

KINGS QUARTER

Planning Concept Statement



KINGS QUARTER

Planning Concept Statement

Contents

Introduction	1
Site Location	3
The Changing Face of Kings Quarter	4
Historic Environment	5
The Changing Face	6
Positive Buildings	7
Archaeology	8
Access	8
Policy Context	9
Overview	10
Design Objectives	11
Design Framework	12
Linkages and Gateways	13
Built Form	14
Views	15
Aspirational Images	16
Historic Assets	18
Biodiversity	18
Community Safety	19
Appendix 1	20

Contacts

Policy

Claire Rawlings 01452 396222

Urban Design

Matt Haslam 01452 396847

Historic Environment

Charlotte Lewis 01452 396855

Development Control

Adam Smith 01452 396702

KINGS QUARTER

Planning Concept Statement

Introduction

The sustainable regeneration of the Kings Quarter area provides an opportunity to deliver a substantial retail expansion, a step change in the City's commercial performance, significant enhancements to the public realm, improved city-wide pedestrian linkages and much needed interconnectivity between public transport hubs and the City centre.

Purpose of the Statement

- To provide guidance on the redevelopment of the Kings Quarter area which includes: Kings Square, the Bus Station, Market Parade, Spread Eagle Road and the immediate surrounding area.
- To set out the planning and urban design parameters for the site and the proposed uses which will be used to guide landowners, developers and the community on the form development proposals should take.
- To provide greater certainty for the market on what is expected from future schemes and to guide preparation of a masterplan for the area that takes on board the concepts in this statement and will support any future planning application.

Objective

To deliver an exciting and sympathetic redevelopment of Kings Quarter creating a vibrant addition to the city's shopping offer, including a new and improved bus station, improved linkages from the site to the railway station, Northgate Street and the city centre and attractive new public realm improvements.

To deliver a significant change in Gloucester's retail performance by the delivery of a substantial quantum of new retail-led, mixed use development which will act as a catalyst for the continued regeneration of the wider city centre area and city as a whole.



Site Location

Kings Quarter lies within the north east quadrant of the city centre to the south east of Northgate Street and to the north east of Eastgate Street both within and outside the line of the Roman and Medieval City Walls. It is located in the main retail core of the city centre and lies between the city centre and the railway station.

Bruton Way, which forms part of the inner ring road, also borders the site.

Land Ownership

The area is controlled by a number of landowners including the City Council who owns Kings Square, the bus station, Kings Walk, some units along the Oxebode, the car park in Bruton Way, and the roof top car park above Kings Walk.

Site Character

Kings Quarter is an important arrival point into the City, being located adjacent to the existing bus and rail interchange and a key city centre gateway at the crossing of London Road/Lower Northgate Street and Bruton Way. However, at present the area fails to create a positive impression upon arrival to the City, nor does it provide desirable pedestrian links into the wider City centre.

The Kings Quarter area can be divided into three principal areas notably Kings Square, the Bus Station area and Spread Eagle Road area. The following provides a character summary of these areas.

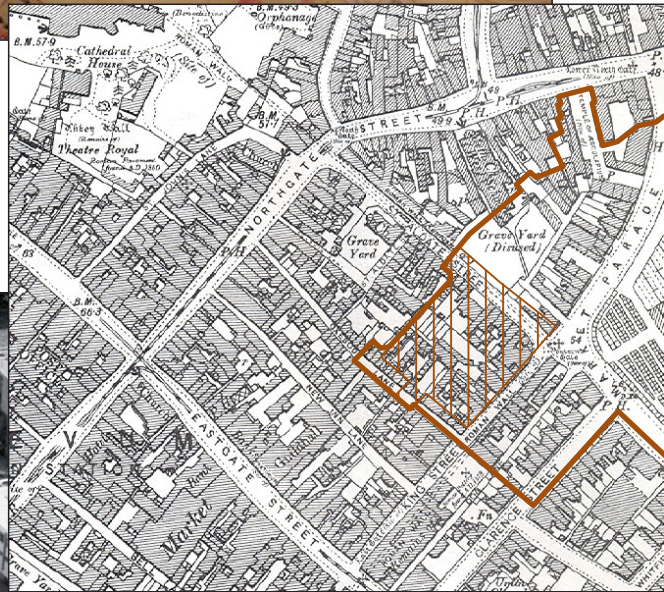
- Kings Square

Kings Square was cleared and redeveloped in the 1970s to provide a space at different levels to incorporate paddling areas and fountains. This resulted in the loss of much of the historic grain. Initially the redevelopment was hailed a success;

The Changing Face of Kings Quarter and Kings Square



Kings Quarter c1852
(Kings Quarter boundary is approximate)



Kings Quarter c1901



Kings Square c1972

however, the space has become dated in its appearance and underutilised, eventually becoming a city centre eyesore. The Square is bordered by retail units of varying size and condition providing a mix of independent stores and multi nationals together with food and drink establishments.

Early in 2006 the City Council began hard landscaping works to once again level the square. These works are considered a temporary measure until the square can be fully developed along with the wider area.

