

Gloucester City Council

Gloucester Local Development Framework



Revised Draft Supplementary Planning Document Railway Corridor Planning Brief



March 2011
Policy, Design & Conservation



GLOUCESTER
CITY COUNCIL
Regeneration

CONTENTS

	<u>PAGE</u>
<u>Part 1 – INTRODUCTION</u>	1
Purpose of the Brief	1
Public and Stakeholder Consultation	1
Further Information	2
<u>Part 2 – SITE SURVEY</u>	3
Area	3
Description	3
Gloucestershire Royal Hospital	9
Access	9
Characteristics and Topography	9
Tree Preservation Orders	10
Conservation Areas/Listed Buildings	10
Nature Conservation	10
Air Quality	10
Noise	10
Archaeology	11
Contamination	11
Public Rights of Way	11
<u>Part 3 – PLANNING</u>	13
Planning History	13
National Planning Policy	13
Regional Planning Policy	13
Local Planning Policy	14
Central Area Action Plan	15
Community Strategy	19

<u>Part 4 – CONSIDERATIONS</u>	20
Urban Design	22
Housing Mix	22
Transport and Traffic	22
Opportunities for Sustainability Improvements	24
Community Safety	25
Services and Utilities	25
Flood Risk	26
Drainage	26
Archaeology	26
Nature Conservation	27
Climate Adaptation	27
Waste Minimization	27
Code for Sustainable Homes	28
Planning Obligations	28
<u>Part 5 – NEXT STEPS</u>	30
Further Information and Contact Details	31
Bibliography	33
<u>Appendices</u>	
Appendix 1 - Urban Design Principles and Opportunities	34
<u>Site Plans</u>	
Plan 1 – Railway Corridor Site Boundary	5
Plan 2 – The Railway Triangle Site Boundary	6
Plan 3 – Horton Road Sidings Site Boundary	8
Plan 4 – Land off Myers Road and Horton Road Site Boundary	9
Plan 5 – Great Western Road Sidings and Land to the West Site Boundary	10

PART 1 - INTRODUCTION

- 1.1 This development brief has been produced to provide guidance on the redevelopment of a swathe of land known as the 'Railway Corridor', which lies to the north east of Gloucester City Centre. The area covered by the development brief is illustrated in Plan 1 on page 5.
- 1.2 The development brief provides supplementary guidance to the Central Area Action Plan Local Development Document which comprises part of the Local Development Framework for Gloucester.
- 1.3 The development brief takes into consideration the outcomes of the regeneration strategy of Gloucester Heritage Urban Regeneration Company for the site.

Purpose of the Brief

- 1.4 The development brief has been produced in order to provide a guide with regard to the redevelopment of the site. The brief considers the constraints that affect the site as well as the existing provision of utilities to the site.
- 1.5 A considered response to the site constraints is given and development options that may be considered acceptable on the site are provided. These options form part of the wider spatial strategy for the future development of the City and also sit within the requirements of the Regional Spatial Strategy.
- 1.6 The development brief has been approved for formal Regulation 17 consultation purposes by the Council and will become Interim Planning Policy Guidance until the adoption of the Council's development plan, at which point the brief will be formally adopted as a Supplementary Planning Document (SPD).
- 1.7 In comprehensively considering development options for the site the brief seeks to actively bring forward the redevelopment of this key gateway site strategically located on one of the main rail and road approaches to the City.

Public and Stakeholder Consultation

- 1.8 This brief was subject to informal consultation in 2006. The brief was revised in light of the responses received and open to formal consultation under Regulation 17 of the Town and Country Planning (Local Development) (England) Regulations 2004. The two periods of public and stakeholder consultation comply with the consultation requirements set out in the Council's adopted Statement of Community Involvement (SCI).
- 1.9 The consultation processes has allowed the Council to rigorously assess the comments received.
- 1.10 A schedule has been prepared showing how all comments from the formal consultation have been taken into account in producing this document including the reasons why suggested amendments might not have been carried forward.

- 1.11 The brief has been subjected to a sustainability appraisal at both consultation stages and a report produced summarising how well the brief performs in social, economic and environmental terms.

Further Information

- 1.12 Contact details and sources of further information are provided on page 31 of this document.

PART 2 – SITE SURVEY

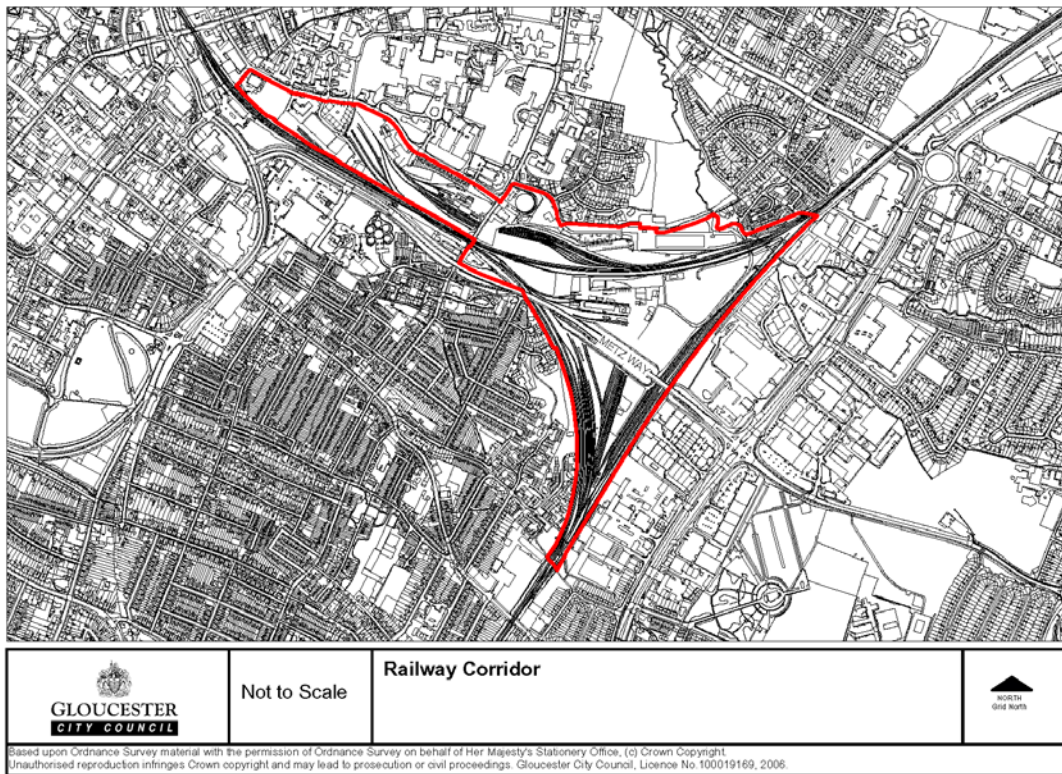
Area

2.1 The whole brief area comprises some 36.59 hectares (90.41 acres). This can be broken down into the following main sub-areas:

- Railway Triangle - 10.9 hectares (26.93 acres)
- Horton Road Sidings - 3.46 hectares (8.55 acres)
- Land off Myers Road and Horton Road - 3.36 hectares (8.30 acres)
- Great Western Road sidings - 4.34 hectares (10.72 acres)

Description

2.2 The western boundary of the brief site lies 0.7km to the east of the City centre and the eastern boundary some 1.7km from the City centre. Plan 1 below illustrates the boundary of the site covered by this Planning Brief:

