

This report, commissioned by Tewkesbury Corporation in 1947 gives a very detailed physical and social picture of a decaying post-war Tewkesbury and its hinterland. It presents a series of proposals for future prosperity, which would not all find favour today.

Transcribed from a poor condition original which comprised 92 duplicated foolscap pages, printed onto poor quality paper. A few words have been assumed. Some words have been corrected where the sense was obvious. Punctuation has been left as written.

The Master Plan and other plans referred to are not available at present. Drawings within the document have been traced or redrawn.

"TEWKESBURY TRIUMPHANT"

A

SURVEY AND PLAN FOR

FUTURE DEVELOPMENT

PREPARED FOR

THE

CORPORATION OF TEWKESBURY

BY

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19 Clarence Street,
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To Mrs P.M. Sweet, my secretary, I also express my thanks.

The ancient Borough of Tewkesbury has had a chequered career, its prosperity rising and falling during the past century. History has left a remarkable legacy of historic and artistic interest; it has also left a legacy of ruinous and dilapidated buildings which are a serious handicap to those now living in the town.

Is it possible to remove the latter while preserving the former?

This report endeavours to show how this can be done; so that over its obstacles to progress Tewkesbury may rise triumphant.

The plan is a long term one; but this fact should not deter the corporation from Starting on this plan immediately it is approved.

Enormous values lie hidden beneath the dilapidated and ruinous buildings.

These values lie dormant, waiting to be realised by a bold and energetic policy of town reconstruction.

Gloucester
GEP/PS
February, 1947

BOROUGH OF TEWKESBURY

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TEWKESBURY TRIUMPHANT

CHAPTER I

HISTORICAL REVIEW

SITUATION

Tewkesbury probably developed its present site because of the junction of the river Avon, (Warwickshire) with the River Severn, waterways, which doubtlessly provided almost the only means of access in the early days when the country was thickly forested. Until the introduction of the railways these waterways provided Tewkesbury with its main source of prosperity.

The site has no strategic advantage; the whole of it is situated below the 55' contour, and the rivers Avon and Swilgate and the Carrant Brook are all too small ever to have afforded any protection, - and the town has never been walled. The River Severn lying a quarter of a mile to the west of the town is not fordable and would give some protection to the town from the ancient lawless inhabitants of the forest of Dean.

The site is entirely surrounded by low lying meadows which have prevented this close-packed town from expansion and, with the exception of the buildings in the Oldbury Common which were enclosed and built on in 1808, the town today remains much as it was in the 16th century.

EARLY HISTORY

The history of the settlement is said to go back to pre-Roman days. Roman coins have been found in Oldbury fields and on the site of the present gas works; and earthworks in the neighbouring hills are attributed to the Romans, but the size of the present town, overlooked by higher ground, is hardly likely to have attracted the defensively minded legionaries of any permanent camp.

Probably outposts from the neighbouring Roman town of Gloucester were stationed hereabouts from time to time to keep watch on the wilder Silurian tribe who lived across the Severn. A Roman road can still be traced to the north of the town.

Tradition describes the origin of the name to a hermit Theocus, who is said to have erected a chapel and lived here about the end of the seventh century. The Saxons called it Theotysbyrg, and in Domesday survey it is written as Teodochesberie.

In the Gethenian Library of the British Museum there is an ancient Latin manuscript known as the "chronicle of Tewkesbury" in which it is recorded that the earliest monastery was founded by two Mercian nobles, Oddo and Doddo in 725. Probably they were the earliest Lords of the ancient manor, which is known to have dated from the Eighth Century.

After the Norman conquest the Manor - one of the largest in Domesday survey - was bestowed on Robert Fitz-Hamon a Norman knight. In those days the manor included Holm Castle, situated to the south of the town, which was sacked and burned by Valeran, Earl of Worcester, in 1139.

Fitz-Hamon joined with the Abbot Giraldu of Cranbourne in re-founding the monastery on a far grander scale, not only providing the means of rebuilding the church, but also endowing it with lands.

When Giraldus migrated from Cranbourne in 1102 and Tewkesbury monastery was then raised to the dignity of an Abbey; Cranbourne becoming a subordinate Priory. From then, until the suppression of the Abbey by King Henry VIII in 1539, the history of the town was linked with that of the Abbey and its benefactors - the great families of De Claire Earls of Gloucester, the Despencers, and the Beauchamps.

There is a fascinating account in Bennett's history of Tewkesbury, of the great battle fought here in 1471, during the wars of the Roses, between Queen Margaret and her Lancastrian Army and the usurper King Edward IV. The Lancastrian Army seems to have lost heart in seeing the Queen's commander, Duke of Somerset in a fit of blind rage, strike down the commander of the centre, Lord Wenlock, for disobeying orders; many of the vanquished fled to the Abbey, but were later hauled out and slaughtered.

With the suppression of the Abbey which must have been until then the major *raison d'être* the town might well have declined; in mediaeval England towns and villages were entirely self-supporting, trade had scarcely started, roads were not designed for continuous travelling and the only people who travelled at all were the pedlars. Coaching days were not to start for another one hundred and fifty years.

The Elizabethan era however saw the growth of waterborne trade, both within the county and without, and Tewkesbury found herself well situated at the junction of the rivers to cope with, and benefit from, the agricultural commerce, and the industries in connection with it; fruit, grain and wool from the fertile Vale of Evesham which come down the Avon and from the locality. Shipbuilding was not the least of the industries of the town. This was the foundation of Tewkesbury's prosperity for the next three hundred years until the advent of the railway which bypassed the town, competed with the waterborne trade and was the major reason for the declining population from which the town has not yet recovered.

Miscellaneous events

In 1574 the town was first incorporated and in 1609 James I sold the manor to the corporation for £2,453. In the same year the town acquired the privilege of sending two members to Parliament and this they continued to do until the "Reform Bill" of 1867. The town's present charter dates from 1698. The latter end of the sixteenth century saw several visitations of the plague to the town; the worst was in 1592 when over 500 people, which must have been about a quarter of the population, are said to have died.

In 1580 an Act of Parliament was passed making Tewkesbury an independent sea port. Previously all the ports on the Severn from Berkeley to Tewkesbury were considered as belonging to, and under the control of, Bristol. But it seems that Bristol became jealous of Tewkesbury's new freedom for in 1582 the Act was rescinded on their representations.

The people of Tewkesbury fell on evil days during the quarrel between King Charles and his Parliament, for the town lay midway between Gloucester, held by Parliament, and Worcester which was a royalist Garrison. Consequently, the crossing of the Avon at Tewkesbury was constantly in dispute and the town had to put up with garrisons and ravages, first by one side and then the other.

In the sixteenth and seventeenth centuries Tewkesbury acquired fame for its "mustard", and Tewkesbury mustard became a bye word throughout the country, and source of many a joke

In 1700 the clothing trade and framework knitting trade seem to have been at their height, and during the eighteenth century Tewkesbury prospered. Much building took place during this period. Bricks were made on the banks of the Severn nearby and the only thing in short supply was land on which to build the houses. The Oldbury fields and Lily Croft fields were

still common land; everywhere else adjacent to the town was low lying and liable to flood. The result was that the gardens of the houses flanking the three main streets were built on, and here the most incredible narrow courts and alleys grew up; filled almost solid in some places with two and three story brick cottages with lovely old tiled Mansard roofs. What they were like to live in without light and air and sanitation can best be judged by reading the report of the Court of Inquiry held by the Board of Health in 1850 on the Sanitary Conditions and Sewage of Tewkesbury. In 1723 the population is reputed to have been 2866 (Bennetts History) by 1801 it was 4199 - a considerable increase for those days.

The next major event in Tewkesbury's history is the enclosure of the Commons in 1808. The Oldbury common was immediately built on. To This day proceeds of the sale of hay and grazing on the Ham Common are distributed amongst the house-holders fronting the main streets.

At this time the stocking framework trade was still flourishing and is said to have given employment to over a thousand people. The wool trade was thriving. Malting and flour milling was probably greatly stimulated by the Corn Laws of 1815. Communications by road has greatly improved. In 1823 Telford built his bridge over the Severn of which he says "I reckon this is the handsomest bridge which has been built under my direction". Coaching was reaching its peak with well over 30 coaches a day (as much as the town of St Albans on the main Holyhead to London Road had at its peak). The two main posting houses, the Hop Pole and the Swan were in their hey day.

Between 1830-33 several almshouses were built in the town, and in 1833 the gasworks was erected and the town lit by gas.

In 1840 the railway came, the main line from Bristol to Birmingham bypassed the town a few miles to the east - to the great dismay of the inhabitants. However a branch line to Malvern was brought to the town with a terminal station in the centre.

Unlike most towns, the coming of the railway did not bring prosperity to Tewkesbury, because it reduced the advantage of waterborne communications.

In 1861 a new hosiery business was established, but failed to make good. The inhabitants started to migrate to Nottingham and other towns, and Tewkesbury population commenced its Decline.

Towards the latter end of the 19th century a wave of restoration swept over the town. Many of the old half-timbered buildings in the town seem to have been in a bad state of decay. A considerable amount of restoration, judicious and injudicious, was carried out, which has undoubtedly helped to preserve the character of this mediaeval town. Today Tewkesbury contains in its main street only three buildings really injurious to its character.

There are inevitably many records of great floods and boats in the streets from the "remarkable flood" of 1483 known as Buckingham's water. Strangely considering the nature of the town, there have been no great fires or recent pestilences, although cholera must have been very prevalent in the courts and alleys which were entirely without water or sewers until 1867 when the present sewage works were built.

In recent years there is little to record. All growth has been westwards in the Oldbury Common and out at Newtown, to include which the Borough boundary was extended in 1933, together with some development in the Gloucester Road.

Tewkesbury has also literary associations. Dickens visited the town and stopped to dine at the Hop Pole. It is the "Nortonbury" of Mrs Craik's famous novel "John Halifax, Gentleman";

the story of the corn laws and bread riots round the old Abbey Mill in the early half of the 19th century. It features also in Symonds' book "Hanley Castle".

In fact it possesses everything a town could desire to derive greatest benefit from this motoring age when the tourist traffic can easily excel all other industries as a source of prosperity. Much requires to be done in weeding out the slums, opening up the areas of picturesque beauty, in repairing and preserving its older buildings and preventing ill-advised development which might so easily ruin the character of this ancient town.

CHAPTER II

HISTORIC BUILDINGS

Few towns have escaped the aftermath of building which followed the industrial revolution and its era of prosperity as completely as Tewkesbury has, and in this life is her charm.

Situated near the forest of Dean with its unlimited timber resources, together with the stimulation always given to woodcarving and carpentry by towns with shipbuilding yards such as then existed, it is not surprising to find so many timber fronted houses of such rare magnificence.

Many of them have been altered or restored both judiciously and injudiciously; many of them have been rebuilt or re-fronted in Georgian days with pleasant mellow bricks from the nearby banks of the River Severn and only odd glimpses of back premises, partly timbered, can give an idea of what really lies behind.

Church Street, the High Street and the central end of Barton Street remain to this day much as they were in the seventeenth century. There are many incongruities; many of the old Georgian window panes have been replaced with single panes to their everlasting detriment; restoration has in some cases been overdone and there is an unfortunate superfluity of "ye olde" about the town. But only three buildings in the main street are really damaging in the architectural sense - the hard red pressed brick grammar school so typical of its age opposite the Abbey; the regrettable Sabrina cinema, which has at least the decency to stand back a little from the street front, and the arch offender - Woolworths store. There are other rather glaring shopfronts which might have chosen colour schemes which are in accordance with the pleasing "sharawaggi" of the street frontages.

The whole mixture of half-timber, much of which still remains hidden behind its plaster covering, mellowed Georgian brick and lovely old hipped tiled roofs forms a composite picture few old towns in England can rival. It is a rich heritage, most worthy of preservation and in the days to come when the tourist traffic receives the impetus and encouragement it deserves in this country, Tewkesbury may well prove to be as much of a national asset to the country as Rothenburg, Dinkelsbuhl and Nordlingen have been to Germany.

The only antiquities scheduled for preservation under the Ancient Monuments Act are King John's bridge at the northern end of the town, the Abbey, Gatehouse and the site of Queen Margaret's camp; for the Act takes no notice of anything more recent than the sixteenth century.

Power is given under section 17 of the Town and Country Planning Act, 1932 and section 13 of the Planning Act, 1944 to protect buildings of architectural and historic interest by means of Orders and in many instances it is essential that Orders should be made. At all costs the frontages on the three main streets must be preserved as they are, and wherever possible Georgian window glazing should be replaced where it has been removed.

The following list of buildings worthy of preservation is not complete they are merely the most interesting architecturally and historically:

Building	Stories	Use	date	Construction	Description
Tewkesbury Abbey					Early church. Supposed to have been completed in 1105. Containing a very fine Norman tower, interesting Norman arches with Chevron moulding. The east end of the church is entirely of 14th century date a chevet of chapels having been added then to the Norman choir. Contains many historic tombs.
The Abbey house adjoining the Abbey			16 th century	Stone	Formerly part of the Abbots residence
Abbey Gatehouse			14 th century		A very fine 14th century Gatehouse, which formerly led only to the Abbots residence. Now protected under the Ancient. Monuments Act.
<u>HIGH STREET (EASTERN SIDE)</u>					
Two houses next corner	3	Shops below	16 th century	Half-timber partly refaced in brick	Very quaint old fenestration with projecting storeys. Next door house same date but badly restored with Victorian windows.
No. 140 (Clarence House)	4	Shop below	16 th century	Half-timber	Good carving. Interesting corbels to roof, original fenestration. Low pitched hipped roof with projecting eaves. Probably the best house in the town. Interior unfortunately robbed of its old panelling, still contains a fine plaster ceiling.
No. 135	4	Shop below	16 th century	Half-timber	Formerly very similar to Clarence House but ruined by alterations to top story and new fenestration.
No. 132 (The Wheatsheaf)	4	Public House	17 th century	Half-timber	interestingly haunched Dutch gable and original fenestration. One of the most interesting buildings architecturally in the town. Old panelling in taproom. Curious blend of Gothic and Classic details to doorway.
No. 124	3	Messrs Bannister	1606	stone.	Painted and restored. Shop below has been

		Chemist		Stone mullioned windows	reconstructed but Oriel window is probably original.
No. 90	3	Private House	16 th century	Half-timber	Projecting Gothic, old low-fronted shop window is interesting
No. 79 (Hereford House)			18 th century	Brick	Quite a pleasant brick Georgian house with a fairly good doorway. Original glazing bars removed and spoil appearance. (Many others of this type, smaller but equally good have not been mentioned).
No 125	3	Private House			Contains an interesting inscription on the wall in one of its rooms.
<u>CHURCH STREET (EAST SIDE)</u>					
34 to 48	2 & 3	houses	16 th century	Brick and Half-timber	A quaint block of old houses is now looking rather "Slumish". Nos. 37/42 have been re-fronted in brick. Of no outstanding merit but worthy of restoration.
No. 13 (Warwick house)	4	private house	17 th century	Half-timber	Restored by Mr Moore whose house it was, the antiquarian and restorer of so many houses in Tewkesbury, in 1865. (First house to be restored at that time).
No. 9	3	teashop	Late 14 th , early 15 th century	Half-timber and plaster	Heavily restored in late 19th century. Interesting traces of 15th century tracery discovered and restored.
No. 8 (the Berkeley Arms)	3	public house	Late 14 th , early 15 th century	Half-timber and plaster	Contains a great deal of old oak. No. 8/9 are probably the oldest block left in the town.
No. 6	3	shop	16 th century	half-timber	Interesting and quaint.
<u>BARTON STREET (SOUTH SIDE)</u>					

The Plough Inn	3	public house	16 th century	Half-timber	Ruined by restoration but contains interesting features
No. 64 (the old tithe barn)	3	now divided into two houses	16 th century	Half-timber	Projecting storeys, interesting ground floor stanchions and doorways. Original and interesting fenestration. Sides now in cased in brickwork. Was a tithe barn belonging to the Barton or Home farm (?)
<u>BARTON STREET (NORTH SIDE)</u>					
No. 22	3		16 th century	Half-timber	Restored and ground floor storey brought forward. Interesting Gable.
Birmingham house	3	shop and houses	18 th century	Brick	Two Pleasant mellowed brick houses.
<u>CHURCH STREET (WEST SIDE)</u>					
The Bell hotel	3	hotel	15 th century	Half-timber	The initials and date 1696 over the doorway probably denote change of ownership and enlargement. It has recently been enlarged but remains an extremely interesting building. In Mrs Craik's book "John Halifax - Gentlemen" it is the home of Phineas Fletcher. One is called the "Eight Bells" and may have been the old Abbey hostelry.
57/58	3	Two small houses	16 th century	Half-timber	Quaint.
Corner house south Side of Saint Mary's Lane	3	shop below, house over	16 th century	Half-timber	Quaint.
82/83	3	Two small houses	early 16 th century	Half-timber	Interesting traces of early Gothic carving and tracery between windows rather similar to Berkeley Arms blocks. Though fenestration is not original, there is an interesting low window.

