

CITY OF GLOUCESTER LOCAL PLAN



AN HISTORIC CITY

POLICIES FOR CONSERVING IT
AND ENHANCING THE ENVIRONMENT

A DEVELOPING CITY

PROPOSALS FOR MAJOR INVESTMENT
PARTICULARLY IN THE DOCKS
MODERN SHOPPING FACILITIES



EXTENSIVE NEW HOUSING SITES
AID FOR OLDER HOUSING
ENCOURAGEMENT OF NEW JOBS
NEW ROAD & TRANSPORT PROPOSALS

A GROWING COMMUNITY

FACILITIES FOR RESIDENTS
POLICIES ON LEISURE AND
RECREATIONAL NEEDS
COMMUNITY FACILITIES



GLOUCESTER CITY COUNCIL

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INTRODUCTION

Chapter One

INTRODUCTION

- 1.1 In 1954 a Development Plan for the City of Gloucester was approved by the Government as the basis for the future planning of the City. This document was amended in both 1962 and 1965 and has been augmented by numerous planning documents dealing with various aspects of the City's planning, particularly the Jellicoe Plan of 1961 and its review in 1965.
- 1.2 Under the provisions of this Development Plan and its supplementary policies, the City has developed in the last 30 years into a modern, thriving centre. In 1978 the City Council decided to embark on the preparation of a new plan dealing with the City centre - the Central Area Interim District Plan as it was known. This Plan was designed to consider some of the new problems emerging in the City centre and to establish policies for the future planning of the centre.
- 1.3 It became apparent during the preparation of this City centre plan that many of the issues being investigated affected the remainder of the City and in some cases to such a degree that they could not effectively be resolved in the City centre alone. Consequently, at the beginning of 1980, the City Council authorised the City Planning Officer to produce a comprehensive plan to cover the whole of the City - the City of Gloucester District Plan. In October, 1980, the Draft District Plan, 1981, was produced and adopted as interim City Council policy. In November, 1981 the first Review of that Plan was published. Both of these documents were subject to public consultation and amended to take account of public response.
- 1.4 In Spring, 1982, the Draft District Plan and the Review were combined to form the City of Gloucester Local Plan in its present form. The County Council certified that the Plan conforms generally to the Gloucestershire Structure Plan, and it was placed "on deposit" for a further period of public consultation and liaison with statutory bodies and Government departments. Certain objections to the Local Plan were received which the City Council could not resolve and therefore in November, 1982 a Public Local Inquiry was held into the contentious issues. The report of the Inspector who conducted the Inquiry was subsequently considered by the Council and a number of modifications to the Local Plan were incorporated into it. Following a period in which objections to the draft modifications could be made, the City Council resolved to adopt the City of Gloucester Local Plan in its present form on 14th September, 1983.
- 1.5 This Local Plan supersedes the now outdated Development Plan for Gloucester and together with the County Structure Plan (which deals with the type and scale of growth to be planned for) will provide the basis for planning decisions in the future. However, although this Plan deals comprehensively with the principal planning issues, it should not be automatically assumed that every policy of the City Council is reproduced here. Further advice is always available from the Department of Planning and Architecture.

- 1.6 Attention is drawn to the fact that the Local Plan contains some Implementation Policies of a general nature or which relate to responsibilities of the Council complementary to its role as local planning authority. These policies are regarded as important in achieving the objectives of the Plan's strategy but they may be considered to extend beyond the requirements for the content of a Local Plan stated in legislation. To clarify the status of these policies under the law, they are marked in the Local Plan with an asterisk.

PURPOSE OF THE PLAN

- 1.7 The purposes of the Local Plan are four-fold:-
- (a) to interpret in sufficient detail the policies of the County Structure Plan for the purposes of the effective planning of the City through the process of development control
 - (b) to identify major problems and issues in the City and to propose policies for their resolution
 - (c) to co-ordinate the activities of other departments of the City Council towards the achievement of common aims
 - (d) to identify where other agencies are required to act in order to achieve the objectives of the Plan, e.g. the County Council, Water Authority, etc.

TIMESCALE

- 1.8 Most plans of this kind are prepared to cover a certain period of time, e.g. ten or fifteen years, into the future, but no "end date" has been ascribed to this Local Plan since the City Council will publish annual reviews supplementary to the Plan which will continually monitor performance and the achievement of the strategy. However, as a general guide, the Plan is looking some five years ahead from a base date of February, 1982, although certain calculations of land requirements are based on June, 1981.
- 1.9 The Plan contains two levels of policies. Firstly, Core Policies are main policies designed to meet the objectives stated in Chapter Two, and are likely to remain unaltered for some years, being amended at a major review stage of the Plan. Secondly, Implementation Policies are designed to indicate in detail and practice how the Core Policies will be carried out. It is principally these Implementation Policies which will be reviewed annually and amended if their performance is unsatisfactory.

CONSULTATIONS

- 1.10 The Draft District Plan of 1981 and its Review of 1982 were both the subject of public participation including exhibitions, media coverage and leaflet distribution. In addition, a "Community Forum" was established to gain the views of representatives of various interests in the City, and this Forum will continue to meet to assist in the annual review process.

- 1.11 In addition to the public participation exercises referred to above, the progress of the Plan through the process of statutory adoption provided the public with a series of opportunities to comment, as described in Paragraph 1.4.
- 1.12 Preparation of the Local Plan has been carried out on a corporate basis within the City Council with all departments being actively involved in its preparation throughout.
- 1.13 Much of the technical background for the Plan has been provided by the County Structure Plan and by the County Planning Department where specific statistics for the City were required. Similarly, the Gloucester Job Centre has provided information in relation to employment and unemployment.
- 1.14 The County Structure Plan defines as a planning unit the Gloucester Policy Area which, in addition to the whole of the City, includes part of both Tewkesbury and Stroud Districts. Unless stated to the contrary, the requirements which the Local Plan seeks to meet are the City's contribution towards the predictions of the Structure Plan for the Policy Area. Consultations have taken place with the two other District Councils to establish the contribution that they can make towards meeting the Policy Area's requirements so enabling the needs that must be met in the City to be defined. The policies and proposals for that part of the Gloucester Policy Area within Tewkesbury Borough are contained in the Borough Council's "Gloucester North Environs Local Plan".
- 1.15 The Severn-Trent Water Authority has provided detailed assessments of many sites identified for development.
- 1.16 The Local Plan has been prepared in liaison with the County Council, particularly in respect of transport matters and community facilities, including Education, Libraries and Social Services.
- 1.17 In preparing the Local Plan, the City Council has taken into account the general background of national uncertainty and recognises that many external forces will be operating which may affect the achievement of the overall strategy. Nevertheless, the Council is confident that as a result of the public involvement in the Plan, the method of annual review, and the liaison established with other authorities, an effective and efficient planning document for the City's future has been prepared.

OBJECTIVES

OBJECTIVES OF THE PLAN

- 2.1 The future needs of the City are partly determined by the characteristics of the population. The average household size in the City, for example, has declined from 2.99 persons in 1971 to 2.78 persons in 1981. This has created a demand for additional housing over and above that created through the City's overall population growth, which has been relatively slow, rising from 90,233 population present in Gloucester on Census day in 1971 to 92,385 in 1981. Over recent years the proportion of old people in the City has been growing, with pensioners now forming more than a fifth of all households. In particular, the number of pensioners living on their own has increased by one-third since 1971 to 12% of all households in 1981. This trend clearly creates demands for additional services and specialised housing. At the other end of the spectrum, the number of young people of school age has fallen, although a large proportion of people in their twenties and early thirties has implications for an increase in family growth. In addition, the City has a multi-cultural population with particular concentrations of ethnic and cultural groups within the inner urban area. These groups have particular needs for community facilities and employment opportunities to enable them to maintain their cultural identities. All these factors demonstrate that, in considering its objectives for the future of the City, the Council must have regard to the many needs of a population of varied age and cultural characteristics. However, this chapter sets out the major aspirations which the Council intends to pursue on behalf of the citizens of Gloucester.
- 2.2 The general prospect for Gloucester over the next fifteen years, as predicted by the County Structure Plan, is one of growth, although not at a rate comparable with that over the past fifteen years. The level of growth anticipated by the County Structure Plan is set out in general terms in Appendix 1. The growth envisaged arises for two reasons: firstly, the City has a "young" population which will lead to more births than deaths, and secondly, a net in-migration of population is expected from other parts of the country. This in-migration reflects the attractive nature of the City encompassing its ability to provide a wide choice of job opportunities, good housing and excellent shopping facilities, together with the attractive surrounding countryside and Gloucester's position in relation to the national motorway network.
- 2.3 The City Council is anxious that the anticipated level of growth be achieved and that the attractions and wellbeing of the City be maintained for the benefit of both existing and prospective citizens and for visitors. The Local Plan establishes the main planning framework for achieving these aims, through a strategy based on the following objectives:-
- (a) Achieve employment growth and minimise unemployment
 - (b) Satisfy housing need
 - (c) Enhance Gloucester's attraction

- (d) Ensure efficient traffic movement
- (e) Maintain Gloucester's shopping role
- (f) Ensure opportunities for leisure and recreation
- (g) Secure appropriate public services and utilities

ACHIEVE EMPLOYMENT GROWTH AND MINIMISE UNEMPLOYMENT

- 2.4 One of the prime functions of the City is as a place of employment. In 1976, 21% (44,309) of Gloucester's jobs were in the City. The residents of surrounding areas as well as City residents rely on employment in Gloucester - in 1971, 7,260 people commuted into the City for work, rising to an estimated 10,000 in 1980.
- 2.5 It is essential that additional jobs are created, not only to allow for the City's growth, but also to meet the needs of the present residents over the next fifteen years, if significant unemployment is to be avoided. The demand for jobs from the resident population will be relatively high, because the age structure of the present population will result in more young people entering the job market than people retiring. This increase in "job seekers" will also be affected by changes in industry such as rising productivity and the introduction of new capital intensive technology, both of which are likely to reduce the number of jobs available in existing industry and offices.
- 2.6 The Structure Plan predicts a growth of 6,925 jobs (11%) in the Gloucester Policy Area between 1981 and 1996, but for the reasons previously stated, unless new jobs considerably in excess of that are created in or around Gloucester, there will be increasing unemployment and/or the growth prospects for the City will not be achieved. In addition, the current recession is seriously affecting the City's employment situation with unemployment more than doubling between January, 1980 and October, 1981, by which month it had risen to 9.7%, significantly in excess of the county average of 9.0%. A fundamental objective of the Plan is therefore to stimulate employment opportunities and minimise the level of unemployment in the City.

SATISFY HOUSING NEED

- 2.7 If the housing need is not met in an area, the results are likely to be households having to share accommodation, the continuing use of sub-standard accommodation, pressure to sub-divide dwellings normally unsuited to division, residents seeking housing away from the area in which they would wish to live and, possibly in-migrants being deterred, to the detriment of any desired growth of the area.
- 2.8 In Gloucester a need for additional housing will arise in the future, from additional families moving into the area and from new households being formed from within the existing population - the Structure Plan predicts that the Gloucester Policy Area population will rise from 122,000 in 1979 to 138,000 in 1996 (+13.8%). It is also known that at present some households are having to share accommodation, or are living in "overcrowded" conditions, or are in sub-standard dwellings.

- 2.9 One objective of the Local Plan is to develop and implement policies that will help towards meeting the existing and additional housing needs of the City, both by enabling additional dwellings to be constructed and by ensuring that present accommodation is maintained at an acceptable standard.

ENHANCE GLOUCESTER'S ATTRACTION

- 2.10 The importance that people attach to their environment is considered to be such, that failure to maintain good standards in the City will not only result in complaints from local people, whether because of litter, noise or poor landscaping and buildings, but also the loss of investment and business that might otherwise come to Gloucester. In some instances, firms seeking relocation consider the quality of the environment to be as critical as transport or labour supply. Leisure facilities are another important factor in attracting firms to Gloucester. Tourists are unlikely to linger at or recommend a place which is unattractive, and because the City Council is anxious to promote further tourism in the City, it is necessary to formulate policies concerned with the enhancement of the City.

ENSURE EFFICIENT TRAFFIC MOVEMENT

- 2.11 The concentration of employment within the City and the scale of the shopping centre result in large movements of people, particularly in the City centre.
- 2.12 Historically, the City has developed around the crossing of the four main "gate" streets. Although highway construction on the outskirts of the City, e.g. the Barnwood Bypass, the Barnwood Link and M.5, and further away the Severn Bridge, have brought some relief to City streets in recent years, further new roads are required within the City boundaries to allow a more efficient flow of traffic to and around the City centre. Without the construction of these roads it is likely that increasing traffic congestion will act as a deterrent to commuters and shoppers and to investment by industry and commerce. It is essential, therefore, that co-ordinated transport policies are pursued and works programmed as a matter of priority. These must include facilities related to vehicular movement, such as car parking provision and pedestrian safety.
- 2.13 The need for action in the City has already been recognised in the County Structure Plan, where there is commitment to the provision of additional highways as a matter of priority.