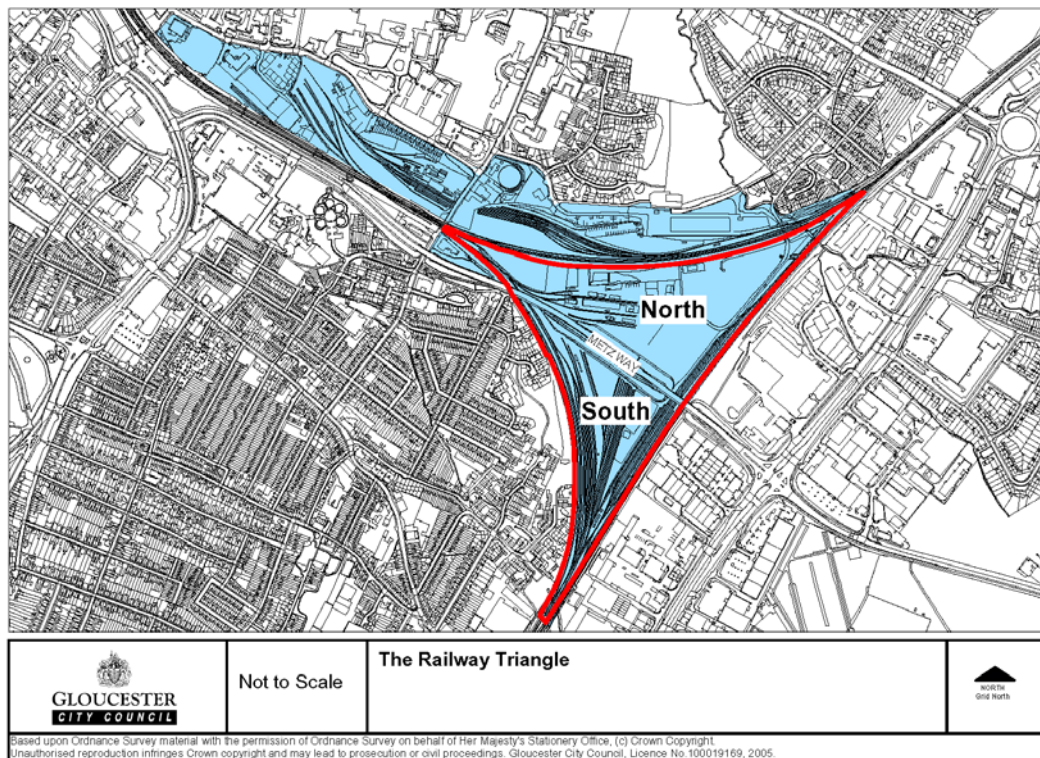


Plan 1: Railway Corridor Site Boundary

- 2.3 For purposes of description the brief area is split into four distinct sub-sections below.

The Railway Triangle

- 2.4 Plan 2 below shows the site boundary of the Railway Triangle.



Plan 2: The Railway Triangle Site Boundary

- 2.5 This site comprises some 10.9 hectares of operational and non-operational railway land all within the ownership of Network Rail, a development company, LXB, has an option on the northern half of the triangle site.
- 2.6 The main north south Birmingham to Penzance railway line runs through the site, effectively comprising its eastern boundary.
- 2.7 Gloucester Station does not lie on this main line. Trains from the north run into Gloucester along a line that comprises the northern boundary of this site, while trains from the south approach Gloucester along a line comprising the southwestern boundary. These three railway lines effectively form a large triangle within which lies an area of land formerly used for railway purposes but which is now predominantly redundant.
- 2.8 The site is effectively cut in half by the Metz Way flyover, which runs east west across the site and connects the City Centre with the A38 Eastern Avenue. Both the northern and southern sections of the site are considered in more detail below.

The northern section of the site

- 2.9 This part of the site is predominantly flat and void of buildings except for a long brick built shed located to the west of this area, formerly associated with the railway industry. Other associated prefabricated structures are located in close proximity to the brick shed. The buildings are in a very poor state of repair and have been vandalised and affected by graffiti.
- 2.10 The area around these buildings has been subject to fly tipping and is characteristic of redundant former industrial land with parts of vehicles and scrap waste littering the area.
- 2.11 This site stands in isolation from any existing residential communities or other commercial uses. It is cut off from the rest of the City by rail tracks and by Metz Way flyover. The only way into the site is via a footpath or a narrow access lane.
- 2.12 The western most corner of the site comprises an open area laid to ballast.
- 2.13 To the east of the buildings is a large area of regenerated scrub land. A public right of way runs from the Metz Way flyover northwards through this area and into the site, exiting via Blinkhorns Bridge Lane.
- 2.14 To the east of the regenerated scrubland, running north south is the access road into the site from Blinkhorns Bridge Lane. This road runs through the northern part of the site, under the Metz Way flyover to the southern part of the triangle site.
- 2.15 The north-south mainline railway runs parallel to the access road and comprises the eastern boundary to the site.

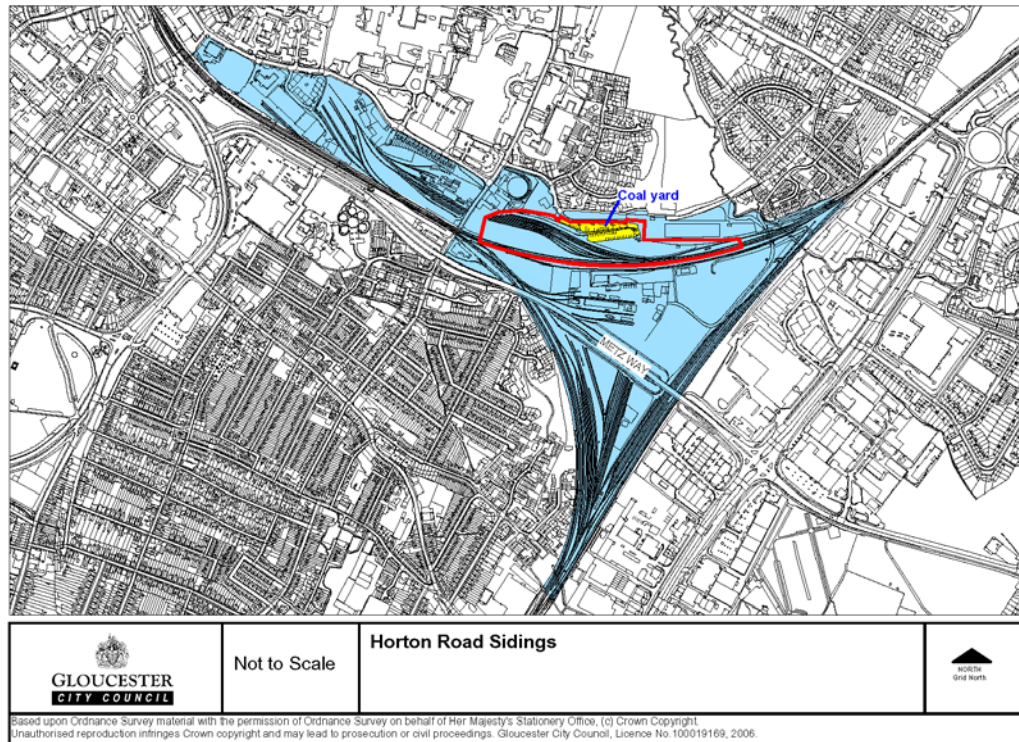
The southern section of the triangle site

- 2.16 The southern half of the triangle site is completely open. The north south mainline forms the eastern boundary of the site and the line comprising the southern approach to Gloucester station forms the western boundary to the site.
- 2.17 A compound of portable buildings, accessed from the track leading from Blinkhorns Bridge Lane associated with railway maintenance contractors is located in the north western corner of the site.
- 2.18 A majority of the southern half of the triangle site is covered by railway sidings, many of which are no longer used for operational purposes and as a result are regenerating into scrubland. This gives the site an open appearance.
- 2.19 One lone set of railway wagons is located to the west of the site. While these wagons remind local residents of the industrial heritage of the City they have become vandalised and subject to graffiti and do not contribute towards a positive image of the City for those visitors arriving by rail.
- 2.20 New housing development has recently taken place adjoining the western boundary of this part of this site.

2.21 This site also lies in isolation from the rest of the City with no existing access points into it other than Blinkhorns Bridge Lane.

Horton Road Sidings

2.22 Plan 3 below illustrates the boundary of Horton Road Sidings.



Plan 3: Horton Road Sidings

2.23 This is a large flat site lying to the north of the triangle site. The site is bounded to the south by the Birmingham to South Wales mainline, to the west by Gloucester Irish Club and to the north by a pair of dwellings and the coal yards located off Myers Road. The site is wholly in the ownership of a local businesses operating off Myers Road.