- The Bus Station

The Bus Station is considered to be an unwelcoming and unfriendly space and currently provides a poor first impression to those travelling into the city centre by bus. Part of the bus station is formed by Grosvenor House, which contains largely vacant office units on the upper floors and various retail units on the ground floor fronting Station Road and the bus station. The bus station is currently accessed off Market Parade.

The bus station largely serves Countywide and National Express services, including some inter-urban services. The majority of inter-urban and urban services use city centre stops on surrounding streets including Market Parade, Station Road, Clarence Street, Eastgate Street and Brunswick Road.

The bus station and some of the buildings fronting Kings Square and Clarence Street undermine the potential quality of space and the area's potential contributions historically and commercially. The area is considered to be unattractive with dated architecture and poor townscape qualities not reflective of Gloucester's wider historic core area. This adds to the less than desirable environment of this part of the city centre.

- Spread Eagle Road

Spread Eagle Road and Market Parade area have a number of current uses including rear service

access for properties in Kings Square and Northgate Street. The area has a number of gap sites, particularly to the frontage of Market Parade. Some of the gap sites have been utilised for surface parking, while others remain fenced off and undeveloped. The area features some public realm works linking the site to Bruton Way and on to London Road, with an impressive view of St Peters Church. Overall this part of Kings Quarter is considered under utilised, unattractive and unwelcoming. The area of Spread Eagle Road and Market Parade has the potential to create new and improved linkages into Kings Square and Northgate Street, and new blocks of development. It is also a pedestrian gateway for those travelling from the north east of the city.

Historic Environment

The site lies partly within two conservation areas. These are conservation area 5 - City Centre - which includes Kings Square and properties to the south-west fronting Eastgate Street; and conservation area 9 - London Road - to the north-east and includes properties fronting Northgate Street.

The City Centre Conservation Area forms the historic core of Gloucester and the boundaries of the conservation area largely follow the lines of the Roman city walls, later used by both Saxons and Normans until largely demolished in the Civil War of the mid-C17th.

The area around and including Kings Square and the bus station originated as an urban block in the C18th bounded by St Aldate Street, Oxbode Lane and Kings Street (now Kings Walk) and was further developed throughout the 19th century creating a more dense urban structure. The only areas of open space identified in the 1888 OS map were the cattle market and St Aldate's Churchyard. It was in the early C20th as part of slum clearance that the area to the north of Oxbode lane was cleared to form Kings Square and space for a new department store to front The Oxbode and Northgate. Kings Square was further enlarged in the 1960s and space made for the Kings Walk Shopping Centre to be developed.

The Changing Face of Kings Quarter and Kings Square



Given the extensive 20th century redevelopment there are no listed buildings in the immediate setting of Kings Square, although there are three listed buildings fronting Northgate Street to the north-east. These are:

- 62 Northgate Street, Grade II
- 86 and 88 Northgate Street, North End Vaults, Grade II
- 102 Northgate Street, Grade II

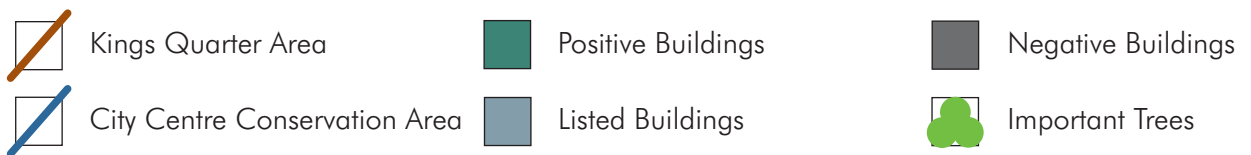
In addition to listed buildings, the conservation area contains a large number of unlisted buildings that make a positive contribution to the character or appearance of the City Centre Conservation Area. These are identified on the townscape appraisal map as 'positive buildings' (see map) within the Kings Quarter areas are:

Nos 1a-23 St Aldate Street. This is a well preserved late C19th row of purpose built shops with residential accommodation above, retaining at least one complete original shopfront (no. 21).

Buildings from the Inter-War period such as Debenhams and The Oxbode have fine Art Deco details which are picked out in ashlar blocks of Portland stone.

Where buildings are proposed to be demolished as part of the redevelopment, a full and detailed assessment of these buildings together with a justification in accordance with PPS5 Policies HE9.1 and HE9.2 will be required as part of the application.

Policy HE9.1 PPS5 - Planning for the Historic Environment states that: "There should be a



presumption in favour of the conservation of designated heritage assets and the more significant the designated heritage asset, the greater the presumption in favour of its conservation should be. Once lost, heritage assets cannot be replaced and their loss has a cultural, environmental, economic and social impact. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. Loss affecting any designated heritage asset should require clear and convincing justification."