MAINTAIN GLOUCESTER'S SHOPPING ROLE

- 2.14 A large part of Gloucestershire is reliant on Gloucester for many of its shopping needs (estimated catchment 300,000 people) and the City, together with Cheltenham, provides shopping facilities comparable to those of a major regional centre.

- 2.15 For the benefit, prosperity and general attraction of both the City and the County, it is important that the quality and state of the City's shopping is maintained, and the facilities offered enable changing requirements of the shopping public to be met. This may not mean large increases in floorspace - indeed, the Structure Plan predicts that only 15,000 square metres of additional floorspace will be required in the City centre between 1979 and 1996 - but a continuing assessment of how the needs of the City's shoppers can most suitably be met is required. The Local Plan aims to maintain and enhance the quality of shopping in Gloucester, particularly in the City centre.

ENSURE OPPORTUNITIES FOR LEISURE AND RECREATION

- 2.16 A great deal of importance is now attached by people to the leisure opportunities which are available to them. There is evidence to suggest that with greater personal wealth, more leisure time, and better mobility, demand for facilities will continue to increase.
- 2.17 In order to satisfy the continuing demand from local people for appropriate leisure facilities, and to enhance the City's attraction for employers and other investment, the City Council is anxious to maintain good opportunities for recreation and relaxation, both directly through the provision and maintenance of, for example, public open space, the Leisure Centre, museums and art galleries, and indirectly through the encouragement of private provision and investment. The Local Plan therefore contains policies for the achievement of these aims.

SECURE APPROPRIATE PUBLIC SERVICES AND UTILITIES

- 2.18 As a sizeable predominantly urban area, the City requires a wide range of services and utilities to function efficiently. The nature of these services ranges from schools to the police, fire and ambulance services, and from refuse collection to the construction of roads and the provision of power and water and sewers. Inadequate provision of any one of these services or public utilities has an impact on the quality of life of the City's residents.
- 2.19 In a City such as Gloucester where development and redevelopment is continually taking place, it is important to ensure that the provision of infrastructure and services is programmed to cater for expansion and change.
- Whilst some of these services and utilities are under the direct control of the City Council, others are operated by other agencies, such as the County Council. However, in order that the supply of such services can be planned to match the demand from the community, close liaison is required between the other agencies and the City Council as local planning authority. Accordingly, the Local Plan contains policies to achieve the provision of an adequate level of services and to provide a framework for the programming of additional infrastructure as required.

THE PLAN

- 2.20 The objectives of the Plan have not been ranked in order of priority as they are all essential elements in the achievement of the overall aims of securing growth and the maintenance of the City's attraction and wellbeing.
- 2.21 Priority, however, will need to be ascribed at different times to the policies of the Plan, in order that emphasis can be given to resolving the most significant problems in achieving objectives and so that account can be taken of both opportunities that arise and the availability of resources, particularly financial, that pertain each year (see Chapter 3). The annual review procedure to be adopted will allow such re-ordering to take place effectively and within the framework of the Plan.
- 2.22 It must be noted that priority between policies if considered necessary is indicated in Chapter 12 of the Plan, but the ordering of Sections and the order and numbering of Policies does not purport to indicate in itself any relative priority between Policies.

FINANCE

FINANCE

- 3.1 With the concept of planning having developed over the years from a relatively narrow view of land use to a broader outlook on the ways in which the economic wellbeing of an area can be influenced and promoted, has come an understanding of the resource implications of planning and the need to relate realistically the aims and objectives of a plan to the financial and other resources available for implementation.
- 3.2 This consideration is especially important at a time when severe limitations are being placed by central government on local and other public expenditure. Although these constraints may be relaxed in future if there is a renewed growth in the national economy, the present Government's financial plans up to 1984 envisage a reduction in public expenditure - a period which corresponds with at least the early years of the Plan.
- 3.3 There is, furthermore, a relationship between the policies advocated in the Plan and the overall policies of the Council which incorporate but extend beyond those having a planning input. Both the capital and revenue resources of the City are already committed to the fulfilment of approved policies and the provision of services which represent the execution of existing policies. Any financial demands made therefore by new or amended policies may have an effect on the Council's existing services and projected schemes. The Plan, moreover, extends beyond those areas of decision which are in the control of the City Council. As examples, major road schemes can only be carried out by the County Council in the context of its Transport Policies and Programme (T.P.P.) for the whole county, whilst the development of the Docks area can only be achieved with the fullest participation of the British Waterways Board. The execution of plan policies is, therefore, interwoven with decisions of other bodies, public as well as private, who will also be working within their own financial restrictions and priorities.
- 3.4 Generally, the philosophy of the City Council is that whilst as planning authority it has an important role to play in establishing a framework for development and improvement and in acting as a catalyst in helping to implement planning policies, it will seek to involve other bodies, and the private sector in particular, in the provision of the necessary resources. The Council acknowledges, however, that in certain fields direct investment is essential and where this is the case the determination of priorities will help to ensure that the most necessary policies are carried out.
- 3.5 The Plan as presented reflects this approach, and whilst identifying certain policies whose adoption would involve spending capital and revenue monies, it seeks wherever possible to bring forward proposals in such a manner as to require a minimum input of public funds and to enable a maximum return, whether social or financial, on its investment.

- 3.6 So much for the general approach. More specifically the present and likely future position with regard to capital and revenue resources is as follows:-

(a) Capital Expenditure

New Government controls which have operated from 1st April, 1981, control the total amount of capital investment to be undertaken each year. Capital allocations for Gloucester for Housing and other services for the year 1982/83 are £1.682 million and £.422 million respectively. There is, however, a considerable measure of flexibility in that these sums may be augmented by capital receipts derived from the sale of land and properties and from other sources. In this way the Council's capital budget which exceeds the basic quotas can be accommodated and the Plan proposals so far as district councils services are concerned are compatible with the resources and authorisations available in 1982/83.

The capital budget covers three years planned expenditure in detail with an indication of schemes in later years. Some of the proposals contained in the Plan for 1983/84 onwards are already the subject of preliminary budget provision whilst others will represent a new input in due course. The capital budget has to accommodate items which are not connected with the Local Plan so that any policies having financial implications which are approved in the context of the Plan will have to be funded within the Council's overall requirements.

(b) Revenue Expenditure

Whilst local authorities have discretion in deciding on levels of expenditure they are nevertheless subject to the discipline of cash limits determined by central government and a block grant (the rate support grant) which is distributed by reference to a form of needs assessment. The operation of the grant is designed to discourage an individual local authority spending above a pre-determined level by reducing the amount of grant payable above this threshold. Gloucester has consistently adopted a policy of working within government cash limits and the Plan recognises this.

Overall, the Government is likely to seek further reductions in current expenditure so that in the immediate future at least, any expansion or improvement of services can only be achieved at the expense of an existing service, by improved efficiency or from the receipt of more income from revenue producing services, or a combination of these factors.

- 3.7 At this stage many of the outline proposals are not and cannot be accurately costed, nor can a particular year for implementation be attached to them. It is, nevertheless, important that decisions on the Plan take fully into account possible calls on resources and accordingly in Chapter 12, tables 4 and 5, those proposals which are likely to involve capital monies are listed, with an

indication of the public authority concerned and the probable time scale. The figures shown indicate an order of magnitude rather than a precise estimate. It is not possible in this Plan to give useful estimates of the annual revenue expenditure resulting from the capital projects because of their outline form. Neither can the apportionment of cost be determined in all cases, for example, expenditure on housing schemes will be met partly by government grant and partly from rents and other income. Similar uncertainty exists as to the timing of revenue costs, particularly in the case of major highway schemes where starting and completion dates are dependent on the T.P.P. financing approved by Central Government. Consequently, in Chapter 12, revenue costs are shown only for those policies which incur such expenditure without a capital input.

- 3.8 As the Plan is reviewed each year, it is proposed, however, that those schemes which are approaching implementation will be fully costed and their revenue consequences ascertained in accordance with normal budgetary practices. In this manner the financial aspects of the Plan's policies can be incorporated into the budgetary processes of the appropriate public authorities.



EMPLOYMENT





EMPLOYMENT



EMPLOYMENT

- 4.1 Employment growth is considered to be the key factor in achieving the overall strategy of further growth and development of the City. The Council wishes not only to maintain, but to enhance Gloucester's position as the County's main employment centre. During the 1970's growth occurred in all three major employment sectors, the increase in manufacturing employment being contrary to national trends. Figures supplied by the Job Centre for the period 1975-1980 indicate steady employment growth.

TABLE 1: GROWTH BY INDUSTRIAL SECTOR, 1971-1980
(GLOUCESTER JOB CENTRE AREA)

Sector	% growth 1971-76 (1)	% growth 1975-80 (2)
Manufacturing	1.5%	7.2%
Service	3.5%	14.4%
Office	5.0%	23.5%

- (1) Department of Employment ER.II Returns
(2) Trends from Job Centre survey

- 4.2 However, despite this formerly strong economic position, the impact of the recession is now marked, with unemployment increasing from 4.8% in January, 1980 to 9.7% in October, 1981 in the Gloucester Job Centre area - a more than two-fold increase. Clearly this reflects the national situation, but the Council is anxious to minimise the local effect and degree of unemployment. There has been a major increase in the number of unskilled workers unemployed, together with a significant deterioration in the clerical and retail trades. Thus, not only must job growth be maintained, but also particular types of employment must be provided in order to combat the unemployment problem. The situation will not be helped by the high number of school leavers in the next few years.
- 4.3 In this situation it is considered that the Plan can best contribute towards the creation of additional jobs in two ways:-
- (a) the implementation of policies directed towards making land available
 - (b) promotion of the attractiveness, suitability and availability of facilities within the City for investment related to employment.
- 4.4 Whilst the Core and Implementation Policies which follow relate specifically to the short term, consideration has been given in the preparation of the Plan to the longer term. It is envisaged that the release of large areas of land at Brockworth after 1986, as specified in the Structure Plan, shall provide the majority of the area's industrial land requirement at that time.

CORE POLICY E.1

THE CITY COUNCIL WILL PROMOTE, PRINCIPALLY THROUGH THE IDENTIFICATION OF LAND AND GRANTING OF PLANNING PERMISSION, THE RELEASE OF LAND FOR INDUSTRIAL DEVELOPMENT SUFFICIENT TO CATER FOR FIVE YEARS REQUIREMENT

- 4.5 The Structure Plan predicts a growth within the Gloucester Policy Area of 8% in the manufacturing and service labour force between 1981 and 1987 (1,550 extra jobs) but it will be necessary to ensure that new jobs considerably in excess of that number are created in order to offset the number of redundancies currently occurring and likely to occur in existing firms over the next five years. If this is not achieved, such reductions will significantly exacerbate the unemployment rate. The Council is concerned that there should be sufficient land and buildings available to stimulate manufacturing and service sector growth. It acknowledges that different firms generate different land requirements, and in order to encourage a diversity of industry to establish in Gloucester, a sufficient choice of land must also be provided. This choice must extend, where possible, to embrace special needs, such as prestige and non-conforming businesses as well as general industrial requirements. The particular needs of the retail element of the service sector are recognised, but these are considered in Chapter 8, and retailing is not considered to be an appropriate industrial land use.
- 4.6 Although it is desirable to maintain a diversity of manufacturing and service industries, the Council is particularly keen to give encouragement to certain growth industries to locate in the City, for example, firms connected with the micro-electronics field.
- 4.7 The industrial survey carried out by the City Council in May, 1980, highlighted the importance of the availability of buildings in attracting new firms to Gloucester. Recent development in the City supports the view that when serviceable land is released, buildings are readily provided by developers. During 1981, despite the economic climate, industrial units were completed or were under construction at Eastern Avenue, St. Oswalds and Bristol Road. Accordingly, the policies proposed below relate primarily to land provision, although it is essential that other initiatives are fostered in order that a significant impact may be made on unemployment.

IMPLEMENTATION POLICIES

- E.1(a) THE RELEASE OF 45 HECTARES OF LAND WILL BE PROMOTED IN ORDER TO ACCOMMODATE INDUSTRIAL GROWTH UP TO 1987, PRIMARILY ON THE SITES IDENTIFIED OVER. (See also Plan 1).

Site		Area	Constraint
1	Eastern Avenue	0.29 ha 0.72 a	Nil (under construction)
2	Eastern Avenue (London and Leeds)	2.00 ha 4.94 a	Nil (under construction)
3	Lower Tuffley Lane	3.1 ha 7.66 a	Nil (under construction)
4	St. Oswald's (Barratts)	0.8 ha 1.98 a	Nil (under construction)
5	Barnwood (part)	12.1 ha 29.90 a	On-site infrastructure
6	B.W.B. Sudmeadow Road	0.8 ha 1.98 a	Access restriction
7	Rear of 2-24, Hempsted Lane	4.5 ha 11.12 a	Access and tipping required
8	Land at Podsmead	9.3 ha 22.98 a	Access and tipping required Drainage and allotments
9	Llanthony Sidings	1.76 ha 4.35 a	Nil
	Other sites with planning permission	3.03 ha 7.49 a	
	TOTAL	37.68 ha 91.0 a	

Figures quoted are estimates for guidance only.