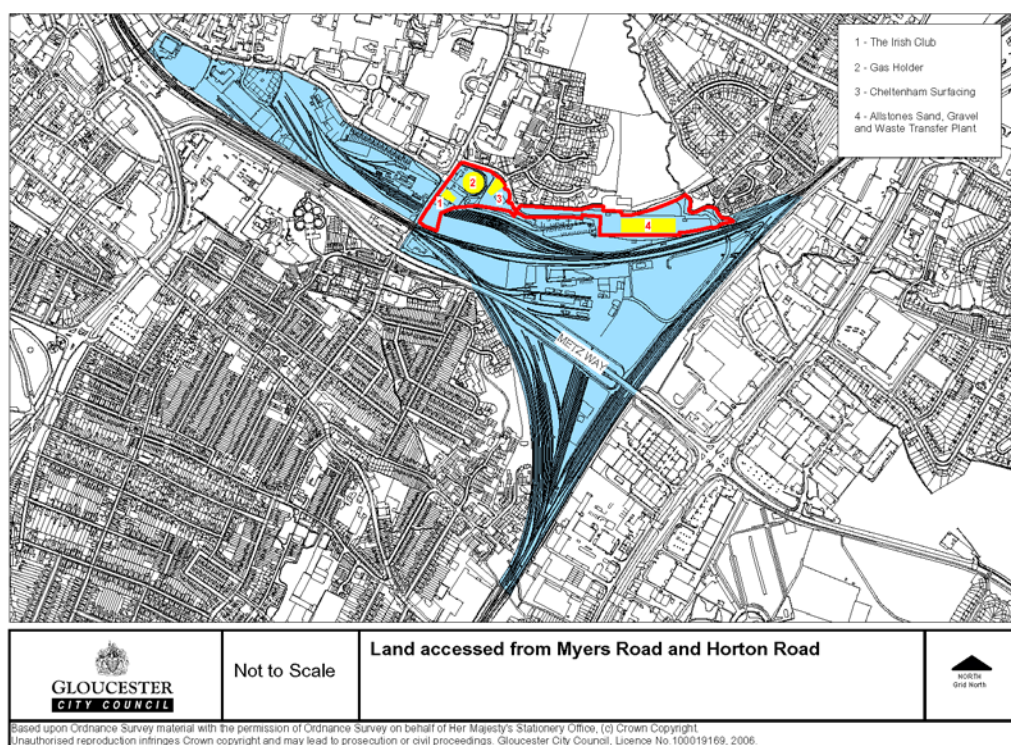
2.24 The site was a former railway sidings and has been cleared.

2.25 A steep bank separates the flat sidings site from uses accessed from Myers Road. Railway lines separate this site from the Triangle proper. The site is generally read as a whole with the triangle site when viewed from vantage points such as Metz Way.

2.26 The site is accessed from Myers Road via a gateway.

Land off Myers Road and Horton Road

2.27 Plan 4 below illustrates the site boundary of land off Myers Road and Horton Road.



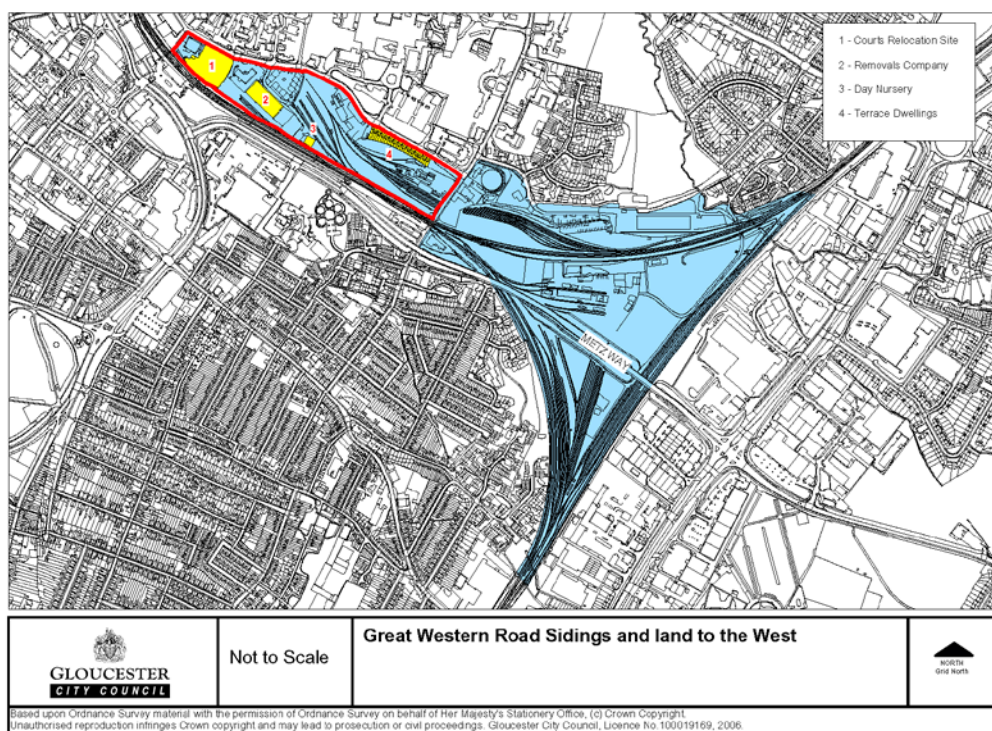
Plan 4: Land off Myers Road and Horton Road Site Boundary

- 2.28 This area comprises land that lies immediately to the west and north of the triangle site and Horton Road Sidings. The sites mentioned are accessed directly from Horton Road or from Myers Road and are predominantly in one ownership.
- 2.29 In the north western corner of the site lies a large gas holder which dominates the skyline in this part of the City. Immediately to the south of the gas holder lie a pair of semi-detached dwellings which are accessed from Horton Road.
- 2.30 To the south west of the gasholder lies a building used as an electrical wholesalers.
- 2.31 To the south of this site lies Gloucester Irish Club, a three storey brick built building which is extensively used for community purposes. Within the curtilage of the Irish Club building is a large car park, the southern boundary of which abuts the northbound mainline railway. The eastern boundary of the Irish Club site abuts the Horton Road Sidings site.
- 2.32 To the south of the Horton Road level crossing lies a grey brick, flat roofed one and a half storey signal box.
- 2.33 The uses located off Myers Road within the development brief site include a variety of industrial and storage uses. These uses create high levels of HGV movements through adjoining residential areas along Horton Road and Derby Road.

- 2.34 At the end of Myers Road lies the Allstones site. The site operates as a Waste Transfer Station for household, industrial and commercial waste including putrescible and hazardous wastes. A large covered warehouse is located on the site within which all waste related activities connected to the use of the site as a Waste Transfer Station take place. The distribution of primary minerals also takes place from the site including sand, gravel and decorative stone. These operations take place outside the building. There are frequent HGV movements to and from the site.
- 2.35 Also accessed from Myers Road is Top Mix run by Tarmac Western Ltd. There are two silos located on the site and HGV lorries access the site in order to collect products associated with ready mix concrete production.

Great Western Road Sidings and Land to the West

- 2.36 Plan 5 below illustrates the site boundary of Great Western Road Sidings and land to the west.



Plan 5: Great Western Road Sidings and Land to the West Site Boundary

- 2.37 Great Western Road sidings lie to the west of Horton Road and are accessed from Horton Road. The sidings site is in the ownership of Network Rail. A small part of the site is currently used by Network Rail as a depot with associated temporary and prefabricated single storey structures, but the majority of the site comprises rail tracks and rail ballast.
- 2.38 The sidings site is bounded to the north east by a terrace of Victorian brick built cottages in a variety of ownerships and to the north by a builders/car sales yard.
- 2.39 To the south of the sidings site lies the Birmingham to south Wales mainline and to the south west premises used as a community church. To the west of

the sidings lies a 3 and 4 storey brick built Pullmans Court office development served by an access road off Great Western Road.

- 2.40 To the south of the offices and abutting the railway station land lies a storage warehouse.
- 2.41 To the west of the offices lies the former Telecom house site.

Gloucestershire Royal Hospital

- 2.42 Gloucestershire Royal Hospital lies to the north of Great Western Road immediately opposite the Great Western Road Sidings site. The hospital provides acute care for the population of the County. Emergency vehicles currently use London Road and Great Western Road to access the Accident and Emergency facility at the hospital.

Access

- 2.43 The Triangle site is currently accessed from Blinkhorns Bridge Lane to the north of the site, this is the only existing direct vehicular access onto the railway triangle.
- 2.44 When Metz Way was built, the County Council ensured that the flyover was designed in order to allow access into the railway triangle site. Access could therefore be achieved from Metz Way subject to satisfactory agreements with the County Council.
- 2.45 Access to the northern part of the site and former Horton Road sidings area is gained from Myers Road or directly off Horton Road.
- 2.46 Access to Great Western Road Sidings is achieved from Horton Road and from Great Western Road. Sites to the west are also accessed directly from Great Western Road.

Characteristics and topography

- 2.47 The railway triangle is predominantly flat with a slight fall north south and east west, however Metz Way that crosses the site east/west rises up and over the site such that any vehicular access into the site from Metz Way will be on a gradient.
- 2.48 Horton Road sidings are predominantly flat.
- 2.49 The land to the north of Horton Road sidings is at a higher level than the rest of the area. A steep embankment lies between Horton Road sidings and the land accessed from Myers Road. The embankment slopes west/east such that the Allstones site in the north east of the area is at the same grade as Horton Road Sidings.
- 2.50 Great Western Road Sidings are predominantly flat and the neighbouring uses to the north and west also lie on flat land.

