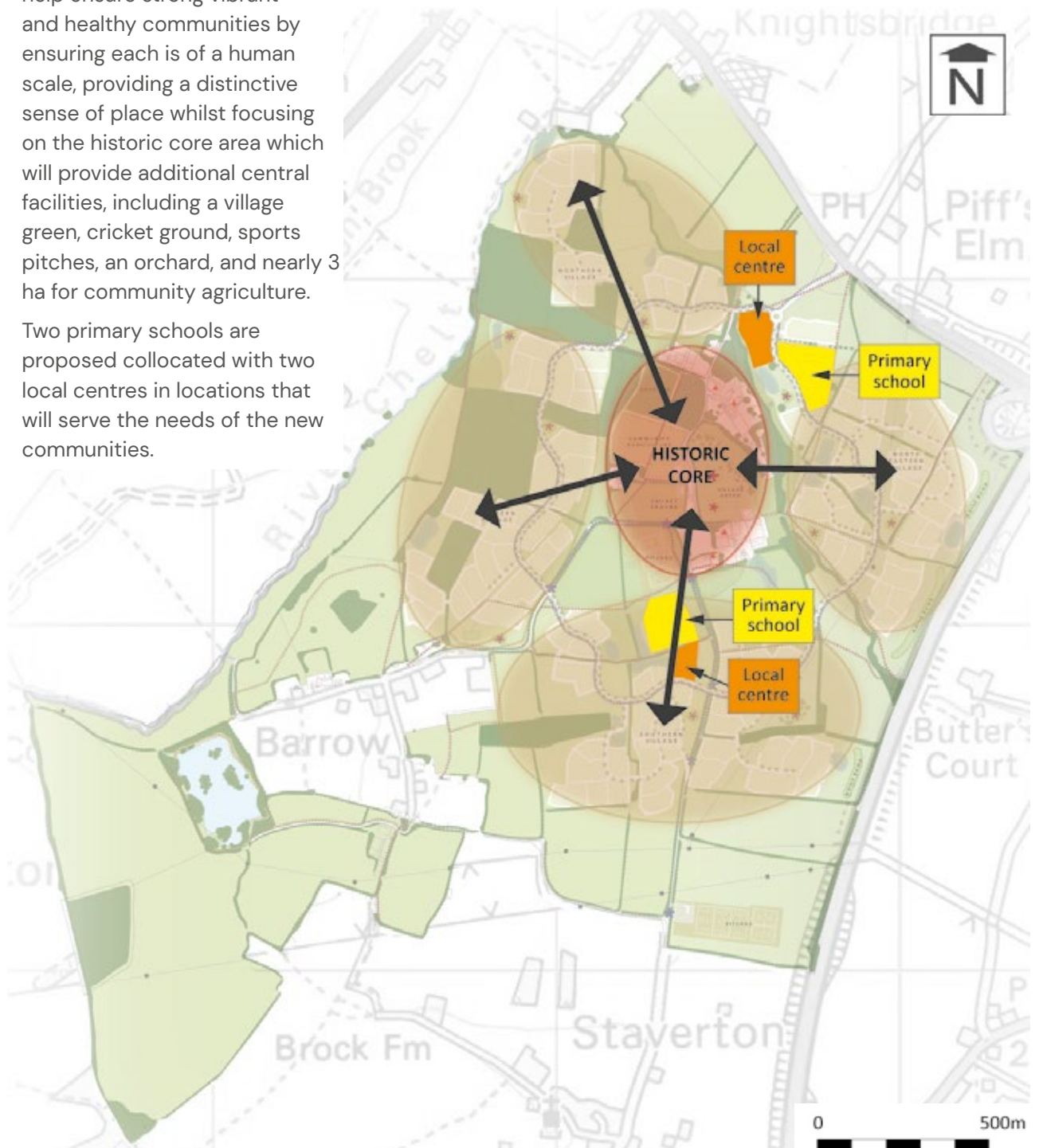


4.9 An alternative concept plan for Boddington Villages is also put forward which shows how 8 ha of land for employment generating uses close to J10 of the M5 could be accommodated as an alternative to residential on a part of the North Eastern Village.