- 4.8 These sites may be added to the following which Tewkesbury Borough and Stroud District Councils consider are suitable for industrial use:-

Land at Brockworth	(Tewkesbury District)	3.5 ha
Land off Innsworth Lane	(Tewkesbury District)	4.1 ha
Land at Quedgeley	(Stroud District)	14.5 ha

E.1(b) THE CITY COUNCIL WILL SEEK TO RESOLVE THE CONSTRAINTS AFFECTING THE DEVELOPMENT OF CERTAIN SITES SO THEY CAN BE BROUGHT FORWARD FOR DEVELOPMENT BEFORE 1987, AS FOLLOWS:-

Site	Constraints	Action required	Local Authority Involvement
Land at Podsmead	Access, tipping required. Drainage. Movement of some allotments necessary	New access from Bristol Road required. Tipping on part of site	The Council owns part of the site and in conjunction with other owners will develop the site by providing access and infrastructure. continued.....

Site	Constraints	Action required	Local Authority Involvement
Land at Barnwood	Limited on-site infrastructure presently available. N.B: Policy requirements as in Appendix 2.	Provision of on-site infrastructure	Council's prime role will be that of promotion
The Docks Basin	Listed Buildings, access, circulation and parking	Comprehensive development scheme including car parking and landscape (under preparation)	Liaison with British Waterways Board and promotion. Resolution of access

4.9 Accepting that the constraints on certain sites, as described above, can be overcome, 60 hectares of land are identified in the Gloucester Policy Area to meet a need of 45 hectares. This is welcomed as it gives employers some choice of sites. However, despite this apparent excess of land available, it is considered that the situation remains unsatisfactory in providing a wide spectrum of premises. The majority of the sites identified, and particularly the four sites where development is under way or has recently been completed, provide medium size (450-2,250 sq. metres) speculative premises to let. Leasing of these premises is currently occurring at a slow rate, and in the main to service industries.

4.10 Conversely, significant employment interest nationally presently appears to be concentrated firstly on small units (50-100 sq. metres upwards) and secondly in certain favoured areas only, on the modern growth industry of electronics.

4.11 It is considered essential, both to the medium term employment situation and the immediate unemployment problem, that priority be given to the promotion of a choice of sites for both these sections of employment and other special site users.

E.1(c) USES WITH SPECIAL NEEDS SUCH AS NON-CONFORMING USERS, USES REQUIRING LOW COST UNITS, PRESTIGIOUS DEVELOPMENTS AND SMALL LAND USES, WILL BE PROVIDED FOR AT CERTAIN SITES, INCLUDING:-

Site	
Land at Barnwood	Accommodating prestigious development subject to the policy set out in Appendix 2.
Land at Podsmead	Reservation of part of site for low cost and non-conforming uses and, possibly, small units. continued.....

Site	Proposed Use
B.W.B. land, Sudmeadow Road	Reserved for small units less than 279 sq.m (3,000 sq.ft.)
Land at rear of 2-24, Hempsted Lane	Use of part of site for non- conforming use
B.W.B. land, Monk Meadow	Development will normally be permitted only where it is related to waterborne transport

- 4.12 Although land at Podsmead and Sudmeadow Road is shown as appropriate for small units and the former Llanthony Sidings could also meet this need, action to enable or encourage the commencement of development on these sites is considered essential to the creation of employment within the City. In view of the Council's ownership, the following Policy seeks to ensure this on land at Podsmead:-

E.1(d) THE CITY COUNCIL WILL PROMOTE THE DEVELOPMENT OF LAND AT PODSMEAD FOR INDUSTRIAL DEVELOPMENT AS A MATTER OF URGENCY, AND IF REQUIRED, WILL USE SUCH STATUTORY POWERS, INCLUDING COMPULSORY ACQUISITION OF LAND, AS ARE AVAILABLE TO IT, TO FACILITATE THE DEVELOPMENT.

- 4.13 Although land at Barnwood is intended for prestige and high technology industry, there is a need for another site to be identified and promoted if the City is to benefit from the attractions of the South West for such currently expanding industries as electronics, medical products and computer and associated services.

E.1(e)* THE CITY COUNCIL WILL SEEK TO IDENTIFY LAND SUITABLE FOR MODERN INDUSTRY REQUIRING A PARTICULARLY HIGH QUALITY ENVIRONMENT (ADDITIONAL TO THAT ALREADY ALLOCATED)

- 4.14 With regard to industrial land availability beyond 1987, the City Council is most concerned that the long term release of a major area of land at Brockworth can be achieved and will support the County Surveyor and Tewkesbury Borough Council in trying to resolve the highway constraints to this effect. This site could be complemented by other land within the City.

E.1(f) THE SITES BELOW HAVE BEEN IDENTIFIED AS BEING SUITABLE PRIMARILY FOR INDUSTRIAL USE AND THEIR DEVELOPMENT PRIOR TO 1987 WILL BE CONSIDERED IN THE LIGHT OF INDUSTRIAL LAND AVAILABILITY.

* Regarding the status of this Policy, see Paragraph 1.6 (Page 2).

No.	Site	Area	Major Constraints
10	Land adjacent to Walls factory, Barnwood bypass	16.2 ha (40.0 a)	Held for owners own use and expansion
11	Adjoining G.P.O., Eastern Avenue	1.0 ha (2.5 a)	Nil
12	Great Western Road Rail Sidings	3.9 ha (9.6 a)	Not yet surplus to British Rail needs
13	Railway Triangle	6.1 ha (15.0 a)	No present suitable access
14, 15	B.W.B. Monk Meadow	8.1 ha (20.0 a)	Drainage
16	Land off India Road	0.90 ha (2.23 a)	Resolution of access
	TOTAL	36.2 ha (89.33 a)	

Figures quoted are estimates for guidance only

CORE POLICY E.2

THE CITY COUNCIL WILL PROMOTE, PRINCIPALLY THROUGH THE IDENTIFICATION OF LAND AND GRANTING OF PLANNING PERMISSION, THE RELEASE OF LAND FOR OFFICE DEVELOPMENT SUFFICIENT TO CATER FOR FIVE YEARS REQUIREMENT

- 4.15 The scale of growth in the office sector envisaged up to 1987 is in the order of 12% (2,275 extra jobs). The Council wishes to see growth on this scale achieved in order to further enhance the City's role as a sub-regional centre, and to help relieve unemployment, particularly in the clerical sector. Although the effects of the microchip on office employment are at present unquantifiable, the situation must be monitored over the Plan period.
- 4.16 After the office boom of the early 1970's, the City was left with a substantial amount of vacant office floorspace which has now been largely taken up. The need to encourage office development means that the former Office Development Policy restricting speculative office developments is inappropriate and is rescinded. Now for the first time in several years there are signs that offices may soon be under construction in the City, particularly as part of development schemes for the Docks and the Eastgate Station site. However, the allocation of a sufficient quantity and choice of office sites is seen as a priority in order to stimulate further office development.
- 4.17 Although office rents in the City are relatively low, the small number of units currently available, and the upward trends being experienced in major regional centres will in time affect Gloucester, and the Plan seeks to encourage this and to provide appropriate sites.

IMPLEMENTATION POLICIES

- E.2(a) THE RELEASE OF 45,500 SQUARE METRES (490,000 SQ.FT.) OF OFFICE FLOORSPACE WILL BE PROMOTED IN ORDER TO ACCOMMODATE OFFICE BASED EMPLOYMENT GROWTH UP TO 1987. THE FOLLOWING SITES HAVE BEEN IDENTIFIED AS BEING PRIMARILY SUITABLE FOR OFFICE DEVELOPMENT AND ARE OF SUFFICIENT SIZE TO ACCOMMODATE THE ABOVE-MENTIONED GROWTH. (See Plan 2):-

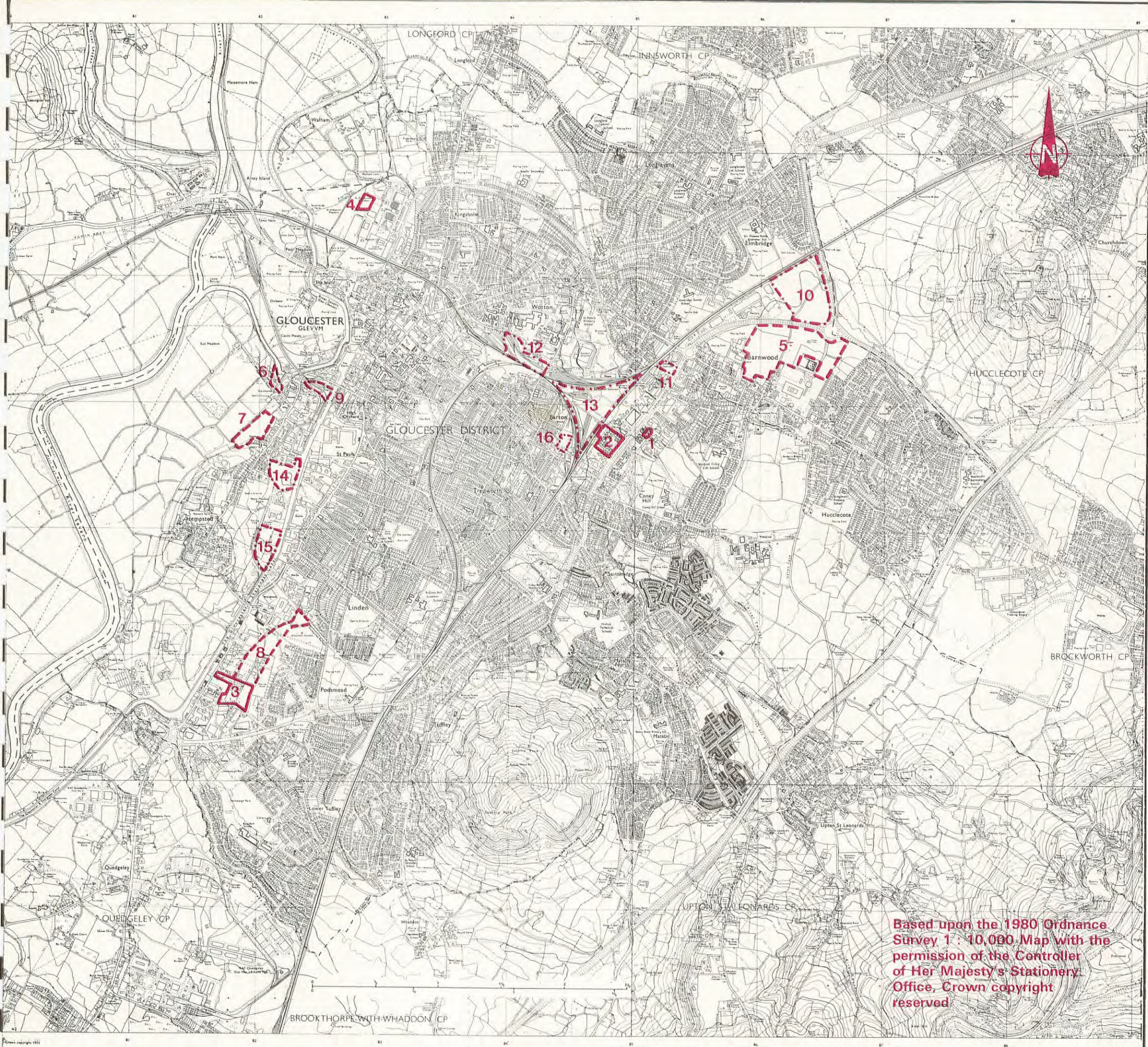
No.	Site	Area	Constraints	Action required
1	Ladybellegate Street	0.8 ha (2.0 a)	Divided site ownership	Agreement on integrated development between owners
2	51-63, London Road	0.5 ha (1.2 a)	Nil	Nil
continued.....				

No.	Site	Area	Constraints	Action required
3	Former Eastgate Station (part of)	2.8 ha (7.0 a)	Nil	Construction of part of Inner Relief Road programmed. Planning brief already prepared
4	The Docks (part of)		Listed Buildings, access, circulation and parking	Comprehensive development scheme, liaison with British Waterways Board and promotion
5	Southgate Hospital (part of)	0.6 ha (1.5 a)	Listed Building. Access. Public car park required	Planning brief already prepared
6	Creamery Site	0.22 ha (0.5 a)	Access to be determined and development integrated with adjacent buildings	Comprehensive redevelopment scheme, promotion
7	St.Aldate St/ Market Parade	0.3 ha (0.7 a)	Rooftop public car parking and access. Divided site ownership	Site assembly. Brief for multiple use
8	Barnwood (part)	4.9 ha (12.0 a)	On site infrastructure NB: Policy requirement as in Appendix 2	Provision of on-site infrastructure

Figures quoted are estimates for guidance only.

E.2(b) THE ENCOURAGEMENT OF OFFICE DEVELOPMENT WILL BE PURSUED THROUGH THE PREPARATION OF SITE APPRAISALS FOR THE MAJOR REDEVELOPMENT SITES WHICH WILL SET OUT THE MEANS BY WHICH OFFICE USES CAN BE INCORPORATED. WHERE NECESSARY, SITES WILL BE RESERVED IF IMMEDIATE DEVELOPMENT IS NOT POSSIBLE.