Policy HE9.2 states that: "Where the application will lead to substantial harm to or total loss of significance local planning authorities should refuse consent unless it can be demonstrated that:

- (i) the substantial harm to or loss of significance is necessary in order to deliver substantial public benefits that outweigh that harm or loss; or
- (ii) (a) the nature of the heritage asset prevents all reasonable uses of the site; and
- (b) no viable use of the heritage asset itself can be found in the medium term that will enable its conservation; and
- (c) conservation through grant-funding or some form of charitable or public ownership is not possible; and
- (d) the harm to or loss of the heritage asset is outweighed by the benefits of bringing the site back into use."

Where standing fabric may be accepted for demolition there will be the need for these buildings to be recorded in advance of demolition. Conservation area consent is required for the demolition of non-designated assets within conservation areas and recent case law suggests that consent is also required for the demolition of buildings outside the conservation areas.

Archaeology

Areas of Kings Square have been identified as

having parts of Glevum Roman Colonia beneath them. These areas have been designated as scheduled monuments and scheduled monument (SM). Consent would be required from English Heritage for any works affecting these areas.

The Concept Statement area lies within an area of Principal Archaeological Interest. It is thought that the remains of Postern Gate are located under the Kings Walk Shopping Centre and the remains of Whitefriars Friary under the bus station. The exact positioning of the Roman Colonia and Whitefriars is currently unknown and it is considered likely that any development within this wider area will result in more archaeological finds.

Any development proposal for the site that includes ground works will need to investigate the site for buried heritage assets of archaeological interest, model their form and extent in terms of significance and assess any proposal's impact on those assets. This information will be necessary for the planning authority to determine an application. The City Archaeologist should be contacted at the earliest opportunity to discuss the appropriate level of investigation and information required proportionate to a development proposal with respect to heritage assets on the site and the proposal's impact on them.

Access

Vehicular, cycle and pedestrian access to the edge of Kings Square is available from Northgate Street via The Oxeboode and St Aldate's Street.

Pedestrian access only is available from Eastgate Street via Kings Walk through the Kings Walk Shopping Centre, Clarence Street via Clarence Walk. The Square is also accessed from its eastern corner via Station Road and Market Parade.

There are no vehicular routes through the square itself, although The Oxeboode and St Aldate's have turning areas and some limited parking for disabled drivers with The Oxeboode also provides spaces for taxi drop-off and waiting.

The bus station is situated to the east of Kings Square with bus access taken from Market Parade. To the rear of the bus station, adjacent to the inner ring road, is a multi storey car park and office development constructed in the 1970s.

Access to this car park is currently via a spur off Bruton Way opposite the pedestrian entrance to Twyver House.

An additional restricted access to the Kings Quarter area can be achieved off Spread Eagle Road from Lower Northgate Street. Access to the service areas of the units along the south eastern side of Kings Square and the units fronting the north western side of Clarence Street, as well as the roof top car park, is from Station Road just west of its junction with Clarence Street.

Pedestrian access is also possible from Bruton Way, and from the north corner of Kings Square and St Aldates (stepped access).

At present a taxi rank is provided alongside Grosvenor House and Station Road. This location is also used as a drop off and pick up location for users of the bus station.

Policy Context and Framework

The site is located in the city centre. The existing policy framework seeks to:

- Identify Kings Square and the Bus Station as a priority area for change
- Create a new and exciting shopping destination within the city centre which enhances its historic character and delivers a high quality mixed use development including comparison retail, a new bus station, leisure/food and drink establishments, residential, offices and public realm improvements which provides a transformational change to this part of the city centre ensuring delivery of a development which acts as a destination in its own right within the wider city centre context.

- Achieve a step change in Gloucester's retail offer re-balancing its performance against its peers.

- Increase the quality of the retail offer in the City centre with improved store sizes not currently available including a flagship anchor store and the provision of active retail frontages on ground floor level with office and residential uses on upper floors.

- Integrate the new scheme with established retail anchors and reinforce retail circuits and pedestrian linkages within the city centre.

- Widen the offer of evening and night time activities with the introduction of leisure uses.

- Create a high quality bus station, improve linkages to the railway station and enhance this gateway into the city creating a high quality transport hub which benefits the wider city centre and integrates fully with Kings Quarter development.

In working up a detailed application, consideration should be given to the following:

- National planning policies.

- Gloucester, Cheltenham and Tewkesbury Joint Core Strategy Consultation Document, December 2011.

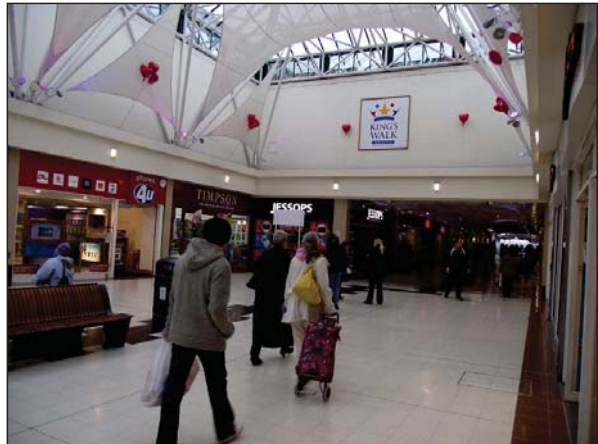
- Gloucester's City Plan.