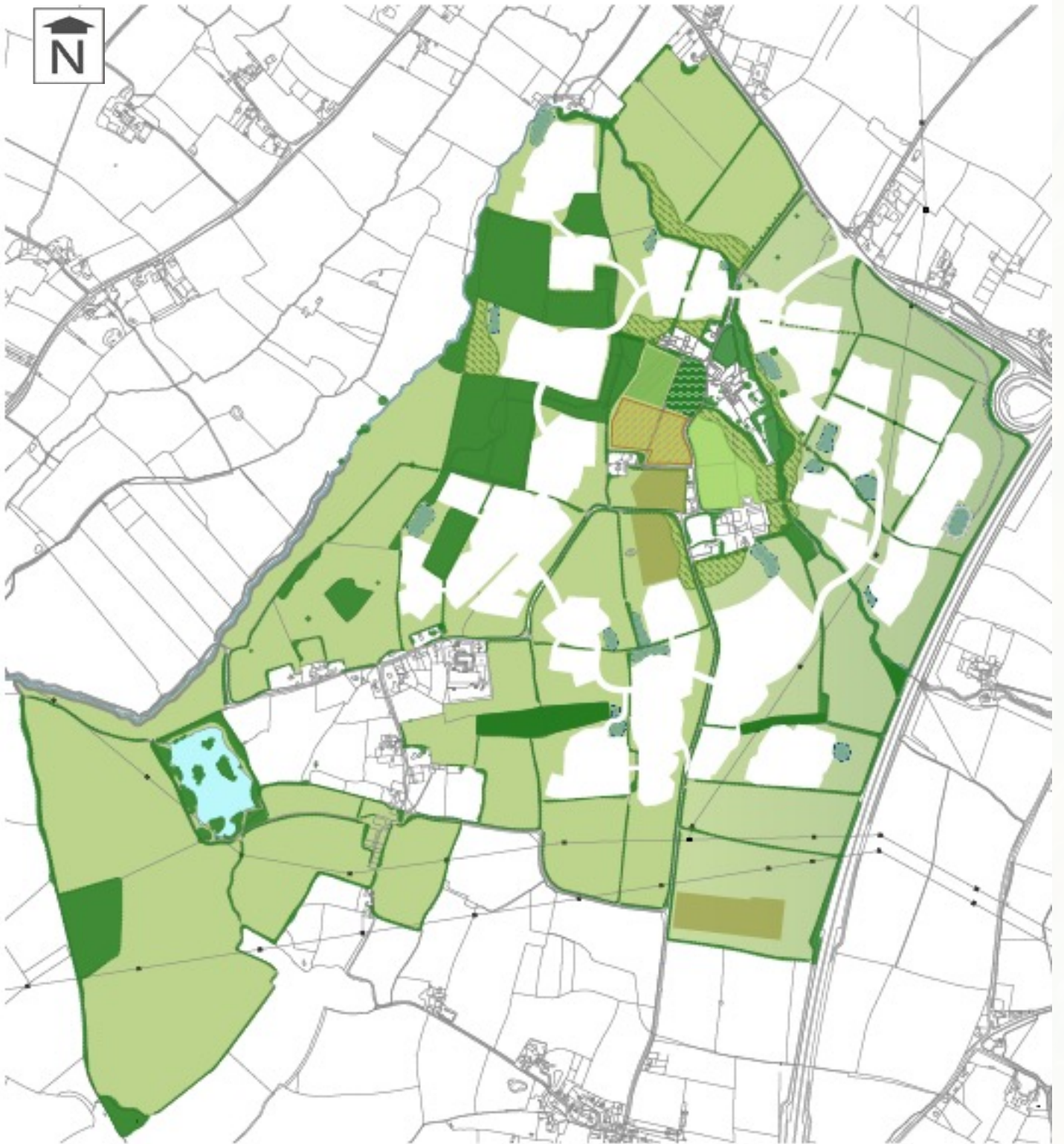
MASTERPLAN INCLUDING EMPLOYMENT LAND ADJACENT TO M5 JUNCTION 10

SOCIAL OBJECTIVE

- 4.10 The villages concept will help ensure strong vibrant and healthy communities by ensuring each is of a human scale, providing a distinctive sense of place whilst focusing on the historic core area which will provide additional central facilities, including a village green, cricket ground, sports pitches, an orchard, and nearly 3 ha for community agriculture.
- 4.11 Two primary schools are proposed collocated with two local centres in locations that will serve the needs of the new communities.