4.18 Planning briefs have already been prepared for Southgate Hospital and Eastgate Station, and a comprehensive development scheme for the Docks has been agreed. (See Docks Chapter 11).



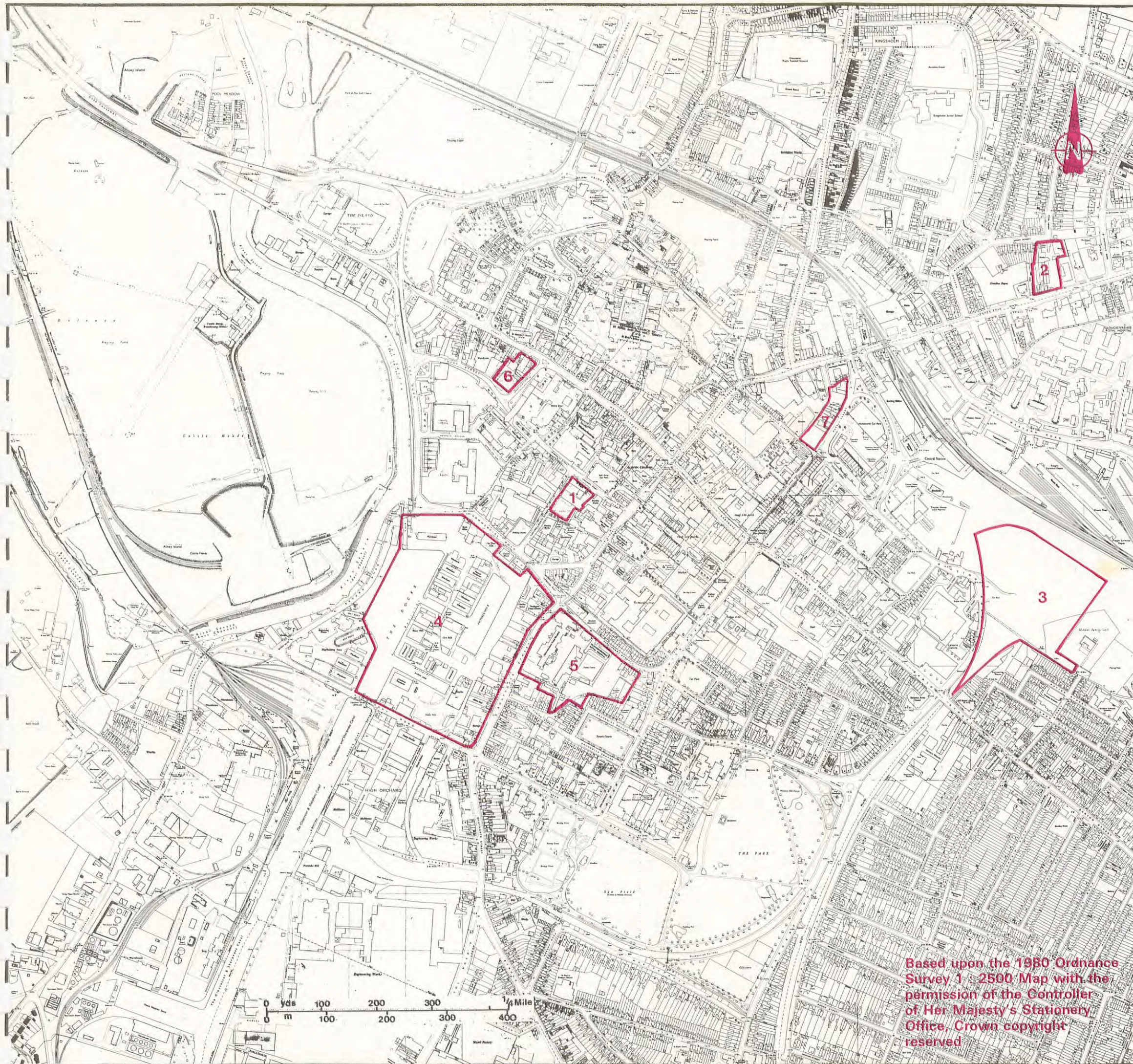
INDUSTRIAL LAND ALLOCATION

-  Under Construction
-  Land to be brought forward for development 1981-1986
-  Other land suitable for industrial development

- 1 Eastern Avenue (Britannia)
- 2 Eastern Avenue (London & Leeds)
- 3 Lower Tuffley Lane
- 4 St. Oswalds
- 5 Barnwood
- 6 Sudmeadow Road
- 7 Hempsted Lane
- 8 Podsmead
- 9 Llanthony Sidings.
- 10 Walls Land
- 11 Eastern Avenue (G.P.O)
- 12 Great Western Road
- 13 Railway Triangle
- 14 Monk Meadow
- 15 " "
- 16 Off India Road

City of Gloucester Local Plan

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POTENTIAL OFFICE SITES CITY CENTRE

Numbers refer to sites listed in
Implementation Policy E2 (a)

City of Gloucester
Local Plan

PLAN 2

Based upon the 1980 Ordnance
Survey 1 : 2500 Map with the
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HOUSING



E.2(c) THE DEVELOPMENT OF SITES FOR OFFICE USES OTHER THAN THOSE MENTIONED IN IMPLEMENTATION POLICY E.2(a), WILL BE CONSIDERED ON THEIR PLANNING MERITS AND IN THE LIGHT OF BOTH OUTSTANDING OFFICE PLANNING PERMISSIONS AND VACANT OFFICE FLOORSPACE, AND THE REQUIREMENTS FOR ADDITIONAL OFFICE EMPLOYMENT IN THE CITY

4.19 Attention is drawn to Implementation Policy H.3(f) which specifies areas in the City centre where the conversion of residential properties to non-residential uses such as offices, will be opposed. Opportunities for the creation of small office suites in existing properties are still available in parts of the City centre not covered by this policy.

CORE POLICY E.3

THE CITY COUNCIL WILL SEEK TO
ENHANCE GLOUCESTER'S ATTRACTIVE
QUALITIES, PARTICULARLY THOSE
WHICH ARE LIKELY TO ENCOURAGE
NEW EMPLOYMENT

4.20 The industrial and office surveys carried out by the City Council emphasised the importance placed by new employers, particularly within the office sector, on Gloucester's environment, suitable housing, availability of labour, transport infrastructure and shopping facilities. A failure to adequately maintain and enhance the City's facilities will make it more difficult for the scale of employment growth envisaged to be achieved. For this reason it is essential that the City's attractiveness and efficiency are enhanced.

4.21 Courses of action which would further this objective are outlined below, and reference is made to policies embodying these matters elsewhere in the Plan:-

- (i) Improvement of traffic circulation within the City, particularly access to and from major industrial and office sites - see Implementation Policies T.3(a) and T.3(b)
- (ii) Further provision of car parking for commuters in the City centre - see Core Policy T.4
- (iii) Provision of a suitable range of housing, particularly the provision of executive housing and housing for key workers - see Implementation Policies H.1(e) and H.4(g)
- (iv) Improvement of the environment, especially in the City centre and along major radial routes - see Core Policies A.1 and A.3
- (v) Maintain adequate leisure/recreational facilities

CORE POLICY E.4

TOURISM WILL BE ENCOURAGED IN THE
CITY AS AN AID TO THE CREATION OF
EMPLOYMENT

- 4.22 Just as employment in primary industries (Agriculture and Mining) has declined rapidly in the country, and more recently Manufacturing employment has contracted, the reliance on office and service industries for jobs has become greater.
- 4.23 One service industry which the City Council recognises as having potential for growth - including additional employment - is tourism, and policies in Chapter Six of the Plan propose means of encouraging the development of this Industry. In the past year the number of visitors to the City has declined, in keeping with national trends. However, the English Tourist Board considers that the decline will reverse again as the recession eases and Policies A.5, A.6 and A.7 seek to ensure that Gloucester will benefit from such an upturn.

CORE POLICY E.5

THE ROLE OF THE LOCAL AUTHORITY
AS A PROMOTER OF EMPLOYMENT IN
THE CITY WILL BE EXPLOITED MORE
FULLY

- 4.24 Potential new employers seeking land or buildings will most frequently seek assistance from the City Council and from estate agents. It is therefore important for the Council to react to enquiries from potential employers quickly and efficiently. An information source has been established in conjunction with local estate agents to provide potential employers with a Property Register of available industrial, warehouse and office sites and buildings in Gloucester.
- 4.25 The promotion of the City is best undertaken when sites can be offered, and it is anticipated that a number of sites will be released in 1982. The following policies are therefore proposed:-

IMPLEMENTATION POLICIES

- E.5(a)* THE CITY COUNCIL, WITH THE CO-OPERATION OF ESTATE AGENTS, DEVELOPERS, ETC. WILL MAINTAIN A PROPERTY REGISTER OF LAND AND BUILDINGS AVAILABLE FOR INDUSTRY AND COMMERCE
- E.5(b)* THE CITY COUNCIL WILL PRODUCE OTHER PROMOTIONAL LITERATURE AS AND WHEN CONSIDERED NECESSARY
- E.5(c)* THE CITY COUNCIL WILL INVESTIGATE METHODS OF PROMOTING PARTICULAR SITES FOR DEVELOPMENT AS AND WHEN THEY ARE RELEASED

* Regarding the status of this Policy see Paragraph 1.6 (Page 2).

HOUSING

- 5.1 To satisfy housing need, policies are required that will ensure both an adequate total number of dwellings and a sufficient range of housing types to meet the needs of the different households that exist in the City, varying from single young people to large families.
- 5.2 The meeting of the City's overall housing requirement depends largely on the existing housing stock, together with new building which forms only a small proportion of the total housing provision. For example, the average annual completion rate for new dwellings in the City between 1975 and 1980 was approximately 500 dwellings per annum compared with a total housing stock in 1978 of 32,365 dwellings. The assessment of additional housing need is complex and includes population projections, and predictions of additional households formed from within the existing population and as a result of in-migration. Consideration must also be given to changes in the existing housing stock due to demolition, sub-division or changes of use. The Local Plan bases its policies on predictions used in the Gloucestershire County Structure Plan.
- 5.3 A strategy for housing must also be concerned with accommodating needs which are not met by the private owner-occupied housing sector which presently dominates the housing field and which largely aims at providing family accommodation.
- 5.4 Taking account of all these factors, the housing needs of the City are proposed to be met by:-
- (i) making use, as far as possible, of the existing housing stock as the prime means of meeting the overall housing requirement, but with the emphasis of policies being aimed towards the older housing stock which, without specific action, is least likely to be able to satisfy modern housing needs
 - (ii) releasing enough land for new building that will, with the existing housing stock, meet the total housing need. This will be achieved bearing in mind the environmental costs of developing on "greenfield" sites
 - (iii) identifying "special" needs not presently met by the owner-occupied housing market and proposing means of satisfying them.
- 5.5 It should be noted that the City Council is required to produce a Housing Strategy and Investment Programme (H.S.I.P.) for annual submission to the Department of the Environment and this is currently based on the Council's Housing Strategy produced in 1977. This Strategy and the housing content of the Local Plan, are inter-related, and the Policies proposed in each are intended to be complementary and significantly overlap. The annual review of

the Housing Strategy and Investment Programme and the Local Plan will also take account of their joint role in achieving the objective of satisfying housing need. Where housing policies rely on local authority housing finance, their implementation will be dependent upon the availability of resources as determined in the annual H.S.I.P.

CORE POLICY H.1

THE CITY COUNCIL WILL PROMOTE, PRINCIPALLY THROUGH THE IDENTIFICATION OF LAND AND THE GRANTING OF PLANNING PERMISSION, THE RELEASE OF LAND FOR RESIDENTIAL DEVELOPMENT SUFFICIENT TO CATER FOR FIVE YEARS REQUIREMENT

- 5.6 In order to ensure the continued growth and prosperity of the City of Gloucester, it is important to maintain a constant supply of land with a sufficient choice of sites available for new housing. It is considered that a supply of housing land, sufficient for five years, is an essential pre-requisite for housing development, since this will allow for the proper phasing of infrastructure, such as roads and sewers, and other services such as shops and community facilities, which are associated with new residential development.
- 5.7 The Structure Plan for Gloucestershire predicts that 4,600 new dwellings will be required in the Gloucester Policy Area between mid-1981 and mid-1987.
- 5.8 Within that part of the Gloucester Policy Area falling within Tewkesbury Borough Council, land with planning permission or allocated for development in the Borough Council's Gloucester North Environs District Plan, totals 955 dwellings considered to be realistically available by 1987.
- 5.9 Similarly, land with planning permission or allocated for development in the area of Stroud District Council can realistically be developed prior to 1987 to provide a further 1,057 dwellings.
- 5.10 Within the City of Gloucester sites considered to be available which already have the benefit of planning permission should provide a further 1,248 dwellings.
- 5.11 Further sites can be identified in the City that could accommodate 1,183 dwellings by mid-1987. This leaves a shortfall of approximately 150 dwellings (4,600 dwellings needed, 4,443 dwellings identified).
- 5.12 Some of these dwellings could be met by the development of small infill sites in the Policy Area, but this would still leave no choice of sites and presumes that all the sites detailed would be completed in the relevant time period.
- 5.13 It is of great concern that sufficient land cannot be found with certainty to meet housing requirements and accordingly investigations are proposed into:-
- (a) whether the release of land at Abbeydale III can be expedited to enable construction to begin no later than early 1985
 - (b) whether it is feasible and desirable to release land in the vicinity of Hempsted and Sandhurst Lane

- 5.14 With regard to the type of dwellings to be accommodated on identified sites, it is recognised that a range of housing is desirable, including the provision of "small homes" - houses designed to accommodate single persons or couples at a reasonable cost. There is a significant demand for such dwellings in the City and they can make a useful contribution to the housing needs of the City provided that appropriate standards are applied and they are limited in concentration. It is, however, considered necessary to keep the numbers of such dwellings under review.