- 2002 Second stage Deposit City of Gloucester Local Plan (adopted for development control purposes).

- Revised Draft Central Area Action Plan (August 2006).

- Revised Draft Supplementary Planning Document Kings Square and Bus Station Planning Brief (September 2007).

Overview of Kings Quarter



- Gloucester Heritage Urban Regeneration Company Masterplan.
- City Centre Conservation Area Appraisal and Management Proposals document (approved as interim planning guidance, September 2007).
- Height of Buildings SPD (adopted as supplementary policy, November 2008).
- Development Affecting Sites of Historic Environment (Archaeological) Interest (interim adoption SPD, November 2008).
- Affordable Housing Supplementary Planning Document (April 2008).
- Public Open Space Supplementary Planning Document (June 2001).
- Designing Safer Places Supplementary Planning Document (adopted as supplementary policy, August 2008).
- Gloucester City Vision.
- Gloucestershire County Council Local Transport Plan 3 - 2011-2026 (adopted April 2011).
- Manual for Gloucestershire Streets - highway design guidance for developers (Second Edition - February 2012).
- Achieve a high quality retail led mixed use development which acts as a vibrant destination in its own right within the city centre.
- Deliver expansion of city centre retail floor-space whilst enhancing the historic character of the area.
- Redefine the public realm to create new high quality urban space(s) that are vibrant, attractive to use and are defined by appropriately scaled buildings.
- Deliver a new high quality bus station that creates a positive first impression of the city.
- Create a new approach and 'gateway' from the railway station to the city centre, reconnecting the railway station to the bus station and city centre visually with high quality architecture and active frontages, but also with improvements to highway design to soften the existing barrier effect created by the Inner Relief Road and to encourage walking across Bruton Way.
- Enhance connections and linkages from the site to the wider area, creating new links where appropriate.
- Ensure that the built environment is understandable and permeable and connects well to the surrounding area and creates a development that is unique to Gloucester, building on and enhancing the positive aspects of the city's local distinctiveness.

Design Objectives

Given the challenges facing this area, and its significant importance not only as a gateway into the City and a location in itself, but also as a catalyst for retail growth, it is imperative that the area is redesigned and redeveloped to improve on the current situation. The redesign of Kings Quarter needs to be approached holistically. New proposals regarding the redevelopment of the area will be encouraged and tested against the Design Objectives and Design Framework set out here:

- Ensure public transport service routes and layby provision can be provided for existing and future service growth needs.
- Ensure access is maintained as necessary for delivery vehicles, taxis and disabled users, whilst also retaining access to car parking provision and residential parking as necessary for all vehicles.
- Maximise opportunities for walking and cycling through the provision of high quality pedestrian and cycle routes, with signage and cycle parking provision as necessary.

Design Framework

Public Realm

The redevelopment of Kings Quarter needs to provide high quality public realm. Public realm depends on the arrangement of its paving, planting, lighting, orientation, signage, street furniture, and public art provision as well as how areas are accessed. This should include the creation of streets and open spaces between buildings that are scaled appropriately to complement the built form around them, contain high quality materials and street furniture, and respond to requirements of good urban design such as improved legibility, permeability, robustness, safety and security, usability and meeting pedestrian desire lines. The redevelopment will deliver a vibrant urban environment making the city centre a destination in its own right which acts as a catalyst to regeneration of the City and enhances the retail performance of Gloucester.

Key buildings and public spaces shall be lit at night, in accordance with the City's Lighting Strategy, to aid legibility and improve the night time appearance and experience.

Trees and Landscape

There are a number of well established trees currently located in the Kings Quarter area. There will be a presumption in favour for retaining mature trees unless a full and robust justification for their removal can be provided. Where it is not possible to safeguard trees there will need to be an appropriate mitigation of their loss as part of the redevelopment. Development needs to be landscaped (hard and soft) in a way that enhances the public realm and accords with the Design Objectives to provide high quality spaces that are attractive to use and contribute to the creation of positive place. As such materials used in any hard landscaping shall be of high specification, robust, durable and used in interesting ways to contribute to the creation of a sense of place that is unique and distinctive to Gloucester. Attention is drawn to

Gloucestershire County Council's Enhanced Materials Policy, especially in respect of those areas that are currently (or will become) public highway.

Pedestrian Linkages

The redevelopment of the Kings Quarter area will provide opportunities to greatly improve pedestrian linkages in the area and to the wider city. These linkages are integral to the design of the area. Any masterplan will need to be supported by the methodology used to determine the existing key desire lines, how these existing routes have been quality assessed and to demonstrate how the existing and proposed linkages can be improved and reinstated where appropriate.

Some of the existing key pedestrian linkages are considered to be:

- Railway Station to the Bus Station
- Railway Station to Kings Walk
- Railway Station to the Cross
- Bus station to Kings Walk
- Bus station to the Cross
- Kings Quarter to the Cathedral
- Kings Quarter to the Docks
- Oxbode to St Aldates
- Market Parade to Bruton Way
- Market Parade to Lower Northgate

Existing key views and notable existing historic street patterns shall be maintained and enhanced. Pedestrian links shall be legible and permeable. This will ensure that the routes are familiar, obvious and connect with the wider city.