HISTORIC CORE AND COMMUNITY FACILITIES



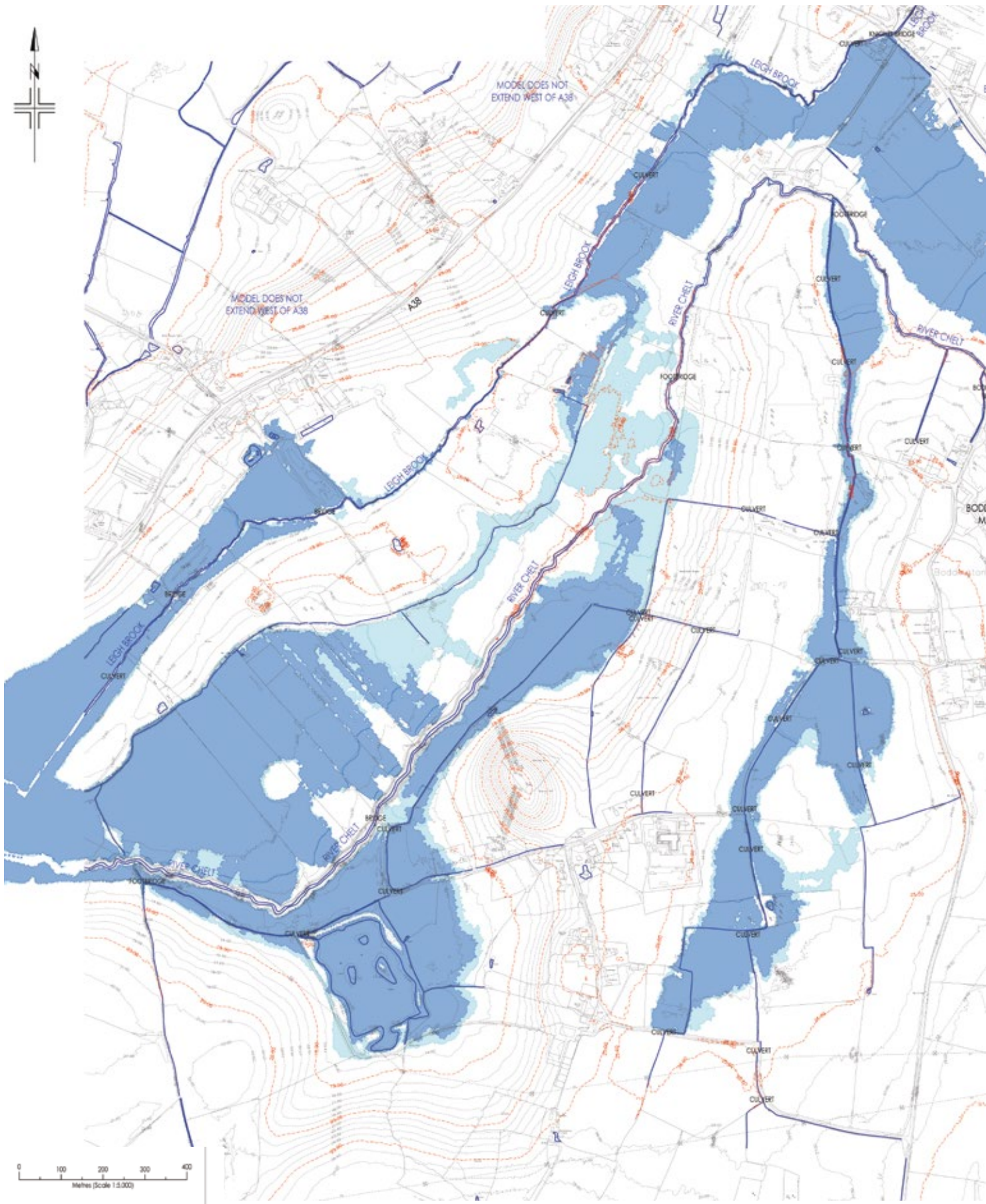
BODDINGTON VILLAGES - BLUE AND GREEN INFRASTRUCTURE
(NOT TO SCALE)