Tree preservation orders

- 2.51 A group Tree Preservation Order (number 76) exists on trees that abut the Wotton Brook on the north eastern corner of the site. These trees effectively provide a natural screen between Allstone's Sand and Gravel works and the residential properties that lie to the north east.

Conservation area/listed buildings

- 2.52 There are no Conservation Areas or Listed Buildings within this area.

Nature conservation

- 2.53 The City Council is not aware of any survey having been undertaken. However, nutrient poor environments such as railway siding ballast are known to support a wide diversity of flora and fauna. The City Council will expect a Phase II habitat survey to accompany any application for comprehensive re-development of sites with railway siding ballast.

Air quality

- 2.54 There are two businesses located off Myers Road to the north of the site that are regulated under the Pollution Prevention and Control Regulations 2000.
- 2.55 Tarmac Ltd is regulated for using bulk cement, where there is a risk of fine particles being discharged to air at high level. Allstones has a regulated screen which is located in a building. There are also potentially dusty coal yards in the area which are not regulated.
- 2.56 There have been numerous complaints from householders relating to dust allegedly from these sites. Dust is also produced from freight train wheels negotiating the tight curves on the Railway Triangle site, although the realigning of these tracks has reduced this.
- 2.57 Exhaust fumes from the diesel engines of trains may affect air quality on the Railway Triangle site when engines are stationary for 15 minutes or more with their engines running.
- 2.58 Given the existing number of complaints received from residents to the north of Myers Road concerning dust emanating from the north of the site, the Environmental Health department of the Council has raised concern over the redevelopment of those parts of the brief site in close proximity to Myers Road for dust sensitive uses. Any such redevelopment proposals would therefore be required to submit a technical assessment in conjunction with the Environmental Health Department of the Council assessing the likelihood that any future residents or employees would be affected by air quality and the measures used to mitigate any impacts.

Noise

- 2.59 The Environmental Health Department of the City Council has received numerous complaints about noise emanating from the northern part of the brief site from operators on Myers Road. It is considered that the existing bad neighbour uses plus noise from the railway currently render this part of the brief site unsuitable for noise sensitive uses.

- 2.60 Any noise sensitive use proposed on the site would need to be subject to an assessment in conjunction with the Environmental Health Department of the Council in order to ascertain the suitability of the site.

Archaeology

- 2.61 The western end of the Railway Triangle site is designated an Area of Principal Archaeological Interest (APAI) due to the discovery of two Roman lead coffins (in 1847 and 1917) suggesting the presence of a Roman Villa in the vicinity. There is a likelihood of heritage assets of archaeological interest being present across the whole site.

- 2.62 With the submission of any planning application within the site, the applicant must provide appropriate information on the site's heritage assets in line with policies HE6.1 and HE6.2 in PPS5: *Planning for the historic environment*. In regard to heritage assets of archaeological interest, the appropriate information is most likely to be derived from a programme of intrusive archaeological evaluation. In addition, the findings of a historic building appraisal that assesses the significance of any built heritage assets present (most likely buildings relating to the railway industry) will also be required with any application.

Contamination

- 2.63 There are significant potential contamination concerns with regard to the Railway Triangle, Great Western Road Sidings, Horton Road sidings and land accessed from Myers Road and Horton Road owing to railway use, location of a Gas Holder and other industrial activities. The Council's contaminated land officer would require pre-application discussions and submissions with regard to contamination prior to the submission of any planning application.
- 2.64 The Environment Agency has identified that the site lies on a minor aquifer and therefore they will require pre-application discussions with any prospective developer in order to avoid the pollution of controlled waters. Potential developers will also need to refer to Environment Agency policy on groundwater protection.

Public rights of way

- 2.65 Three public rights of way cross the railway corridor site - 126 and 127 and 115.
- 2.66 Public right of way 126 runs from Blinkhorns Bridge Lane in the northern section of the triangle site following the route of the old lane towards the now redundant buildings on the northern part of the site. It then turns south and runs towards Metz Way where it accesses onto the flyover.
- 2.67 Public right of way 127 runs east west across the site predominantly following the route of Metz Way.
- 2.68 Public right of way 115 Royal Lane runs along the western most boundary of the development brief site, passing under the railway in the form of a subway then travelling north eastwards across Great Western Road following the

northern boundary of the hospital site before emerging on Horton Road to the north of Redcliffe Theological College.

PART 3 - PLANNING

Planning History

- 3.1 The railway triangle and Horton Road sidings do not have any extant planning permissions.
- 3.2 The Allstones site, located at the end of Myers Road was granted a Certificate of Lawfulness in 1996 and a change of use planning application to a waste transfer station was allowed on appeal in 1998. The type of wastes able to be processed at the site were extended by a planning application approved in August 2006 (05/01125/FUL) to include putrescible and hazardous wastes in addition to the formerly approved household, industrial and commercial wastes. An application to vary the conditions of this permission was refused by the County Council in December 2009 (09/0045/GLMAJW).
- 3.3 The offices at Pullman Court to the west of Great Western Road sidings were permitted outline consent in 1987, with applications approving details being permitted in 1989.

National Planning Policy

- 3.4 All embracing national planning policy guidance can be found in Planning Policy Statement 1 (PPS1) which focuses on the delivery of sustainable development and emphasises the reuse of brownfield sites. The guidance in PPS 1 underlies the whole policy emphasis with regard to the redevelopment of the Railway Corridor area.
- 3.5 A number of other Planning Policy Statements and Planning Policy Guidance Notes will be of direct relevance in policy and guidance terms to the development of this site, including Residential Development, Noise, Flood Risk, and Pollution Control.

Regional Planning Policy

- 3.6 The Draft Regional Spatial Strategy (RSS) for the South West was published for consultation purposes in June 2006. The draft RSS states that the City of Gloucester will be required to provide an additional 11,500 new dwellings (equal to 575 new dwellings per year) between 2006 and 2026. The growth in jobs in the Gloucester Travel to Work Area is anticipated to be between 9,300 and 12,700 in the period 2006 to 2026.
- 3.7 Much of the new dwelling requirement is already in the housing supply with further residential allocations being made in the LDF. Where new housing allocations are to be made the RSS places emphasis on brownfield land in sustainable locations with access to choices of means of transport.

- 3.8 The RSS states that the primary focus for development will be within Gloucester's urban area with an emphasis on the regeneration and renewal of previously developed land. Increased density of development and high quality design will be key in delivering the urban renaissance envisaged. The redevelopment of the Railway Corridor is considered to be consistent with the objectives of the draft regional spatial strategy for the south west.
- 3.9 The coalition government have demonstrated a commitment to revoking RSS and devolving decision making to the local level, however owing to a successful legal challenge in the High Court at the time of writing this report the RSS is a material consideration until it is revoked by Act of Parliament.

Local Planning Policy

County Waste and Minerals Plan

- 3.10 The northern section of the Railway Triangle was allocated as a preferred site for waste management in the Gloucestershire Waste Local Plan 2002-2012 (adopted October 2004) under Policy 5 - Waste Management Facilities for Local Sites. However, the policy has not been formally 'saved' under transitional arrangements and therefore no longer forms part of the development plan. Notwithstanding the deletion of the policy, the County Council has sought legal opinion on the weight that should be given to unsaved policies and has been advised that these may be a material consideration (where appropriate) in the determination of planning applications in the absence of new style plans.
- 3.11 The Gloucestershire Waste Core Strategy is in the process of being approved for publication and does not include any land within the brief area as a strategic allocation for waste management purposes.

Gloucester City Local Plan

- 3.12 The Gloucester Local Plan (2nd Stage Deposit Draft August 2002) although unadopted, is currently used by the City Council for development control purposes.
- 3.13 The Railway Triangle site is allocated as an employment allocation under Policy E3. The site is identified for B1, B2 or B8 uses. Site-specific obligations include improved access from Metz Way, decontamination of the site and land reserved for a possible rail freight depot.
- 3.14 Horton Road sidings, including land used for coal yards to the north, is allocated by Policy E3 for B1 employment uses. Site-specific obligations include a contribution to improved pedestrian links to the railway station.
- 3.15 Great Western Road Sidings are identified by Policy E3 for B1 employment uses with a site-specific obligation to improve pedestrian links to the railway station.
- 3.16 Policy E3 states that an alternative use or mix of uses may be permitted on these sites if a developer is able to demonstrate that the proposal would offer greater potential benefit to the community.

- 3.17 The former Telecom House site to the west of Horton Road Sidings is identified in the 2nd Stage Deposit Local Plan as an employment commitment, EC.4 for B1 uses. The site has been acquired by the County Council on behalf of the Department for Constitutional Affairs for the relocation of the Crown and Magistrates Courts.
- 3.18 The boundary of the Area of Primary Archaeological importance abuts the western boundary of the development brief site.
- 3.19 For more information go to www.gloucester.gov.uk/planningpolicy.

