

KING'S QUARTER

Planning Concept Statement
January 2013



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KING'S QUARTER

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Introduction

King's Quarter is located within the heart of the City Centre in the identified retail core. The redevelopment opportunity provided here forms a key part of the City's long standing and ongoing regeneration strategy for the City which seeks to deliver a City Centre first approach. Within this strategy, King's Quarter forms the City's number one priority site to help deliver a transforming City for future generations to enjoy.

The sustainable regeneration of the King's 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 King's Quarter area which includes: King's Square, the Bus Station, Market Parade, Spread Eagle Road and the immediate surrounding area which all lies within the main retail core of the city centre.
- 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.
- Once approved, this statement will be adopted for development management purposes as interim guidance and will be used to guide development of the site.

Objective

To deliver an exciting and sympathetic redevelopment of King's 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.

To deliver a development in King's Quarter which provides a clear sense of place and somewhere to enjoy as a focal point in the City.



Site Location

King's Quarter lies within the main retail core at the heart 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.

Bruton Way, which forms part of the inner ring road, also borders the site, as does the railway station.

Land Ownership

The area is controlled by a number of landowners including the City Council who owns King's Square, the bus station, King's Walk, some units along the Oxeboe, the car park in Bruton Way, and the roof top car park above King's Walk. Aviva Investors form another key landowner.

Site Character

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

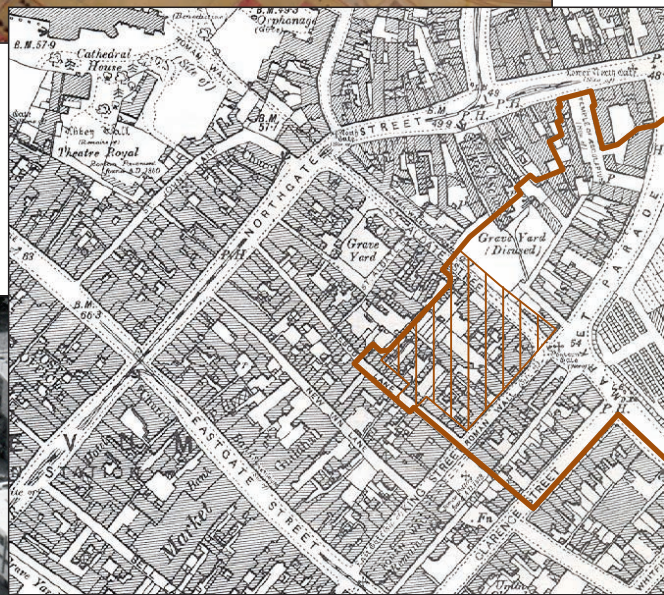
- **King's Square**

King's 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;

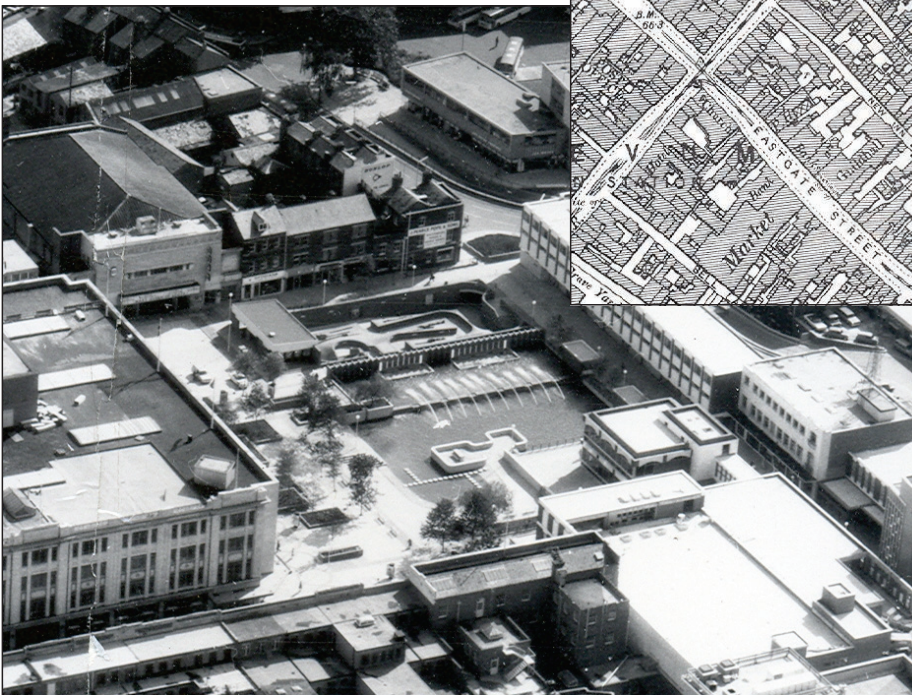
The Changing Face of King's Quarter and King's Square