87/88	3	shop below	17 th century	Half-timber plastered over	Has been spoilt by reconstruction. Top storey pebble dashed over.
Hop pole Hotel (now incorporates very old building next door):	3	Hotel	18 th and 15 th century	Whitewash brick and plastered dressings, Half-timber	Architectural and historic interest. Now incorporates 15th century half-timbered building next door. Some of the windows of 18th-century building have had original glazing bars removed. It is one of the two old coaching houses in the town. Dickens stopped to dine here.
No. 100 "Old Hat Shop"	3	shop below	Dated 1664 but probably earlier	Half-timber	Called "Old Hat Shop". Single hipped tiled roof with original fenestration. Has been carefully restored but retains several of the original supports and richly carved work in original positions. The Sign suspended in front is that of a beadle's cocked hat with initials and date BRR 1664, though the building is thought to be of an earlier date than this.
<u>AT THE CROSS</u>					
"The old Willow tea shoppe"	3	Restaurant	16 th century	Half-timber	Has been too drastically restored to be of much architectural interest but still contains a wealth of old oak and a very fine Jacobean staircase.
Corner house at the Cross subdivided into two, south corner of Tolzey Lane	4	shop below	16th century	Half timber	A very large and interesting old Elizabethan townhouse. May have been the old courthouse. Was well restored about 1890. Contains a magnificent Elizabethan panelled room. The green tiles of the shop below are most unfortunate.
<u>HIGH STREET (WEST SIDE)</u>					
The House of the Golden Key or Old Coach House next door to Swan	4	shop below	early 16 th century	Half-timber	A most interesting and perfect example of half-timber construction. Contains all original fenestration.
Swan Hotel Inn and Tavern	6 and 4	hotel	Queen Ann front	brick	One of the principal old posting houses. Mentioned in many 15 th and 16 th century records though no trace of the mediaeval period in present structure. Fine 18th century

					staircase.
The Ancient Grudge Nos.12 & 13 (formally the Old Fleece Inn)	3	Dobell & Co. Wine Merchants	16 th century	Half-timber	Rather drastically restored but still interesting and used to be the Old Fleece Inn.
No. 15	3	Cafe	15 th century	Half-timber	Pleasant old house rather spoiled by recent windows. Fine old timbered ceiling to principal room. Initial RP on the spandrels of the fireplace are thought to be those of the Abbott Richard (1481-1509)
The Town Hall	1	Town Hall	1788	stone	Pleasant and in keeping with the character of the town. The unpretentious classic Street front was erected in 1857 to form a Corn Exchange as part of the premises.
No. 37 Nortonbury house	3	shop below	16 th century	Half-timber	Restored drastically and though ruined architecturally is still of its historic interest
Tudor House, or the old Academy	4	private hotel	late 16 th century front	Half-timber	Once private house called Tewkesbury Hall and later the Old Academy founded by Rev Samuel Jones. Contained the old courtroom and was once used as the residence of the Mayor; only remaining house in Tewkesbury with parts of its garden next door. Restored in 1701. Contains fine old oak staircase and a Queen Anne staircase with an addition by Robert Adam. The original panelling and magnificent carved Jacobean over-mantel in the Elizabethan room have unfortunately gone.
Moffett hotel	3	private hotel	18 th century	brick	A pleasant Georgian building.
House next door (7)	3		16 th century	Half-timber	Unfortunately, recently destroyed by fire; remains in process of being pulled down.:
Black Bear	2	public	early 15 th	Half-timber and	Very much in original state but restored in 1876 and

		house	part dating from 1408 and 1422	rough cast	ground floor built out 1'6" interesting ceiling to top room. Now incorporating parts of old Brewery next door. Oldest Inn in Tewkesbury. Old sign post lost in 1876 alterations.
Tolsey House, Tolsey Lane	3	private house	17 th century	Half-timber	Very interesting old house tucked away in a side street.
The Abbey Mills	4	Now used as a cafe	17 th century (?)	Brick	Very interesting old mill no longer used as such. It figures very prominently in Mrs Craig's book "John Halifax-gentlemen" being the Mill of Abel Fletcher. Now in poor state of repair.
King John's Bridge					Very fine old stone bridge with five arches said to have been erected by order of King John about 1183 and kept in repair by the tolls of the market. Mentioned by Leyland in early 16th century who described it as a "Great bridge of stone". Has been repaired several times.
King Johns Castle Mythe Hill	3	private house	15 th century	stone	An interesting old building with a square tower and stone Valley and windows. Not much known about its history.
Gupshill Manor. Gloucester Road (1 mile south of Tewkesbury)	2 and 3	private hotel	15 th century	Half-timber brick	Reputed to date from 1438 and to have been restored in 1717. Whether in fact Queen Margaret watched the battle of Tewkesbury from here is open to considerable doubt.

CHAPTER III

GROWTH OF TOWN

Tewkesbury must have been a very small place from the days when the Abbey was founded in 1102 until the 15th century - probably not more than a dozen or two crofters huts huddled against the Abbey walls. The sides can have given no protection against the marauding Danes who used to come sailing up the river.

There seem to be no records of the extent of the town at the dissolution of the Abbey in 1539 but a number of buildings are still standing scattered throughout the main streets which must date from earlier than that. The Bell Hotel by the Abbey, some say it used to be the Abbey hostelry, The Black Bear at the north end of the High Street, said to date from 1408, and the old Tythe Barn halfway down Barton Street, not to mention intermediate buildings mostly much altered, like the Berkeley Arms block - these seem to indicate that the three main streets were built on then so much as they are today, though probably each house had a courtyard between it and the next - as still exists at the Tudor House.

Probably there were houses in the centre of the streets, as in Hereford for they are unusually wide for such ancient streets. Certainly there were a number together with the old Town Hall at the Cross, pulled down in 1788.

In 1592 over five hundred people are said to have died in a severe plague in the town, so by then there must have been a considerable population.

Tewkesbury is activities as a port were greatly enhanced in Elizabethan days, when Waterborne trade within and without the county was booming. These would be the days when the ship building trade was at its height, as so many of the richly carved timber fronts to the houses at this time indicates.

In 1596 the town was divided into five wards. Bridge Street, Church Street, Barton Street, St Mary's and the middle wards - whether this was the result of a later seventeenth century building program is not known-but the wards have lapsed into one again since.

In the fifteenth century and seventeenth century Tewkesbury acquired considerable favour for mustard manufacture which provided the source of many a jest throughout the county. She became a vast storehouse for grain brought down the Avon by barges from the Vale of Evesham. Milling and malting seem to have existed from very early days.

In 1650 a new industry, manufacture of gloves, started and by 1700 the clothing trade was flourishing, and framework knitting established.

By 1723 The population was reputed to be only 2866 so it is unlikely that any major increase in population took place during the 16th century.

During the 18th century, the roads were greatly improved. Coaching and wool trade increased the prosperity of the town and by 1801 the population had gone up to 4199. This was the age when the gardens and back gardens of the houses fronting the main streets

were built on in preference to enclosing the Oldbury Common and for lack of any other suitable building land adjacent to the town.

Whether the erection of the workhouse in 1796 indicated any unemployment and great poverty is not known but the population continued to increase until the middle of the nineteenth century.

In 1808 the Oldbury Common was enclosed and immediately built on. The corn laws of 1815 and improvements in agriculture must soon after this have marked the peak in the corn trade. New industries came; ropes were manufactured up to 1832 in the ropewalk, Oldbury; a cotton thread industry was established in 1825 with large buildings and expensive plant; nails were made in Nailers' Square up to 1874 when the trade was ousted by machinery. In 1830 the chief industry, however, was still stocking frame knitting which was to give employment to 1500 people, working in their homes.

In 1840 the railway came to Tewkesbury, lessening the advantage of her riverside situation. Machinery began to replace the handlooms elsewhere. The wool trade started its decline and numbers of people emigrated from Tewkesbury to the power mills at Nottingham. From 1850 onwards the population of the town shows a steady decline.

In 1861 a hosiery business was established but failed to make good. In 1865 the Borough Mills were erected by Messrs. Healing and are a thriving concern today, though they have cut out that much older Abbey Mills.

In 1933 the Borough Boundary was extended to take in the late Victorian settlement called Newtown to the east of the town.

Within recent times, new industries have started notably perambulators, metal pressings, engineering and welding. Having stood still for so long Tewkesbury is now climbing the ladder to full employment, town expansion and economic security for all the inhabitants.

CHAPTER IV

GEOLOGY

Geological formations and the soils arising therefrom determine the nature of the vegetation and trees and crops which flourish. They are peculiar to certain districts and have affected the siting of towns and villages and the property of the inhabitants. They have a direct bearing both on the health of the inhabitants and the materials used in the construction of the habitations.

The colour of a town usually reflects the colour of the geological strata. Oolite has given the Cotswold villages their subdued greys and browns which fade into the landscape. The Forest of Dean villages were built of the grey-brown and red stones peculiar to that district while the builders of the towns and villages of the Severn plain resorted to the use of the clays and alluvium to make their bricks.

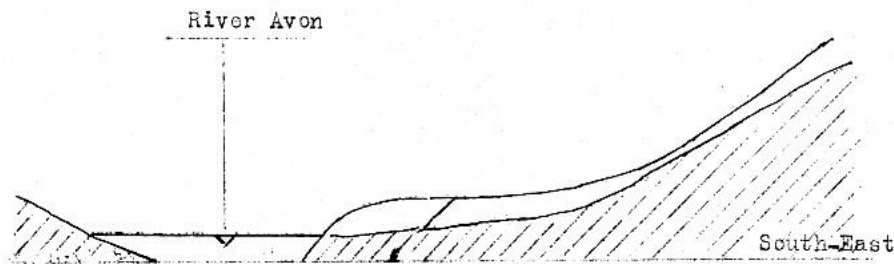
Early builders of Tewkesbury took advantage of the availability of unlimited timber, oak and elm from the Forest of Dean for constructional members with an infilling of wattle and Daub. Towards the end of the seventeenth century, however, bricks and tiles from the clay pits on the banks of the Severn to the north and south of the town made their appearance and were thenceforward used extensively, giving the pleasant contrast found today between the mellowed red bricks and tiles and verdant green of the surrounding pasture land.

In the region around Tewkesbury deposits of the Pleistocene, Liassic and Triassic ages have been laid down. Tewkesbury itself is built on Keuper Marl (Triassic) in the west and Lower Lias Clay and limestone in the east. It stands near the junction of the rivers Severn and Avon. Both these are mature rivers flowing over floodplains of alluvium often more than a mile wide. They meander from side to side, the River Avon cutting into the Lower Lias deposits in its swing, e.g. at Bredon and the River Severn, into the Keuper Marl, e.g. near Queenhill chapel and at the Mythe Tute (or Royal Hill).

To the west of the River Severn lies a region of Keuper or New Red Marl - dark red in colour with bands of green with outliers of some of the Rhaetic series surmounted by Lower Lias, i.e. the Rhaetic area near Bushley and the Lower Lias surrounded by Rhaetic north east of Forthampton and North East of Heath Hill farm. These outliers are fairly small with a maximum area of about one square mile.

East of the river Avon and north of Tewkesbury is a large area of lower Lias clay and limestone covered in places by patches of northern drift.

Drift accumulation of three distinct periods are found in the Avon Valley and surrounding area. The present valley floor of alluvium or silt was caused and is still being built up by the overflowing of the river and consequent deposition of material carried in suspension by the river. Between 10 and 45 feet above this alluvium are beds of gravel and sand probably laid down by a former chain of lakes that covered this area through the estuarine period. Finally above this estuarine level is the Northern drift. This is gravel material or detritus transported by ice from areas known to be north and north east of the Cotswold country. At Bredon village, north of Tewkesbury, this gravel is ten to fifteen feet thick at about seventy feet above the Avon and thirty five feet above the lake deposits. Occasionally the northern and estuarine drift are mixed, the former having been carried into the lakes by brooks.



Section showing 3 drift periods of Avon Valley.

- (a) alluvium
- (b) estuarine drift
- (c) Northern drift

Between the River Severn and the river Avon lies a triangular shaped area, its apex towards the south, bisected north to south by a fault running through rock Ridge Common. To the east of the fault is lower liars, to the west is Keuper Marl with thick bands of white sandstone. This fault runs south through the lower Lias of Tewkesbury town and then disappears. About half a mile to the west is a parallel fault running north to south through Ripple. This fault disappears under the Severn alluvium for about three miles, and reappears south of Tewkesbury throwing up, in the Keuper Marl, a fairly large area of lower lias and Rhaetic about four hundred yards west of the natural outcrop of the formation. East of this fault in the southern area lies the remainder of the Keuper Marl, then a narrow band of the Rhaetic series which finally dips under and gives place to Lower Lias. Immediately south of Tewkesbury all these series are covered by alluvial deposits of the small Tirlle Brook and Swilgate River.

In this area the two main series are Keuper Marl and Lower Lias clay and limestone. The junction is usually marked by a low but distant escarpment along the slightly harder Rhaetic beds except on the fault line between Tewkesbury And Brockridge Common where the Rhaetic has disappeared in the faulting. It is along this line that the characteristic red colouring of the western Keuper country changes into the dull brown of the Lower Liassic area

CHAPTER V

TOPOGRAPHY

Tewkesbury lies at the northern end of the wide valley which flanks the River Severn as it runs through Gloucestershire; pleasant English countryside chiefly remarkable for the wide tracts of low-lying alluvial land called "Hams".

Four rivers, the Severn, the Warwickshire Avon, and the smaller Carrant Brook and Swilgate intersect here, so that the town is completely surrounded by low lying flood lands.

Until the roads were built up on carriageways in the early 19th century it used to be possible in times of flood to circumnavigate the town by boat and it is recorded that this was possible as late as 1814.

The land is liable to flood up to the 41'0" contour and nearly the whole of the Borough lies below the 50'0" contours. The highest point is 54'0" B.M. In Station Street. During floods which occur frequently the town has the appearance of standing on a lake.

The tide is sometimes noticeable in the River Severn as high up as the Borough though it has never been obvious in the river Avon.

The two major approaches are from Worcester in the north and Gloucester in the south. Both approaches drop down narrow spurs to reach Tewkesbury, yet it is interesting to note that the remains of the old Roman road immediately to the north of the town lies on the low lying ground to the west of the present roadway and railway embankment which makes one wonder whether the Severn flooded as much in Roman days as it does now.

To the west of the town running north and south is the dominant picture of the landscape, the fertile green valley about a mile wide in which the Severn meanders from one side to the other.

From the north east, the Warwickshire Avon with its peaceful valley flows down and joins the Severn a quarter of a mile to the west of the town. Between the two rivers lies a tract of land rising to 150 feet known as "the Mythe" over which the Worcester Road runs. To the west of this road in a commanding position immediately over the River Severn are the remains of some ancient earthworks on what is called the Royal Hill or Mythe Tute. Had the river been the Danube, such a position would undoubtedly have contained a castle in the medieval ages. From here good views can be obtained of the south and west though the waterworks to the south detract somewhat from an otherwise beautiful view.

To the south east of the River Avon there is another spur of land lying between it and the Carrant Brook along which runs the Bredon road.

To the east between the Carrant and Tirl Brooks, runs the railway on its embankment and the road to Stow-on-the-Wold along an almost imperceptible spur. Here some recent development has taken place which is now included within the Borough boundary. This approach from the east is the least attractive for there is no sudden entry into a medieval town as from Worcester and Gloucester.

South of the town runs the Swilgate River with the low-lying settlement of Walton Cardiff lying between it and the Tirl Brook. At Newtown in 1746 mineral waters were discovered which once almost turned the Borough into a spa.

Immediately to the south of the town lies a spur of higher ground known as Perry Hill on whose lower and western slopes once stood Holm castle, the ancient dwelling of the Lords of the manor of Tewkesbury in the tenth and eleventh centuries. The eastern slopes of Perry Hill are now being developed as a housing estate by the Corporation and care is being taken to preserve the row of fine old trees on its skyline. It is separated from the old town by low-lying meadows and allotments, so that development here will conflict as little as development anywhere could, with the town itself.

The road from Gloucester runs due north along the crest of a shallow ridge and then curiously turns half right down the western slope, leaving the ancient earthworks called St Margaret's camp on the right, to enter the town by a right hand bend over the Swilgate bridge and across a short embankment flanking the meadows below the Abbey.

To the south-west of the approach which runs over the site of the battle of Tewkesbury, lies a meadow known as "Bloody Meadow" from the days of the battle. Beyond it on higher ground lies the mansion of Tewkesbury Park hidden in the trees which cover the hill, so far preserved from all new building. Beyond the hill lies the Severn and so the circle is completed.

CHAPTER VI

WATERSHEDS AND NATURAL DRAINAGE

An investigation into the extent and position of major and minor watershed areas is made because in determining the location for future development, difficulty and expense of pumping sewage can be avoided if such development can be situated within a minor watershed, rather than being outside a water parting line.

It is appreciated that the pumping of sewage is inevitable at Tewkesbury, but it would be uneconomic to require more pumping stations that are absolutely essential. The pumping of sewage is a constant charge upon the Corporation and in determining the areas for future development, due regard should be paid to those areas which can be drained by gravitation into the existing sewage system. For the purpose of this chapter, however, it is natural drainage which is under consideration and its main purpose is to describe the courses by which water falling on the surface of the Borough is discharged.

In a division of watersheds it is possible to determine these indefinitely but, for this purpose, many thousands of spot levels throughout the Borough would be required; such detail is neither necessary nor desirable since the main function of this part of the survey is to determine geographic factors which influence the location of future building development.