Central Area Action Plan (Local Development Framework)

- 3.20 The preferred option for the whole brief site in the Central Area Action Plan (CAAP) is for mixed-use development. Proposals for the site would need to be well-designed and include suitable landmark buildings in order to create a high-quality, iconic 'gateway' into the City from the east. The relevant policy (CA23) is reproduced below, amended to take account of responses to representations received within the recent consultation exercise:

Policy CA23 – The Railway Corridor

The Railway Corridor is allocated for mixed-use development to include the following:

The Railway Triangle (Northern side)

B1, B2 or B8 employment uses or an alternative use or mix of uses of greater community benefit.

Site-Specific Obligations:

- Landmark building/s
- Pedestrian footbridge linking to existing Horton Road sidings
- Provision of a new access off Metz Way
- Upgrading of Blinkhorn's Bridge Lane for pedestrian/cycle and emergency vehicle access

The Railway Triangle (Southern side)

Retained for operational purposes by Network Rail

Site-specific obligations:

None

Great Western Road Sidings

Mixed-use B1 employment and residential development

Indicative Capacity/Floorspace

- 150 dwellings

- 10,000 sq. m B1 office and/or light industrial

Site-Specific Obligations:

- Mixed-use development
- Creation of a linear park with a new/improved bridge connecting to the railway station

Horton Road Sidings and land accessed off Myers Road

B1, B2 or B8 employment development, or, subject to the relocation of bad neighbour uses, residential development

Indicative Capacity/Floorspace

- 15,000 sq. m employment development; or
- 250 dwellings

Site-specific obligations:

- Pedestrian bridge link into the Railway Triangle
- Creation of a linear park
- Highway improvements on Horton Road
- Relocation of bad neighbour uses

Former Telecom House Site

The site of the former Telecom House on Great Western Road is allocated for the development of a combined Magistrates and County Court building.

Site-specific obligations:

- Sufficient parking to be provided for visitors and staff
- Transport assessment and Travel Plan
- Contribution to improve the railway underpass

- 3.21 The CAAP seeks employment use on the northern half of the triangle and retains the southern half as operational land for Network Rail. This enables Network Rail to rationalise its operational land within the City onto one site and releases Great Western Road Sidings for redevelopment.
- 22 Great Western Road Sidings are allocated for mixed use to include residential and B1 employment uses.
- 3.23 Horton Road Sidings and land accessed off Myers Road are allocated for B1, B2 or B8 employment uses, or, subject to the relocation of bad-neighbour uses, residential.
- 3.24 If an employment use were not to come forward on the northern part of the Triangle, the Council would consider a mixed-use scheme provided it incorporates a significant element of job creation (preferably science or knowledge and innovation based enterprise - building on the presence of the hospital and places of higher and further education). Any such mix of uses

would however only be considered acceptable where they would result in a significant benefit to the local community, including the creation of a high quality environment with attractive pedestrian and cycle linkages to existing neighbouring residential communities, and where the development proposed would create an iconic, high-quality gateway into the City.

- 3.25 The land known as former Telecom House is also allocated for the relocation of the Crown and Magistrates Courts in the Central Area Action Plan. This matter has not been a concern of GHURC.
- 3.26 The preferred uses of each of the brief component areas are considered in turn below.

The Railway Triangle

- 3.27 The northern half of the triangle site is a key gateway site into the City for those arriving by both rail and car. Any development on the site should announce arrival to the City and should be of the highest quality design and materials.
- 3.28 The local planning authority's preferred option for this site is for employment use. Other uses or mix of uses will be considered on their individual merits, but will only be considered acceptable where they would deliver a significant element of employment uses (preferably science or knowledge and innovation based - building on the presence of the hospital and places of higher and further education) and would provide significant benefit to the local community.
- 3.29 GHURC are currently considering a range of options for this site following the withdrawal of the Community Stadium proposal.
- 3.30 Integral to the success of any new development on this site is the provision of an attractive environment which is well integrated to adjoining communities by new pedestrian linkages out of the northern triangle site. This should include the diversion of existing public right of way 126 onto the new access into the site from Metz Way. The existing access from Blinkhorns Bridge Lane will be retained for pedestrian and emergency vehicle access and a new pedestrian and cycle bridge will be required to link any new development with the existing Horton Road sidings.
- 3.31 Land on the southern half of the triangle is likely to be required by Network Rail for operational purposes. However should it prove possible to release this site from their requirements the site is allocated for employment purposes. The site would be opened up by the provision of a new access into the northern half of the triangle from Metz Way thereby enhancing the development potential of the southern half of the site.

Horton Road Sidings and Land accessed from Horton Road and Myers Road

- 3.32 It is the Council's first preference that this area be redeveloped for employment purposes. However, should it prove possible to comprehensively redevelop the whole area including relocating existing industrial uses on the site then the GHURC preferred option of a mixed use providing residential development plus a linear community park linking the Railway Triangle with the city centre and to the open space and residential communities lying to the

north, could come forward. The community benefit that would result would justify the loss of the employment aspiration for the site.

- 3.33 It is acknowledged that residential development on this site could not come forward without the relocation of the existing 'bad neighbour' uses.
- 3.34 The existing industrial and commercial occupiers on land accessed from Horton Road and Myers Road would relocate to other sites within the City where access is more easily achieved by HGV lorries, such as land off Bristol Road or land at Hempsted, which is allocated for employment purposes. Moreover, the Allstones Waste Transfer Plant may benefit from being located adjacent to other waste management facilities or employment locations. Relocation of these Myers Road uses to more suitable areas would result in substantial community benefit, enhancing the immediate vicinity for existing residents who would no longer be subject to heavy lorry movements or dust or noise from the processes currently occurring.
- 3.35 It will be necessary to improve public open space linkages in the redevelopment of this area between Armscroft Park and the Railway Triangle and between Armscroft Park and the City Centre through the implementation of a linear community park.
- 3.36 The local planning authority would support the redevelopment of the gasometer site within the comprehensive approach to this area, however should it need to stay it would require an exclusion zone.

Great Western Road Sidings

- 3.37 This site would provide for the linear community park east/west providing an integral link between the train station (and city centre) and Horton Road Sidings. To the north of the linear park there is capacity for both residential and employment (B1) development. It is envisaged that the employment development would be located to the west of this area in close proximity to the public transport interchanges within the City.
- 3.38 The sidings can also provide landscaped linkages through to Gloucestershire Royal Hospital enhancing pedestrian permeability through this part of the City.
- 3.39 It is anticipated that the linear park would link to the City Centre and therefore transport interchanges by way of a pedestrian and cyclist footbridge in the vicinity of the railway station.
- 3.40 As stated above the former Telecom House site is allocated for the relocation of the Magistrates Court. It is anticipated that the rest of the area would remain in employment use and redevelopment proposals that sought to bring forward additional employment floorspace would be looked upon favourably.
- 3.41 Any alterations or improvements to the highway network resulting from the redevelopment of this site will need to take into account the operational needs and requirements of Gloucestershire Royal Hospital and the need to maintain emergency vehicle response times.

Proposed Outputs from Railway Corridor Area

- 3.42 It is considered that the comprehensive redevelopment of the whole area would result in the following outputs;
- A new pedestrian bridge link from Horton Road Sidings to the northern half of the triangle site
 - A new linear community park
 - A new pedestrian and cyclist bridge link over the railway at the western end of the linear park
 - 400 dwelling units
 - 25,000 sq.m of B1 units
 - A new Crown and Magistrates Court

New Residential Development

- 3.43 All new residential development should be provided at a density of not less than 40 dwellings per hectare. A mix of dwelling units should be provided across all areas in order to provide a balanced community.
- 3.44 Affordable housing will be required as outlined below.
- 3.45 For more information on the Central Area Action Plan or any aspect of the Local Development Framework for Gloucester go to www.gloucester.gov.uk/planningpolicy.

Community Strategy

- 3.46 The Community Strategy for Gloucester 'Our Gloucester Our Future' sets out a number of ambitions for the City.
- 3.47 One of the ambitions is to make Gloucester a great place to live and work now and in the future. Key aspects of this ambition include the re-use of brownfield sites, securing high quality mixed-use development, ensuring new developments are sustainable, encouraging people to walk, cycle and use public transport and developing a strong and diverse local economy.
- 3.48 The proposed mixed-use allocation of the Railway Corridor area is considered to be consistent with these and other objectives set out in the Community Strategy.
- 3.49 For more information go to www.gloucesterpartnership.org.uk.