King's Quarter c1852
(King's Quarter boundary is approximate)



King's Quarter c1901



King's 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 and the wider area can be developed in line with the design objectives contained in this statement.

- **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 King's Square and Clarence Street undermine the potential quality of space and the areas 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 King's Square and Northgate Street as well as provision of important city centre bus stops and bus priority measures which avoid buses being delayed in congestion on Bruton Way. 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 King's 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 King's 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 King's 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. The walls are thought to have been demolished on the order of Charles II in retribution for Gloucester siding with Parliament during the Civil War, although archaeologists have found parts of the wall surviving up to 10ft high beneath King's Walk.

The area around and including King's Square and the bus station originated as an urban block in the C18th bounded by St Aldate Street, Oxebode Lane and King's Street (now King's Walk) and was further developed throughout the 19th century

The Changing Face of King's Quarter and King's Square



Looking north along Market Parade 1960s



Fountains being demolished early 2006



Hard landscaping 2006



Cherry and White Market 1990s



King's Square looking north 2012



King's Square from St Aldate Street 2012

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 Oxebody lane was cleared to form King's Square and space for a new department store to front The Oxebody and Northgate. King's Square was further enlarged in the 1960s and space made for the King's Walk Shopping Centre to be developed.

Given the extensive 20th century redevelopment there are no listed buildings in the immediate setting of King's 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 King's 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 Oxebody have fine Art Deco details which are picked out in ashlar blocks of Portland stone.



Archaeology

King's Square lies within the walls of the Roman Glevum Colonia. Parts of the site have been designated as Scheduled Monuments (although other unscheduled areas are equally important) and Scheduled Monument 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. The remains of the Roman and medieval walls have been found previously in two places within the site. The wall appears to run along the south side of King's Walk before turning north-west and running along the north side of St Aldate Street. Excavations in the 1950s during the construction of Debenhams revealed large Roman period town houses with mosaic floors and it is almost certain that similar buildings survive at depth in parts of King's Square. The Whitefriars medieval friary is shown in historic maps as being located under the Bus Station - as there have been very few archaeological investigations in this area the extent and survival of any friary structures is not currently understood.

Access

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

Pedestrian access only is available from Eastgate Street via King's Walk through the King's 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 Oxebode and St Aldate Street have turning areas and some limited parking for disabled drivers. The Oxebode also provides spaces for taxi drop-off and waiting.

The bus station is situated to the east of King's 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 King's 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 King's 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 King's Square and St Aldate Street (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

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

- Identify King's 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 King's Quarter development.

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

- National Planning Policy Framework.
- 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 King's Square and Bus Station Planning Brief (September 2007).
- Gloucester Heritage Urban Regeneration Company Masterplan.
- City Centre Conservation Area Appraisal and Management Proposals document (approved as interim planning guidance, September 2007).
- London Road 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).

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, provide a lasting legacy and destination at the heart of the City for people to enjoy with a distinct sense of place.

The redesign of King's 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:

Overview of King's Quarter



- Deliver a high quality and contemporary designed scheme which is sympathetic and harmonises with the historic context of the surrounding designated and non-designated heritage assets by utilising high quality, locally distinctive materials.
- The design needs to be future-proofed to create a lasting legacy for the City using materials which will stand the test of time.
- 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 floorspace 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 locally distinctive character, including its historic fabric and views of the Cathedral.

- 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 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.
- Ensure provision of a scheme which seeks to design out and mitigate against the negative impacts that some of the City's seagull colonies have had on the enjoyment of the local environment.