Within the Tewkesbury area there are eight minor watershed areas as follows:

1. River Severn catchment area, west of a line running north-south through the high ground at Orchard Hill, Tewkesbury Park, the Mythe House, Woodend Farm and Church End.
2. River Avon catchment area, east of a line running through the Mythe house, Woodend Farm and Church End and west of a line running along the Bredon Road and along the west of the high ground at Hardwick Bank. The whole of this area is drained by the river Avon and the minor watercourses which discharge into it.
3. The Carrant Brook catchment area, south east of the line running along the Bredon Road and Hardwick Bank and north of a line running along the Ashchurch Road and Northway house.
4. The Tirlle Brook catchment area, south of the line - Ashchurch Road Northway House, and north of the line - Walton Farm, bulls field farm, Home down farm.
5. The Walton Cardiff catchment area, South of the line-Walton Farm, Ballsfield Barn and Homedown Farm - and east of the line running north-south along the west of the spur through Rudgeway Farm. This area could be subdivided again but this is considered unnecessary. It is drained by three small unnamed streams which run into the Tirlle Brook and later the river Swilgate.
6. The river Swilgate catchment area, West of the line running along the spur through Rudgeway farm and east of the line running north - south along the Gloucester Road through Stonehouse farm, St' Margaret's camp and the west of Perry Hill.
7. The small area around the "Oliveyards", drained by an unnamed stream running into the Swilgate. West of a line running north - south along the west of Perry Hill, North of the road running at the back of the new housing estate and west of a line running through the cemetery.

8. A catchment area drained by the Bloody Meadow Brook, lying to the west of a line through the Gloucester Road and Stonehouse farm and east of a line running through the high ground at Orchard Hill and Tewkesbury Park.

CHAPTER VII

LANDSCAPE

Tewkesbury acquired much of its character from its situation amongst rivers, brooks and water meadows; fortunately, from the point of landscape setting, this low-lying land which completely surrounds the town is unsuitable for building on.

Outward expansion has been prevented and so Tewkesbury remains today very much of a medieval town situated still in the rural setting.

To view the town from across the ham with its closely packed buildings of mellowed brick and tile with its hips and Gable roofs rising one above the other from the banks of the Mill Avon requires only the painted sails of a Dutch barge in the foreground to complete a picture which might as easily be in Holland.

The dominant landscape feature is the rich green grass of the Severn valley on the west, with the 200 acres of former common, called the Ham, marred however, by the unsightly Borough Mills erected in 1866 and at the present moment by some temporary erections of the Bathurst Ship Building Yard lying immediately to the south of King John's Bridge.

The northern approach to the town, one of the most important, is still good, though for a short while the road is open to the Borough Mills which gives an enormous impression of industrial work which cannot well be rectified, for the mills are too tall to mask by trees even if they would grow in such waterlogged land.

Once King John's Bridge is reached, however, with wide open spaces to the right and the interesting river bustle scene of boats and launches at Bathursts to the left with the fifteenth century Old Bear Inn and its outbuildings beyond, a really charming scene is presented and a fitting entrance to a mediaeval town.

The railway embankment cuts off what would be a pleasant view to the north but this is unavoidable and so long as the temporary erections of Bathursts on the island site to the south are removed all is well here. There is also an interesting group of cottages, some very old, on the left opposite the Bear Inn - some should be pulled down and the others restored to maintain this picture.

The Bredon Road approach from the north-east is comparatively unimportant but the town is very shut off, and one feels "enclosed" would be a more fitting word, by the high railway embankment which carried the Malvern line from the pleasant meadows and fields which border Bredon Road and the River Avon. Fortunately, the Borough Gas Works which lie to the east of the road could scarcely be more inoffensive.

Development to the east of the Borough at Newtown about a mile from the Cross is fortunately separated from the town by a narrow strip of low-lying land. But this approach from the east through Newtown and into Barton Street is the least pleasant of all approaches for there is no sudden entry into a medieval town. The eastern end of Barton Street is bordered on the south by tall Victorian "semi-detached" and there is a good deal of nondescript building in the eastern Half of Barton Street.

To the south east is the delightful low-lying hamlet of Walton Cardiff amongst its water meadows and small fields, presenting a very English scene.

To the south the Swilgate river, with its low-lying water meadows, orchards, allotment gardens and playing fields provides a fitting setting, it is hoped for all time, for the Abbey.

Development of the Perry Hill estate fortunately will not interfere with this picture, though it is inevitable that any development of higher ground so near the town must detract from the rural setting. It seems in some ways a pity that the magnificent view of the Abbey and Town from here is enjoyed by so few, for the site is not easily accessible to the visitor.

The approach from Gloucester in the south, most important road of all, is really very fine. A good deal of development has taken place all along this road and, after passing the old Gupshill Manor on the left on the north-eastern side there is a long string of detached and semidetached housing which prevents any view of the Abbey and the town until one is almost beneath the shadow of the Abbey's fine tower. To the appreciative stranger it is a breathtaking view and an unrivalled into a mediaeval town and must be preserved forever. It is also one of the finest views of the Abbey, rising up from the Meadows and old houses which surround it. To the left lies the great open expanse of the Ham unfortunately marred at the moment by the new car park often filled with gaudily painted charabancs. If the Borough Council scheme for building a swimming bath on the flat land between the altered course of the Mill Avon, and this new car park, is executed, it is feared this view would be irreparably damaged.

To the south-west rising ground leads up to the wooded hill on which Tewkesbury Park stands; near it is Southwick Park. Parts of these parks should be preserved from all development if Tewkesbury is to retain its rural setting. In any case the northern slopes of the hill on which Tewkesbury Park stands would hardly be a suitable aspect for dense building development. The hill is skirted at the bottom by the Mill Avon and minor roadway running to the now disused Lower Lode ferry known as Lower Lode Lane. Along the Avon lies the rich green grass of the Ham, bounded by rivers on all sides: here building has been impossible, and walking on the further bank one can get a fascinating picture of the old town with the Abbey Mill standing in midstream with the picturesque old quay and terrace of half-timbered cottages behind. Closer examination from here reveals that judicious weeding out of ugly and derelict property would greatly enhance the beauty of this old town, though it is feared the Borough Mills must remain an industrial blot on an otherwise delightfully tranquil scene.

CHAPTER VIII

METEOROLOGY

INTRODUCTION

The term “weather” is used in reference to the day-to-day atmospheric conditions, while “climate” denotes the average or mean conditions as observed over a long period of years. Climate depends on rainfall, temperature, character of soil, latitude, direction and velocity of winds and proximity to the sea. Localities have minor variations - houses should not for instance be built in the path of cold air streams or in situations where they are liable to be engulfed in a pocket of cold air at night. Gardens in valley bottoms are very liable to untimely frosts which those on adjacent slopes escape entirely. The study of small variations such as those in local climate is termed “micro-climatology” a study still very much in its infancy but likely to be of great value.

Rainfall

Moist air is lighter than dry and, therefore, tends to ascend. The temperature of the air falls at the rate of 3° for every 1000 feet rise but often this rate is exceeded and when this is so, damp air rises quickly, and gives up its moisture content through condensation.

Since the Atlantic air masses are the sources of rain, the high ground in South West England, Wales, North-West England and West Scotland are the wettest areas, so it is not surprising to find the average rainfall at Tewkesbury which is only 50 feet above sea level, under 25 inches per annum.

Details of the average monthly rainfall at Tewkesbury over a period of 35 years are given below:

January	1.90 inches	July,	2.32 inches
February	1.72 “	August	2.75 ”
March	1.61 “	September	1.81 ”
April	1.63 “	October	2.64 ”
May	2.01 “	November	2.20 ”
June	2.15 “	December	2.48 ”

It will be seen that March is the driest month, with April a close second. August is the wettest month.

The table given overleaf gives the average rainfall for each of the years 1936/7/8 and also indicates the intensity of the rainfall varying between the two stations at Tewkesbury where the recordings are made – Upper Lode and the Pumping Station.

	1936			1937			1938		
	Rainfall in inches	Days with 0.1” or more	Days with 0.4” or more	Rainfall in inches	Days with 0.1” or more	Days with 0.4” or more	Rainfall in inches	Days with 0.1” or more	Days with 0.4” or more
Lower Lode	27.7	187	131	24.92	158	128	20.04	157	120
Pumping Station	26.51	193	131	25.55	179	124	18.52	155	114

TEMPERATURE

The nearest recording station to Tewkesbury for temperatures is at Cheltenham and the Meteorological Office have supplied the following data recorded at Cheltenham

Long period averages of temperature at Cheltenham

1906-20 and 1926-35. 214 feet above sea level

	Jan	Feb	Mar	April	May	Jun	July	Aug	Sep	Oct	Nov	Dec	Year
Maximum °F	44.5	45.3	49.5	54.3	62.4	67.0	69.9	69.8	64.8	56.7	49.1	45.4	56.6
Minimum °F	35.1	34.8	36.2	39.4	45.5	50.2	53.8	53.7	49.5	44.1	38.5	36.3	43.1
Mean °F	39.8	40.1	42.9	46.9	53.9	58.6	61.9	61.7	57.1	50.4	43.8	40.9	49.9

Means of Temperature for 1945 at Cheltenham

Maximum °F	39.3	51.5	55.3	60.0	64.9	67.2	70.6	70.3	65.2	61.3	50.2	46.7	
Minimum °F	28.3	40.6	38.5	43.0	46.7	51.4	55.0	53.6	51.4	47.0	14.9	37.3	
Mean °F	33.8	46.0	47.4	51.5	55.8	59.3	62.8	61.9	58.3	54.1	45.5	42.0	

Highest recorded maximum temperature at Cheltenham (1901/1945)

°F	59	60	71	73	89	89	93	93	91	80	64	58	93
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Lowest recorded minimum temperature at Cheltenham (1901/1945)

°F	6	9	12	25	28	35	41	38	33	24	17	14	6
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It will be noted that the main average annual temperature is 49.9°. Cheltenham is some 185 feet higher up than Tewkesbury and therefore would tend to be slightly cooler. Gloucestershire is one of the warmer counties of Great Britain and is comparable to Kent or Surrey, but since winter is relatively cold, it provides a fairly large annual range of temperatures.

WIND

Wind is the movement of air and is caused by differences in pressure of the atmosphere that are set up by contrast in temperature. When air is heated it expands and becomes lighter and the pressure falls, when air is cooled the reverse happens, the air becomes denser and the pressure rises. The flow of air from regions of high pressure to regions of low pressure and the greater the contrast in pressure (or barometric gradient) between the two regions the quicker the flow and of course the greater the wind.

The wind direction of Tewkesbury seems to conform to the prevailing Southwest and westerly winds. The Severn Valley at this point is wide enough, and the hills on either side are low enough, to prevent any noticeable tunnelling effect.

FOG

Here again no data is available for Tewkesbury but the Meteorological Office have provided the nearest recorded information which is for Cheltenham. Fog is defined as visibility less than 1100 yards and thick fog a visibility less than 220 yards.

	Jan	Feb	Mar	April	May	Jun	July	Aug	Sep	Oct	Nov	Dec	Year
At 9 hrs GMT	Number of days with fog												
1936	4	3	3	0	0	0	0	0	2	4	6	5	27
1937	1	1	1	1	0	0	0	0	0	4	7	5	20
1938	1	0	5	1	0	0	0	1	0	0	0	0	8
1939	0	0	1	0	0	0	0	1	0	1	1	4	8
1940	7	2	1	0	0	0	0	0	0	1	2	4	17
1941	4	1	4	0	0	0	0	0	1	1	5	9	29
1942	4	3	5	0	0	0	0	0	2	2	13	1	30
1943	2	2	3	0	0	0	0	0	1	4	4	11	27
1944	1	0	1	0	0	0	0	0	1	0	2	8	13
1945	7	0	1	0	0	0	0	0	0	3	5	4	20
Total:	31	12	25	2	0	0	0	2	7	20	45	51	195
Mean:	3.1	1.2	3.5	0.2	0	0	0	0.2	0.7	2.0	4.5	5.1	19.5

	Jan	Feb	Mar	April	May	Jun	July	Aug	Sep	Oct	Nov	Dec	Year
At 21 hrs GMT	Number of days with fog												
1936	3	0	1	0	0	0	0	0	1	1	3	2	11
1937	1	0	0	0	0	0	0	0	0	2	2	2	7
1938	0	0	0	0	0	0	0	0	0	1	0	0	1
1939	0	0	0	0	0	0	0	0	0	2	0	3	5
1940	4	1	0	0	0	0	0	0	0	0	2	0	7
1941	2	0	0	0	0	0	0	0	0	0	0	3	5
1942	2	1	0	0	0	0	0	0	0	0	4	0	7
1943	0	0	0	0	0	0	0	0	0	0	0	1	6
1944	0	0	1	0	0	0	0	0	0	0	0	5	6
1945	1	0	0	0	0	0	0	0	0	0	3	3	7
Total:	13	2	2	0	0	0	0	0	1	6	14	9	57
Mean:	1.3	0.2	0.2	0	0	0	0	0	0.1	0.6	1.4	0.9	5.7

It will be seen that fog is much more prevalent in the mornings than in the evenings.

December is the worst month, with November and January second and third. The average number of days in the year with fog in the morning over a period of years is 19.5.

CHAPTER IX

HOUSING

In a town with such a marked character as Tewkesbury there must inevitably be some differences of opinion as to what is worthy of preservation and what is not; for it contains many buildings whose life can be truly assessed as nil, yet for architectural and historical reasons it is desirable that they be reconstructed and preserved.

The peculiar growth of the town in the gardens and back gardens of the houses fronting the main streets has resulted in the creation of narrow courts and alleys flanked with two and three story houses of no intrinsic interest in themselves, yet producing a general effect of a close packed town of brick and tile of great interest.

Little can be done in the way of reconditioning without adequate drainage, access, light and air; however judiciously a weeding out process were to be carried out, it is felt that the doubtful character of these alleys would be destroyed as completely as more wholesale clearance, without the latter's resulting benefits.

As a comparison between the housing and land utilisation maps will show few of the buildings in those back alleys are still inhabited, many have been converted to other uses, garages, store houses, warehouses, bakeries, etc. and remain very much in a derelict condition. Indeed closer inspection of these alleys reveals that only the absence of smell, dirt, filth and the teeming population which must once have been there, is required to complete the nauseating picture of any present day back street in any Indian town.

Finally one must remember that this government has stated that it is not their intention to recondition slums whether in town or country. For these reasons inhabited houses in these alleys are all shown in category one while other older and possibly equally bad condition in the main street frontage are shown as category three "worthy of reconditioning".

The purpose of this chapter is to discover of the facts available and to endeavour to form some conclusions as to the number of houses which are considered obsolete in the various parts of the town. Additional houses will be required and the number and direction in which they will be required may be judged from a study of other parts of this survey.

Overcrowding - "overcrowding" is defined by section 58 of the Housing Act 1936 as:

When the number of persons are sleeping in a house either:

- a) is such that any two of those persons, being persons 10 years old or more of opposite sexes and not being persons living together as husband and wife must sleep in the same room, or
- b) is, in relation to the number and floor area of the rooms of which the house consists in excess of the permitted number of persons as defined in the Fifth Schedule of this Act.

In determining the number of persons sleeping in a house no account shall be taken of a child under one year old and a child between the ages of one and 10 shall record as half a unit.

The Fifth Schedule to the Act of 1936 indicates that the “permitted” number of persons per room shall mean whichever is the lesser of the two following tables, provided a room under 50 square feet floor area shall be discounted.

TABLE ‘A’

Where the house consists of:	No. of persons
a) One room	2
b) 2 rooms	3
c) 3 rooms	5
d) 4 rooms	7½
e) 5 rooms or more:	10 with additional 2 in respect of each room in excess of 5.

TABLE ‘B’

a) 110 sq. ft. or more	2
b) 90 to 109 sq. ft.	1½
b) 70 to 89 sq. ft.	1
d) 50 to 59 sq. ft.	½
e) under 50 ft. ²	0

Room is defined for the purpose of overcrowding under Section 68 as “not including any room of a type not normally used in the locality either as a living room or a bedroom”.

Private families and dwellings 1931 - According to the 1931 census there were 1198 structurally separate dwellings housing 1211 families in Tewkesbury Borough. The Borough boundary was extended in 1933 to take in some 40 dwellings in the Newtown area, and together with new building the latest figures available (1944) show 1466 inhabited houses. It is not wise to pay too much attention to the 1931 figures, but as they are the latest available official figures the following table is given.

TABLE FROM 1931 CENSUS

TEWKESBURY M..B.. & C..P..

Private families	population in private families	S.S. dwellings	rooms Occupied	persons per room	persons per S.S. dwelling
1211	4105	198	5829	0.70	3.43

The Census report defines “room” as living rooms, bedrooms and kitchens but excludes galleries, landings, lobbies, closets, bathrooms and office, shop or warehouse accommodation. It defines “structurally separate dwellings” as any room or set of rooms

intended or used for habitation having separate access to a street or a common landing, i.e. flats and maisonettes.

Condition of life of dwellings - It is considered that the structural condition and consequently the life of dwelling houses is of great importance since although a house may not be technically overcrowded, if its structure is poor and dilapidated and its internal arrangement of rooms inconvenient the unsatisfactory state of living still justifies correction. In these circumstances a survey of all the houses in the Borough has been undertaken and they have been classified according to the following groups

1. Life - nil. In this type is included all property which would be condemned as insanitary and for immediate demolition under the slum clearance section of the Housing Act. It includes back-to-back houses and houses in a condition unfit for human habitation, imperfect ventilation and damp. Density is up to 80 per acre, may be lower in suburbs. (N.B. All houses in courts and alleys in Tewkesbury come under this heading unless of architectural or historic interest and so worthy of reconditioning)

2. Life - 10 years. The normal density of this type of property is 30/50 to the acre. It usually consists of long rows of terraced houses under a single roof without forecourts and without such amenities as bathrooms. The date of this property varies between about 1830/1900 and includes housing of low standard built mostly between 1870/1880 and some earlier houses of high density many of which formed the nucleus of the district and have been converted into shops on the ground floor. (N.B. most of the houses built in the Oldbury in early Victorian days come under this heading).