PART 4 - CONSIDERATIONS

Urban Design

- 4.1 The area has the potential to become an impressive gateway into the City for visitors by rail and car.
- 4.2 This section of the brief provides a short analysis of the area in urban design terms. This involves a site analysis, which is developed into a list of Key Design Principles.
- 4.3 A plan identifying the key principles and opportunities for the site is located in Appendix 1.
- 4.4 All planning applications, except for householder extensions and changes of use, are expected by the City Council to be accompanied by a Design and Access Statement. It is essential that a thorough site analysis be completed prior to the development of any potential scheme ideas. The site analysis will be based in fact and used to later develop a high quality design in an informed and contextual manner.
- 4.5 In accordance with PPS1 and By Design, the City Council expects high quality, sustainable design which positively enhances the local distinctiveness of the city.

Site Analysis

- 4.6 The area has a number of strengths and weaknesses which provide positive opportunities for its redevelopment. These have been summarised on the following table.

Strengths	Weaknesses	Opportunities
Large area of disused Brownfield land in a gateway location to the east of the city	Currently unattractive and underutilised gateway, providing a poor entrance into the city	To develop the site in a way which provides a high quality gateway feature into the city. This should involve a high quality landmark building.
Good views and glimpses of the Cathedral seen from Metz Way and the railway	Currently views and glimpses are seen from a poor quality setting	To develop the site in a way which preserves and enhances these views and glimpses Aligned routes to maximise the potential to view the Cathedral to aid legibility and sense of place Improve the setting of the views through high quality development and landscape design

	Access to site, and between the site and the existing residential community is severely restricted	To develop the site in a way which encourages integration with the existing residential community through the creation of new and convenient routes.
	Pedestrian and cycle routes along Metz Way suffer from poor natural surveillance and are unattractive to use	To develop the site in a way which provides a new pedestrian and cycle route between Eastern Avenue and the City Centre
The area is in close proximity to Armscroft Park, which provides a green link along Wotton Brook to the A40		To create a green link between the City Centre and Armscroft Park, and from the Park into the Railway Triangle.

Key Design Principles

4.7 The above table allows for the identification of Key Design Principles, which the City Council will expect to be implemented during the redevelopment of the site. They are:

- Development of this site shall result in the creation of distinctive landmark buildings of high quality, which will act as a positive gateway feature to what is an important entrance to the city. The buildings will not only announce 'arrival' to those entering the City but will also put Gloucester on the map for those passing through on mainline trains that do not stop at Gloucester. The landmark buildings will be exemplary in design and execution, built of high quality materials and set within a high quality public realm.
- Any new development of the site shall result in the creation of a new pedestrian link between Eastern Avenue and the City Centre on the northern side of Metz Way. Any new adjacent residential properties shall be sited so as to overlook the link in order to maximise natural surveillance. The link may form part of a buffer between the road and railway and any proposed new development. The link shall also connect to the adjacent Armscroft Park, which forms an important green link/wildlife corridor, north to the A40, and which should also be connected across the railway into the northern part of the Triangle.
- The linear park will be accessible 24hours a day to both pedestrians and cyclists, it will need to be well lit at night in order to provide safety and security. It is considered that the lighting should be creative in form adding to the experience of journeying through the park.
- It is envisaged that the linear community park will incorporate features such as creative children's play equipment for both younger and older children, hard and soft landscape design features and public art.
- Any new development of the site shall be designed in such a way that it improves pedestrian connectivity and permeability with the surrounding residential area to the north. This will include the provision of new linkages which shall be overlooked by any proposed adjacent residential development.

- Any new development shall respect and enhance the existing views and glimpses of the Cathedral and May Hill beyond. Both of these views are iconic, both for those living in the City and beyond. New development and routes shall be aligned in order to maximise these views and glimpses wherever practical.
- All new development will be expected to be of the highest architectural quality. Materials and designs should reflect and enhance the locally distinctive qualities of the city. Townscape analysis work and Design and Access Statements will be expected to be produced in advance in order to lead the design process. Evidence of these will be required as part of the submission of any planning application.

4.8 Any outline planning application will need to be supported by a masterplan. This will help ensure that if an application is made for just part of the brief area it will not prejudice the proper planning of the remainder of the brief area.

Housing Mix

4.9 In accordance with Central Area Action Plan policy (Retention and Provision of Family Housing in the Central Area) and in line with national planning policy concerning the creation of sustainable communities, residential development within the brief area will be expected to include a mix of dwelling types including homes that are suitable for families. Where redevelopment within the brief area involves the loss of any existing family housing through demolition or conversion, these should be replaced on a like for like basis.

Traffic and Transport

Access into the Triangle Site

4.10 The use of the existing access via Blinkhorns Bridge Lane is not considered acceptable if development resulted in a material increase in traffic flows to and from the site. The only suitable means of access to serve a comprehensive re-development is considered to be off Metz Way, but access via Blinkhorns Bridge Lane should be retained for pedestrian/cycles and for emergency vehicles.

4.11 Due to the strategic nature of Metz Way and the significant capacity problems already associated with the route, access to the site should be by way of a junction layout that would not result in an unacceptable increase in extra delay on Metz Way.

Access to Horton Road Sidings

4.12 It will be necessary to prove that the use of Horton Road and Myers Road to access Horton Road sidings is suitable for any proposed new use. Horton Road experiences significant levels of congestion during peak periods and any impact on the highway as a result of intensification of use will have to be fully mitigated.

4.13 Due to the use of Horton Road as a 'rat-run', it may be possible to increase capacity by restricting access to the route. The most appropriate means of achieving this aim would be to close the level crossing to all vehicles.

- 4.14 Any redevelopment of this site should not affect the capacity of Gloucestershire Royal Hospital to meet existing emergency vehicle response time targets.
- 4.15 Any new development should not adversely impact on the Gloucestershire Royal Hospital or neighbouring uses with regard to parking and noise.

Access to Great Western Road Sidings

- 4.16 Vehicular access to Great Western Road Sidings would be achieved off Great Western Road itself, either by utilising and improving existing accesses or by the provision of a new access. The additional traffic generated by any development is anticipated to have a material impact on the Great Western Road/London Road junction which already experiences congestion during peak periods and it is likely that this junction would need to be managed by way of signals.
- 4.17 Any redevelopment of this site should not affect the capacity of Gloucestershire Royal Hospital to meet existing emergency vehicle response time targets.
- 4.18 Any new development should not adversely impact on the Gloucestershire Royal Hospital or neighbouring uses with regard to parking and noise.

Parking

- 4.19 The vehicular parking standards set out in the Second Gloucestershire Local Transport Plan (2006 – 2011) will be used as a basis for assessing parking provision. Cycle parking standards will be used as a basis for assessing minimum cycle parking standards. Proposals for significant constraint on on-site car parking will be considered acceptable if it can be provided without causing harm to road safety, traffic management or amenity and without causing parking to be sought within hospital grounds.

Public Transport

- 4.20. Accessibility by public transport to a mixed use scheme will be vital to its sustainability and acceptability. There is a need for high quality pedestrian routes to access public transport.

Pedestrian and Cycle Links

- 4.21 No footway is provided on the northern side of Metz Way; therefore formal at-grade crossing facilities for pedestrians and cyclists should be provided across Metz Way. Public right of way 126 should be re-routed to make use of this at-grade crossing.
- 4.22 Clearly defined pedestrian and cycle access should be provided through and between each of the sites. There is a need for high quality pedestrian routes providing access to Metz Way, Barnwood Road and Gloucester railway and bus stations.
- 4.23 The standards set out in the Second Gloucestershire Local Transport Plan 2006 – 2011 will be used as a basis for assessing cycle parking provision.

- 4.24 New pedestrian and cyclist bridges will need to be provided at two locations within the brief area. One will link the linear community park with the northern half of the triangle site and the other to the west of the brief area will link the linear community park to the public transport interchanges in the City Centre.

Transport Assessment

- 4.25 A Transport Assessment will be required as part of any future planning application. In order to determine the extent of any Transport Assessment required, it will be necessary for a scoping report to be agreed with the Highway Authority.

Travel Plan

- 4.26 A Travel Plan Strategy will be required to be submitted in support of any planning application and Travel Plans submitted, agreed and implemented in accordance with the timetables contained therein.

Public Rights of Way

- 4.27 Public right of way 126 will need to be incorporated into any design proposals for the site.
- 4.28 Public Rights of Way can be diverted and it may be considered necessary to do this as part of any development proposal for the site. Any diverted PROW will need to satisfy community safety considerations in terms of enhancing the safety of pedestrians or cyclists using the route.