Gateways to the City

Landmarks, gateways and focal points increase legibility and reinforce a sense of place.

The Kings Quarter area of the City encompasses part of the core city centre as well as forming an edge to its centre. That edge has been eroded so that its definition as one of the important gateways into the city has been lost.

Key to its regeneration as a gateway will be the successful integration of a number of public transport modes into a hub which quite clearly identifies this area as an entrance to the city. Fundamental to this strategy is the delivery of a new bus station which needs to be designed to respond to the existing railway station, private car use and associated car park facility all of which when combined need to be considered as part of an holistic solution to the provision of viable transport links to and within the city.

Kings Quarter also needs to be a welcoming entrance to the city centre of landmark status which the public as pedestrians recognise as such and to this end the creation of appropriately significant building forms and spaces need to be delivered in order to better identify where one crosses the 'threshold' into the city centre.

Built Form, Scale and Massing

The built form of any redevelopment of the Kings Quarter area should respond to the existing and historic context such that the mismatch between space and buildings as exists today in Kings Square is not repeated. It is therefore important that the buildings, their dimensions and their bulk do not either dominate the city skyline or overpower the grain and that the historic pattern of the city is recreated where possible within any new scheme for the area. Development of the site shall be of a design, scale and massing which respects the amenities of occupiers of adjacent neighbouring properties in terms of overlooking, loss of privacy, overshadowing and overbearing impacts.

Part of the challenge in redeveloping this part of Gloucester will undoubtedly be to establish a series of contemporary commercial buildings which are manifestly better than the existing postwar developments whilst also responding sensitively to the wider historic context.

Key buildings and public space should be orientated to help draw pedestrian movement into the Kings Quarter area enhancing its strategic

location as one of the connecting points in the city centre.

Mix of Uses

A mix of uses can help to determine how well a place is used. Vital places often have a mix of uses which are utilised by people at different times throughout the day and evening which also helps support the evening economy as well as improve the city centre environment after the retail shops close. A successful mix of uses is sought in Kings Quarter which are compatible and interact with each other positively. Continuous active retail and food/drink frontages are sought on the groundfloor of buildings as they provide a vibrant attractive street environment with office and residential uses being considered on upper floors. With respect to the residential aspects of any future proposal consideration will need to be given to the delivery of affordable housing, provision of open space and parking requirements.

Views

New development should look to both enhance and protect existing views of the Cathedral and St Peters Church. New routes should, be aligned in ways which maximise the opportunity to appreciate these landmark historic buildings.

Architecture and Materials

The design shall be developed through a clear understanding and full analysis of the site context. This is to ensure that the architectural design and materials come together to create a sense of place that is unique to the local distinctiveness of Gloucester.

- The design shall seek to create a positive impression and image of the city.
- The architectural design of any new buildings shall be contemporary yet sympathetic to the historic context of the city.

- Materials shall be expected to be of high quality, be durable, and robust.