3. Life when reconditioned where necessary 20/30 years. The majority of this type of property was built before 1840. A great deal of it has been converted into shops. The houses are either stucco painted or mellow brick usually with brick arch lintels and small pane sash windows. Slate or tile roofs. The property should, where possible, be reconditioned. Density and size varies considerably. In assessing this type, no account has been taken of position. In many cases the necessity for street widening would put these houses under type 2. (N.B. most of the old houses fronting the main street in Tewkesbury are shown in this category).

4. Life-30/40 years. This property is both semidetached and terraced. The average density is 20 to the acre. Date between 1840/1910. The structures are sound and have considerable life but the streets are monotonous and drab. Most of the houses are built in a dark hard brick with heavy stone lintels and slate roofs. (NB there is a good deal of this type of Victorian property both in the Oldbury and at the eastern end of Barton Street)

5. Life approximately 30 years. Detached or semidetached houses. Density approximately 5 to the acre. This type includes large houses mostly built between 1860 and 1914 which have become obsolescent and many have been split up into flats or converted to commercial uses. The structural life is probably considerable, but the social conditions make it likely that they will be converted or pulled down to make room for buildings more in public demand. (N.B. there are only a few isolated examples on the outskirts of Tewkesbury of houses of this category).

6. Life 50 to 70 years. Semidetached and single houses built since 1918 by private enterprise at the density of 12 and 8 to the acre. (N.B. there are a small number of these on the Gloucester Road, in the Mythe area and at Newtown).

7. Life - 50/70 years. - Houses built by Local Authority under Housing Act since 1918, mostly semi-detached. Density 12 to the acre. Brick and stucco. Tile and asbestos roofs.

8. Life up to 70 years. - Detached houses standing in their own grounds. Density up to 6 to the acre. Age varies considerably but most of them have been built since 1925 usually on main road frontages.

An analysis of the housing groups arrived at as a result of the survey is as follows; A table

<u>Group</u>	<u>Approximate No. of Houses</u>	<u>Percentage</u>
1	500	34.0
2	210	14.4
3	370	25.2
4	100	6.8
5	5	0.3
6	60	4.0
7	220	15.0
8	5	0.3

A study of the housing map shows where these groups are situated. Of the 1466 houses in the Borough 48.4% come within groups 1 and 2. It will be noted that they are scattered throughout the town in the areas behind the main street facades and in the Oldbury.

It is estimated that a much higher percentage than this, nearly 66% of the houses do not contain bathrooms-a very low average for a town.

In the redevelopment of the town regard must be paid to the fact that many of these buildings will be removed, and are being removed, in the normal process of slum clearance, and it is wise to determine beforehand what the future use of the sites shall be.

Once a new building is erected it stands (apart from fire and war) for the major part of a century and for this reason it is of the utmost importance that there shall be no doubt that the intended use of the land is the best.

Of the 1466 dwellings in the Borough, 48.4% represent some 710 obsolete buildings to be replaced within the next 10 years, not to mention the extent of reconditioning of houses in category 3. The Corporation is at present erecting a new housing estate on Perry Hill, to the south of the town where it is hoped to build some 400 houses. 20 prefabricated houses have been erected near the same locality.

Before it is possible to arrive at any reliable estimate of the number of houses which will still be required it is first necessary to study the trends of the population together with the demands of industry.

CHAPTER X

PUBLIC BUILDINGS, SCHOOLS, HOSPITALS, SHOPPING FACILITIES, HOTELS, RESTAURANTS, CHURCHES AND MARKETS, ETC.

PUBLIC BUILDINGS

The tasks of Local Authorities have increased immeasurably over the last fifty years and today the rapid growth of increasing responsibility has resulted in a very much larger number of the general public finding it necessary to visit public offices for one purpose or another.

There is an undoubted need in all towns throughout the country for a new grouping of public buildings expressing a character worthy of the part local government has to play in the life of the nation.

Obviously there are more pressing needs for many years to come and further in an impoverished Town like Tewkesbury, considerable opposition would inevitably be encountered from the already overburdened ratepayer to any lavish new buildings built at the ratepayers expense. However to ignore what is obviously a requirement of the future would be as wrong as to ignore her historic past.

The present Town Hall built in 1788 with a new front added in 1857 to enclose the Corn Exchange has a pleasant character in keeping with its use; but it's situation amongst the shops and public houses in the High Street has no dignity and leaves a good deal to be desired.

The Municipal Offices are now situated in what used to be the Old Hospital built in 1872 in the Oldbury.

The Borough Police Station occupies an ugly Victorian building in the Bredon Road originally built as a jail.

The library is at present situated in the Municipal Offices.

The fire station is in improvised premises near the old Abbey Mills.

This state of affairs can hardly be expected to continue for ever, even if at the present time a Civic Centre, which includes the above in one group of buildings should seem something in the distant future.

SCHOOLS – existing

The main schools existing in Tewkesbury are:

- (1) the Grammar School built in 1906 on a cramped site opposite the Abbey. It now uses the playing field on Swilgate Meadow.
- (2) the Girls School occupying the old Avonbrook House in Church Street with new extensions adjoining. It is also very cramped and has no playing fields of its own, but is conveniently adjacent to the Swilgate Meadow.
- (3) the boys and girls school in Chance Street, built in 1905 which today looks the most serviceable of all the existing schools.

(4) The Tewkesbury Abbey school in Oldbury Road built in 1911.

(5) the infant school situated in an obscure position in an old building in the Oldbury.

(6) the infant school in Barton Street, also uncomfortably housed.

FUTURE REQUIREMENTS

It is worth noticing that the 1944 Education Act has laid down that its object will not be considered as realised until every child in the country is given all facilities sufficient to educate it to the limit of its powers, whoever they are and whatever his aptitude. Age alone is to be the limiting factor and this is being progressively stepped up as the ideals of each proceeding generation are realised.

The Board of Education has issued very precise regulations for schools and their playing fields in recent years and Local Education Authorities have now undertaken to pay 50% cost of the renovation and modernisation of their schools.

The basis of education is being altered; all children will get primary education until 11 years of age and then go to a secondary school until 16 years of age and then to county colleges or technical colleges until the age of 18. This is an immense step forward when one realises that the Education Act of 1918 raised the school leaving age to 14 years of age.

For planning purposes schools will still be required by age groups.

Infant schools for age groups	5 to 7
Junior schools for age groups	7 to 11
Senior schools for age groups	11 to 16
County colleges for age groups	16 to 18
Technical college	18 and upwards.

The structural life of a school today is very uncertain, fluctuating with the needs and demands of education: so much requires to be done throughout the county to comply with these regulations that in general only occasionally can an existing school be regarded as having modern standards.

It remains to be seen how soon conditions will allow this to be done.

SHOPPING FACILITIES

The number and type of existing shops in Tewkesbury (July 1946) are shown below:

Food and drink	37
Clothing (including boots and shoes)	19
Household goods	20
Chemists, tobacconists and confectioners	18
Miscellaneous	18
Empty, or no longer used as shops	32
Public houses	22
	<u>166</u>

As the shopping "catchment area" in the surrounding countryside is fairly considerable it is not considered of much value to give the number of inhabitants using a shop. This would

work out at 33 if the catchment area was limited only to the Borough. As an interesting comparison the following table gives the number of inhabitants per shop in other towns in England.

Town	Number of inhabitants per shop
Chorley	32.5
Bolton	37.0
Liverpool	40.0
Durham	41.0
Weymouth	42.0
Manchester	44.0
Birmingham	52.0
Evesham	55.0
Glasgow	60.0
Jarrow	61.0
Slough	72.0
Middlesbrough	85.0

The main shopping area Tewkesbury is the High Street; the best area being in the narrow portion of the street at the southern end and near the Cross. Shops, however, are found strung out and often in small isolated groups from the Bell hotel in Church Street to the Tudor house in the High Street and halfway along Barton Street. In the extremities of the streets, shops tail off into isolated units, usually small general shops which have a very depressed appearance. Many of them are now empty, or no longer used as shops. It must be stressed, however, that the figure of 32 empty shops represents a number of older houses which at some stage in their life, turned the front parlour into a shop and built a new shop window and have now reverted back to the original use.

It is clear however, that there are now too many shops and that they are too strung out; Individual trade suffers in consequence.

Land behind the shops and old houses fronting the main street has been too heavily built on in the past to allow any access by service roads to the shops. Consequently the only good access to the majority of the shops is from the front or from narrow alleyways – a very unsatisfactory state of affairs.

FUTURE REQUIREMENTS

Towns vary so considerably in function and character that it is impossible to devise any formula for ascertaining whether a town is adequately or inadequately supplied with shopping facilities. Owing to food and other shortages and rationing the present period is no time to draw any very definite conclusions about facilities available and to indicate future requirements. It would seem that there are too many shops in the town; that they are too strung out to drive the maximum advantage of the situation and that they nearly all lack adequate service approach.

On the aesthetic side it is felt that much could be done. The domestic character has not departed from the streets and must not be allowed to do so. The low ground stories of the old houses has helped to preserve modest scale; many of the shop fronts still have vertical glazing bars, some few have unfortunately broken out into large size plate glass. Any further tendency in this direction should be checked. Much of the charm of the old-fashioned streets

lies in their irregularity and non-conformity, in the variety of colours in the building materials themselves - in the accidental blending of brick and tile and a half timbering here and there enriched by plastering, stuccoing and painting.

Look above the shop fronts in Tewkesbury and the predominant colour is mellowed brick and tile and contrasting half-timber and plaster. The preservation of its character is not dependent on further stripping off of plaster and re-exposure of old beams which were often not intended to be exposed. Rather it is dependent on the judicious selection of colours for the fascia boards and shopfronts beneath harmonious reds and browns and yellows; on discretion in the size and character of the shop fronts themselves, the evidence of discordant tiles and ugly lettering and in particular in the evidence of any form of chain taste.

Chain taste in itself can be both good and bad, but in the end it will tend to make Tewkesbury look like Tooting; it has an insidious effect on a town creeping its way from Woolworths to Boots attracting some custom with its large and gaudy sans serif lettering and its glazed white tiles, which only result in its better mannered and more conservative neighbours being persuaded that they are old-fashioned until they too, rather against their will, follow the scarlet fascia and glazed dado example.

HOTELS

Tewkesbury has many ancient hostelries which are today thriving hotels. At the beginning of the last century when upwards of 30 coaches a day passed through the town on the way to Bristol or Birmingham or elsewhere, the two great coaching hostels were the Hop Pole and the Swan. Today there are many more most of them of greater age than these two. They aggregate 128 beds which is a good number for a town the size of Tewkesbury. Full of age and character they have a great future in a town of such historical interest and remain a potential source of considerable revenue.

The principal hotels in the Borough are:

The Hop Pole	licenced
The Bell	licenced
The Swan Inn and Tavern	licenced
The Tudor house	unlicenced
Moffat hotel	unlicenced
Gupshill Manor	unlicenced

It is impossible to foretell to what extent they will be affected by the new by-pass motorway; probably very little, for Tewkesbury's fame is considerable and the average motorist and tourist sets off with a predetermined idea of where he wishes to spend the night.

PUBLIC HOUSES

In addition to the hotels mentioned there are the following Public Houses in the Borough all of which, so far as the limitations of beer can permit, seem to be doing a thriving trade.

Church Street	The Masons Arms The Berkeley Arms
Barton Street	The Plough Inn The Duke Of York

	The Nelson Inn
	The Kings Head
High Street	The Wheatsheaf
	The Nottingham Arms
	The Britannia Inn
	The Shakespeare Inn
	The Barrel Inn
	The Oddfellows Arms
	The Anchor Hotel
	The George Hotel
Quay Street	The Old Bear Inn
Station Street	The Coach And Horses
	The Railway Inn

Including the licensed hotels, the average number of persons per public house is 221. The national average is about 500, but as with the shops, the catchment area is probably greater than the boundaries of the town. Figures however would seem to indicate a superfluity of Public Houses at the present moment.

RESTAURANTS

The main streets are well provided with Cafes and restaurants catering for tourists who come both in large numbers by charabanc and in small numbers by motorcar.

Chief among these are:

Ye Olde Willow Café at the Cross
 The Ancient Grudge in the High Street
 The River Café in the High Street
 Barretts Café in Church Street

The Abbey Tea Gardens and Italian restaurant in Church Street of the popular variety was taken over by the women's voluntary service During the war

The old Abbey Mills was used as a café before the war, catering for the large numbers who arrived by charabanc.

The Olde Black Bear Inn also provided a café.

Bathursts have an open air tea garden near their landing stage on the Avon but it is not used at present.

MARKETS

The Cattle Market was opened as recently as 1927 and is regarded as being one of the best laid out sale yards in the West of England. It comprises a large Market Hall and ample provisions for cattle, sheep and pigs: it has also a large covered sale ring with a modern Weighbridge. It seems to be quite adequate for the requirements of the fortnightly market.

The cattle sale yard on the other side of Trinity Church is no longer used as such. The yard has been converted into lock up garages.

There is another cattle sale yard in Station Street which is, however, still in use.

CHURCHES AND CHAPELS

The Abbey is too well known to require any special mention in this part of the survey. The Abbey property is owned by two trusts and it may be worth recording that the annual cost of maintenance is in the region of £1500 per annum

The Holy Trinity Church was built in the Oldbury at the head of Trinity Street in 1837. It is built of hard red brick and is a typical product of its age. It will seat 600.

The Baptist Church in Barton Street was built in 1805 and takes the place of the old Baptist chapel which still stands in a little court of Church Street and contains its original Cromwellian communion table and coffin stools.

The Congregational church in Barton Street was originally Presbyterian and Independent Meeting and became Congregational in its faith and order in 1819.

The Methodist church at the Cross was built in 1878 on the site of the former Old Market place; and took the place of the first Wesleyan Chapel opened on Tolsey Lane, which is now known as Tolsey Hall but is no longer used.

There is a Roman Catholic Church on the Mythe Hill.

MORTUARIES

There are two mortuaries in the town. The Borough Mortuary awkwardly situated in Tolsey Lane on the Riverside nearly opposite the Town Hall and the Mortuary in the Cemetery Chapel.

HOSPITALS

The hospital in Barton Street which at present is used as an EMS hospital has two wards with accommodation for 20 patients in all. It is maintained entirely by a voluntary subscription. There is an isolation hospital with 26 beds at Tredington just outside the Borough boundary and now administered by the Gloucestershire County Council. Most infectious cases are now sent to "Over" Hospital in Gloucester.

BATHS

There are no PUBLIC BATHS in the Borough but the Council operate six slipper baths near the Abbey Mills in an endeavour to fulfil the needs of the 2/3 of the population who have none in their houses. They are opened one afternoon a week for men and one for women; children are allowed there on Saturday morning but it is understood that they generally prefer to go to the local cinema which is open also to them at that time. The charge per bath is 9d. Whether this is the primary deterrent to the use is not known, but they are little used.

SLAUGHTER HOUSES

There are in Tewkesbury at the present day seven registered slaughterhouses of which only three were in use pre-war.

As a wartime measure all slaughtering has been carried out at the Cheltenham Public Abattoir. Slaughterhouses in addition to being registered will in future have to be licensed. It is extremely doubtful if any of the existing ones will be granted a license - two of them are approached down alleyways from the main streets. None are in a satisfactory position, principally on account of inadequate access.

CHAPTER XI

POPULATION

A study of the population of the Borough, of its numbers, distribution, movements, density per acre, its age and sex composition is of primary importance since the inclination or declination in the population in the Borough as a whole and in the wards and the changing age composition affects the types of services which the Corporation must provide.

GROWTH OF POPULATION

Accurate statistics concerning population are not available before the year 1801 when the first census was taken.

The census of 1801 reveals that the population then amounted to 4,199. From succeeding figures available it will be seen how the population then increased steadily until 1831, and how between 1831 and 1861 it remained more or less constant and has since declined.

The population graph shows the rise and fall of the population over the last 140 years. The figures are as follows:

Year	Population	plus or minus over preceding decade
1801	4,199	-
1811	4,820	+621
1821	4,962	+142
1831	5,780	+818
1841	5,862	+82
1851	5,878	+16
1861	5,876	-2
1871	5,409	+33
1881	5,100	-9
1891	5,269	+169
1901	5,419	+150
1911	5,287	-132
1921	4,704	-583
1931	4,332	-352
1939	4,345	-7

It will be noted how rapidly the population increased between 1801–1831, when the world trade was flourishing and the corn laws encouraged home grown wheat for which Tewkesbury was a vast granary. Coaching also increased in importance during this period.

Between 1831 and 1861 the growth of population remained almost stationary. This was because the invention of the steam engine and the “power loom” caused a great many people engaged in the woollen trade to emigrate to the power looms at Nottingham. In addition the advent of the railway reduced the advantages Tewkesbury enjoyed as a river port.

A small rise is shown between 1871 and 1891, thereafter a steady decline until 1931 since when the population has tended to go up slightly.

POPULATION CHANGES

The following table gives the absolute increase in the population within the Borough reduced to percentages as a basis of comparison between the Borough, the County of Gloucestershire and England and Wales.

Year	Tewkesbury. Absolute increase or decrease	Tewkesbury percentage increase or decrease	Gloucestershire percentage increase or decrease	England and Wales percentage increase or decrease
1911/1921	-583	-11.03	-1.51	5.0
1921/1931	-352	-7.48	2.0	5.5
1931/1939	-7	-.02	17.4	2.6 estd.

These figures show how severely Tewkesbury has been affected by a falling population compared with the County and with the figures for England and Wales.