Opportunities for Sustainability Improvements

- 4.29 Sustainable development covers a multitude of issues many of these such as renewable energy or Sustainable Urban Drainage Systems are covered elsewhere in this document.
- 4.30 This is a very varied site where opportunities will change depending upon location, and acceptable uses. Issues of relevance will include the proximity of Wotton Brook to the North East of the Railway Triangle, the openness of the site and the potential for micro turbines and the proximity of the Rail and Bus Stations to the eastern edge of the site.
- 4.31 Development proposals for the brief area should include provision for public transport and for cyclists.
- 4.32 Proposals should include on site renewable energy regeneration for all buildings across the brief area.
- 4.33 The local planning authority will require sustainable building technologies to be employed in any buildings constructed within the brief area.
- 4.34 A sustainable drainage scheme should also be submitted to support any development proposals on the site.
- 4.35 Any development proposals within the brief area will need to improve permeability and linkages through the area to existing residential communities and the City Centre for both pedestrians and cyclists.

Community Safety

- 4.36 The City Council places considerable importance on the issue of community safety. Statistics show that Gloucester has a higher than average crime rate and it is essential that new development is designed in a way that seeks to reduce the opportunities for crime in order to reduce both the incidence of crime and the perception of 'fear' of crime.
- 4.37 This approach is reflected in the Council's Draft Core Strategy (January 2006) which identifies a reduction in crime and the fear of crime as a strategic objective. Core Policy 11 – Community Safety requires all new development to have regard to the key principles of community safety and designing out crime.
- 4.38 This approach is explained in detail in the Council's revised draft Supplementary Planning Document, 'Designing Safer Places' (September 2007). Copies can be downloaded at www.gloucester.gov.uk/urbandesign.
- 4.39 Developers should also pay regard to 'Safer Places: The Planning System and Crime Prevention', ODPM, April 2004. Copies can be downloaded at www.odpm.gov.uk.
- 4.40 The major community safety improvement to the brief area will be the provision of an alternative route to the City Centre from Great Western Road by way of a pedestrian footbridge that will cross the railway and link the linear community park with public transport interchanges. This will provide an alternative option to the existing subway that runs from the railway station to Great Western Road.
- 4.41 We will expect any development proposal for this site to be consistent with the advice set out in 'Designing Safer Places' and to positively contribute towards a reduction in the provision of opportunities for crime.

Services and Utilities

- 4.42 Most of the development brief site is currently not served by public or private sewers, however four public sewers exist on the fringes of the site.
- 4.43 Two public combined gravity sewers are located to the far north east of the site and cross east west under Blinkhorns Bridge Lane.
- 4.44 To the west of the site a public combined gravity sewer is located under Metz Way falling from the north of Alfred Street towards Horton Road. A public combined gravity sewer also falls north south along Derby Road from the south of the Derby Road level crossing.
- 4.45 In the northwest corner of the site a public combined gravity sewer falls from Gasworks Cottages along the northern boundary of the Irish Club and onto Horton Road. A private foul gravity sewer emanates from the Cheltenham Surfacing site in Myers Road, passing through the petrol station to the north of the junction of Myers Road and Horton Road and joins a public combined sewer running north south in Horton Road.

- 4.46 A public combined gravity sewer runs the length of Great Western Road falling east west towards London Road. The row of terraced cottages to the north of the Great Western Road site feed into this sewer as do the office blocks to the west of the brief site.
- 4.47 With regard to water, gas and electricity supplies developers are encouraged to ascertain at an early stage the availability of these services from the relevant service providers.
- 4.48 Gloucester is well served for cable telecommunications.

Flood Risk

- 4.49 The Environment Agency has already drawn attention to the need for developers to enter into early discussions in order to assess the flood risk associated with the site owing to the location of the River Twyver to the north of the site.

Drainage

- 4.50 The City Council supports a sustainable approach to drainage. There are large parts of the site that are quite constrained and contamination may well be a problem, never-the-less there are still methods and technologies that can be applied. We will expect to see the management train methodology and issues of quantity quality and amenity addressed (see CIRIA C522 and C609). While some technologies employing conveyance mechanisms may be hard to include, techniques such as green roofs will attenuate run off and provide other significant sustainability gains for the development.
- 4.51 Towards the eastern part of the site Wotton brook runs briefly in a culvert under the site. Opportunities to open this up and integrate it into the drainage of the site should be investigated.
- 4.52 Developers are reminded that part H3 of the building regulations only allows discharge into a sewer as a last resort.
- 4.53 Gloucester City Council will adopt SUDS structures for a negotiated commuted sum.
- 4.54 Further information on sustainable drainage systems is set out in the Council's Supplementary Planning Guidance Note 1: Sustainable Urban Drainage Systems adopted in November 2004. To download a copy go to www.gloucester.gov.uk/planningpolicy.
- 4.55 Attention is also drawn to the need to liaise with the Environment Agency over any potential contamination of groundwater owing to the presence of a minor aquifer at the site.

Archaeology

- 4.56 Sufficient information on heritage assets' significance and the likely impact of the proposals' impact on that significance will be included with any application. The investigations required to deliver this information, archaeological evaluation and historic buildings appraisal, will be set out in a design brief provided by the City Council's Heritage Service.

Nature Conservation

- 4.57 There are no identified sites of nature conservation interest on this site or any other recognized wildlife asset. Notwithstanding this, even dense urban areas can provide useful habitats for some species. Some like gulls however are less than welcome and any development will be expected to take into account the City Council's guide 'Gulls How to Stop Them Nesting on Your Roof'.
- 4.58 Simple measures can be taken to better the wildlife value of the site. The erection of house martin, swift and bat boxes is fairly straightforward. Sparrows once a common sight in urban areas are now in steep decline thought in part down to the loss of nesting opportunities.
- 4.59 Green roofs, either intensive or extensive have many benefits in terms of thermal performance, water management and of course biodiversity.
- 4.60 One of the key principles of PPS 9 is that development should 'aim to maintain and enhance, restore or add to biodiversity'. This stance is echoed in the Draft Development Control Policies Preferred Options Consultation document. All development therefore will be expected to benefit wildlife in some way. As part of their submission developers will be expected to show how their development increases biodiversity over and above the existing baseline value. As a minimum nest/roosting box provision will be required.

Climate Adaptation

- 4.61 As the climate warms it is predicted that winters will become wetter and summers hotter. Passive designs that provide shade in summer though allow winter sunlight will be encouraged. Design features common in more southerly countries such as shutters and brise soleils will be sought, as will structural tree planting that can provide shade in summer yet light percolate in the winter.
- 4.62 As well as cooling individual buildings it is known that greenery lessens the 'heat island effect' of urban areas. Research from Manchester University has shown that tree planting can reduce summer extremes of temperatures by as much as 4 degrees. Urban greenery whether tree planting, green roofs or foliage covering buildings will be sought as a means of reducing urban temperatures.

Waste Minimization

- 4.63 In September 2006 Gloucestershire County Council adopted a Supplementary Planning Document 'Waste Minimization in Development Projects'. Its aim is to minimize the production of waste during demolition, construction and occupation of buildings. It requires developers to submit a 'Waste Minimization Statement' as part of their application.
- 4.64 The City Council will therefore ask for such a statement and may condition any application to ensure that commitments contained within it are met.
- 4.65 For details on what to include in the statement please see the SPD on www.gloucestershire.gov.uk by following the link to Planning and Development – Minerals and Waste Policy.

Code for Sustainable Homes

- 4.66 In April 2007 the Code for Sustainable Homes replaced Eco-Homes as the prime environmental assessment methodology for the performance of new housing in England.
- 4.67 Draft supplement to PPS 1 Planning and Climate Change is clear that the environmental performance of new build is to be raised and the code is a means of achieving this. It also points out however, that when setting higher standards they should be site specific and should have regard to the overall cost of bringing sites to market.
- 4.68 Any element of residential development within the railway corridor area will therefore be required to achieve a Code for Sustainable Homes minimum rating of level 3.

Planning Obligations

- 4.69 Developers should be aware that the City Council now operates a monthly S.106 meeting where officers from both the City and County meet to discuss sites where S.106 contributions will be required.

On-site renewable energy generation

- 4.70 Draft supplement to PPS 1 suggests 10% on site renewable energy obligation as a minimum. Policy BNE 16 of the Councils draft Development Control polices requires that residential development of 10 or more units and non-residential developments exceeding 1000m² will need at least 10% of its energy requirement coming from on or near site renewable sources or Combined Heat and Power (CHP).
- 4.71 The developer will need to show therefore that at least 10% of the developments energy requirements comes from low carbon sources.
- 4.72 For residential development, solar hot water may be the most appropriate, along with ground source heat pumps where convenient south facing roofs are not provided. For commercial development, ground source heat pumps, biomass boilers, CHP or photovoltaic cells may be more appropriate.
- 4.73 Where CHP schemes are employed to fulfil this requirement a percentage of the electricity generated will be allowed to contribute towards the 10% target.
- 4.74 Developers will need to submit an energy statement detailing energy demand, efficiency and use of renewables/CHP as part of any planning application. A section 106 agreement or planning condition will be used to secure the implementation of any agreed technology.