Design Framework

Public Realm

The redevelopment of King's Quarter needs to provide high quality public realm and should improve and refine Gloucester's identity and contribute to an enhanced sense of place. 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. Simple, quality materials selected from a limited palette and constructed to a high standard are key to the provision of an attractive and robust public realm. The redevelopment will deliver a vibrant urban environment making the city centre a destination in its own right, acting 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 King's 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.

Any new trees should be planted so that they don't grow and conflict with buses and high sided vehicles.

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 King's Quarter area will provide opportunities to greatly improve pedestrian linkages in the area and to the wider City. In particular, the area around Bruton Way is a major gateway into the City for people arriving by rail and bus. This quadrant is the arrival point for 60-70% of pedestrians. Enhancing the relationship between King's Quarter and Bruton Way as a major highway corridor should be a key requirement of any future scheme.

These linkages, in addition to others, 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. The routes should seek to define an efficient and safe network of walking routes reflecting an improved retail circuit and pedestrian environment/public realm which are fully accessible for all.

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

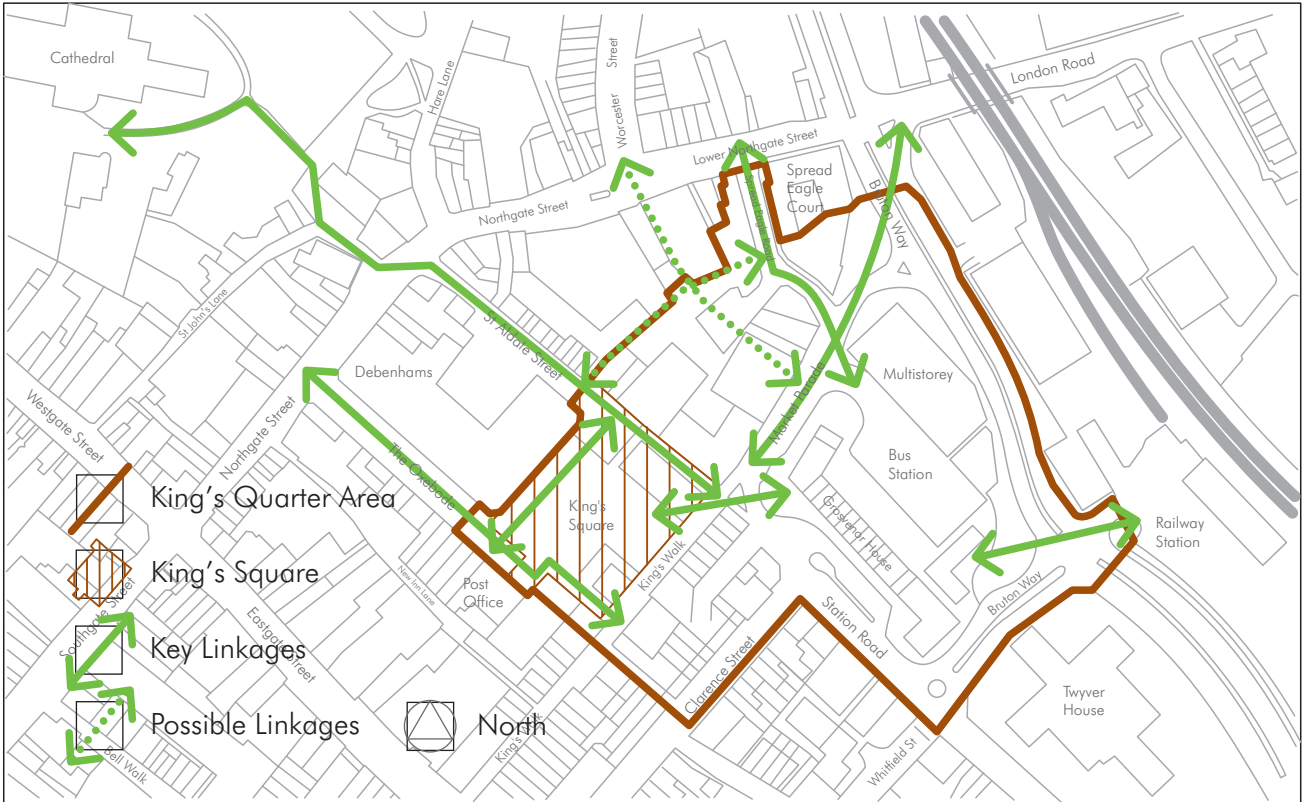
- Railway Station to the Bus Station
- Railway Station to King's Walk
- Railway Station to the Cross
- Bus station to King's Walk
- Bus station to the Cross
- King's Quarter to the Cathedral
- King's Quarter to the Docks
- Oxeboode to St Aldate Street
- Market Parade to Bruton Way
- Market Parade to Lower Northgate