Whilst the population of England and Wales has shown a steady increase, and the figures for the county for 1931/39 a very great increase, Tewkesbury has gone down, though the last period shows an almost negligible fall. Wartime figures, such as are available, all show an increase in population, but since these figures do not represent a true increase owing to wartime conditions they have therefore been disregarded.

DENSITY OF POPULATION

The present average of the Borough is 2,651 acres, which includes 96 acres of water. The pre-war population figures of 4,345 persons (which it is felt is of more value than the 1944 war Time figure of 4,431) gives a density of 1.7 persons per acre.

A glance at maps showing density of population within the Borough, will show how misleading and valueless this figure is, for of the 2,651 acres of the Borough at a rough estimate not more than 1/6th of the area is built on.

What is however of great value, is the density of occupation, i.e. persons per room; and the following figures show the situation in Tewkesbury in 1931.

DENSITY OF OCCUPATION 1931 CENSUS FIGURES

size of family	persons per room			
	Over 3	3 and over 2	2 and over 1½	1½ and over 1
1	-	-	-	-
2	-	-	2	-
3	-	-	-	45
4	-	-	36	212
5	-	30	120	175
6	-	12	114	18

7	14	35	56	49
8	-	48	72	4
9	-	54	45	27
10	-	-	40	-
11	11	-	-	-

SIZE OF FAMILIES

In 1931 there were 1,211 private families living in Tewkesbury with a population of 4,105 which is about 94.4% of the population.

A private family is defined by the registrar general as "any person or group of persons, included in a separate return as being in separate occupation of any premises, or part of premises, in treated as a separate family for census purposes. Lodgers being so treated only when returned as boarding separately and not otherwise. The remainder of the population is classed as living in institutions, business establishments or boarding houses.

For many economic and most domestic purposes the Census family is a real unit, so that members and sizes are worth studying.

The total number of private families in the Borough in 1931 was 1,211 and the composition was as indicated in the following table. The end column indicates family composition in the County; this is included for comparative purposes.

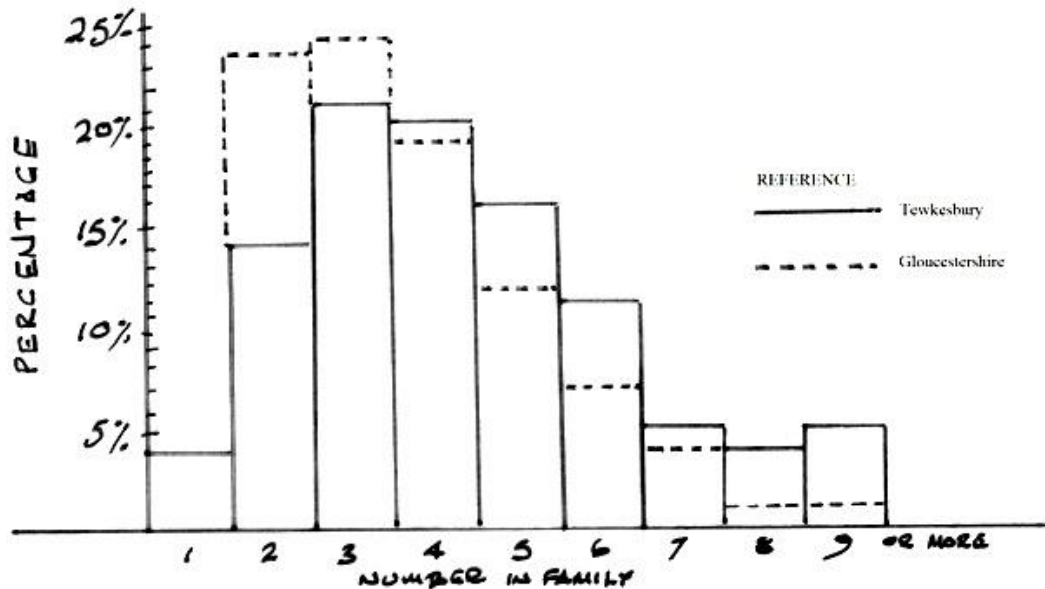
size of family	number of families in the Borough	percentage of whole Borough	Gloucestershire percentage
1	147	3.6	7.6
2	289	14.1	23.8
3	289	21.1	24.2
4	206	20.1	18.7
5	132	16.1	11.8
6	79	11.5	6.9
7	28	4.8	3.5
8	20	3.9	1.8
9 or more	21	4.8	1.7
TOTAL	1,211	100%	100%

The Borough was similar to the County of Gloucester in that three persons families predominated though four person families were a close second

It is worth noting that the Borough possessed a higher percentage of families with four and over, than the county as a whole; whereas the two person families and single are considerably smaller than for the County.

The following diagram has been compiled so that family size composition may be more clearly appreciated. The solid horizontal lines represent the Tewkesbury family sizes and the dotted lines Gloucestershire.

FAMILY COMPOSITION GROUPS



Percentage worked out on figures for population in the families, i.e. 4,105.

AGE COMPOSITION

In the following table age groups for the Borough have been set out in five year age groups up to the age of 30 years; in 10 year age groups between the ages of 30 and 70 in order to show the number to be found in each group for 1000 of the population. The average numbers for similar age groups for England and Wales are shown in the second column

Age groups,	Tewkesbury Borough,	England and Wales
0-4	74	75
5-9,	93	83
10-14	80	80
15-19	80	86
20-24	80	87
24-30	68	84
30-39	127	147
40-49	124	131
50-59	114	11
60-69	98	73
Greater than 70 years,	62	43

The most interesting point about this analysis is that the Borough had a higher proportion of people in age groups over 50 years old than the county as a whole, the proportion of young people between 5 years and 10 years is also higher.

On the other hand there is a deficiency in all groups between 15 years and 50 years.

If a country had an absolutely stationary population and was not subject to variations by immigration or emigration, the population in each group would normally decline steadily from the youngest to the oldest group. If, on the other hand there was a steady rise in the population this graduation would be even more obvious.

The application of this particular study to the survey and plan for Tewkesbury is that in re-planning the town and making proposals for the future use of land uses in the Borough, it is essential to provide for all ages.

For example, since there is a higher proportion of people over 50 in 1931, than in the county generally, there should be greater provision for suitable dwellings for old couples and single persons; old age pensioners cottages seem to be particularly urgently required, in view of the age and condition of existing almshouses and the number for whom they offer facilities.

While it is essential to understand the age group in the Borough in relation to England and Wales, and investigation of the total numbers of the population in the various age groups, the proportion of males and females and the percentage of each sex in each group should repay study.

The following table from the 1931 census returns being the latest figures available set out the position as in 1931.

Age Group	Males	Percentage of Total Males	Females	Percentage of Total Females	Total	Percentage Total in Age Group
0-4	160	7.67	163	7.19	323	7.41
5-9	202	9.68	203	8.95	405	9.36
10-14	201	9.64	146	6.45	347	7.97
15-19	184	8.82	166	7.32	350	8.04
20-24	164	7.87	182	8.03	346	7.95
25 -29	144	6.90	151	6.66	295	6.78
30-34	129	6.19	145	6.39	274	6.29
35-39	126	6.04	153	6.75	279	6.41
40-44	116	5.56	182	8.03	298	6.84
45-49	114	5.47	126	5.56	240	5.51
50-54	125	6.00	117	5.16	242	5.34
55-59	109	5.23	146	6.44	255	5.85
60-64	115	5.5	128	5.65	243	5.58
65-69	89	4.27	95	4.19	184	4.23

70-74	59	2.83	78	3.44	137	3.15
75-79	38	1.82	55	2.42	93	2.14
80-84	7	0.34	17	0.75	24	0.55
85-89	2	0.09	13	0.57	15	0.34
90 plus	1	0.05	1	0.05	2	0.05
Total	2085	100.00	2287	100 .00	4352	100.00

SEX DISTRIBUTION

In 1931 the population of the Borough consisted of 2,085 males and 2,267 females. There were thus 920 males for every 1000 females which is the same proportion of male to female as for England and Wales.

BIRTHS AND DEATHS. THE FUTURE POPULATION

Important factors in the population trends are those of the birth and death rates.

The population may be varied by immigration or emigration and these two factors must be studied together with the reproduction rate.

The method generally used in measuring the trend of population is the use of statistics concerning the natural increase or decrease of the population; this consists of relating the number of births and deaths to the total population and the difference between birth and death rates indicate the natural increase or decrease.

In towns where there is a high proportion of elderly people this method may suffer in accuracy as a high proportion of females between the greatest childbearing ages of 20 and 30 would also offset the accuracy of the forecast. It is as well to remember that figures for Tewkesbury do tend to show rather a high proportion of elderly people.

The population decreased by 11% between 1911/1921 and by 7.5% between 1921 and 1931; this latter period shows an actual increase in births over deaths and shows a heavy emigration figure:

Periods	absolute population increase or decrease	by births and deaths	by migration	total percentage increase and decrease
1911/1921	-583	-	-	-11.0
1921/1931	-352	+4.6	-12.1	-7.5

It is therefore obvious that the migration figures for Tewkesbury is really of greater importance than the nett reproduction rate, which merely indicates broadly the number of female children which 1000 girls born now will produce for the next generation provided fertility and mortality remain the same.

A nett reproduction rate of "unity" means that 1000 girls born now will produce 1000 girls in the next generation, whereas a net reproduction rate of less than unity indicates a potential decrease in the population and conversely a rate of more than unity indicates a potential

increase. Judging by the previous decades the country as a whole is now faced with a net reproduction rate of considerably less than unity.

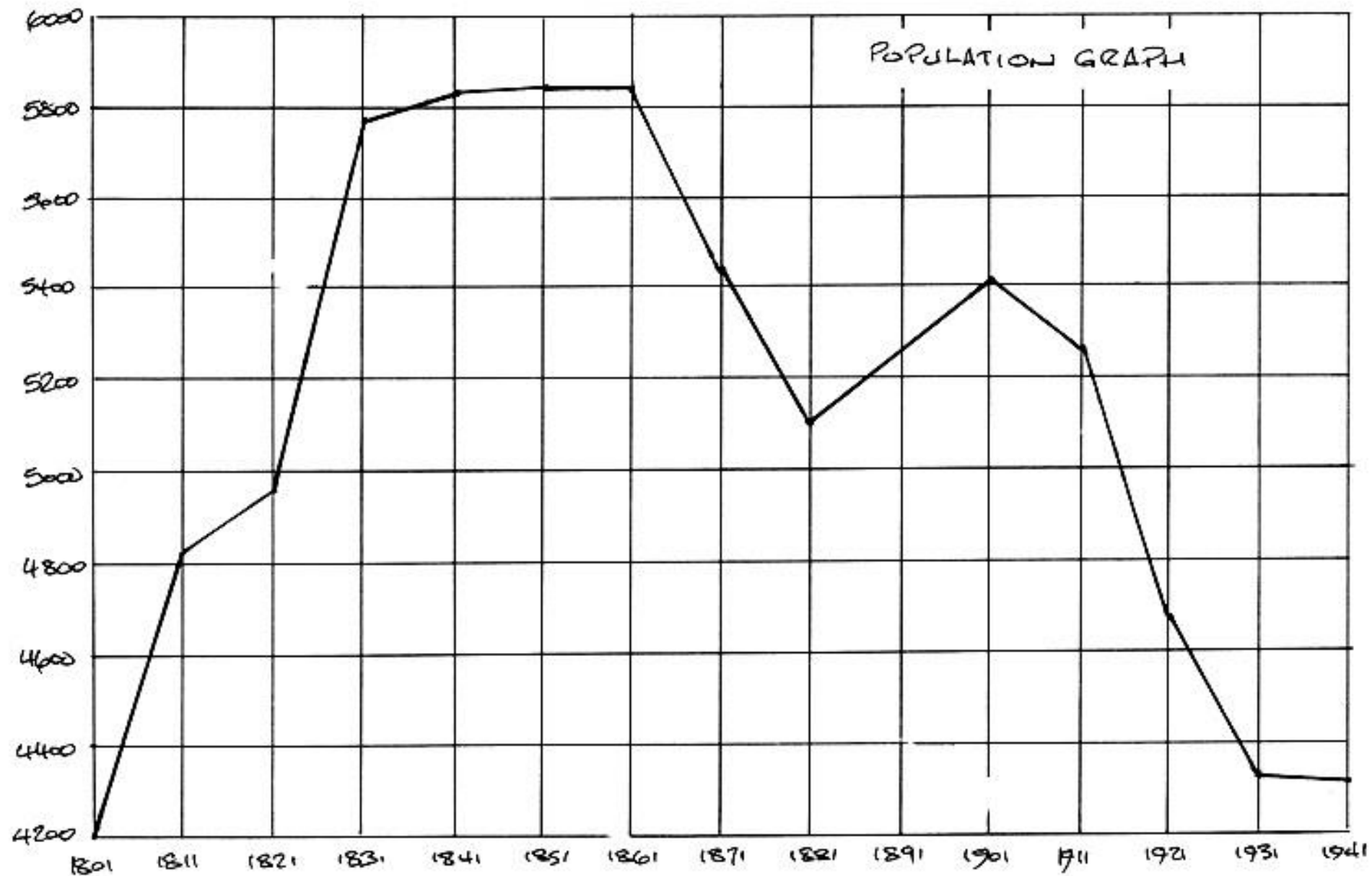
While it is not advisable to base calculations on wartime figures which are by no means normal, the following table gives the Medical Officer of Health figures for Tewkesbury during the last five years compared with England and Wales.

		<u>Birth, death and infant mortality rates</u>					
		<u>1940</u>	<u>1941</u>	<u>1942</u>	<u>1943</u>	<u>1944</u>	<u>Ave.</u>
Birth rate	Tewkesbury	10.9	16.1	18.0	18.3	20.7	16.8
Per 1000 population	England and Wales	17.6	20.3	20.9	20.0	20.7	19.9
Death rate	Tewkesbury	14.4	11.2	15.3	14.6	14.2	13.9
Per 1000 population	England and Wales	11.6	13.7	12.4	12.2	14.2	12.4

The facts which emerge from these figures are that Tewkesbury had a lower birth rate and a higher death rate than those for England and Wales. The population here is therefore falling behind that declining standard for the community as a whole. The higher death rate can be explained by the greater proportion of elderly people in the Borough than in England and Wales.

The major question pertaining to Tewkesbury arising from this chapter, is the loss the Borough has been suffering in population by immigration. The reason for this is quite clear – insufficient work for the population; the only remedy to arrest the decline of the town resulting from this is the infusion of new industries. It is useless to depend upon expansion from within as the birth and death rates show.

The future population of Tewkesbury can only be related to population trends and the direction of industry in the nation as a whole. Trends are towards a stationary and then towards a declining population. As regards industry, recommendations can only be made bearing in mind that the present government are as loath to direct industry as they are to direct labour; sufficient inducement must be offered if industry is to be allocated. While it is generally acknowledged that industry must go to labour this is really a short-term policy; a long-term policy should be directed encouraging Tewkesbury to develop into a neighbourhood unit of 12,000 population.



CHAPTER XII

AGRICULTURE

Tewkesbury is situated in a very fertile agricultural district in the central pastoral Vale of Gloucester.

In the past the town has derived prosperity from commerce in connection with the agricultural products of the region and from those of the fertile Vale of Evesham, where produce could so easily be shipped down the river to the granaries and storehouses of Tewkesbury.

It has been found that certain types of vegetation flourish on certain soils and that soils are distributed in relation to geological conditions. It will be seen from the chapter on geology that west of a line running north-south through the Borough, the soil is derived principally from red marls, with alluvium bordering the Severn, while to the east soil is derived from Lower Lias clay and limestone. The older parts of Tewkesbury itself are built on red marl.

SOILS

The soil on the Lias in the Vales is heavy and intractable, though deep and fertile. A few feet below the surface of the dark weathered clay soil, is found a very tough blue clay. Towards the west the soil is sufficiently calcareous not to need liming. Arable farming on this land is very difficult since, although this soil is sufficiently rich, it is for only short periods of the year that it is neither too wet nor too dry.

On both sides of the Severn the alluvial flats have a fine silty soil but frequently being of a client nature coupled with a high subsoil water level it is difficult for arable farming. When the flats have been well drained, they have become some of the finest pasture land in the country.

The Keuper Marl (to the west of the line north-south through Tewkesbury) provides a dark red marley soil not as heavy as the Lias. Since it is non-calcareous it is often in need of liming.

TYPES OF FARMING

Farming is predominantly dairying on the meadows of the Severn and Avon and in the Central Pastoral Vale. Though in the parish of Twyning lying to the north of Tewkesbury, dairy farming is supplemented by other enterprises and in many places the land is intensively cultivated.

The village of Bredon to the north east of Tewkesbury is well known for its strawberries. The Ministry of Agriculture and Fisheries has recently issued a "type of farming" map of England and Wales. Of the 20 divisions into which it is divided, two appear in the Tewkesbury neighbourhood, as follows:

- 'A' Predominantly dairying, and
- 'B' Dairying supplemented by other enterprises.

It is worth noting that there is no land under the heading of "land of small agricultural value" .

The Land Utilisation Survey of Great Britain has been able to give a narrower classification of seventeen divisions which may be considered more accurate. It shows the surrounding country as "permanent grassland" with two small areas of arable north of Tewkesbury in the Twyning area, and south of Tewkesbury in the Deerhurst-Walton area.

SOIL FERTILITY, POTENTIALITY AND CHARACTERISTICS

There appears to be little doubt that agriculture will continue to play an important part in the life of the nation for many years after the war. Its needs must be reconciled with the demand for housing and planning must play its part in keeping a just balance. To do this, planning authorities must be aware of the location of differing qualities of land.