IMPLEMENTATION POLICIES

H.1(a) THE FOLLOWING SITES ARE IDENTIFIED PRIMARILY FOR USE FOR RESIDENTIAL DEVELOPMENT:-

Site	Area	Dwellings pre-1987	Dwellings post-1987	Action required to allow devmt.
Little Normans South	1.3 ha (3.2 a)	19		Site disposal by owner
Land off Tuffley Lane	1.7 ha (4.5 a)	30		No constraints
Greyhound Stadium and adjacent land	5.5 ha (13.7 a)	220		Planning brief prepared
Abbeydale III assume 1986 start	159.0 ha* (392.0 a)	300	2,950	See Policy H.2
Land at Podsmead	4.9 ha (12.0 a)	120		Drainage to be resolved. Allotments - alternatives to be sought
Land at Painswick Road	4.8 ha (11.8 a)	110		Allotments - alternatives to be sought
The Docks	1.1 ha (2.6 a)	175		To form part of agreed compre- hensive devel- opment scheme
Gambier Parry Lodge	5.2 ha (12.8 a)	84		Access
Tuffley Farm	2.4 ha (6.0 a)		65	Site disposal by owner
Langton House	1.5 ha (3.6 a)		50	Access to be resolved
Morgan's Coalyard Painswick Road	1.9 ha (4.7 a)	50		No constraints
Plock Court Nurseries	1.6 ha (4.0 a)	35		No constraints
Southgate Hospital (part)	0.8 ha (2.0 a)	40		Planning brief prepared
TOTAL		1,183	3,065	

Figures quoted are estimates for guidance only

- * Acreage is less than area allocated on proposals map due to uncertainty over the Area Health Authority's own land requirements.

- H.1(b) THE COUNCIL WILL CO-OPERATE CLOSELY WITH OTHER LOCAL AUTHORITIES, STATUTORY UNDERTAKERS AND DEVELOPERS TO ENDEAVOUR TO RESOLVE CONSTRAINTS PRESENTLY PREVENTING THE DEVELOPMENT OF SITES AS INDICATED ABOVE
- H.1(c) THE PROVISION OF ADDITIONAL HOUSING WITHIN THE CITY CENTRE WILL BE ENCOURAGED PARTICULARLY ON MAJOR DEVELOPMENT SITES. LAND WILL BE RESERVED FOR HOUSING WITHIN THE DOCKS AND ON PART OF THE SOUTHGATE HOSPITAL REDEVELOPMENT AREA
- H.1(d) THE DEVELOPMENT OF SITES FOR RESIDENTIAL PURPOSES OTHER THAN THOSE IDENTIFIED IN POLICY H.1(a) OR ARISING FROM H.1(c) WILL BE CONSIDERED IN RELATION TO THE AVAILABILITY OF LAND AT THAT TIME, AND ON MERIT IF THEY ARE LOCATED WITHIN THE EXISTING CONTINUOUS BUILT-UP AREA, BUT ELSEWHERE THERE WILL BE A PRESUMPTION AGAINST DEVELOPMENT OTHER THAN MINOR INFILL
- H.1(e) IN DETERMINING PLANNING APPLICATIONS, CONSIDERATION WILL BE GIVEN TO THE DENSITY AND QUALITY OF HOUSING DEVELOPMENT, SO THAT A SUITABLE RANGE OF HOUSE TYPES MAY BE AVAILABLE AT ALL TIMES
- H.1(f) THE CONSTRUCTION OF SMALL HOMES WILL ONLY BE PERMITTED IN ACCORDANCE WITH THE POLICIES CONTAINED IN APPENDIX 3

CORE POLICY H.2

TO ENABLE THE HOUSING REQUIREMENT OF GLOUCESTER UP TO 1996 TO BE MET, A MAJOR AREA OF LAND AT ABBEYDALE (STAGE III) IS IDENTIFIED FOR DEVELOPMENT, BUT ITS RELEASE IS SUBJECT TO THE SATISFACTORY PROGRAMMING OF ESSENTIAL INFRASTRUCTURE PROVISION

- 5.15 The Structure Plan has identified land east of the Gloucester urban area for the provision of 3,250 new dwellings by 1996, in addition to land that had the benefit of planning permission in 1979. The land known as Abbeydale Stage III is defined to meet this need. This accords with the past strategy of the City Council which has always intended this land to be the third stage of a development that lies between the Coney Hill area and the M.5.
- 5.16 Because of the scale of Stages I and II of the Abbeydale development which are nearing completion and the general increase in traffic over the past few years, the highway infrastructure in the eastern part of the City is already inadequate to meet the demands placed upon it. Inadequacies in the drainage facilities in the area can also be identified. Strict control of future development is therefore necessary and a planning brief will be needed to ensure that housing development is programmed with infrastructure works. The need for discussions to be held with interested parties at an early date is recognised.
- 5.17 By requiring new land release at Abbeydale to be programmed with additional infrastructure, it is recognised that a constraint to development is being imposed. Attention is, however, drawn to the need (see H.1) for the development of Stage III of Abbeydale to commence no later than 1986 if adequate housing land is to be available to meet Gloucester's needs in the mid-1980's.
- 5.18 To achieve both the satisfactory planning of the eastern part of the City and a supply of land sufficient to meet the housing requirements of Gloucester, it will be necessary for site developers to make contributions to the provision of "off site" infrastructure. The scale of infrastructure required will, however, still necessitate the appropriate programming of investment and the determination of detailed requirements by the County Council and Severn-Trent Water Authority.

IMPLEMENTATION POLICIES

- H.2(a) THE RELEASE OF ADDITIONAL LAND FOR DEVELOPMENT AT STAGE III OF THE ABBEYDALE DEVELOPMENT WILL ONLY BE PERMITTED WHEN A POSITIVE COMMITMENT TO HIGHWAY AND DRAINAGE IMPROVEMENTS IN THE AREA IS SECURED.
- 5.19 The improvements which are required are considered under Core Policy T.2 and Core Policy C.2 and will be further detailed in the brief referred to in Policy H.2(b).

H.2(b) THE CITY COUNCIL, IN CONJUNCTION WITH OTHER APPROPRIATE AUTHORITIES, WILL PREPARE A DOCUMENT BRIEF FOR STAGE III OF ABBEYDALE TO ENSURE THE SATISFACTORY PROGRAMMING OF INFRASTRUCTURE AND SECURE PROVISION OF A HIGH STANDARD OF DESIGN AND LANDSCAPING, A SUITABLE MIX OF DWELLING TYPES AND AN ACCEPTABLE PROVISION OF RECREATIONAL AND COMMUNITY FACILITIES

5.20 The scope of the brief for Stage III of Abbeydale will need to include the requirement for and financing of "off site" infrastructure and also the relationship to the surrounding areas. This would include consideration of whether there should be any connection across the motorway between Abbeydale and the proposed Brockworth Industrial area, in conjunction with the County Surveyor and Tewkesbury Borough Council.

H.2(c) THE CITY COUNCIL WILL REQUIRE FINANCIAL CONTRIBUTIONS TO BE MADE TOWARDS THE CONSTRUCTION OF OFF SITE INFRASTRUCTURE SERVING ABBEYDALE III FROM THE DEVELOPERS OF THE LAND, PARTICULARLY FOR HIGHWAY WORKS

H.2(d) IN ACCORDANCE WITH STRUCTURE PLAN POLICIES STAGES I AND II OF THE EASTERN RADIAL ROAD WILL BE CONSTRUCTED AS PRIORITY HIGHWAY SCHEMES TO ENABLE DEVELOPMENT OF STAGE III OF ABBEYDALE TO TAKE PLACE SATISFACTORILY

5.21 Stage III of the Eastern Radial Road is referred to in the Structure Plan as well as Stages I and II, but as indicated on Plan 8, it consists of that part of the road east of Church Lane and it lies entirely within the proposed housing development. Its alignment, function and provision would accordingly be best considered as part of the brief for the housing area.

CORE POLICY H.3

THE PRESERVATION AND REVITALISATION OF THE OLDER HOUSING STOCK WILL BE ENCOURAGED INCLUDING PROPERTY AND ENVIRONMENTAL IMPROVEMENT AND MAINTENANCE

- 5.22 Housing in excess of 60 years old constitutes 31% of the City's housing stock, that is about 10,150 dwellings. This scale of older housing means that at present the satisfaction of housing need in the City is very dependent on properties, the future life of which might be open to doubt.
- 5.23 To obtain a picture of the condition of these older properties, a 10% Sample House Condition Survey was conducted in May, 1980, covering the area of the City containing predominantly pre-1920 houses (see Plan 3). A projection of the Survey results for the whole of the City showed that in May, 1980, there were approximately 200 dwellings which were unfit, 1,550 which were fit but lacking standard amenities, and 300 dwellings which were fit, had full amenities but which were in need of major renovation. Additionally, within the survey area, it was estimated that there were approximately 390 houses let in multiple occupation of which the majority probably did not comply in varying degrees with the statutory requirements of the Housing Acts. Also of significance was the finding that there were no concentrations of dwellings in the very worst condition, and that they were scattered evenly within the older housing areas.
- 5.24 It appears from the Survey, therefore, that with regard to the existing housing stock, the most suitable policy for the City to follow is predominantly one of home improvement rather than clearance.
- 5.25 The measures by which this policy can be achieved, whilst at the same time ensuring that the quality of the housing is compatible with modern standards, include the provision by the City Council of house renovation grants directly encouraging home improvement and environmental improvement works which can create confidence and an acceptable housing environment. In addition to making grants available, the Council is empowered to seek the repair and improvement of dwellings by using statutory powers available under the Housing Acts. The policies below detail these actions, and it will be noted that because of limited resources, proposals embody the principle of giving priority to areas and properties in greatest need.
- 5.26 To complement policies that attempt to positively aid the older housing stock, and in continuation of existing policies, it is also regarded as necessary to pursue a policy of generally precluding reductions in the housing stock, by changes to other uses. This is particularly important in parts of the City centre and in some other areas where there has been considerable pressure for changes of use to, for example, offices. It is considered that if unchecked, such changes could over time affect the overall satisfaction of housing need, although it is recognised that a balance needs to be maintained between the employment and housing needs of the City.

IMPLEMENTATION POLICIES

H.3(a) THE CITY COUNCIL WILL DEFINE SELECTED AREAS WHERE HOME IMPROVEMENT IS CONSIDERED TO BE MOST URGENTLY NEEDED.

5.27 It is intended to sub-divide the older housing districts of the City into small areas of approximately 300 houses where, according to an assessment of house condition, private home improvement will be encouraged. A programme of improvement for Council-owned property will be continued and particular attention will be paid to properties in designated Selected Areas.

H.3(b) * THE CITY COUNCIL WILL CARRY OUT AN INTENSIVE PROMOTION OF HOUSE RENOVATION GRANTS IN EACH SELECTED AREA

5.28 It is intended that each Selected Area will, in turn, be subject to a promotion of renovation grants (intermediate grants, repairs grants, improvement grants and special grants for houses in multiple occupation) for no more than one year.

5.29 The promotion exercise for each Selected Area will include:-

- (i) house calls
- (ii) publicity and information distribution
- (iii) where vacant properties exist in Selected Areas, they will, where appropriate, be subject to an "Acquire, Improve and Sell" (AIMS) scheme. They can subsequently be used as show houses for the purpose of promoting house improvements.

5.30 It is intended that within the total finance that is available to the City Council for renovation grants, particular emphasis will be given to grants in Selected Areas.

5.31 In support of the policy to promote renovation grants, an investigation will be made of the role banks and building societies can play in providing loans for private house improvement.

5.32 The City Council reserves the right to refuse a house renovation grant where improvement is considered uneconomic given the costs involved and the potential life of the property after improvement.

H.3(c) WHERE IN EACH SELECTED AREA THERE ARE BUILDINGS WHICH MAY BE SUBJECT TO CLOSING OR DEMOLITION ORDERS, OR WHERE THERE ARE VACANT SITES, THE CITY COUNCIL WILL PROMOTE THEIR IMMEDIATE REHABILITATION OR REDEVELOPMENT

* Regarding the status of this policy see Paragraph 1.6 (Page 2).