In addition, the link between the train station and Gloucestershire Royal Hospital is in need of improvement in order to enhance pedestrian access and safety in the underpass between. This area lies outside the scope of the brief, however the aspirational aim of enhancing this important link and its potential benefit in terms of increasing footfall into King's Quarter needs to be recognised and considered in future regeneration opportunities.

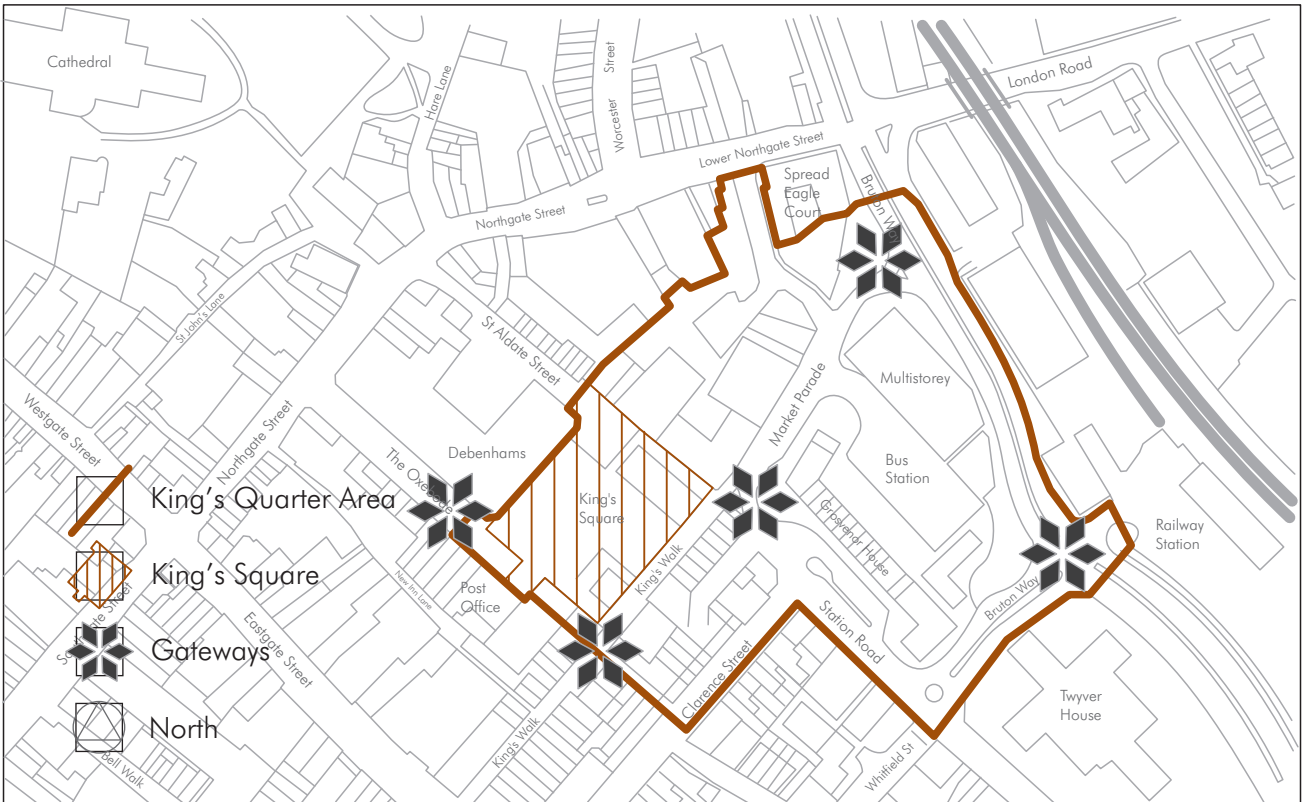
Existing key views and notable existing historic street patterns shall be maintained and enhanced. Pedestrian links shall be legible and permeable. This will ensure that the routes are familiar, obvious and connect with the wider city.