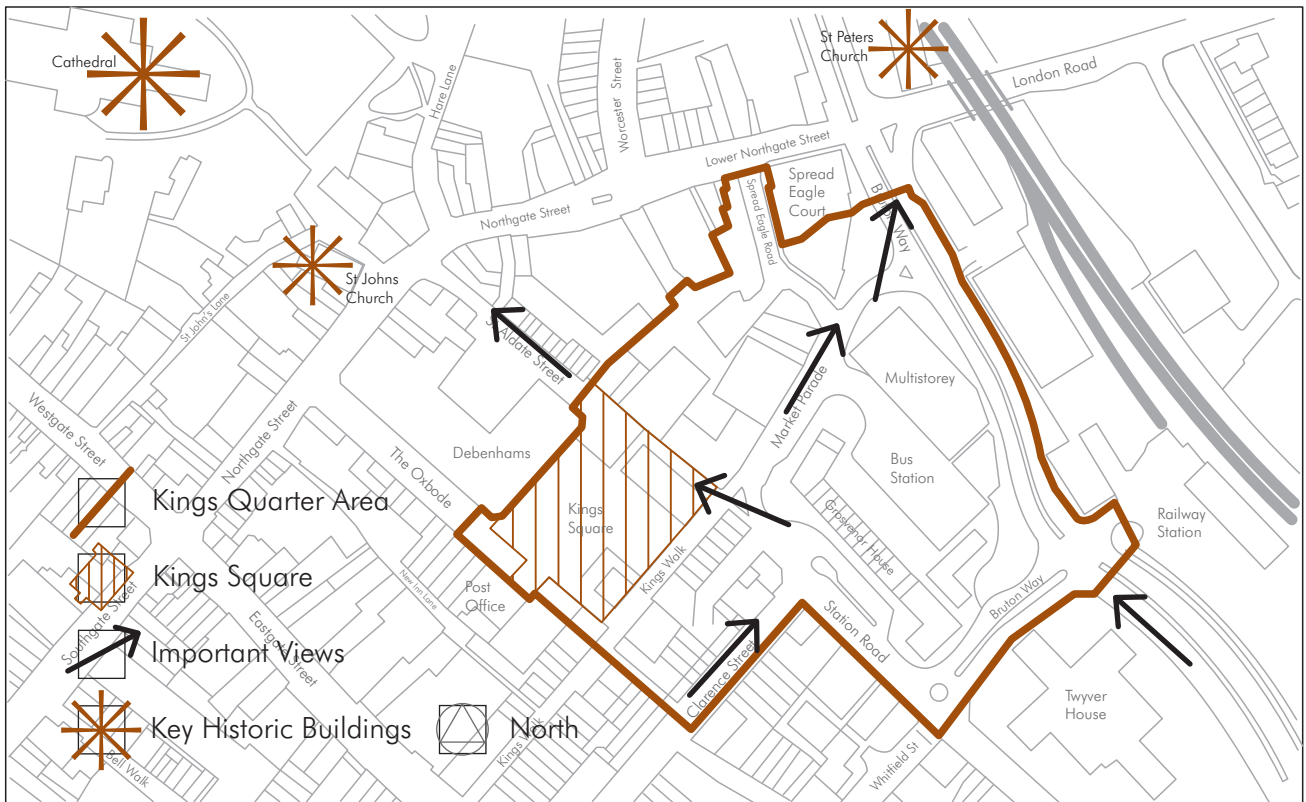
Parking

The retained use of the existing multi-storey car park adjacent to Bruton Way is important in the wider context of parking provision within the City Centre. Proposals will need to reconfigure its access, egress and pedestrian access to better integrate it with the broader aspiration to create a sustainable transport hub in closer proximity to the railway station. The elevational treatments to the car park will also require modernising.

Highways and Access

Every opportunity should be taken to create a pedestrian and cyclist friendly approach across the site and city centre improving connectivity.

Adequate provision for delivery vehicles and servicing should be provided without which the commercial life of a city centre cannot function.



Aspirational Images/Architectural Materials

Canterbury and Bath



Appropriate enforcement measures will need to be considered on streets which permit vehicular access for particular types of vehicle and/or particular times of the day/days of the week.

Development proposals will be required to ensure a more accessible environment for everyone, including wheelchair users, carers with young children, the visually impaired, older people and other people with mobility difficulties. Proposals should be supported by Equality and Quality Audits.

Equally the necessity to allow disabled and taxi access close to the heart of the shopping area will need to be provided within any future scheme for the area. The Council envisage the introduction of a vehicular route between The Oxeboode and St Aldate Street along the frontage of the existing Debenhams building. The route should be sufficiently wide enough to accommodate a taxi rank. No other vehicular access into Kings Square will be permitted except for deliveries and servicing potentially.

The Bruton Way junction will need to be remodelled to allow for greater pedestrian priority through the use of modern and innovative highway design methods. This will help to improve linkages between the railway station and bus station/city centre. The impact of changes to priority will need to be assessed, particularly in respect of re-distribution of traffic onto other parts of the local highway network.

The delivery of a new bus station with sufficient capacity to accommodate a significant increase in public transport provision for the city is a key part of the regeneration of the Kings Quarter area and it is necessary to site it such that the benefit of integrating several modes of transport and their complimentary facilities in close proximity to each other is maximised.

The design of any new bus station will need to ensure that it meets the requirements of the people of Gloucester and the surrounding area in the C21st. The bus station will need to

accommodate for existing and the future growth of public transport services required for the County in serving Gloucester City Centre. This provision will need to include any loss of bus stop provision on surrounding streets as a result of proposed plans for Kings Quarter.

Existing public transport service routes will need to be retained or suitable alternative equally commodious routes identified. The requirement will be for a facility which provides far more in terms of customer interface and experience than is currently on offer and one which is more than an adjunct to the high street ie, it is more integrated with the city centre streets, nearby city bus stops and the railway station.

A Transport Assessment will be required to support a planning application for the redevelopment of Kings Square. The scope of the assessment is to include the generic requirements as set out in the Guidance on Transport Assessment, 2007. Specific additional issues to be considered include:

- Relocation of the bus station
- Provision for public transport services including routeing and bus stop provision
- Access and turning for service vehicles
- Access and turning for delivery vehicles
- Taxi access
- Disabled user access
- Gloucestershire County Council car parking standards
- Pedestrian and cycle links
- Gloucestershire County Council cycle parking standards
- Access to public and private car parking provision
- Travel Plan provision
- Residential Travel Plan
- Residential parking access and provision

General travel policies set out in chapter 5 of the Gloucester Local Plan Second Stage Deposit 2002.

Travel Plans will also be required where the thresholds in the Guidance on Transport Assessment are met or exceeded.

Historic Assets and Archaeology

Any development proposal for the site that includes ground works will need to investigate the site for buried heritage assets of archaeological interest, model their form and extent in terms of significance and assess any proposal's impact on those assets. This information will be necessary for the planning authority to determine the application.