ENVIRONMENTAL OBJECTIVE

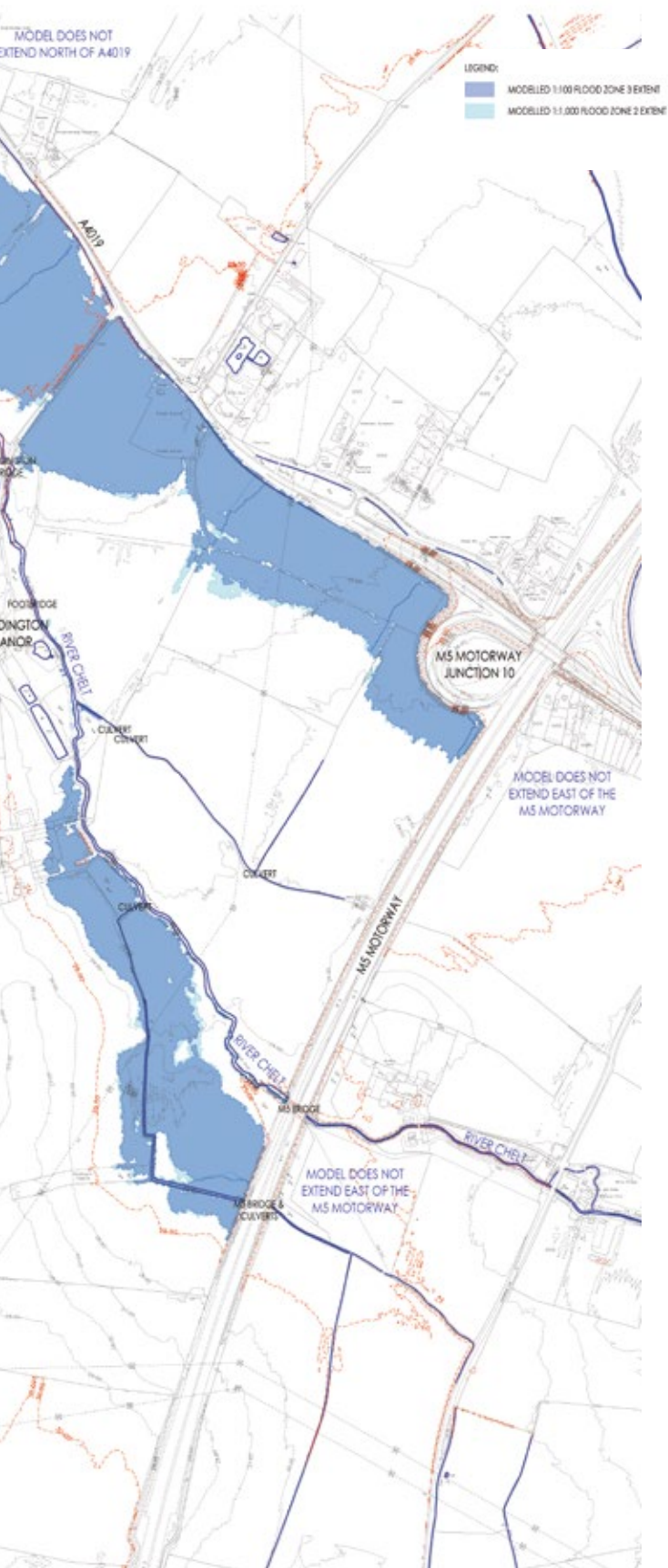
- 4.12 The land at Boddington is not subject to any protective designations and as indicated in the JCS Landscape Characterisation Assessment and Sensitivity Analysis, September 2013 (ENAT 102) the area is partly within C11 low sensitivity and C10 medium sensitivity.
- 4.13 The site is located in the Green Belt
- 4.14 Extensive areas of green/blue infrastructure are proposed giving opportunities for formal and informal recreation whilst providing the structuring elements for the proposed villages and protecting the setting of the historic core and the settlement of Barrow. In total 79% of the land comprising Boddington Villages will be green/blue infrastructure and there will be over 8 ha of new woodland planting.

KEY

	EXISTING WOODLAND		COMMUNITY AGRICULTURE
	PROPOSED WOODLAND		EXISTING LAKE
	EXISTING ORCHARD		SUDS
	PROPOSED ORCHARD		PUBLIC OPEN SPACE
	PITCHES		
	VILLAGE GREEN		