Gateways to the City

Landmarks, gateways and focal points increase legibility and reinforce a sense of place. The King's Quarter area of the City encompasses part



Linkages



Gateways

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.

King's 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 scale, height and massing of the proposed development should be rooted in enhancing the scale and historic character of Gloucester. The built form of any redevelopment of the King's Quarter area should respond to the existing and historic context such that the mismatch between space and buildings as exists today in King's 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.

The proposed development should seek to introduce an acceptable grain of development with buildings that are independent of each other so they can respond to change over time rather than requiring future wholesale redevelopment.

Whilst key views should be enhanced, building heights should be considered along key routes

and spaces to ensure a strong sense of enclosure and continuity.

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 responding sensitively to the wider historic context.

Key buildings and public space should be orientated to help draw pedestrian movement into the King's 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 King's Quarter which are compatible and interact with each other positively and are deliverable. This includes a comprehensive, retail-led redevelopment scheme for King's Quarter with new and refurbished retail and leisure floorspace, supported by office and residential uses, particularly flats over the shops.

Continuous active retail and food and drink frontages are sought on the ground floor of buildings as they provide a vibrant, attractive street environment with office and residential uses being considered on upper floors. In addition, high quality public conveniences should be provided as part of the overall development.

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. The map below identifies some of the local views and key historic buildings which need to be protected. In addition and as noted in the Heights of Buildings Interim SPD (November 2008), a more long distance view of the tower, roof and east end elevation of the Cathedral as viewed from Metz Way between Asda and the Bruton Way traffic lights, is identified and needs to be safeguarded.

New development will need to have regard to the adopted Heights of Buildings SPD (November 2008). Any new building which is seen as significantly or noticeably higher than the surrounding built form will be subject to the design criteria with reference to the City Centre

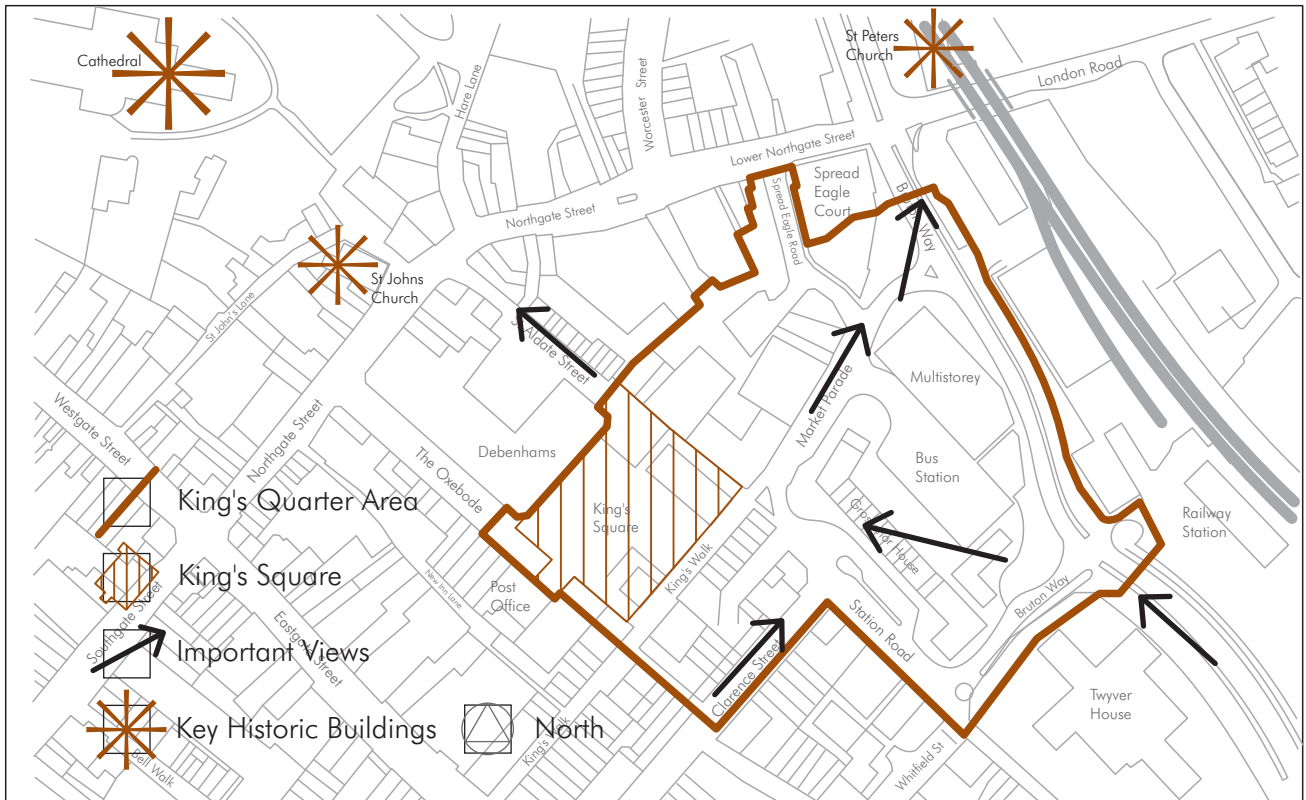
Conservation Area appraisal on pages 27 to 32 of the SPD.