As to the different qualities, a lead has been given by Dr Dudley Stamp, D.Sc., F.R.G.S., Director of the Land Utilisation Survey, who has set out ten broad categories, coupled with the suggestion that the first four categories should be protected under planning powers for agriculture; that land in the next two categories be used for building development and that the last four should be used for regional open spaces and afforestation.

Following this approach, a survey of land fertility has been carried out in the County of Gloucester and this shows the undermentioned categories listed in the Tewkesbury area.

Category 1. First class land. This land is level or generally undulating, it is deep fertile, easily worked loam or silt. Its general use in 1939 was predominantly arable-often intensively cultivated.

Into this category comes an area of land to the north and south of Twyning, bounded on the west by the Worcester-Tewkesbury Road.

Category 2. Good general-purpose farm land. This land is well drained, the soles are of good depth, generally tending to a lonely nature and workable for much of the year. It is divided into two subcategories, "A" - predominately arable and "AG" predominantly pastoral. The subcategories correspond to the uses in 1939.

Into this category comes an area of land south of Tewkesbury which includes Stonehouse farm, Southwick, Salters Hill, Highfield farm, Red House farm, land surrounding Notcliff House and Deerhurst Walton to the head of the disused Coombe Hill Canal at Coombe Hill.

Category 3. First class land. This land is similar to that in category one, but is that with a high water table or liable to flooding or for other reasons is regarded as more suitable for pasture rather than for arable. It's predominant use in 1939 was for fattening and best dairy pasture.

In this category is included the alluvial flats of the Severn Plain. It includes the flat land adjoining the Severn and Avon near Twyning, the Severn Ham, and land around Lower Lode. East of Tewkesbury there is an area which includes Walton Cardiff with two narrow tongues one along the Swilgate almost to Tredington, and the other along the Tirlle Brook to Natton. The low-lying land along The Carrant Brook between Cowfield farm and Aston Carrant is also in this category.

Category 4. Good farmland but with heavy soils needing drainage. The land is fertile but apt to be cold and late and unworkable if too wet or too dry. In 1939 its predominant use was "natural grassland".

The lower Lias clay covers most of the land in this classification. Most of the land lying between Gloucester and Tewkesbury comes into this category and includes Apperley, Deerhurst, Tewkesbury Park and the Leigh. Also an area to the west of the Severn, where the road from Tirley to Chaceley forms the eastern boundary of an area which stretches across to the Hartpury Forthampton Road to include Tirley Court, Tirley Knoll, Corse Lawn Cumberwood and Town Street.

Category 5. Down land and allied areas with their light soil is generally on limestone. It has two subcategories 'A' where ploughable it is Barley-Turnip-Arable sheep land and 'AG' were unploughable downland or basic fescue; the subcategories correspond to the uses in 1939

No land in in Tewkesbury area comes into this category.

Category 6. Medium quality farmland. It is productive, but is that which, by reason of slope, climate or soil, is not of high quality, it is often very mixed. Its uses in 1939 were for crops and grass, especially under long legs

To the west of the River Severn are a number of small areas which include Forthampton, Forthampton Court, Round Hill and Chaceley.

Category 7. Poor quality heavy land. Either it has very heavy intractable soils or is low lying and difficult to drain. The general use in 1939 was arid grassland with rushes, et cetera. grading to Molinia and wet moor.

To the south east of Tewkesbury there are two small areas; one occupying about half a square mile around Claydon Farm and the other stretching as an irregular strip from Natton (exclusive) towards the eastern part of Walton Cardiff, thence southwards towards Tredington church and occupying $\frac{3}{4}$ mile of the Tredington to Fiddington road.

Category 8. Poor quality mountain land. It has thin poor stony immature soils, usually bleached or podsolised often with rock outcrops or with patches of arid peat. In 1939 its general use was Mountain Moorland or rough pasture.

Brockridge Common and Shuthonger Common are two small areas in this category lying to the north of Tewkesbury near the Worcester Road.

Category 9. Poor quality light land. It has very light sandy podsolised soils, usually too hungry for economic cultivation. In 1939 it was found on lowland heath and moors.

No areas in the Tewkesbury neighbourhood come into this category.

Category 10. Poorest land. This land is shingle, sand, warth land. Its use is unchanged since 1939.

The rivers, sand, rocks and warth land constitutes the poorest land in the County.

It is difficult if not impossible, to describe in detail the localities and precise limits of the various types of land in the neighbourhood of Tewkesbury but attention is drawn to the soil fertility map illustrating this survey.

It is generally recognised that the land around Tewkesbury is of good quality – whether arable or pasture. However much the importance of protecting good agricultural land may be

stressed, the people of Tewkesbury as a whole, should be considered above all else and if necessary good agricultural land must be sacrificed to the extent required to give the people economic stability and a good social physical environment.

AFFORESTATION

The major woodland areas in the neighbourhood of Tewkesbury are:

Tewkesbury Park
Southwick Park
Pull Court
Bushley
Forthampton

In addition, the Mythe Hill is pleasantly wooded.

It is just as important that trees be scheduled for preservation as buildings, for trees take several generations in which to reach maturity.

It is particularly important to preserve trees on the skyline as the Corporation are endeavouring to do at Perry Hill where their new housing scheme is being erected.

The fine belt of trees on the west of the Gloucester Road approach to Tewkesbury should be preserved at all costs, together with the trees in Tewkesbury Park which help to maintain the rural setting of the Borough.

It is also suggested that tree planting should be considered in High Street and Barton Street.

CHAPTER XIII

EMPLOYMENT AND INDUSTRY

The following is an analysis of occupations of employed persons over 14 years of age, male and female, in the Borough and in the country. Figures are based on the Occupation Tables of the 1931 census.

Occupation	Percentages of Total			
	Males		Females	
	Tewkesbury	National	Tewkesbury	National
Agriculture	9.8	8	0.4	1.0
Mining, Quarrying, gas chemical and paint etc.	0.5	8	0	0.5
Metalworkers	5	10	0	2
Electrical manufacturers, clocks and watches, etc	2.1	0	0	0.2
Leather and textiles	1.1	5	7.3	19.0
Makers of food and drink	4.1	1	2.2	1.2
Workers in wood	2.1	4	0.4	0.2
Printers and photographers	0.5	1	0	2
Building and decorating	10.6	7	0	1
Transport	13.3	12	1	1
Commerce	14.1	11	16	14
Public administration, defence and professions	5.2	6	10	6
Personal service	6.2	4	56.5	32.5
Clerks, draughtsman and typists	3.7	6	3.6	12.5
Other occupations	21.7	15	2.6	6
Total	100	100	100	100

The most remarkable of these figures is the 56.5% of female employees in personal service. The main reason for this has been the comparatively few jobs for female employees, coupled with the large number of hotels and establishments catering for the tourist trade in the town.

It will also be noticed that the number of people engaged in food production and in commerce is above the national average.

Occupation census for 1931 gives the following analysis of the occupation of males and females in the Borough:

Occupation	males	females
Agriculture	133	2
Quarrying, gas, chemicals, paint etc.	7	0
Metalworkers	68	0
Electrical apparatus	23	0

Clock and watchmakers	6	0
Leather goods and skins	2	0
Makers of textile goods	12	38
Makers of food and drink	55	11
Wood workers	49	2
Building and decorating	144	0
Printing and photographers	7	0
Transport	180	5
Commerce and financial occupations	201	84
Public administration	18	0
Professional occupations	53	52
Personal service	84	298
Clerks	51	19
Warehousemen	11	9
General and other workers	225	6
Total	1329	524

More recent census figures are not available; however, the Ministry of Labour Statistics Department have supplied the following information showing the number of persons employed in the main industries of Tewkesbury in 1945.

Occupation	Males	Females
Building and civil engineering	100	2
Shipbuilding	80	4
Hotels and catering	17	86
Grain milling	93	11
Distributive trades	84	128
All forms of national government service	426	531
Agriculture	579	134
Other small industries employ approximately 300 workers		

While these two tables are not directly comparable of the 1945 post-war figures are not sufficiently static for any assumptions to be based upon them, it is worth noting that the total number of employed persons in 1945 is 2536 compared with 1853 in 1931. The increase is mainly due to the increased number of persons engaged in agriculture, national and government service and the advent of the industry of shipbuilding.

It is believed that agriculture will continue to give this increased employment for some years to come. There is no indication of any major reduction in the employment given by Local and National Government services.

SOURCES OF EMPLOYMENT

Apart from the day-to-day needs of the town, Butcheries, bakeries, laundries, distributive trades, administrative services, plus the professions and agriculture and its needs, the following are the main employers of labour in Tewkesbury in 1946.

Bathurst Ltd	Shipbuilders
Collins and Godfrey	Builders
Central ordinance Depot (Ashchurch)	
Dowty equipment Ltd (Ashchurch)	
Healing and son	Flour Millers
LMS Railway	
Gladstone Titley & Co. Ltd.	Furniture makers
SWS Power Company	Electricity supply
Tewkesbury Town Council	
Cheltenham and Gloucester Water Board	

UNEMPLOYMENT

The serious position of the Borough with regard to unemployment pre-war may be gathered from the following figures for 1931 to 1938 supplied by the Ministry of Labour Statistics Department. The table indicates the position. During 1932, 21.9% of the insurable males were unemployed but in succeeding years the position improved. It should be noted that an average percentage of 14.4% males insured under the Unemployment Insurance Acts were unemployed from 1931 to 1938. In a small town this is a severe burden.

Year	percentage unemployed 14-65			
	Males		females	
1931	1050	19.2	180	7.7
1932	1030	21.9	180	3.8
1933	1080	18.8	230	4.4
1934	1190	14.9	240	4.7
1935	1280	12.8	290	2.1
1936	1240	12.7	310	3.9
1937	1850	7.2	390	4.4
1938	1900	7.9	390	3.4
	Average	14.4%	Average	3.8%

That Tewkesbury has been a "blackspot" for employment is proved by the fact that the average number of insured males unemployed during the period 1931/1937 is in excess of the average percentage for the same period for England and Wales.

The average number of insured females unemployed is lower than the national average. When unemployment was at its height in 1931, figures show 225 males, all classes and 25 females unemployed. In July, 1946, there were only 20 men and five women wholly unemployed.

It is appropriate to refer at this point to the influence of the new Depot at Ashchurch on unemployment figures.

During 1940 the construction of a large depot was commenced at Ashchurch, some 3 miles east from Tewkesbury. It was stated on high authority that the depot was not a wartime expedient but part of the deliberate peace time plan of the War Department to create a permanent RASC Depot. That this was intended is obvious from the fact that solidly built buildings having a total floor area of nearly 3,000,000 ft.² and at a cost of considerably more than £1,500,000 were erected.

The buildings are in an entirely different category of construction to Depots erected primarily for wartime purposes by HM Ministry of Works. They are solidly built and obviously designed to last.

No one appears to know or be able to ascertain the future use of these buildings but if a large permanent staff be maintained in peace time, their wives and daughters will reside locally and it is reasonable assumption that a number of them will be available for work in Tewkesbury.

INDUSTRY

A glance at the surface utilisation map of the Borough will show how very scattered are the various industries throughout the town-with perhaps the biggest concentration on the banks of the Mill Avon surrounded by now in innumerable warehouses and derelict properties. No doubt access by water originally influenced the choice of site in the days when Tewkesbury derived prosperity from her riverside situation.

Today most of these old warehouses and granaries have become redundant with the exception of the two major industries, the Borough Flour Mills and the Bathurst boat building yards. None of these small industries have any longer any determinate reason for their situation and may be described as "foot loose".

Bathurst's boat building firm, fortunately, is not really damaging to the character of the town (provided the temporary wartime erections to the south of the road are removed). The yards are situated in an important site near King John's Bridge. The painted timber sheds have a pleasant character in keeping with past traditions; providing new Extensions are suitably designed and kept to the north of the road, not much harm can result from any extension of this industry.

The Borough Mills are unfortunately in a different category. Those were built in 1867 on the banks of the Mill Avon with its excellent facilities for Waterborne transport, and are linked with the railway by its own branch line which runs straight through the heart of the town across the main High Street. The Mill remains both the greatest "blot" on the aesthetic character of the town and also the greatest obstacle to any re-planning scheme for the Borough.

Any scheme which accepts the situation as inevitable would start off under a grave disadvantage.

The advantages of collecting all "foot loose" industry together into some suitable sites, having easy road and rail access and easily accessible for their employees without the use of public transport need not be enumerated here.

The advantages to be derived both by the removal of the Borough Mills and by the development of its riverside site as an amenity centre; and by the creation of an open site to the south of King Johns Bridge where tin sheds and temporary wartime erections of Bathurst boat building firm now stand, need not be stressed.

However desirable new industry may seem on economic grounds and from the point of view of the Borough's rate burden and prestige, it can have a very detrimental result on the character of one of the very few remaining mediaeval towns in this country, unless it is located where it can do little aesthetic harm.

As has been mentioned elsewhere, Tewkesbury, as it exists today, may prove to be as much of a national asset to this country as our Rothenberg has been to Germany. For this reason, any large-scale expansion, or alteration in character, within the immediate confines of the Borough would be wrong.

Economic stability should be sought for the Borough with a view to a population of approximately 12,000.

To this end further small light industries of a rural nature, employing not more than an aggregate of 200 persons should be encouraged to settle in the town.

Industries concerned with the preserving and canning of fruit and vegetables, manufacturing food products using milk and flour are especially suitable.

While it is appreciated that the people of Tewkesbury may find it hard to correct existing inadequacies since they are so heavily saddled with the legacy of past neglect, Tewkesbury's future as a tourist centre may well vindicate a hard struggle to reach economic stability.

CHAPTER XIV

SPORT AND RECREATION

HUNTING

To mention hunting in this chapter which is essentially one dealing with the requirements and activities of the town people of Tewkesbury may seem in some ways out of place; but to ignore it would be the equivalent of ignoring the Borough's historical past and County background. As a hunting centre Tewkesbury is unsurpassed. Four famous packs, the Croome, Cotswold, Ledbury and North Cotswolds all meet hereabouts, to hunt some of the finest remaining country in England.

It is impossible to predict the future of hunting; whilst it is inevitably a pastime for the wealthy, it provides a certain amount of pageantry and interest for the people and epitomises that is best in English country life and English tradition – things which are dear to so many. Above all it helps to retain the affection felt for the “motherland” in the hearts of so many colonials living in our Empire. It has, too, undoubted potential value as a draw for foreigners visiting England, interested not only in our historical Towns and buildings, but in our traditions and national sport. Anyone who visited the Paris exhibition in 1937 will remember the “draw value” provided by the hunting scene in the British Pavilion.

BOATING AND SAILING

Boating on the Avon is one of the major attractions of the town, and it has been mentioned elsewhere in this survey that this is a recreation likely to find favour in the future when the use of leisure is more fully studied. Tewkesbury is well situated on the rivers Severn and Avon to take full advantage of any development in this form of recreation. At the moment the facilities and attractions offered are very meagre. Locks in disrepair limit the stretches of river available for cabin cruisers and pleasure steamers and consequently the catchment area of her waterborne tourists; mooring facilities, tea gardens and Riverside Cafes scarcely exist. Bathursts are scarcely able to cope with the demands of a sunny weekend even today, when travel facilities are still limited

FISHING

Fishing of the course variety finds much favourite as a recreation. Many people come from Birmingham for a day's fishing on the rivers Severn and Avon. At weekends the river banks are dotted with people, particularly on the Bredon stretch of the Avon. The Angling Association rents the manorial waters purchased by the corporation a few years ago which extend from the Carrant Brook to The River Severn.

GOLF

There is no golf course at Tewkesbury but there is a real demand for one, although there are a number in the neighbourhood. The nearest is the 18-hole course of the Worcestershire golf club at Malvern Wells; there are also links available at Cheltenham and Upton on Severn.

BATHING

Facilities for bathing are not very adequate. An area below the Severn weir where the river has a sandy shore is known as the "town bathing place" and is reached by a footpath across the Ham from the Abbey Mills.

Public indoor baths of the slipper bath variety exist near the Abbey Mills and presumably help to fulfil the needs of the 2/3rd of the population who live in houses without bathrooms.

The Borough Council have a proposal for a new outdoor swimming bath to be built between the Mill Avon and the new car park on land which has recently been reclaimed by altering the course of the river and by tipping. This can only be deplored in this situation on aesthetic grounds. It has been mentioned elsewhere in this report how important it is not to detract from the sudden entry into a medieval town and how essential it is to preserve this open view for the sake of the breathtaking glimpse given to travellers approaching Tewkesbury from the south rounding the bend of Gloucester Road near Lower Lode Lane.

OPEN SPACES

To the south east of the town there is a very good cricket field on what is known as Swilgate Meadow. It used to be the property of the Sports Club but has recently been acquired by the Gloucestershire Education Committee principally for the use of the Grammar School. There are also a number of tennis courts which are used also by the girls from the adjacent High School. It has only a small wooden pavilion formerly the club house.

To the south of this field is "Vineyards Park" acquired by the Corporation a few years ago. It has the usual recreational facilities for children. From it one gets one of the finest views of the Abbey and its magnificent Norman Tower. It is to be regretted that this view is so inaccessible to the average tourist, for it is given to few such famous buildings to rise so serenely out of an unimpaired rural surround.

The Victoria Pleasure Ground near the Abbey Mills was first opened in 1897, and is now in process of extension. Prisoners of War have been engaged in diverting and embanking the Mill Avon to give greater space in this area.

The Bell hotel owns the very interesting old bowling green described in Mrs Craik's classic "John Halifax - Gentleman".

"Rails Meadow" adjoining the sports field in front of the new council houses was left by will to the Council as a playing field for children. Little use is made of it at the present time.