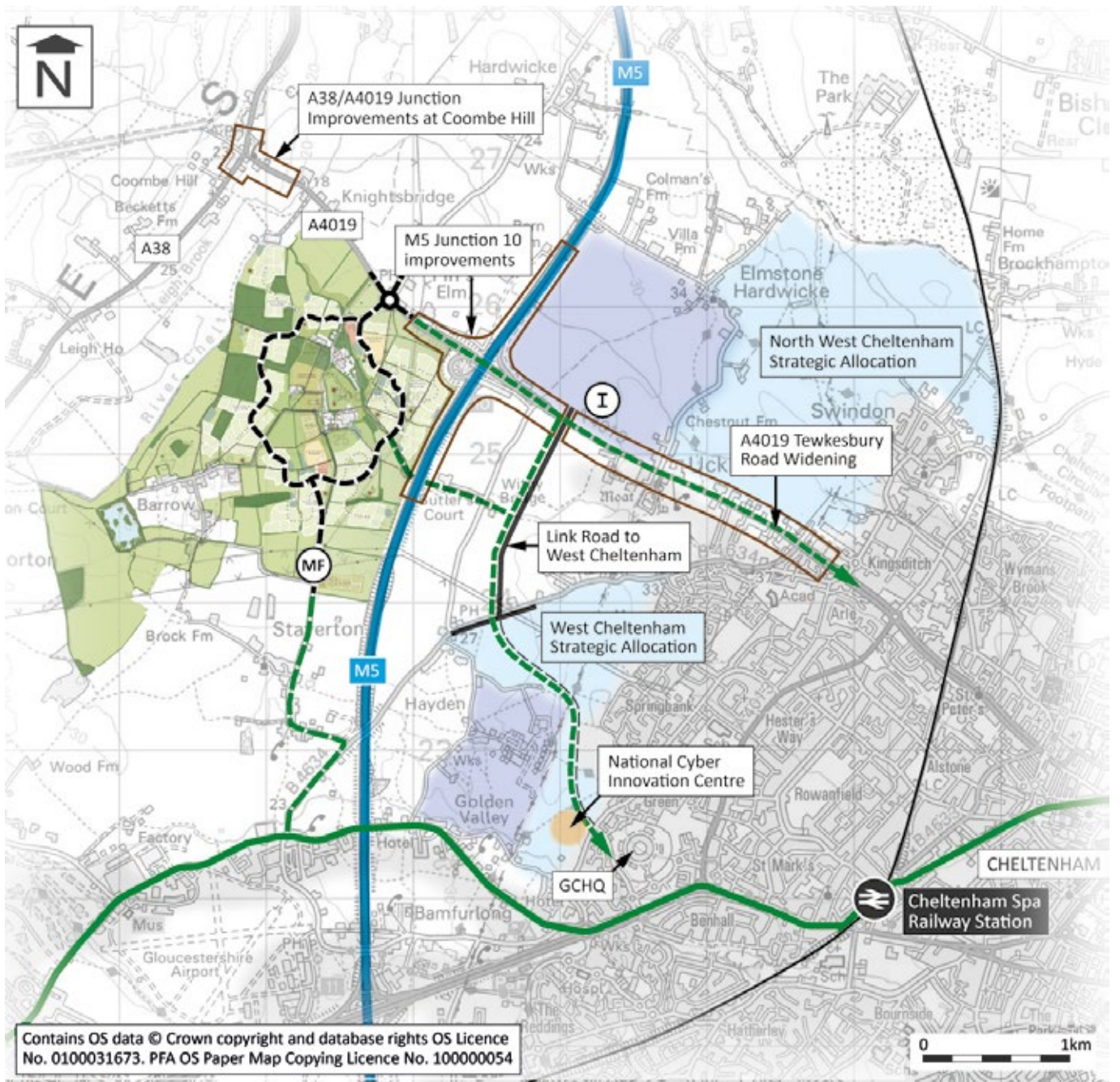




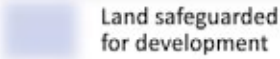
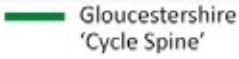
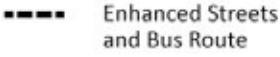


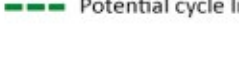
05 FLOOD RISK



FLOOD RISK MAP

- 5.1 Since the Council undertook The Assessment of Strategic Development Opportunities in Parts of Gloucestershire in 2019 and in 2020, Robert Hitchins Ltd instructed Phoenix Design Partnership to review the flood risk data and provide a Technical Note to support the promotion of the Land at Boddington through the Gloucester, Cheltenham, and Tewkesbury SLP.
- 5.2 The Flood Study Area comprises approximately 365.5 Hectares of primarily agricultural land but includes the settlements of Boddington and Barrow, together with several areas of woodland and a fishing lake. To the north is the A4019, to the east is the M5 Motorway, to the south are open fields and Staverton, and to the west is the River Chelt, Leigh Brook, and the A38.
- 5.3 The Technical Note prepared by Phoenix Design that demonstrates the areas proposed to be developed are all within Flood Zone 1 (the least risk of flooding).
- 5.4 With suitable mitigation the site has the potential for development with an overall low risk of flooding and for reducing flood risk elsewhere.
- 5.5 It is recognised that the principle access from the A4019 will cross the floodplain, however, this will be constructed above the flood level to ensure safe access and egress with the appropriate mitigation and necessary flood storage compensation.
- 5.6 The site has the potential to deliver a significant sustainable development with wider benefits that will be safe from flooding for its lifetime and that will reduce flood risk elsewhere.
- 5.7 If the development of the site is focused on Flood Zone 1 (254.4Ha, 71% of area) then it is considered to have the ability to comply with the NPPF & PPG Exception Test requirements.
- 5.8 See Appendix 1: Technical Note on Flood Risk prepared by Phoenix Design.