significantly or noticeably higher than the surrounding built form will be subject to the design criteria with reference to the City Centre Conservation Area appraisal on pages 27 to 32 of the SPD.

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 historic buildings in Gloucester contain a number common materials of which red brick, render and stone are the most predominant. Stone tends to be used within the principle buildings with secondary status buildings using red brick.



Views

Aspirational Images/Architectural Materials

Canterbury and Bath



The contemporary scheme palette should draw from the existing prominent materials. There is an opportunity to create a high quality, contemporary building palette within the historic context, eg materials that reflect the contemporary vernacular and new buildings should sit comfortably with the streetscene, while avoiding pastiche design.

- 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.
- Where possible materials used should be sourced locally.
- Encourage use of green roof systems to enhance health and wellbeing.
- Materials shall be expected to be of high quality, be durable, and robust.
- Materials and surface treatments across the development should be chosen to ensure this area remains clean and well presented through the coming years, by creating designs and selecting materials which fit in to a long term maintenance and management plan.

Parking

The retained use of the existing multi-storey car park adjacent to Bruton Way or suitable alternative provision is important in the wider context of parking provision within the City Centre. Proposals will need to reconfigure the existing car park 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.

To prevent vehicle crime and ensure the continued prosperity of this area any car parking feature should be designed in consultation with

Gloucestershire Constabulary's Crime Prevention Design Advice and accredited with Park Mark, an ACPO and BPA initiative to improve car parks and reduce crime.

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.

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 King's 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 King's 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 stops on surrounding streets as a result of proposed plans for King's Quarter and also consider opportunities to improve the environment of adjoining streets, e.g. Clarence Street, through the relocation of bus stop provision to the new facility.

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.

Any future scheme for a bus station will need to be consulted upon with bus operators to ensure that design proposals address operational requirements.

A Transport Assessment will be required to support a planning application for the redevelopment of King's 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
- Safety and security
- Further promoting crime prevention through environmental design
- The person/vehicle interaction at each transport hub and the regional public transport routes
- 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 scheme that seeks to redevelop King's Quarter needs to have regard to the National Planning Policy Framework which replaces the previous Planning Policy Statements, including PPS 5 but not the accompanying PPS 5 Planning Practice Guide, as well as various other planning guidance. Its central theme is the 'presumption in favour of sustainable development', set out in twelve core planning principles which underpin both plan-making and decision-taking. One of the key dimensions of sustainability is protecting and enhancing our historic environment and should conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations. The core policies for the historic environment are set out

within paragraphs 126 to 141. The PPS5 Planning and the Historic Environment: Historic Environment Planning Practice Guide together with the National Planning Policy Framework requires proposals to take account of sustaining and enhancing the significance of heritage assets together with the desirability of new development making a positive contribution to the historic environments local distinctiveness (para 126 and para 131).

Any application for the redevelopment of this area will need to consider paragraphs 126 to 141 of the NPPF's relation to the historic environment and also paragraph 131 which states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting.