The Abbey surrounds are quite extensive and very well preserved and include the property known as Abbey Lawn which has been purchased by a bequest and its garden adjacent to the choir of the Abbey thrown open to the public.

The property is owned by two trusts. Undoubtedly better view of the famous tower could be obtained by clearing away some of the property to the north, but the interesting row of old houses, even with the present drab appearance have a rival claim for presentation – but which on balance cannot be substantiated.

INDOOR RECREATION

There is one cinema with seating accommodation for 1000 persons. It is situated in the high Street and although it stands back a little way from the front of the street it is one of the few really unfortunate buildings in the town.

The YMCA next door to the Post Office has four Billiard Tables, Library, Reading Room and a Public Hall.

The Watson Memorial Hall in Barton Street is hired out for public entertainment and concerts.

The Tewkesbury Public Library is at present hosted in the Municipal Buildings (old hospital buildings in the Oldbury). It is, however, rarely open.

Chapter XV

COMMUNICATIONS

INTRODUCTION

Much has been said in the earlier chapters of this survey of the part Communications have played both in the foundation of the town and in its subsequent development. It is as well to remember that the town is as much dependent for its prosperity on its communications with the outside world as an army in the field is dependent for its successful conduct of battles on the maintenance of adequate lines of communication with its home bases.

HISTORICAL RESUME

Roads

It seems to be generally admitted that the Western Trackway of the British and the Roman road which led from Gloucester to Worcester run through Tewkesbury. Traces can still be seen lying slightly to the west of the present road. It is almost certain that the more famous Ryknield Street did not pass through the site of the present town, though it may have come into the parish of Tewkesbury.

In Gale's essay on the four great Roman ways in the sixth volume of Leland's itinerary, (Leland was the Royal antiquity to King Henry VIII) Ryknield Street is said to have run from the south of the Tyne via the east of Evesham by Hinton and west of Sedgeberrow into Gloucestershire near Ashton Under Hill and then by Beckford, Ashchurch and a little to the east of Tewkesbury into Gloucester.

At any rate it has played but little part in the development of Tewkesbury, much more being owed to its accessibility by water.

The building of the bridge over the Avon to the north of the town by order of John, Earl of Cornwall and Gloucester, and later King of England, is one of the milestones in the history of Tewkesbury. Leland describes it as a great bridge of stone but it has several times fallen into disrepair during the centuries and what little remains of the ancient structure today is now scheduled as an Ancient Monument.

There seems to have been a "drawbridge" over the Swilgate in Cromwell's time which played a substantial part in the defence and the capture of the town by both sides - though what obstruction the Swilgate could offer to a determined force is hard to imagine.

In 1663 the Turnpike Road Act allowed tolls to be levied on roads to provide for the maintenance. The first Act for the repair of roads in Gloucestershire seems to have been in 1698. Previously, and in many cases after, roads were impassable with wheeled carriages, and pack horses were chiefly used for carrying merchandise and agricultural products. Bennett records in his History of Tewkesbury, written as late as 1830, that the farmers in the neighbourhood of Bishops Cleeve and Gotherington, even within the last 50 years, were compelled to bring their corn into Tewkesbury market on horseback, the roads being wholly impossible with wagons or carts.

The turnpike system of road maintenance was not very popular in the countryside and it had to be made an offence punishable by death to damage a turnpike. It is recorded that two men were hung in Gloucester about 1734 for destroying turnpikes near Tewkesbury.

Various acts were passed in 1725, 1756, 1786 and 1826 for repairing and widening the roads leading into Tewkesbury, which in due course became quite good. Stone was brought by water from quarries near Bristol and mixed with pebbles from local gravel pits which proved an excellent combination and in the early 19th century when upwards of 30 coaches a day passed through Tewkesbury, the roads were as good as any other in the country.

In 1823 Telford's bridge was built over the Severn and in the following year the Worcester Road was greatly improved by lessening the gradient and using the spoil to build up a causeway leading to King Johns bridge.

But for all the excellence of the late 18th century roads, it was the facilities offered by water communications which were primarily responsible for Tewkesbury's greatest era of prosperity.

Rivers and canals

The River Severn becomes navigable for tiny craft as far away as Welshpool where it is joined by the river Vyrnwy. It runs through the Shropshire plain past Shrewsbury, Bridgnorth and Bewdley to Stourport where it is joined by the river Stour and a network of canals all carrying commerce of Warwickshire, Staffordshire and Worcestershire. From Stourport to Gloucester the river is canalised, there being five locks which can pass vessels 135' 0" long, 22' 0" wide with a draft of 8' 0" to 9' 0" and a burden of up to 200 tons as far as Worcester, and vessels 87' 0" long, 15' 6" wide with a draft of 6' 0" and a burden of 100 tons between Stourport and Worcester.

Just south of Tewkesbury is the long disused Coombe Hill Canal which connects with the Severn and runs up to Coombe Hill, the nearest point by road to Cheltenham. Formerly coal for Cheltenham was brought here and dumped on the long since derelict wharves and transferred to wagons to go on to Cheltenham by road.

Prior to the Coming of the railways a very extensive traffic was carried on especially in coal which was shipped all over the country from the Midlands and the Forest of Dean; as well as downstream to Bristol and Avonmouth and Sharpness for transference to large vessels carrying on Britain's principal export trade.

In 1856 the River Severn locks and weir were built in an endeavour to stimulate declining trade but this slow form of transportation could not compete with the railways. In recent years the use of diesel motored barges has again stimulated river traffic; in the war years, especially when crowded railways forced industry to utilise water transport, the River Severn has again carried on a very extensive traffic, vessels going upstream full of imported kerosene, petrol, diesel oil, tar, aluminium and sometimes grain, but nearly all return empty. At the moment it would appear that the River Severn carries on only an import trade.

The River Avon was made navigable about the year 1636 by the building of locks and sluices and in the past has carried a great deal of traffic, chiefly fruits and grain from the fertile Vale of Evesham. Now the locks have been allowed to fall into disuse and there has been no traffic for the last 20 years. One small vessel of some 60 tons still does the trip from

Tewkesbury as far as Pershore about three times a fortnight but apparently she is not able to carry a full cargo owing to lack of water in the parts of the river.

The locks on the Avon at Pershore and Crophorne are in the nature of permanent weirs and are not proper locks. They are believed to be the last surviving “navigation weirs” in the country. They waste a great deal of time and water during navigation.

Railways

The Birmingham-Gloucester railway line running through Ashchurch some 3 miles to the east of Tewkesbury was opened in 1840. It is interesting to note that there was considerable opposition on the part of the town to being “bypassed” and their protestations were mainly responsible for the opening of a branch line in the same year which ran into the centre of the town with the station between the High Street and Oldbury Road. In 1864 the present railway station was opened on the new branch line to Malvern. The railway did not bring prosperity to Tewkesbury as it did to so many others, for it lessened the advantages and facilities of her riverside position and merely seems to have facilitated immigration to towns better situated to take full advantage of the machine age and railway communications.

Existing conditions-roads

A glance at the road traffic map of the British Isles will show that Tewkesbury lies on one of the most heavily trafficked roads outside the London area.

Fortunately the streets are in the main, Unusually wide and have stood up remarkably well to extremely heavy army traffic during the last few years. There is however, a bottleneck caused by the narrowness of King John’s Bridge to the north of the town, and another, lesser perhaps, where the Bell Inn steps across the road opposite the Abbey.

The proposed construction of the new Motorway with its “fly over” junctions to the east of the town will undoubtedly alleviate the traffic problem, which compared with other towns is really a comparatively minor one. The Motorway is to be an alternative to the existing A38 from Worcester to Bristol, which by modern standards is a very narrow twisting road for a trunk road of such importance.

Its proposed course is shown in red, to the east of Tewkesbury on the “communications” map.

The latest available figures for a volumetric traffic census were taken in 1938 and are shown below .

Census Point	Highway	For 16 hour day	
		Tonnage	Vehicles
North of Tewkesbury	A38	8,834	4,500
South of Tewkesbury	A38	9,380	6,533
2 miles east of Tewkesbury	A438	4,455	1,600
Ledbury Road	A438	929	511

Seven census points on the A38 road, revealed that between August 1935 and August 1938 when volumetric censuses were taken, the average daily vehicular increase was 20.78% and the average daily tonnage increase was 21.44%

The heaviest increase being on the Worcestershire border, just north of Tewkesbury where tonnage increased by 33.08% and the number of vehicles by 27.84%

On A438 two miles east of Tewkesbury, the tonnage increase during the same period was 7.71% but the number of vehicles decreased by 15.65% indicating a very substantial increase in heavy lorry traffic.

At this stage it is impossible to foretell what effect the decentralisation and relocation of industry will have on traffic in the district. It is assumed that the new motorway will be constructed within the next 10 years and that it will answer the requirements both immediate and potential, of an alternative "through" route to A38.

At the same time it is realised that the mediaeval character of Tewkesbury has a very great attraction to the tourist, who may be expected to flock to the town in ever increasing numbers both in private motorcars and by charabancs. The fame of its hostelrys, Abbey and historic buildings may well be instrumental in diverting a certain percentage of "through" traffic off the new motorway into its ancient streets; and for this reason it would be unwise and totally wrong to neglect any opportunity of improving existing communications in the town itself. As previously mentioned the black spots are at King Johns Bridge and near the Bell Hotel.

The pressing needs of housing and industry may well prevent the construction of new highways in England, however urgently they are required, for many years; and it is during this period that Tewkesbury's traffic problem will be greatest.

Existing Conditions – Rivers and Canal

While it is unlikely that inland water communications will ever again play the part in the commerce of this nation that they have done in the past, prior to the advent of the railways, they remain both a potential opposition to rail communication and a potential source of recreation to the public.

The existing situation, where railway companies own and administer to their detriment, lengths of canal system, thus effectively stifling any competition, may not continue much longer.

Modern travel facilities, the desire of the town dweller to escape into the countryside for his recreation and above all the "40 hour" week with its resultant leisure will undoubtedly stimulate all forms of waterborne recreation. It is by no means impossible that in this new age with its, as yet, unstudied leisure problems, the waterways of the countryside may play a far greater part than they have done in the past, though in a way for which they were not intended, in providing recreation and "escapism" for the town dweller.

For this reason the Rivers Severn and Avon must be regarded as a potential source of revenue even though this erstwhile trade has faded almost to nothing, and Tewkesbury must turn her face once more to the waterways which created her.

Bathurst, the boat building firm, by King John's bridge presents even nowadays a pleasant busy crowded river scene with its skiffs and boats and Motor launches, but this is infinitesimal to what might come, and Tewkesbury would do well to consider what further attractions she could offer to those who may choose to spend their leisure hours on the waterways of England.

At the present time the river Avon between Tewkesbury and Evesham is controlled by the Lower Avon Navigation Co Ltd., and the lack of commercial traffic has resulted in the falling into disrepair of a number of the locks. Pleasure steamers can no longer run as far as Evesham and nowadays go no further than Twyning. It is felt that every effort should be made to improve and maintain at least the Lower Avon Navigation Company's area and allow steamer trips once more to Evesham. Facilities offered to holiday makers arriving or passing through by water are very inadequate. There is no boat or sailing club and no adequate Riverside tea garden or adequate mooring facilities for cabin cruisers. It is recommended that much can be done in this direction.

Railways - Existing Conditions

The greatest obstacle and aesthetic blot to any re-planning scheme for Tewkesbury is undoubtedly the Borough Mills and the railway which links it across the main street to the Malvern branch line. For the mill stands in its apparently thriving and satisfactory site linked by water and its objectionable railway line to its sources of supply and demand. An alternative site, which would also avoid the necessity of a railway line crossing the main north-south road, is essential if any comprehensive attempt is made to redevelop the town.

Five "up" and five "Down" trains pass through Tewkesbury each day. There used to be considerably more. It is an LMS branch line and is not particularly accessible. The alternative facilities offered by the bus companies for travel to Cheltenham, Gloucester and Evesham, etc. are far more convenient.

The present railway station lies on the eastern outskirts of the town, some five or six minutes walk from the centre of the town at the Cross. Its goods yard lies behind the old line running to the Borough Mills, pointing into the heart of the town.

Some 30 to 40 passengers pass through the station each day, mainly working people travelling daily, and schoolgirls from Upton and Malvern. At the weekend quite large numbers of fishermen and visitors from Birmingham arrive by train.

Bus Travel

Tewkesbury cannot be described as the main shopping town for a large district, for the rival towns of Gloucester, Cheltenham and Worcester have so much more to offer. But it does serve as a market town for a fairly considerable area.

At the present time bus time tables show some twelve buses running daily between Cheltenham, Tewkesbury, Upton on Severn and Malvern, twentysix between Tewkesbury and Cheltenham via Newlands, Bishops Cleeve, Stoke Orchard and Aston Cross; and twelve between Evesham, Sedgeberrow, Kemerton, Tewkesbury, Coombe Hill and Gloucester. There is no bus station in the town, passengers are picked up and set down in the widest part of Church Street at the "Crescent". This is some 8 to 10 minutes walk from the railway station. Comparatively few passengers however, travel in by bus to catch a train

and vice versa. A better situated and more adequate bus station, nearer to the railway station and the heart of the town off the main traffic route, is obviously required. The inconvenience and the danger resulting from a bus station in a Main Street need not to be stressed, although congestion is relieved by the southward bound buses by the extra space available at this point.

Car parks

Parking is allowed in all the main streets; indeed it would be very much against the shopkeepers' interest if this were not so. The lower end of Church Street between the Bell Hotel and the Crescent is not really wide enough for parking, though fortunately there are scarcely any shops in this area and so little inclination to park here is apparent.

The Corporation have recently made a new Municipal Car Park by the Swilgate Bridge which is principally used by the omnibuses of the various tourist agencies and a few private car visitors to the Abbey. The siting of this car park here has already been criticised on aesthetic grounds elsewhere in this survey. It may, however, be added that this car park is too much on the outskirts of the town to fulfil any real need, except perhaps by those visiting the Abbey or for a glance at the River Severn.

It is considered that an alternative site for a car park in the heart of the town, behind the main streets would be very desirable and if conveniently situated would be used much more by local visitors who at present park their cars in the main streets, being naturally unwilling to park so far away from the shopping area.

There is also a great need for parking facilities in connection with riverside recreation at Bathursts.

According to latest opinion parking space for 20 cars for every hundred foot of shopping frontage is required.

Air travel

While it is impossible to foretell the amount of development in short distance air travel in this country, it is not considered likely to affect Tewkesbury to any substantial degree.

Air travel is essentially suitable for long distance journeys which will be carried on from two or three main terminal airports in this country.

Distances are too small within this county for any great saving in time to be effective - with the obvious exceptions; consequently a network of local airports linking each town in the county with one another is unlikely to occur, for if there is no great saving in time the unutterable boredom of air travel compared with other means of transport in these islands, can surely be tolerated only by those to whom it is a novelty.

There remains the private owner, who will either be based from a local flying club, or his own back garden.

Commercial purposes requiring air deliveries to and from Tewkesbury having regard to the nature of her present and the probable industries and market of supplies seem improbable.

CHAPTER XVI

PUBLIC SERVICES

ELECTRICITY

The Borough of Tewkesbury is supplied with electricity by the Shropshire, Worcestershire and Staffordshire electric power company.

The company has a statutory right to supply a large area in the north of Gloucestershire from Kempley on the Herefordshire boundary, on the west, to the boundary with Warwickshire and Oxfordshire at Aldestrop on the east. There are, however, still a number of villages in its area which are not supplied with electricity, in the neighbourhood of the Borough, Tirley, Chacely, Forthampton, Apperly, Bushley, Deerhurst Walton, "Walton Cardiff, "Tredington and "Fiddington are at present without supply. (supply to those marked with an invert at present under consideration). The isolation hospital at Tredington is supplied.

Power is derived from steam turbines at Stourport and transmitted at 66,000V to the Tewkesbury transformer station where it is transformed to 11,000V and transmitted to sub-stations throughout the Tewkesbury area where it is further transformed to 400 and 230 volts - all AC current 50 cycle 3 phase.

Rates are different for Tewkesbury Borough and the rural area, and are shown below

<u>Tewkesbury Borough Domestic tariff</u>	Tewkesbury Borough per unit	Rural area per unit	<u>Domestic Tariff</u>
1. Unit to charge for electricity provided for all domestic purposes fixed charge payable each quarter in advance	5/8d.	3/4d.	
2. Alternate rate of advantage to consumer when consumption is small			<u>Alternative Rate</u>
Electricity provided for lighting	5d.	6d.	
Electricity provided for cooking and heating	1 1/4d.	1 1/2d.	
Electricity provided for water heating	5/8d.	3/4d.	
<u>Tewkesbury Borough business tariff</u>			<u>Business tariff</u>
1. For the first block of units provided per quarter (the first block is 65 units where the lighting maximum demand is 500 W or less, the block is increased in the same proportion, namely 13 units for each 100 W of maximum demand)	6d.	6d.	For the first block of units provided per quarter (the first block is 75 units where the lighting maximum demand is 500 W or less. The block is increased in the same proportion namely 15 units for each 100 W of maximum demand).
For all additional units provided in the same Quarter	1 1/2d.	1 1/2d.	

<u>Alternative Rate</u>	Tewkesbury Borough per unit	Rural area per unit
2. Electricity provided for lighting	6d	6d
Electricity provided for cooking and heating	1¼d	1½d
Electricity provided for "water heating	5/8d	¾d
Electricity provided for small power first 200 units per quarter	1½d	1½d
Electricity provided for all additional units per quarter	1¼d	1¼d

Appropriate rates are quoted for large power supplies

" Approved thermortical controlled apparatus.