Affordable housing & lifetime homes

- 4.75 The redevelopment of this site for housing will trigger a requirement for affordable housing provision. The level of provision will be a matter for negotiation but is likely to be in the region of 40%.

- 4.76 The Council will require in the first instance completed affordable dwellings to be provided on-site and subsequent transfer of these to a Registered Social Landlord. Where a financial appraisal is provided that demonstrates that on-site provision of completed dwellings is not viable, the Council will accept the transfer of serviced land plus a contribution towards building costs.
- 4.77 In exceptional circumstances, the payment of a commuted sum for off-site provision may be acceptable.
- 4.78 Affordable housing that is provided will be subject to a planning obligation to ensure that all initial and subsequent occupiers will benefit from the affordable status of the dwellings.
- 4.79 Further advice is set out in the Council's Draft Supplementary Planning Document – Affordable Housing (January 2006).

Public open space

- 4.80 Advice on the Council's requirements for public open space can be found in the Draft Supplementary Planning Document – New Housing and Open Space (January 2006).
- 4.81 The above document describes how public open space provision will be required at a standard of 2.8 hectares per 1,000 population or 28 sq. m per person with the level and type of public open space provision being calculated on the basis of the number and type of dwellings proposed.
- 4.82 With regard to this brief, it is considered that the linear community park is so fundamentally important to the vision for the railway corridor in terms of linking the proposed development with the City Centre and surrounding residential communities that all the public open space requirements for each site along its length will be required to contribute to the implementation of the linear park.
- 4.83 The local planning authority will also request enhanced public open space provision in order to be able to implement a sufficient width for the linear community park for community safety purposes where the public open space contributions do not meet minimum width requirements.
- 4.84 A minimum width of 30m for the linear park is considered to be necessary in order to accommodate pedestrians, cyclists and useable public open space. A buffer will also be required between any residential development and the open space.
- 4.85 It should be noted that the linear park will provide an effective noise and vibration buffer between any proposed uses and the railway.
- 4.86 It is not envisaged that additional POS requirements will be required other than contributions to the linear park for those sites that lie along its length.

Education

- 4.87 Depending on the number and type of dwellings proposed, the redevelopment of this site may attract a financial contribution for education.

- 4.88 Developers are advised to contact Gloucestershire County Council as early as possible for advice in this regard.

Linkages

- 4.89 The linkage of the linear community park to the City Centre and public transport interchanges is fundamental to the vision for the railway corridor. It is considered therefore that the new western bridge link should be funded by contributions from all sites that come forward for redevelopment within the brief area.

Public Art

- 4.90 A percentage for public art will be sought in accordance with Policy D8 of the Preferred Options Development Control Policies Development Plan Document (January 2006).

PART 5 – NEXT STEPS

- 5.1 The brief will be adopted by the Council as Interim Guidance and will in due course be adopted as a formal Supplementary Planning Document (SPD) within the Local Development Framework.

Further Information and Contact Details

Gloucester City Council

Herbert Warehouse
The Docks
Gloucester
GL1 2EQ

01452 522232 (Switchboard)
www.gloucester.gov.uk

Planning Policy

Telephone 01452 396854
Email SpatialPlanning@gloucester.gov.uk
Website: www.gloucester.gov.uk/planningpolicy

Listed Buildings and Conservation Areas

Telephone 01452 396855 or 01452 396194
Email SpatialPlanning@gloucester.gov.uk
Website www.gloucester.gov.uk/conservation

Urban Design

Telephone 01452 396847
Email UrbanDesign@gloucester.gov.uk
Website www.gloucester.gov.uk/urbandesign

Trees and Tree Preservation Orders

Telephone 01452 396897
Email Development.Control@gloucester.gov.uk
Website www.gloucester.gov.uk/trees

Landscape Design

Telephone 01452 396827 or 01452 396830
Email SpatialPlanning@gloucester.gov.uk
Website www.gloucester.gov.uk/landscapedesign

Archaeology

The Historic Environment Team
Telephone 01452 396346
Email archaeology@gloucester.gov.uk
Website www.gloucester.gov.uk/archaeology

Gloucester Heritage Urban Regeneration Company (GHURC)

Gloucester Heritage Urban Regeneration Company Limited
15 Ladybellgate Street

Gloucester
GL1 2HN

Telephone 01452 782990
Email officemanager@gloucesterurc.co.uk
Website www.gloucesterurc.co.uk

Gloucestershire County Council

Shire Hall
Westgate Street
Gloucester
GL1 2TG

01452 425000 (switchboard)
customerservices@gloucestershire.gov.uk
www.gloucestershire.gov.uk

Access and Transport

Gloucestershire Highways

Telephone 08000 514 514
Email devcoord@gloucestershire.gov.uk

Bibliography

'Designing Safer Places', Gloucester City Council, July 2005. To download a copy go to www.gloucester.gov.uk/urbandesign.

'Draft Affordable Housing Supplementary Planning Document', Gloucester City Council, January 2006. To download a copy go to www.gloucester.gov.uk/ldf

'Draft Central Area Action Plan Development Plan Document (preferred options)', Gloucester City Council, July 2006. To download a copy go to www.gloucester.gov.uk/ldf.

'Draft New Housing and Open Space Supplementary Planning Document', Gloucester City Council, January 2006. To download a copy go to www.gloucester.gov.uk/planningpolicy

'Gloucester Local Plan – Second Stage Deposit 2002', Gloucester City Council, 2002. To download a copy go to www.gloucester.gov.uk/planningpolicy.

'Our Gloucester – Our Future 2003 - 2013', Gloucester Partnership, 2003. To download a copy go to www.gloucesterpartnership.org.uk.

'Regional Planning Guidance for the South West', Government Office for the South West, 2001. To download a copy go to <http://www.gosw.gov.uk>

'Safer Places: The Planning System and Crime Prevention', ODPM, April 2004. To download a copy go www.communities.gov.uk

'Sustainable Urban Drainage Systems – Supplementary Planning Guidance', Gloucester City Council, November 2004. To download a copy go to www.gloucester.gov.uk/planningpolicy.

'The Draft Regional Spatial Strategy for the South West 2006 – 2026', South West Regional Assembly, June 2006. To download go to www.southwest-ra.gov.uk.

Appendices

Appendix 1 – Urban Design Principles and Opportunities Plan

The following text should be read in conjunction with the numbered points marked on the 'Railway Corridor Principles and Opportunities Plan' below

1. Long distance views of the Cathedral from Metz Way and from within the brief area shall be protected and enhanced where appropriate, to reinforce Gloucester's identity as an historic city.
- 2 – 4 & 6. There is the potential for a mixed-use development block in this location, comprising predominantly of residential uses and a green link/linear park. All development shall be orientated to provide natural surveillance and active frontages to the green link. The green link will be essential in providing: a landscape buffer between the railway and the development, a movement corridor for wildlife and a pedestrian and cycle link between the site and the city centre.

Development shall be designed to provide linkages to the existing residential areas and the hospital site to the north.

5. New development of the site shall allow for the continuation of the green link in order to connect the site to Armscroft Park to the north. This will create continuity between the open spaces and help to create an enhanced wildlife corridor.
7. Given its prominent gateway location and its brownfield status, the city council sees this site as a prime area for regeneration and will be seeking a development of iconic status. Development shall be designed in such a way that it will create a positive statement with regard to the wider regeneration of the city. Consideration shall be given to the views into the site from both Metz Way and the adjacent railway network.

In addition to the Principles and Opportunities identified on the plan and key, the City Council will also expect the following general development principles to be adhered to:

Development on the edges of the site shall be of a design, scale and massing which respects the amenities of the occupiers of the adjacent neighbouring properties, in terms of overlooking, loss of privacy, overshadowing and overbearing impacts.

All new development will be expected to be of the highest architectural quality. Materials and design should reflect and enhance the locally distinctive qualities of the City. Townscape analysis work and Design Statements will be expected to be produced in advance in order to inform the design process. These will be required as part of the submission of any planning application. The City Council will expect, in accordance with PPS1 and "By Design", high quality, sustainable design that positively enhances the local distinctiveness of the City.

Any proposed scheme for the whole site or part of the site will need to comply with the objectives of this brief and not in any way prejudice the achievement of its wider aims.