- | | | | | | | | |
|---|---------------------------------|---|-------------------------------------|--|----------------------------------|---|-------------------------------|
|  | Site Location (indicative only) |  | Strategic Transport Interchange Hub |  | Land safeguarded for development |  | Gloucestershire 'Cycle Spine' |
|  | Enhanced Streets and Bus Route |  | Modal filter |  | Local Plan Allocations |  | Potential cycle links |

POTENTIAL SITE ACCESS WIDER CONTEXT

06 ACCESSIBILITY

- 6.1 A preliminary access strategy has been devised with the aim of minimising traffic impacts, promoting opportunities for sustainable travel and integrating with planned infrastructure. It is proposed that the development would be best served from the A4019 to the north by means of a roundabout, by upgrading the existing priority junction which connects with the main road to Stoke Orchard; a “loop” road arrangement will serve the development parcels which will cater for active travel modes and facilitate a bus route.
- 6.2 New routes along with upgrades to existing PRow will provide an attractive network of inter-linked safe and convenient pedestrian and cycle routes which will encourage active travel connecting the residential areas with the proposed schools, local centres, mobility hubs, and the leisure and community facilities located in the historic core of the village.
- 6.3 Modal filters would be introduced to prevent development traffic (other than buses) from travelling south along Boddington Road protecting Staverton Village from unacceptable traffic impact, and to improve conditions for active travel users on the associated roads which would be beneficial for cyclists travelling south towards the Gloucestershire ‘Cycle Spine’.
- 6.4 Following discussions with local bus operators a number of potential bus services have been identified to serve the site. These include the diversion into the site of existing Tewkesbury – Cheltenham bus services which currently route along the A4019; a new Gloucester – Staverton Boddington Villages – Cheltenham bus service utilising the Modal Filter on Boddington Road; and a new Cheltenham – Boddington Villages circular bus service which would make use of the “loop” road arrangement proposed for the site.
- 6.5 The site access arrangements would form a logical extension to the M5 J10 improvement scheme, which will include provision for active travel to facilitate movement on sustainable modes of transport across the motorway junction and along the A4019, and also the link road to West Cheltenham and the National Cyber Innovation Centre development. A Strategic Transport Interchange Hub is envisaged to the east of M5 J10 providing for multi-modal interchange between active travel, buses and potentially long distance express coaches on the M5, this will complement the local mobility hubs proposed for the site.
- 6.6 Boddington Villages is in a location where there would be opportunities to integrate with planned and committed transport infrastructure that would provide for travel to the nearby employment centres of Gloucester, Cheltenham and Tewkesbury, by way of alternative modes of transport including bus, bicycle, e-bike and other emergent technologies that are better integrated and more sustainable than traditional means of travel.
- 6.7 Boddington Villages would provide a sustainable development offering a genuine choice between different modes of travel meeting the SLP strategic objectives of prioritising sustainable transport and active travel and meeting the challenges of climate change.
- 6.8 A Transport Appraisal prepared by PFA Consulting is attached at Appendix 2

- 7.1 The advantages of the location are its proximity to Gloucester, Cheltenham and Tewkesbury in order to accommodate future growth and to meet some of the unmet needs that cannot be accommodated within the urban areas, particularly those arising from Cheltenham.
- 7.2 The Green Belt Assessment carried out by AMEC in 2011 provided a comprehensive assessment which considered how strategic segments of the Green Belt perform against the purposes of including land with the Green Belt. However, the report correctly acknowledged that the Green Belt assessment was only one part of the evidence base. This is still true today.
- 7.3 Some 13 years later there is a need to review the Green Belt once again. Whilst paragraph 145 of the NPPF states that there is no requirement for Green Belt boundaries to be reviewed or changed when plans are prepared or updated, authorities may choose to review and alter Green Belt boundaries where exceptional circumstances are fully justified.
- 7.4 It is considered that the exceptional circumstances that existed in the JCS are still relevant today and consequently there is a need to review the Green Belt.
- 7.5 Land at Boddington Villages lies within the Green Belt to the west of Cheltenham and the M5
- 7.6 In terms of the purposes of the Green Belt, the AMEC study concluded that the area made a significant contribution to the purposes of the Green Belt. However, this area needs to be considered in light of new evidence and more recent developments.
- 7.7 The parcel NW10 covers an extensive area, it is the largest parcel of the Green Belt assessment. It is considered that a finer grain assessment should be applied and as a consequence the assessment would be different from that made at the time of the AMEC study.
- 7.8 In term of the purposes of the Green Belt:
- a) To check unrestricted sprawl of large built-up areas:***
- The AMEC assessment gave NW10 an amber rating: “preventing ribbon development associated with smaller settlements and along the A38 but does not immediately adjoin the urban area.”
- It is considered that the countryside/ settlement policies would prevent ribbon development. The proposal for Boddington Villages does not include land extending to the A38 and consequently would not encourage ribbon development along the A38. The boundary of the River Chelt and extensive green infrastructure defines the western extent of Boddington Villages and extensive Green Belt is still maintained to the south.

b) Prevent nearby towns from merging into one another:

The AMEC assessment gave NW10 a red rating: “the area makes a significant contribution – forms an integral part of land separating Cheltenham and Innsworth, particularly the southern part of the segment.”