- H.3(d) THE CITY COUNCIL WILL PREPARE A SCHEME TO IMPROVE TRAFFIC MANAGEMENT THROUGHOUT THE OLDER RESIDENTIAL AREAS AND APPROPRIATE MEASURES WILL BE PROMOTED IN EACH SELECTED AREA IN THIS CONTEXT
- H.3(e) THE CITY COUNCIL WILL UNDERTAKE AND/OR PROMOTE ENVIRONMENTAL IMPROVEMENT WORKS IN SELECTED AREAS WHERE IT IS CONSIDERED THIS IS APPROPRIATE AND WHERE FINANCIAL RESOURCES PERMIT.
- H.3(f) THE CONVERSION OF RESIDENTIAL PROPERTIES TO NON-RESIDENTIAL USES WILL BE OPPOSED IN THE LOCATIONS SPECIFIED IN APPENDIX 4.
- H.3(g) * THE CITY COUNCIL WILL CONTINUE TO IMPLEMENT ITS STATUTORY RESPONSIBILITY TO ENSURE THE REPAIR AND IMPROVEMENT OF HOUSES UNDER THE HOUSING ACTS

* Regarding the status of this Policy see Paragraph 1.6 (Page 2).

CORE POLICY H.4

THE CITY COUNCIL WILL SEEK TO ENSURE THAT THERE IS A SATISFACTORY PROVISION OF HOUSING ACCOMMODATION FOR THOSE SECTIONS OF THE COMMUNITY WHOSE NEEDS ARE NOT ADEQUATELY MET BY THE PRIVATE SECTOR

- 5.33 There is a significant proportion of the population whose housing needs are not adequately met by the private owner-occupied housing market and who are accommodated primarily by the Council or by the private rented sector. In addition, a number of households are sharing accommodation and require a separate dwelling or are housed by other public housing agencies (including housing associations). Families on low incomes and single people often have to rely on rented accommodation, and groups such as the elderly and the disabled need special housing.
- 5.34 Both the present Council house waiting list and population statistics contained in the Structure Plan indicate that there is and will be a continued demand for rented accommodation, particularly in smaller housing units, and also for special accommodation for the elderly. There is evidence from the private housing market that there is a significant demand for one-bedroomed accommodation for both single people and childless couples. There has also been a trend, thought to be continuing, of a decline in provision by the private-rented sector.
- 5.35 The City council plays a significant role in housing these groups, and, together with housing associations and other public housing agencies, owned 22% of the City's total housing stock in 1978. In a situation of scarce financial resources, however, there is an important role to be played by housing agencies not reliant on public funds, and also by new forms of housing tenure, such as shared ownership and partnership schemes. Therefore, whilst the City Council through its Housing Strategy and Investment Programme plans on an annual basis its own expenditure on housing in the City, part of its housing function must also be to encourage other housing agencies to make provision for those groups in the community whose needs are not adequately met.
- 5.36 A survey of industrialists has indicated the importance of key worker housing provided by the Council and that a lack of low density, high quality housing is a disincentive to potential new firms moving to the City.

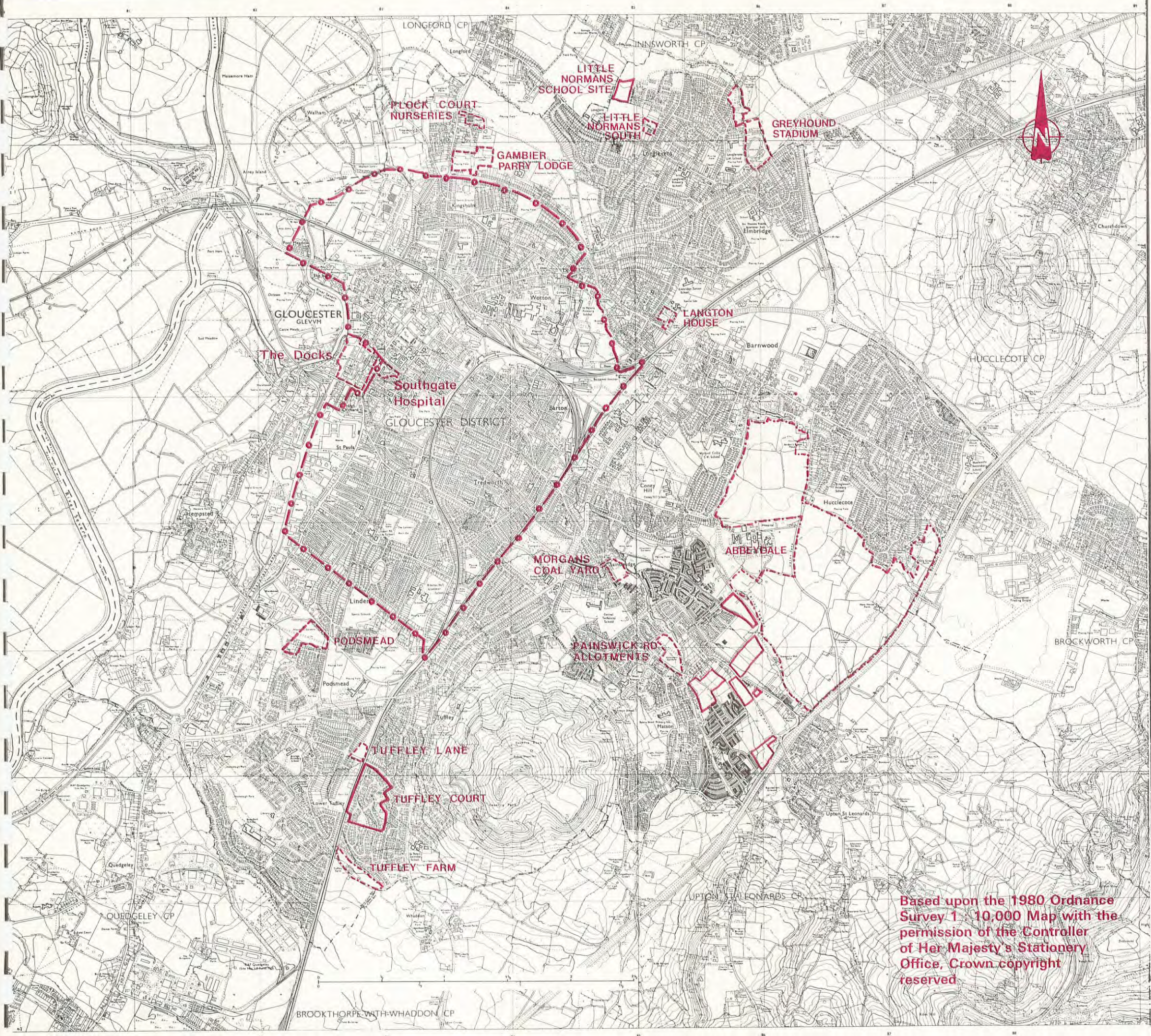
IMPLEMENTATION POLICIES

- H.4(a)* THE CITY COUNCIL WILL CONTINUE, WITHIN BUDGETARY CONSTRAINTS, THE PROGRAMME OF CONSTRUCTION OF COUNCIL HOUSING WHICH IS CONSIDERED APPROPRIATE TO MEET THE CONTINUING DEMAND FOR ACCOMMODATION FROM FAMILIES WHOSE NEEDS ARE NOT MET BY OTHER SECTORS OF THE HOUSING MARKET

* Regarding the status of this Policy see Paragraph 1.6 (Page 2).

- H.4(b) * THE CITY COUNCIL WILL ENDEAVOUR TO PROVIDE GRANTS IN ACCORDANCE WITH THE APPROPRIATE LEGISLATION FOR THE ADAPTATION OF THE HOMES OF THE REGISTERED DISABLED TO SUIT THEIR SPECIAL NEEDS
- H.4(c) THE CITY COUNCIL WILL, IN CO-OPERATION WITH HOUSING ASSOCIATIONS AND PRIVATE DEVELOPERS, ENDEAVOUR TO PROVIDE FOR THE NEEDS OF THE ELDERLY AND WILL IDENTIFY SITES FOR SPECIAL ACCOMMODATION
- H.4(d) THE CITY COUNCIL WILL, IN CO-OPERATION WITH THE HOUSING ASSOCIATIONS, ENCOURAGE AND PROMOTE THE DEVELOPMENT OF SITES NEAR THE CITY CENTRE WHICH ARE SUITABLE FOR THE ACCOMMODATION OF SINGLE PEOPLE AND CHILDLESS COUPLES. CONSIDERATION WILL BE GIVEN TO THIS NEED WITHIN THE DEVELOPMENT OF THE DOCKS AND SOUTHGATE HOSPITAL
- H.4(e) * THE CITY COUNCIL WILL CONTINUE TO CO-OPERATE WITH BANKS, BUILDING SOCIETIES AND PRIVATE DEVELOPERS TO PROVIDE THE RESOURCES FOR NEW FORMS OF TENURE SUCH AS PARTNERSHIP SCHEMES AND SHARED OWNERSHIP, AND ALSO TO PROVIDE MORTGAGE FACILITIES FOR PRIORITY HOUSEBUYERS
- H.4(f) * THE CITY COUNCIL ACKNOWLEDGES THE IMPORTANCE OF THE PRIVATE RENTED SECTOR AND WILL INVESTIGATE BOTH THE EXISTING AND POTENTIAL PROBLEMS OF THE SUB-DIVISION OF HOUSES INTO MORE THAN ONE DWELLING UNIT
- H.4(g) * THE CITY COUNCIL WILL CONSIDER APPLICATIONS FOR THE HOUSING OF KEY WORKERS

* Regarding the status of this Policy see Paragraph 1.6 (Page 2).



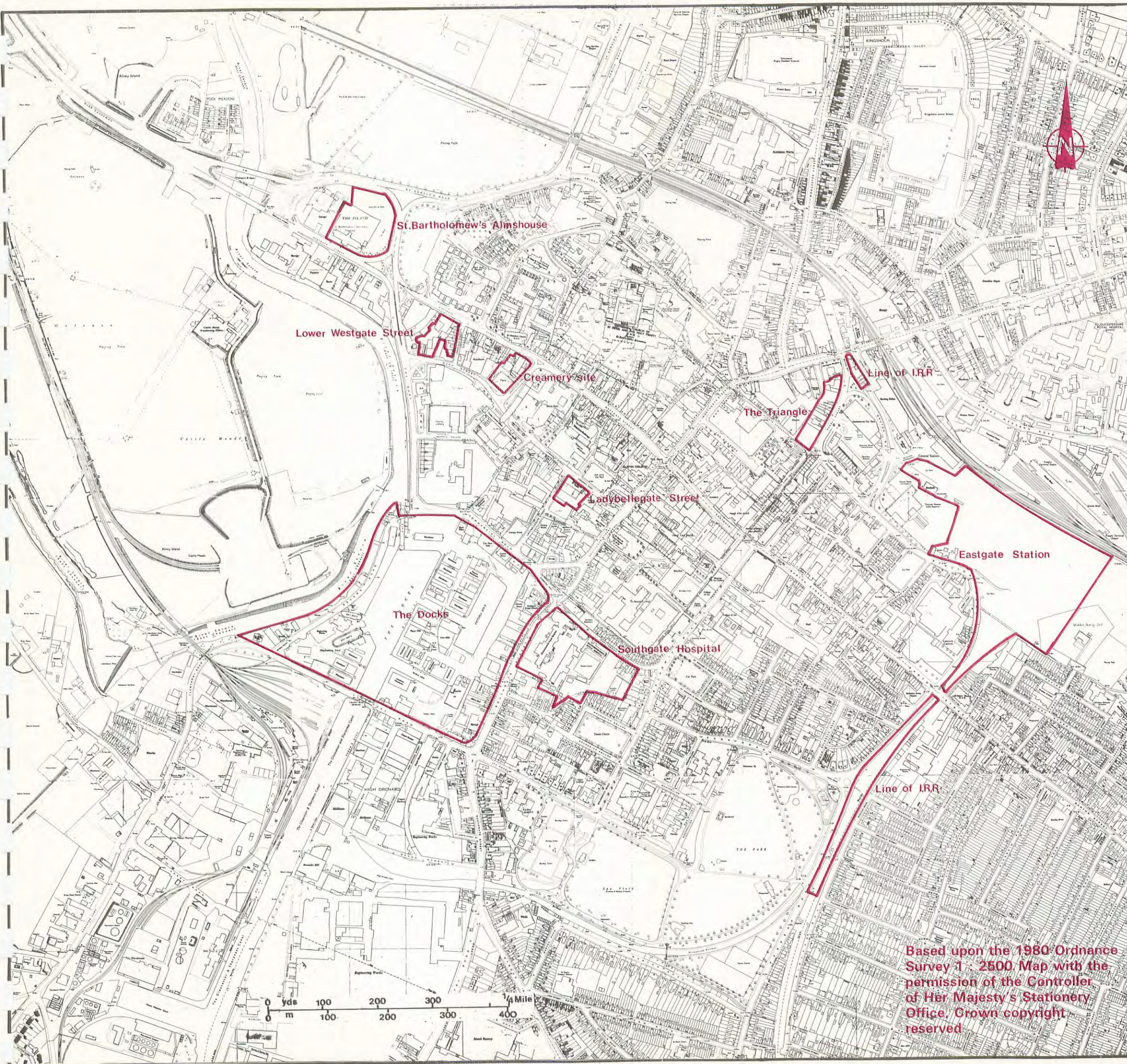
HOUSING

-  Major sites with planning permission June 1981
-  Major sites proposed for development pre-1987
-  Major sites to be developed post-1987
-  House Condition Survey Area (policy H3)