The City Archaeologist should be contacted at the earliest opportunity to discuss the appropriate level of investigation and information required. This will involve:

1. Historic environment statement of significance comprising:

- A MOLAS desk-based assessment including a review of any updates to this document in the last three years.
- An historic building appraisal to include all buildings subject to alteration or demolition with consideration of impacts to the setting of designated buildings, ie. listed buildings and buildings that make a positive contribution to conservation areas.
- The results of an intrusive archaeological evaluation.

2. Historic environment impact mitigation strategy comprising:

- Schedule and description of development.
- Foundation designs.
- Outline of appropriate archaeological mitigation.

3. Schedule of community engagement.

It is important that English Heritage is consulted at an early stage in the process.

Biodiversity

The site has no designated nature conservation interest. However, as with all building complexes there will be a need to consider the presence of protected species, notably bats.

Biodiversity improvements should be incorporated into the scheme. Given the limited opportunities and a need for sustainable drainage, green roofs will be strongly supported as well as bird/bat boxes and a comprehensive approach to tree planting.

Contamination

There is a possibility of contamination on the site and any developer is recommended to enter into pre-application discussions with the City's Contaminated Land Officer. A ground investigation survey may be required in advance of the submission of any planning application.

Drainage and Flood Risk

The area lies in a known flood risk zone and developers are advised to enter into discussions with the Environment Agency at the earliest opportunity to assess the flood risk associated with the site and the detail of any flood risk assessment that may need to be submitted.

The City Council supports a sustainable approach to drainage.

Sustainability

An Energy Statement will be required as part of a planning application. This should include an assessment of the energy conservation of buildings (including layout, orientation and insulation) and the use of renewable/low carbon energy through a number of methods. The Council will require that a development of the magnitude proposed will provide at least 10% of predicted energy requirements by on or near site from renewable/low carbon sources.

Community Safety

Levels of crime in Westgate ward are higher than average. Community safety is therefore a key consideration in any future scheme. Specifically this means ensuring that pedestrian and cycle routes and public spaces are overlooked and therefore subject to natural surveillance. The delivery of complementary mixed uses, which encourage the use of Kings Quarter throughout the day and evening will help to improve community safety through natural surveillance.

Lighting should be located and designed in such a way as to deter crime and reduce fear of crime. Any landscaping schemes should be designed so that they do not create opportunities for crime for example by obscuring a particular area from view.

Appendix 1

Policy Context

National Planning Policy

Any proposal should have regard to existing national planning policy guidance in the form of National Planning Policy and Circulars. Given the site's city centre location and its predominantly retail uses, PPS4 'Planning for Sustainable Economic Growth' will be highly relevant. As the site sits in a historic area bordered by conservation areas, PPS5 'Planning for the Historic Environment' is also relevant.

The Government has recently published a draft National Planning Policy Framework which will replace existing national planning policy. The draft NPPF is currently the subject of extensive national debate but still represents a material consideration in planning decisions.

The draft NPPF sets out, amongst other things, a strong emphasis in relation to sustainable economic growth, supporting the reuse of brownfield sites and policies that promote the vitality and viability of town centres. The draft NPPF also sets out the importance of conserving the historic environment and heritage assets.

Gloucester, Cheltenham & Tewkesbury Joint Core Strategy Consultation Document (December 2011)

This consultation document sets out a vision for the next 20 years in which a number of key urban sites such as Kings Square will have been successfully regenerated to provide new jobs and homes within central areas of the city to meet the needs of its naturally growing population and to encourage inward investment. The vision adds that the Kings Quarter regeneration will have played a key role in increasing the vitality and viability of the city centre environment and shopping experience combined with improved pedestrian, cycle and public transport improvements. A vital and viable city centre will

have raised Gloucester's profile as a strong, well connected and resilient location to be proud to live and work in as the economic and administrative capital of the county.

A strategic objective of the JCS promotes a policy of prioritising and protecting the delivery of key sites within Gloucester such as Kings Quarter and supporting the continued regeneration of Kings Quarter.

Second Stage Deposit Draft Local Plan (2002)

The Second Stage Deposit Draft Local Plan (2002) has been adopted by the Council for development control purposes and therefore forms an important material consideration in planning decisions. The Plan can be downloaded from the City Council's website at: www.gloucester.gov.uk.

Central Area Action Plan (2006)

The Central Area Action Plan (CAAP) reached the preferred options stage in August 2006. The CAAP sets out the current policy position in relation to Priority Area 3 - Kings Square and the Bus Station - which includes a much wider area than Kings Square. It includes Policy CA20 which allocates the wider area for major new comparison goods retail development as part of a mixed use scheme to also include commercial leisure, residential, offices and a replacement bus station.

The content of the Plan will be taken forward through the emerging Gloucester City Plan - see below for further information. The CAAP can be downloaded from the City Council's website at: www.gloucester.gov.uk.

Revised Draft Kings Square and the Bus Station Planning Brief (2007)

The Draft Kings Square and Bus Station Planning Brief sets out the Council's approach to the development of the wider area including Kings

Square. The Planning Brief was prepared in accordance with the relevant planning regulations and was the subject of extensive public consultation, although it was not formally adopted by the City Council. The full planning brief can be downloaded at: www.gloucester.gov.uk.