The M5 separates Cheltenham from Innsworth, so the area of Boddington Villages is not integral to this purpose of the Green Belt. The southern part of the extensive segment of NW10 will remain as Green Belt. The proposal is not in part of the Green Belt that separates Gloucester and Cheltenham and neither is it contiguous with either urban area and so development in this location will not lead to urban sprawl.

c) “Assist in safeguarding the countryside from encroachment:”

The AMEC assessment gave NW10 a red rating: “significant contribution – there are a few strong boundaries and the segment is divorced from the urban edge”

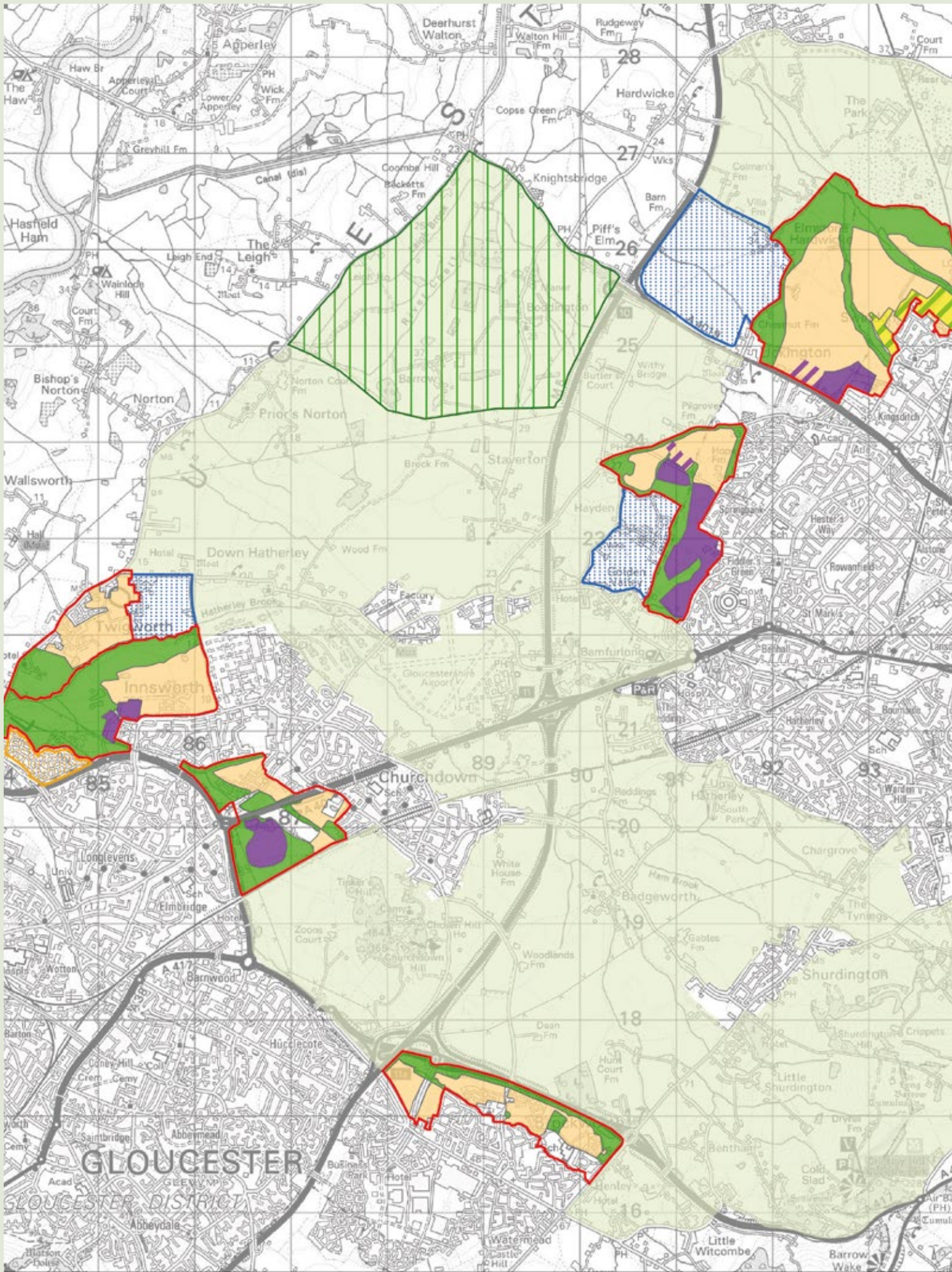
It is considered that the proposal for Boddington Villages is located in that part of NW10 that can provide a new definitive boundary to the Green Belt, and it would not result in urban sprawl.

d) “Preserve the setting and special character of historic towns”

The AMEC assessment gave NW10 a green rating: this area had a limited contribution to this purpose of the Green Belt as the land is relatively remote from Cheltenham and Gloucester. Boddington Villages is not located in a part of the Green Belt that provides for the setting and special character of the historic settlements of Gloucester or Cheltenham.