City of Gloucester Local Plan

PLAN 3

Based upon the 1980 Ordnance Survey 1:10,000 Map with the permission of the Controller of Her Majesty's Stationery Office, Crown copyright reserved



**VACANT, DERELICT
OR UNDER-USED
SITES IN THE CITY
CENTRE**

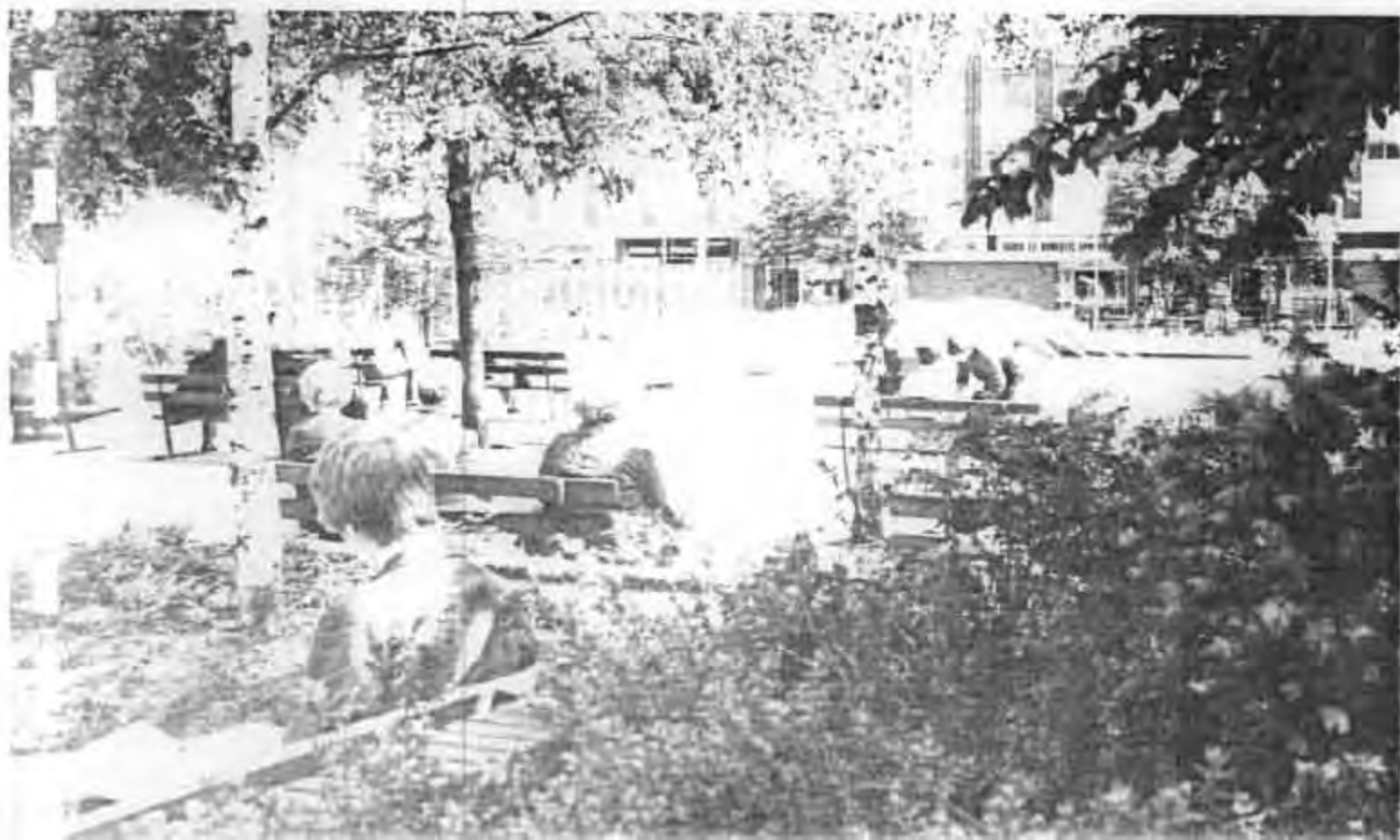
**City of Gloucester
Local Plan**

PLAN 4

Based upon the 1980 Ordnance
Survey 1 : 2500 Map with the
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ENVIRONMENT



ENVIRONMENT

- 6.1 Gloucester can claim to be one of the oldest continuously occupied cities in the country, having its origins in pre-Roman settlements and in a colony planted at the time of the Roman conquest. Unlike Cheltenham, which developed rapidly over a short period of time, and therefore exhibits a unified townscape style, Gloucester has developed a diverse historical environment with mediaeval and earlier buildings still to be found.
- 6.2 This diverse heritage has been recognised in the past by the City Council as of importance, with, for example, the declaration of eight Conservation Areas (two of outstanding national importance) very soon after the passing of the enabling legislation (Civic Amenities Act, 1967) and more recently the restoration and preservation of buildings. In this latter respect, the assistance of the Gloucester Civic Trust is worthy of mention.
- 6.3 Conservation of its historical elements is, however, only one facet of the City's environment. The appearance and standards of maintenance of all the City's buildings and streets, the presence of trees and planted areas and provision of amenity areas such as open spaces, contribute to the image of Gloucester. This image is important, not only in respect of the perception of residents, but also because it may influence the attraction of visitors, shoppers and investment to the City.
- 6.4 Accordingly, the Policies in this Chapter seek to achieve an environmental quality and image of the City complementary to the realisation of other objectives of the Plan. It is, however, recognised that major resource costs can be incurred in maintaining environmental quality, and an assessment of priorities is necessary to achieve, as far as possible, the environmental objectives of the Plan, within the available finance - both public and private.
- 6.5 The environmental priorities of the Plan, as embodied in Core Policies A.1, A.2, A.3 and A.4, are that the first concern should be for the City centre, and secondly, for the major radial roads and Ring Road in preference to other areas, although it is emphasised that this is a relative priority and standards need to be maintained throughout the City. Additionally, the particular importance of the City's historic fabric is recognised in the Policies.
- 6.6 In view of the particular relationship between the City's environment and the attraction of tourists, most of the policies of the Local Plan that particularly relate to Tourism are included within this Chapter (Core Policies A.5, A.6, A.7 and A.8).

CORE POLICY A.1

SPECIAL ATTENTION WILL BE GIVEN
TO ENHANCING AND IMPROVING THE
ENVIRONMENT AND ATTRACTIVENESS
OF THE CITY CENTRE

- 6.7 The City centre forms the focal point of the City's life and provides perhaps the most lasting impression of Gloucester, particularly to the visitor, whether tourist or on business. In addition, the City centre's appeal to local people as a shopping, cultural, administrative and recreational centre is important to maintain because the centre's continued success depends very much on its image and not just the facilities provided. The facilities and attractiveness of the City centre are therefore the most important in the City to enhance and improve, in terms of prestige, economic viability and the quality of life.
- 6.8 The City centre has a marked concentration of vacant, derelict or under-used sites and buildings which detract considerably from the general environment. Some are in prominent positions, and each affords an opportunity for development. It is important that this potential be realised not only to improve the environment but also to allow the City to progress.
- 6.9 The initiative for the development of the Docks by a consortium of interested parties is a most significant proposal in this respect and will have major conservation and environmental benefits. In view of the particular importance of this site it is considered separately in Chapter 11.
- 6.10 Development is also under way for retail and office purposes at the long vacant Eastgate Station site.
- 6.11 However, further action is required in other parts of the City centre. Lower Westgate Street contains a number of vacant sites and warrants improvement because of its position on the western approach to the City and because of its historic fabric.
- 6.12 Southgate Street has suffered a decline, both in terms of its shopping functions and its environmental condition, particularly the Royal Hospital building. Whilst opportunities afforded by the Docks and the hospital site might serve to revitalise the shopping and economic functions of the street, particular attention must be paid to the enhancement of the environment here.
- 6.13 Another proposal that would have as important an impact on the City centre's environment as development of the major vacant sites, would be the exclusion of vehicular traffic from the main shopping and tourist streets and their treatment as pedestrian areas. Such a proposal would also have benefits and implications for safety and traffic distribution matters referred to under Core Policy T.1.
- 6.14 Many other means could be identified and actions taken to enhance the City centre's attractions and influence its prosperity, but in a situation of limited resources the emphasis of the following Implementation Policies is on priority schemes and low cost maintenance and improvement, both by the public and private sectors.

- A.1(a) A "HEIGHTS OF BUILDINGS POLICY" WILL BE APPLIED AS DETAILED IN APPENDIX 5 PARTICULARLY TO PROTECT VIEWS OF THE CATHEDRAL

6.15 This Policy will be reviewed at an early date.

- A.1(b) * DETAILED INVESTIGATIONS INTO THE PEDESTRIANISATION OF THE FOUR "GATE STREETS" WILL BE CARRIED OUT, TO ASCERTAIN ITS PRACTICALITY AND DESIRABILITY ON THE ASSUMPTION THAT THE INNER RELIEF ROAD IS CONSTRUCTED

- A.1(c) SCHEMES WILL BE PREPARED AND PROGRAMMED, WITHIN PREVAILING BUDGETARY CONSTRAINTS, FOR THE CREATION OF FURTHER AREAS OF PUBLIC OPEN SPACE IN THE CITY CENTRE

6.16 In the first instance a scheme will be prepared and programmed for the creation of an area of open space at Blackfriars, taking into account the potential development of the adjacent derelict site. In addition the Council will investigate the possibility of restoring St. Michael's Square to open space use, subject to the provision of adequate alternative car parking facilities and funding.

- A.1(d) * THE CITY COUNCIL IN CARRYING OUT ITS RESPONSIBILITIES FOR THE CLEANSING AND MAINTENANCE OF STREETS AND OPEN SPACES, WILL HAVE REGARD TO THE IMPORTANCE OF GOOD ENVIRONMENTAL QUALITY IN THE CITY CENTRE WITHIN THE CONSTRAINTS OF AVAILABLE FINANCE

- A.1(e) DEVELOPMENT BRIEFS WILL BE PREPARED FOR EACH OF THE VACANT, DERELICT OR UNDER-USED SITES SPECIFIED BELOW AND SHOWN ON PLAN 4 TO PROMOTE AND ENCOURAGE THEIR DEVELOPMENT OR USE

The Docks (development scheme already prepared)	Land between Westgate Street, Lower Quay Street and Quay Street
Eastgate Station (planning brief already prepared)	Corner of Ladybellegate Street and Longsmith Street
Southgate Hospital (planning brief already prepared)	Co-op Creamery site, Westgate Street
The Triangle	Land required for the Inner Relief Road (I.R.R.)
St. Bartholomew's Almshouse	
Westgate Street (planning brief already prepared)	

6.17 Each brief would specify potential temporary and long-term uses, having due regard to the environmental impact of such uses and the infrastructure and access implications of development and would stress the importance of the maintenance of the site or property

* Regarding the status of this Policy see Paragraph 1.6 (Page 2).

in advance of development. Each site will be monitored to ensure its maintenance to a reasonable standard in order not to detract from the local environment. Action will be sought through negotiations with site owners, or in the last resort, through the appropriate enforcement procedures.

A.1(f) THE DEVELOPMENT OF SITES IN LOWER WESTGATE STREET
AND THE IMPROVEMENT OF ITS GENERAL ENVIRONMENT
WILL BE URGENTLY SOUGHT

6.18 The shift in shopping emphasis from this traditional shopping street has contributed to a general decline in the environment through vacancy and lack of adequate maintenance of older premises, particularly in the area to the west of Shire Hall. Means of achieving improvements to this situation will be investigated through a combination of economic regeneration and environmental enhancement as an incentive to investment by the private sector.

A.1(g) OPPORTUNITIES TO IMPROVE THE ENVIRONMENT AND
ATTRACTION OF LOWER SOUTHGATE STREET WILL BE
INVESTIGATED IN THE SHORT TERM

6.19 * As with the consideration of Lower Westgate Street in Implementation Policy A.1(f) above, enhancement is sought by a combination of economic regeneration and environmental improvement, particularly linked to the potential of the Docks and the hospital site.