Electricity Tariff for all Farming Premises

Unit charge for electricity provided for approved farming purposes

1d. per unit

Fixed charge payable each quarter in advance, for each 100 ft.² or part thereof of floor area for farm buildings

3/6d. per quarter

GAS SUPPLY

The Borough is supplied with gas by the Cheltenham and District Gas Company. High-pressure feeder mains from Cheltenham to Pershore via Tewkesbury supply the Borough via the low pressure holder station from where it is re-distributed under low pressure. All villages supplied on route are fed out of the high-pressure main by a high and low pressure district governor

The Tewkesbury low pressure holder station was first erected in 1833 and extended in 1892. There are two gasometers, one holding 145,000 ft.³ of gas, the other holding 30,000 ft.³ of gas.

Villages in the neighbourhood supplied are: Coombe Hill, Apperley, Tredington, Newtown, Ashchurch, Bredon's Hardwick, Bredon, Westmancote, Kemerton and Bredon's Norton. Since the Tewkesbury gasworks is only a low-pressure Holder Station a very great expansion of gas consumption is possible without any further enlargement of the Holder Station.

Rates

The gas tariff for Tewkesbury and its immediate rural area which includes Tewkesbury, Bredon, Bredon's Hardwick, Bredon's Norton, Apperley, Kemerton, Walton, Deerhurst, Waterloo, Tredington, is as follows:

(January 1947)

<u>Price per Therm</u> 1/5d.	<u>Price per 1,000 CF</u> 6/4.5d.	<u>discount</u> 5%
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Special terms

2½%	100,000/150,000 ft. ²
5%	150,000/200,000 ft. ²
7½%	200,000/250,000 ft. ³
10%	250,000 and over cubic feet

The above terms are subject to quantity discounts and in addition special terms may be arranged for industrial consumers

WATER SUPPLY

The Keuper Sandstones are full of water, though sometimes it is hard and salty. The impervious lias clays to the east of the Borough, both hold up the water and provide many hillside springs at the outcrops. From The Lower Lias clays are obtained the medicinal waters which brought fame and prosperity to Cheltenham and so nearly did also to Walton Cardiff and Tewkesbury.

These waters contain unusually large amounts of salt in the form of Chloride of Glauber Salt, Sulphate of Magnesium, Epsom Salts, Sodium Sulphate and Bicarbonate Of Sodium and Magnesium in the "salines" while in addition the "chalybeate" contains iron.

The Cheltenham and Gloucester Joint Water Board was formed under an Act of 1836 for the purpose of supplying water in bulk to the two statutory water undertakers, namely, the Cheltenham Corporation and Gloucester Corporation. The boards were given powers to extract up to 12,000,000 gallons per day from the River Severn at the Tewkesbury Waterworks, to filter and treat the water and pump it up to service reservoirs at Churchdown, from which point the two Corporations would distribute the water.

The Cheltenham Corporation have the following localities in the neighbourhood of Tewkesbury within this area of supply:

Twyning, Forthampton, Chacely, Tirley, Ashchurch, Walton Cardiff, Tewkesbury, Tredington and Deerhurst.

Villages in the area supplied with water are:

Deerhurst, Tredington, Fiddington, Walton Cardiff, Newtown, Ashchurch and Northway, the Mythe and Shuthonger Common area.

No villages on the west of the Severn are supplied.

The Borough Council are the Water Authority for distribution.

The river water supply is ample and excellent. Water received the following treatment at the waterworks: sedimentation with alum, rapid sand filtration and treatment by chlorination.

The water works draw on an average 6 million gallons of water per Day. The maximum ever drawn in any one day is 8 million.

The latest estimation shows the following number of houses in Tewkesbury Borough with water laid on, or standpipes in the near facility.

Estimated number of houses with water laid on in house	989
Estimated number of houses with standpipes near	350
Estimated number of houses with well water or none	36

SEWERS

The existing sewage works is situated on the banks of the River Swilgate to the west of the road. It is completely out of date and the Corporation envisage spending £40,000 in putting in an up-to-date plant.

Newtown is served by a separate plant, but sewage is lifted into the town sewers which will be linked in the new scheme to the new plant which it is proposed to build further down Lower Lode Lane.

The Mythe area is not at present served by any sewers at all and has to rely on individual cess pools.

In the Borough sewers are run under all the main streets, as far as Oldfield House in Barton Road and Gupshill Farm on the Gloucester Road.

PART II

THE PLAN FOR TEWKESBURY TRIUMPHANT

HISTORICAL BUILDINGS

1. Powers should be exercised under section 17 of the Town and Country Planning Act, 1932 and section 43 of the Town and Country Planning Act, 1944 for the protection of the following buildings in the main streets:
 1. Clarence house, High Street.
 2. The Wheatsheaf, High Street,
 3. No. 13 (Warwick house), Church Street.
 4. No. 8/9 (The Berkeley arms), Church Street
 5. The Bell Hotel, Church Street
 6. The Hop Pole Hotel and old building next door, Church Street
 7. No. 100, Olde Hatte Shoppe, Church Street
 8. The Corner House, the Cross
 9. House of the Golden Key, High Street
 10. Tudor House, High Street
 11. Black Bear, High Street
 12. The Abbey Mills
 13. The old Tithe Barn (No. 64) Barton Street
2. Rigid controls should be exercised in all alterations to and reconstruction of buildings fronting the main streets.
3. Large plate glass windows, gaudy fascia boards, and glazed tiled dados likely to spoil the character of the main shopping street should be banned.
4. Encouragement should be given wherever possible for the restoration of Georgian period windows with the correctly sized glazing bars, in the numerous cases throughout the streets where these have been removed from Georgian frontages and replaced by large single pane windows.
5. All buildings immediately to the north west of the Abbey should be removed with the primary object of revealing a magnificent view of the Abbey from Church Street and a secondary object of widening a narrow street. These buildings include an early Victorian school and almshouses of no architectural merit and also a row of interesting old cottages which would otherwise have been well worth restoration and reconditioning.
6. The glaring white of the Sabrina Cinema should be re-coloured brick red in the interests of the character of the town.

GROWTH OF TOWN

1. Thanks to low-lying flood lands, Tewkesbury has been largely preserved from sprawl and is still fortunately situated in a rural setting on the north, south and west. This setting must be preserved as far as possible.

2. Tewkesbury contains many old houses of all ages, styles and methods of construction.
3. The most interesting feature of housing in the Borough is formed by the innumerable quaint alleyways leading off the main streets.
4. A great deal of old building has now outlived its usefulness, particularly in the former back gardens of the houses fronting the main Streets, in the Oldbury and along the river front.
5. New building within the Borough should be constructed of harmonious materials in sympathy with existing traditions but should not necessarily imitate past styles.
6. So far as possible, the existing sites of derelict and non-Rate-producing property within the Borough should be utilised for rehousing and new housing before any outward expansion of the town is contemplated.

GEOLOGY

1. The colour of a town usually reflects the colour of the geological strata. Bricks and tiles made from clays obtained from the banks of the Severn and timber from the surrounding forests have set the standard for Tewkesbury's building material.
2. It is recommended that all buildings be constructed as far as possible with bricks of similar character to the local type and that tiles be used in preference to slate for a roofing material.

TOPOGRAPHY

1. One the major topographical feature of the Borough is the large extent of low-lying floodplains of the Rivers Severn and Avon.
2. To the highest point in the town is only 54' 0" above sea level.
3. The flood level is approximately 41' 0".
4. Pumping of sewage is inevitable although this will not involve any great lift.

LANDSCAPE AND OPEN SPACES

1. The alluvial plains and flood lands on the banks of the Severn, Avon, Tirlle Brook and Swilgate should be permanently prohibited from building development for human habitation.
2. The southern entry into the town with its unrivalled view of the Abbey across the green water meadows with the old town as a background, must be protected.
3. Proposals for the building of a swimming bath near the existing car park on the west side of the road cannot be supported.

4. The northern entry into the town across King John's Bridge is a present spoil by the wartime extension of Bathurst shipbuilding yards on the south side. It is recommended that all temporary buildings on this site should be removed. There is less objection to the timber sheds on the island to the north of the road.
5. Well-kept gardens should be encouraged along the waterfront area proposed to be developed mainly for old people's cottages.
6. Around the proposed old people's cottages gardens should be maintained at the ratepayers' expense.
7. The former site of Nailers' Square should be re-created as a garden feature in the waterfront area.
8. New buildings in the old people's cottage scheme in the waterfront area should be single-storey with low pitched roofs, built of harmonious brick and tile with the object of providing a suitable foil to the interesting skyline of Gables and hipped roofs on the tall old buildings which would be revealed standing behind them.
9. The central open space in Oldbury Fields around which it is proposed grouping the community centre, health centre and new junior schools, should be landscaped into a single unit without boundaries to individual buildings.
10. The site of the old building lying on the northern fringe of the Abbey precincts should be utilised to obtain a setting which would reveal the choir and the chevet of chapels of the Abbey to their maximum advantage.
11. The belt of trees on Perry Hill, which will break the skyline development of the new housing estate should be preserved.
12. The belt of trees lying to the west of the Gloucester Road be preserved, and as many as possible of the trees in Tewkesbury Park.

WATERSHEDS AND NATURAL DRAINAGE

1. Agricultural interests should be encouraged to take a long-term view of the problem of flood prevention.
2. Greater efforts should be made to prevent the fouling of the river Avon and the Mill Avon, which it is intended should be developed as a service of recreation.

POPULATION

1. Tewkesbury has been very severely affected by the falling population since 1861.
2. The three persons family predominates with four persons family a close second.
3. The Borough possesses a higher percentage of families with four and over than in the county as a whole. (1931 figures).
4. The Borough possesses a considerably higher proportion over the age of sixty and slightly higher proportion over the age of fifty than the average for England and Wales. (1931 figures).

5. There is a deficiency of population in all age groups between 15/50 years (1931 figures)
6. The proportion of 920 males for every 1000 females in the Borough is similar to the proportion for England and Wales.
7. The falling population figures are due now to excessive migration figures through lack of suitable employment rather than a falling birth rate.
8. Provision must be made for the suitable housing of the abnormally elderly population in the form of old age pensioners' cottages.

AGRICULTURE, EMPLOYMENT AND INDUSTRY

1. The present substantial increase in employment given by agriculture, government service and shipbuilding is not likely to decline.

The apparently satisfactory situation in the employment should give no special cause for optimism in view of the black record of instability during the last century, and the necessity for travel outside of the town to secure that employment.

2. The introduction of the industry started by Messers Bernard Myers and Company Limited should have a beneficial effect on employment in the town.
It is recommended that:
3. The long-term policy of resiting light industry into one industrial site within the Borough be adopted.
4. The most suitable industrial site lies to the east of the town adjacent to the railway line, while Newtown is a good locality for larger industrial development, likely to arrive from outside.
5. It is recommended that as a long-term policy the owners of Borough Mills be encouraged to seek a more suitable site elsewhere, less damaging to the amenities of the Borough.

HOUSING

1. It is estimated that there are some 500 dwellings or 34% of the total housing due for immediate demolition.
2. A further 210 or 14.4% of the total housing are due for early demolition.
3. There are a large number of houses of considerable historic and architectural interest which require varying degrees of renovation.
4. The development of the town should be related to the gradual elimination of slums and derelict areas.

5. Taking into consideration slum clearance of groups 1 and 2, and post-war overcrowding only, it is anticipated that some 750 new dwellings are required. Present industrial demands will add a further 250.
6. Many of the present sites of slum property should be redeveloped as flats to a density of not more than 100 persons to the acre.
7. The area of derelict property between the High Street and the River Severn, where shown on the Master Plan designed for housing, should be redeveloped as a cottage colony mainly for elderly people.

COMMUNICATIONS

Highways

1. It is assumed that the proposed motorway to the east of the town will eventually be constructed; this will greatly relieve traffic congestion within the Borough.
2. King John's Bridge constitutes the greatest traffic bottleneck. Since this is scheduled as an Ancient Monument widening is impossible. In view of the proposed motorway, it is not anticipated that any other alternative route will be required.
3. It is recommended that the narrow portion of Church Street be widened by the removal of the block of old houses and early Victorian school to the east side of the road with the primary object of opening up a view of the Abbey and secondary object of providing increased traffic flow and parking space at this point.
4. It is recommended that a link road to be constructed leading from the north end of the High Street, opposite King John's bridge leading to the Oldbury Road, and that a roundabout to be constructed at this point. A percentage of the traffic can thus be diverted from the main street.
5. It is recommended that Nelson Street and the southern end of Chance Street be widened, as shown on the Master Plan to allow for increased traffic flow to the Bus Station, Market, Car Park, Civic and Community Centres.
6. It is recommended that a new waterfront roadway, primarily intended for pedestrians be created, leading from the existing Quay at the old Abbey Mills to Red Lane.
7. It is recommended that new 20' 0" service roads be created as shown on the Master Plan, behind the main shopping street to allow for service access to the shops.
8. Alleyways, leading from the main streets and these new service roads should be preserved as one of the interesting features of Tewkesbury.
9. It is recommended that a new link parkway be constructed south of the town leading past the cemetery skirting the low-lying ground in the neighbourhood of Holm Castle to join up with the new housing estate road. From this road unrivalled views of the Abbey lying on the far side of the water meadows should be obtained.

Bus station

1. The present site of the bus stops in the circus is not satisfactory.
It is recommended that a bus station be created on the site of the old railway station in the heart of the town, close to the shopping area, market, municipal offices, community centre and not too distant from the existing railway station.

Car parks

1. It is recommended that parking in all the main shopping street should continue to be allowed in the interests of the shopkeepers.
2. A new car park be created in the centre of the town behind the High Street close to the market, cinema and community centre and that all alleyways leading vents to the High Street be preserved and utilised.
3. A special car park could be made opposite The Abbey for the benefit of those visiting the Abbey and the Bell hotel.
4. The existing municipal car park at the southern end of the town be discontinued; the space so occupied to revert to open space, more in keeping with this otherwise unspoiled entry into a mediaeval town.
5. A small car park be made in conjunction with the new Town Hall and Municipal Offices.

WATERWAYS

1. Tewkesbury has turned her back on the waterways which created her. While it is appreciated that waterborne transport is unlikely to return to pre-railway scale, river traffic on the Severn has increased during war years and may maintain the existing level.
2. It is recommended that stimulus be given to the recreational facilities offered by the Avon and Mill Avon and encouragement given for the repair of the locks and weirs on the Avon between Tewkesbury and Evesham.
3. It is recommended that a waterfront having adequate facilities for all forms of waterborne recreation be created.
4. After the removal of the Borough Mills it is recommended that the site be developed as a sailing club and that the Quay Pit become an anchorage for sailing boats and pleasure craft.
5. The lock facilities between the Mill Avon and Old Avon be improved.

RAILWAYS

1. It is recommended that the side line running to the Borough Mills across the High Street be removed.

2. It is recommended that new sidings and warehouses as may be required be constructed in the area scheduled for light industry to the east of the town (see Master Plan).

PUBLIC BUILDINGS

1. There is a need for a new Municipal Centre wherein a new Town Hall, Municipal Offices, Library, Fire Station and Police Station to be concentrated.
2. The site recommended lies in a central position on obsolete property in the Oldbury, between the bus station and railway station and opposite to the site proposed to be developed as a community centre (see Master Plan).
3. It is recommended that to emphasise the importance of this site, the roadway having the Civic Centre on the north and the Community Centre on the south be made into a double carriageway with banks of flowers and a grass verge in the Centre.

SCHOOLS

1. With the raising of the school leaving age and the high standards expected in educational facilities today, the life of a school has become very uncertain. The newest school in Tewkesbury was built in 1911. None can be said to fulfil present day requirements.
It is recommended that sites be allotted for new Infant Schools, Junior Schools, Senior School and Technical Institute such as will be required for a neighbourhood unit of 12,000 persons. (see Master Plan)

SHOPPING FACILITIES

1. There are too many shops in the town for present day requirements. Shopping areas must be clearly defined.
2. It is recommended that in the area opposite to the Abbey, antique shops and postcard shops selling views of Tewkesbury and the Abbey be concentrated.
3. It is recommended that control be kept on the size and character of the shop Front in the main streets. Any further tendency for large plate glass windows and multiple stores out of keeping with the character of the town should be discouraged.

HOTELS

1. It is recommended that wherever possible, the existing gardens of the Hotels on the west side of Church and High Street be preserved and extended. Provision is made for the extension of the Hop Pole garden.

RESTAURANTS

1. It is recommended that a restaurant having a Riverside garden and capable of catering for the needs of the sailing and boating fraternity be erected in the waterfront area.

MARKETS

1. The existing cattle market is quite satisfactory but in the interests of redevelopment it is recommended it be moved to a new site as shown on the Master Plan.

HOSPITAL

1. In view of the nationalisation of hospital services, it is unlikely that a hospital is maintained by voluntary subscription alone will last much longer. The economic size for a hospital is in the neighbourhood of 100 beds which requires a catchment area of some 100,000 population. It is recommended that a health centre and maternity clinic be provided (see Master Plan).

CHURCHES

1. While the architectural character of the Holy Trinity Church in the Oldbury can only be deplored, no recommendation for the removal can be made.

BATHS

1. It is recommended that a swimming bath accessible to the public be constructed in conjunction with a sailing club (see Master Plan).

SLAUGHTERHOUSE

1. It is recommended that one central slaughterhouse be construct somewhere in the area of the new market.

SERVICES

Sewage

1. A new sewage works is urgently required and the Borough Council proposals for putting in an up-to-date plant is recommended.
2. The Mythe area should be connected up with sewers.