As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Should buildings be proposed to be demolished as part of the redevelopment, a full and detailed assessment of the building together with a condition survey and justification for demolition will be required together with the need for these buildings to be recorded in advance of demolition should consent be granted.

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.

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.

In addition, any architectural finds need to be displayed and best use made of them.

The City Archaeologist should be involved at an early stage during the master-planning/pre-application process 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.

This will involve:

1. Historic environment statement of significance comprising:

- An up to date desk-based assessment produced in accordance with a brief supplied by the City Archaeologist.
- An historic building appraisal to include all buildings subject to alteration or demolition with consideration of impacts to the setting of designated buildings, i.e. listed buildings and buildings that make a positive contribution to conservation areas. A structural and condition survey will be required as part of any justification for its loss.
- A report(s) outlining the results of intrusive and non-intrusive archaeological evaluation(s).

2. Historic environment impact mitigation strategy comprising:

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

3. Schedule of community engagement.

The City Council will be keen to see opportunities for community involvement, this may take the form of:

- General publicity.
- Site visits.
- Talks.

- Building recording.
- Community/volunteer excavations.

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 and the Council 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. Subject to

viability and availability, 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. The environment surrounding and within any development should be designed to create safer places and encourage the security of individuals, businesses and property.

Using crime prevention through each environment encourages surveillance opportunities, appropriate permeability and a clear context for the areas use. Consultation with Gloucestershire Constabulary's Crime Prevention Design Advisors will allow the design and layout to incorporate the '7 Attributes of Safer Place'; the principles of Secured by Design; and ensure buildings in the public realm have appropriate counterterrorism measures.

Schemes will need to ensure that pedestrian and cycle routes and public spaces are overlooked and therefore subject to natural surveillance. In addition, the delivery of complementary mixed uses, which encourage the use of King's 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 Framework

The National Planning Policy Framework sets out the Government's planning policies for England. It replaces all the previous Planning Policy Statements, but not the accompanying Planning Practice Guide, as well as various other planning guidance. Its central theme is the 'presumption in favour of sustainable development', set out in twelve core planning principles which underpin both plan-making and decision-taking.

The National Planning Policy Framework 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 as well as the importance of protecting and enhancing the historic environment and conserving heritage assets in a manner appropriate to their significance so that they can be enjoyed for their contribution to the quality of life of this and future generations.

Planning (Listed Buildings and Conservation Areas) Act 1990

This act places a statutory duty on local planning authorities in the exercise of their planning functions to pay special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses (Sections 16 and 66) and to preserve or enhance the character or appearance of conservation areas (Section 72).

It also gives statutory powers to local authorities to prevent deterioration and damage to listed buildings (Sections 47-56) and to offer grants for repair and maintenance (Section 57-58) and enforcement powers against damage to listed buildings (Section 59) and unauthorized works to listed buildings (Section 9).

Ancient Monuments and Archaeological Areas Act 1979

This act consolidated and amended the law relating to ancient monuments. It also made provision for the investigation, preservation and recording of matters of archaeological or historical interest and (in connection therewith) for the regulation of operations or activities affecting such matters.

It also provided for the recovery of grants under section 10 of the Town and Country Planning (Amendment) Act 1972 or under section 4 of the Historic Buildings and Ancient Monuments Act 1953 in certain circumstances; and for grants by the Secretary of State to the Architectural Heritage Fund.

PPS 5 Planning for the Historic Environment - Historic Environment Planning Practice Guide (2011)

The Practice Guide remains a valid and Government endorsed document pending Government's review of guidance supporting national planning policy.

Local Planning Policy

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 King's 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 King's 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 King's Quarter and supporting the continued regeneration of King's 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 - King's Square and the Bus Station - which includes a much wider area than King's 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 King's Square and the Bus Station Planning Brief (2007)

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

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.

City Centre Conservation Area Appraisal and Management Proposals document (approved as interim planning guidance, September 2007).

London Road Conservation Area Appraisal and Management Proposals document (approved as interim planning guidance, September 2007).

Gloucester City Plan

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 King's 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 King's Quarter development forms one of these key principles.

A 'developing the preferred options' consultation will be published in 2013. More information can be found at: www.gloucester.gov.uk/cityplan.

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.

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If you, or someone you know cannot understand English and needs help with this information, or if you would like a large print, Braille, or audio version please call 01452 396396.