Gloucester City Plan (2011)

The Gloucester City Plan is a new planning document, currently being prepared by the City Council, which will guide the development of Gloucester to 2031. The City Plan will set out where and when major regeneration schemes are expected to come forward, identify sites for new homes, jobs and shopping, and provide a framework for managing and enhancing the wider City's historic and natural environment.

The City Plan will be the process through which the Central Area Action Plan (CAAP) proposals will be taken forward. It will carry forward the detailed policy for the Kings Square area of the City.

The first stage of City Plan has been prepared and includes a summary of the city's key challenges, a development strategy and key development principles. Providing development through a city centre first approach delivered through the primacy of Kings Quarter development forms one of these key principles.

A 'scoping' document was published for consultation between May and August 2011. A 'developing the preferred options' consultation will be published in spring 2012. More information can be found at www.gloucester.gov.uk/cityplan.

Supplementary Planning Documents (SPD)

Heights of Buildings SPD (2008)

The Heights of Buildings SPD sets out the Council's planning policy towards the development of tall buildings in Gloucester. The

SPD was prepared in accordance with relevant planning regulations and was adopted in November 2008 as interim supplementary policy for the purposes of development control. The full SPD can be downloaded from the City Council's website at www.gloucester.gov.uk.

Development Affecting Sites of Historic Environment (Archaeological) Interest (2008)

This SPD sets out the Council's planning policy approach in relation to development proposals that affect sites of historic (archaeological) interest. The SPD was prepared in accordance with relevant planning regulations and was adopted in August 2008 as interim supplementary policy for the purposes of development control. The full SPD can be downloaded from the City Council's website at www.gloucester.gov.uk.

Affordable Housing Supplementary Planning Document (April 2008)

This SPD sets out the Council's planning policy approach in relation to delivery of affordable housing in the City. The SPD was prepared in accordance with relevant planning regulations. The full SPD can be downloaded from the City Council's website at www.gloucester.gov.uk.

Public Open Space Supplementary Planning Document (June 2001)

This SPG sets out the Council's planning policy approach in relation to the provision of public open space in new housing schemes and the commuted sum for its future maintenance, or financial contribution in lieu of on site provision, where appropriate. The SPD was prepared in accordance with the relevant planning regulations and was adopted in June 2001 as interim supplementary policy for the purposes of development control. The full SPD can be downloaded from the City Council's website at www.gloucester.gov.uk.

Designing Safer Places Supplementary Planning Document (August 2008)

This SPD provides a guide for the design of residential developments in a way that improves the safety and security of people, their homes, locality and the whole City. The SPD was prepared in accordance with the relevant planning regulations and was adopted in August 2008 as interim supplementary policy for the purposes of development control. The full SPD can be downloaded from the City Council's website at www.gloucester.gov.uk.

Gloucester City Vision (2011-2021)

The City's Vision has been prepared by the City's Local Strategic Partnership. It identifies key issues to be overcome and provides a clear direction on where the City is going in the future. It lays out the City's key strategic priorities which all public, private and voluntary parties will aspire to deliver.

Gloucestershire County Council Local Transport Plan 2011-2026 (April 2011)

The Local Transport Plan for Gloucestershire (LTP3) sets out the transport strategy for the County from 2011 to 2026. Our vision for transport in the future is: "Providing a safe and sustainable transport network within Gloucestershire" where safe means a transport network that people feel safe and secure using and sustainable means a transport network that is both environmentally and financially sustainable. LTP3 has been produced in accordance with guidance that sets out the Government's priorities for transport as well as indications of the level of funding that might be available to invest in local transport. LTP3 has to address national transport priorities at the local level and we have aligned these to four main themes, which are:

- A greener, healthier Gloucestershire
- Sustainable economic growth
- A safer, securer transport system
- Good access to services

This Local Transport Plan forms the basis for our decisions on transport investment in the future.

Manual for Gloucestershire Streets - Highways Design Guidance for Developers (Second Edition - February 2012)

Manual for Gloucestershire Streets (MfGS) sets out the principles that Gloucestershire County Council will apply to the design and construction of transport infrastructure associated with new development. MfGS replaces the policies and guidance contained within the previous Gloucestershire highways design guidance entitled 'Highway Requirements for Development', which was published in April 1999.

MfGS is not intended to duplicate national guidance documents such as Manual for Streets, Manual for Streets 2, or the Design Guide for Roads and Bridges. Where appropriate, reference will be made to these, and other, guidance documents, but their content will not be replicated within MfGS.

Contacts

Policy

Claire Rawlings 01452 396222

Historic Environment

Charlotte Lewis 01452 396855

Urban Design

Matt Haslam 01452 396847

Development Control

Adam Smith 01452 396702

Help with accessing this information

www.gloucester.gov.uk

City Council Translation Unit

T:01452 396909

For large print versions or help with other
accessibility issues you may have with this document

T:01452 396396