- 7.9 The ‘villages’ concept minimizes impact on the openness of the Green Belt and encroachment thereon. Each village will be separated by and located within extensive areas of green infrastructure.
- 7.10 In summary Boddington is located on the outer edge of the Green Belt in an area that makes a limited contribution to the purposes of the Green Belt.
- 7.11 A new logical and long-term outer Green Belt edge can be readily defined. This follows the centre line of the 132KVA transmission lines, which are highly visible, and with the associated easement, provides a long-term permanent boundary.
- 7.12 The area proposed to be removed from the Green Belt is part of the assessment area NW10. The area proposed to be removed is on the next page.







KEY

-  Area proposed to be removed from the Green Belt
-  Green Belt
-  Restraint Safeguarded Area
-  Existing Housing Commitment

Strategic Allocations

-  Redline Boundary of existing allocations
-  Employment
-  Housing
-  Housing and Employment
-  Landscape Areas/Green Infrastructure
-  Swindon Village Green Buffer

N
↑ 0 2 km

AREA PROPOSED TO BE REMOVED FROM THE GREEN BELT



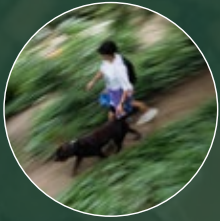
08 DELIVERABLE

- 8.1 There are no land assembly issues (which often causes considerable delays in delivery), with the land in single ownership and can be brought forward quickly by a highly experienced organization, in collaboration with the local authorities.
- 8.2 Community infrastructure benefits can be delivered at an early stage and upfront infrastructure commensurate with each village can be readily provided as the scheme progresses thereby providing flexibility to deliver at various rates depending on housing requirements.

HOUSING TRAJECTORY

- 8.3 The proposal can deliver around 2,540 new homes within 15 years of the adoption of the SLP, with potential for further development beyond. This assumes outline planning permission is granted on or shortly after the adoption of the SLP with a delivery rate of 50 dwellings per annum per developer on site.

YEAR ENDING 31 MARCH	NE VILLAGE	N VILLAGE	W VILLAGE	S VILLAGE	TOTAL ANNUAL COMPLETIONS
0	ADOPTION OF SLP				
1					
2	20				20
3	100	20			120
4	100	100			200
5	100	100			200
6	100	100			200
7	100	100			200
8	100		50	50	200
9	100		50	50	200
10			100	100	200
11			100	100	200
12			100	100	200
13			100	100	200
14			100	100	200
15			100	100	200
16			80	100	
17				100	
18				100	
19				30	
TOTAL	770	420	780	1030	GRAND TOTAL 3000



09

SUMMARY & CONCLUSION

- 9.1 Boddington Villages is located in a part of the Green Belt that makes a limited contribution to Green Belt purposes and is a highly sustainable location that can meet future development needs arising from Cheltenham, Gloucester and Tewkesbury, but particularly Cheltenham.
- 9.2 Boddington Villages will contribute to the achievement of sustainable development by means of its inherently sustainable location and from the proposed villages concept.
- 9.3 There are no land assembly issues, the proposal can be brought forward quickly by a single highly experienced organization, in collaboration with the local authorities and community infrastructure benefits can be delivered at an early stage.
- 9.4 In conclusion Boddington Villages represents a deliverable and sustainable opportunity to achieve a mixed-use development including around 3,000 dwellings with 79% green/blue infrastructure in the form of discrete villages which have the inherent flexibility to be brought forward individually or together along with the commensurate infrastructure depending on housing requirements. It is located central to the three main employment centres of Cheltenham, Gloucester and Tewkesbury, where it would integrate with planned and committed transport infrastructure enabling travel by means other than the private car and thereby minimising CO2 emissions, supporting the move to a low carbon economy and contributing toward meeting the climate change agenda.



APPENDIX 1:

TECHNICAL NOTE ON FLOOD RISK PHOENIX DESIGN PARTNERSHIP, (MARCH 2022)



APPENDIX 2:

TRANSPORT APPRAISAL FOR BODDINGTON VILLAGES PREPARED BY PFA CONSULTING

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