* Regarding the status of this Policy see Paragraph 1.6 (Page 2)

CORE POLICY A.2

PARTICULAR REGARD WILL BE GIVEN TO THE CITY'S HERITAGE IN TERMS OF ARCHAEOLOGICAL REMAINS, LISTED BUILDINGS AND CONSERVATION AREAS

- 6.20 Gloucester's heritage of buildings, archaeological remains and historic areas is a resource which requires to be protected and retained. This is particularly true of the City centre which contains most of Gloucester's listed buildings. This concentration has resulted in the declaration of 8 Conservation Areas, stressing not only the importance of individual buildings, but also their collective contribution to the character of the City centre and its streetscape. These areas face particular pressure for development because of the vital nature of the City centre. Many of the buildings included within the first statutory list of buildings of Architectural or Historic Interest (1952) have been demolished, and it is now important to retain as far as possible what is left of the City's heritage.
- 6.21 Not only is it important to retain these listed buildings, it is also essential to ensure that they are maintained in good repair, and where vacancy exists, that economic uses be found for them. This principle has been shown to work with the City Council's involvement in the rehabilitation of 66, Westgate Street and the Civic Trust's rehabilitation of Ladybellegate House. Both these properties have been restored and returned to commercial use. Given the public sector's current financial restraints, it is important that the private sector be encouraged to invest in the maintenance of these buildings and therefore that economic uses be found for them.
- 6.22 As an historic City substantial archaeological remains lie beneath the existing streets and buildings. In recent years some features have been excavated and recorded, such as the old East Gate and parts of the old Roman fortifications are now open to public access. It is important that remains are excavated at appropriate opportunities in the development or redevelopment of individual sites in order to further enhance the historic significance and attraction of the City as a tourist centre.

IMPLEMENTATION POLICIES

- A.2(a) THE CITY COUNCIL WILL SEEK TO MAINTAIN CURRENT LEVELS OF GRANT AID FOR LISTED BUILDING REPAIR
- 6.23 Grants will be awarded only to owners of private houses in need of assistance where the listed status of a building results in costs being higher than normal for restoration or maintenance works. This will be subject to review should there appear to be an increase in the number of listed buildings being unsatisfactorily maintained through financial hardship or lack of incentive.
- A.2(b) THE WESTGATE TOWN SCHEME WILL BE MAINTAINED AS PROGRAMMED (1980-1985)

A.2(c) THERE WILL BE A GENERAL PRESUMPTION AGAINST THE DEMOLITION OF LISTED BUILDINGS

A.2(d) THE IMPORTANCE OF THE CITY'S EXISTING CONSERVATION AREAS IS RECOGNISED AND THESE WILL BE RETAINED. NEVERTHELESS, THE ACCEPTABILITY OF PERMITTING THE DEMOLITION OF NON-LISTED BUILDINGS IN CONSERVATION AREAS WILL BE CONSIDERED IN THE CONTEXT OF THE CONTRIBUTION THE BUILDINGS MAKE TO THE CHARACTER OF THE CONSERVATION AREA

6.24 This would enable the replacement of poor quality buildings to the benefit of the overall environment of conservation areas.

6.25 The statutory definition of a Conservation Area is an "area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance". Since the eight existing Conservation Areas were declared in 1968, a number of developments have occurred such as the completion of the Via Sacra, the rehabilitation of Bearland House and the creation of Tavern Square which it is considered justify extending the existing Conservation Areas. Also the 1978 designations terminate at somewhat arbitrary points, rather than containing meaningful areas. It is accordingly concluded that the Conservation Areas defined in 1968 should be reviewed.

6.26 To complement the existing Conservation Areas and any extensions resulting from the Review, it is considered necessary that measures should be considered within the near future for enhancing the special characteristics of the Conservation Areas. The following Implementation Policies to this effect are proposed.

IMPLEMENTATION POLICIES

A.2(e) * THE CITY COUNCIL WILL REVIEW THE BOUNDARIES OF THE CONSERVATION AREAS

A.2(f) * THE CITY COUNCIL WILL PREPARE ENHANCEMENT SCHEMES FOR CONSERVATION AREAS TO ACT AS A GUIDE FOR DEVELOPMENT PROPOSALS AND WHICH MAY INCLUDE TRAFFIC AND ROAD PROPOSALS NECESSARY TO ALLEVIATE CONDITIONS HARMFUL TO THE CHARACTER OF THE AREA

6.27 The Westgate Street area is considered to be a priority for such a scheme.

A.2(g) WHERE DEVELOPMENT PROPOSALS AFFECT A SITE OF ARCHAEOLOGICAL IMPORTANCE, ACCESS FOR EXCAVATION WILL BE REQUIRED FOR A PERIOD NOT EXCEEDING SIX MONTHS PRIOR TO THE COMMENCEMENT OF THE DEVELOPMENT

* Regarding the status of this Policy, see Paragraph 1.6 (Page 2)

- 6.28 This policy will be complemented through the use of a conditional planning permission, and the period for excavation will be kept to a minimum commensurate with the scale of development and extent of the remains. The areas most likely to require excavation are within the Roman, Saxon and Mediaeval defences and town suburbs as shown on Plan 5.
- 6.29 It is the Council's intention to avoid unnecessary delay to development by seeking to ensure the availability of archaeological expertise by its own City Excavation Unit or the Western Archaeological Trust Ltd. (formerly CRAAGS) and by phasing excavation works with site works whenever possible.
- 6.30 Only in exceptional cases has the Council required archaeological remains to be preserved in situ and it is considered impractical to adopt a policy covering such eventualities, but as with the East Gate in the rare cases of major "finds" discussion with site owners would be undertaken about means of preservation.

CORE POLICY A.3

OUTSIDE THE CITY CENTRE PRIORITY WILL BE ACCORDED TO ENVIRONMENTAL MAINTENANCE AND STANDARDS ON THE MAJOR RADIAL ROADS AND THE RING ROAD

- 6.31 It is important that environmental standards are maintained throughout the remainder of the City (i.e. outside the City centre). However, as the major traffic routes provide the visitor and commuters with their first impression of the City, it is considered that these routes should be afforded some level of priority.
- 6.32 Four routes give particular cause for concern, and the Implementation Policies particularly relate to these. Their environment is affected not only by the condition and appearance of development along these routes, but also by the effects of traffic in terms of congestion, parking, noise, fumes, etc. Barton Street suffers particularly from high volumes of traffic and congestion exacerbated by delivery vehicles. With the continued development of Abbeydale, this situation is constantly deteriorating and is beginning to affect other areas, e.g. Tredworth Road.
- 6.33 Bristol Road similarly suffers from high levels of traffic and congestion, including a significant proportion of heavy goods vehicles. This situation creates a number of problems, not only in terms of the efficiency of industrial uses served by the road, but also for the residential and shopping uses fronting the road.
- 6.34 The City's western approach from Over Causeway and Lower Westgate Street on the other hand has no significant problems in terms of congestion, but does have a specific environmental problem. What should be one of the City's most impressive approaches is depressed by the environment of Pool Meadow, the river bank and the Lower Westgate Street area. Stimulation of development and environmental improvement in this area is particularly required.
- 6.35 In addition to the above, particular attention must be paid to the Ring Road and the importance of its environmental maintenance in relation not only to roundabouts, verges and planting, but also to the development of adjacent land and property.

IMPLEMENTATION POLICIES

- A.3(a) * ENVIRONMENTAL PROBLEMS CAUSED BY TRAFFIC ON BRISTOL ROAD AND BARTON STREET WILL BE INVESTIGATED TO IDENTIFY APPROPRIATE MEASURES TO OVERCOME OR ALLEVIATE THEM WHERE POSSIBLE
- 6.36 The appropriateness of such measures will be judged by their effectiveness in achieving Transport objectives (as in Chapter 7) as well as environmental objectives and, where these are in conflict, the merits of each will have to be considered.

* Regarding the status of this Policy see Paragraph 1.6 (Page 2)

- 6.37 The need for Stage I of the Eastern Radial Road as a specific measure to alleviate environmental problems caused by traffic in Barton Street in particular, is recognised.

A.3(b) A PROGRAMME OF ENVIRONMENTAL IMPROVEMENTS ALONG BRISTOL ROAD, BARTON STREET, THE CITY'S WESTERN APPROACH (OVER CAUSEWAY, LOWER WESTGATE STREET) AND THE RING ROAD, WILL BE PREPARED AND IMPLEMENTED AS CONSIDERED APPROPRIATE WITHIN PREVAILING BUDGETARY CONSTRAINTS. THE PRIVATE SECTOR WILL BE ENCOURAGED TO PARTICIPATE IN ENVIRONMENTAL IMPROVEMENTS TO BOTH LAND AND PROPERTY

A.3(c)* A COMPREHENSIVE PLAN FOR THE IMPROVEMENT AND FUTURE DEVELOPMENT OF THE POOL MEADOW AREA WILL BE PREPARED

A.3(d) THE EXISTENCE AND CONDITION OF VACANT, DERELICT OR UNDER-USED SITES AND BUILDINGS ALONG THESE ROUTES WILL BE CAREFULLY MONITORED. WHERE NECESSARY, MAINTENANCE OF DERELICT SITES WILL BE ACHIEVED BY NEGOTIATION WITH SITE OWNERS OR THE USE OF APPROPRIATE ENFORCEMENT PROCEDURES

* Regarding the status of this Policy see Paragraph 1.6 (Page 2)

CORE POLICY A.4

ENVIRONMENTAL IMPROVEMENT AND
ENHANCEMENT WILL BE SOUGHT BY
THE CONTROL OF DEVELOPMENT AND
OTHER MEASURES TO MAINTAIN THE
ATTRACTION OF THE CITY

- 6.38 Whilst Core Policies A.1 and A.3 have considered the City's areas of high environmental impact - the City centre, the major radial routes and the Ring Road - it must be recognised that development (or the lack of development) throughout the City affects its image and attraction. Problems akin to those of the City centre and major routes occur throughout the City, requiring action and resolution.
- 6.39 Particular problems exist in the areas of older housing, some of which can be resolved by local authority action, such as comprehensive environmental improvement or, on a smaller scale, by planting and other works, but much of the problem lies in the condition and maintenance of the buildings themselves (see Core Policy H.3). It is important, however, that the full potential of this valuable part of the City's housing stock is realised and not lost through a poor environmental image.
- 6.40 Attention must also be paid to the layout and design of new development, whether large or small, as the standards set now and conditions created will last many years. Potential long term environmental problems must be avoided by the control of development.
- 6.41 Clearly the control of development is important in the conservation and enhancement of the environment, but there are other factors affecting the environment which cannot be resolved purely by such control. Some non-conforming uses, for example, can detract considerably from the environment, particularly in residential areas. In addition, noise and smell from established industry, traffic noise and fumes, and other forms of pollution, singly or in combination, can have a detrimental effect. In many of these instances, the enforcement of the appropriate legislation, negotiation or other action by the City Council may be critical, particularly in terms of acceptable residential environments.
- 6.42 A particularly significant asset to the City is Robinswood Hill. Its leisure and recreational potential is realised by the facilities of the Gloucester Country Club and the designation of much of the hill as a Country Park. It also provides an important area of open landscape within the built-up area, which in the interests of City residents and users of the Country Park should not be diminished and a policy for the control of further development is considered essential. It may be noted that because of the important juxtaposition in landscape terms of Robinswood Hill and the Cotswold escarpment, the area subject to control extends down the south east slopes of the hill to the City boundary. The Structure Plan also recognises that this area is a "Special Landscape Area" and it is intended that the boundary as drawn on Plan 6 defines that area within the City boundary.

IMPLEMENTATION POLICIES

- A.4(a) BY THE CONTROL OF DEVELOPMENT, HIGH STANDARDS OF DEVELOPMENT WILL BE PURSUED THROUGHOUT THE CITY TO MAINTAIN AND ENHANCE ITS ENVIRONMENT
- A.4(b) * WHERE APPROPRIATE, DESIGN GUIDANCE WILL BE PREPARED BY THE CITY COUNCIL TO ASSIST IN THE ATTAINMENT OF ACCEPTABLE STANDARDS OF DEVELOPMENT
- A.4(c) THE CITY COUNCIL, THROUGH ITS LEGISLATIVE RESPONSIBILITIES, AND BY OTHER MEANS, WILL SEEK TO ENSURE THAT ALL FORMS OF ATMOSPHERIC POLLUTION AND NOISE ARE KEPT WITHIN ACCEPTABLE LIMITS
- A.4(d) IN APPROPRIATE CASES, THE CITY COUNCIL WILL CONSIDER THE RELOCATION OF NON-CONFORMING USES, PARTICULARLY FROM RESIDENTIAL AREAS WHERE SPECIFIC PROBLEMS ARE CREATED AS A RESULT OF SUCH USE
- A.4(e) WITHIN THE BOUNDARY DEFINED ON PLAN 6, DEVELOPMENT ON OR AROUND ROBINSWOOD HILL WILL NOT NORMALLY BE PERMITTED EXCEPT WHERE:-
- (i) IT IS ESSENTIAL TO MEET THE NEEDS OF AGRICULTURE, FORESTRY, OPEN AIR RECREATION OR EDUCATIONAL FUNCTIONS WHICH DO NOT REQUIRE LARGE BUILDINGS
 - (ii) IT CONSTITUTES MINOR EXTENSIONS TO EXISTING PROPERTIES
- SUCH PROPOSALS WILL BE CONSIDERED IN THE LIGHT OF THE COUNCIL'S AIMS AND OBJECTIVES TO PRESERVE THE OPEN CHARACTER OF ROBINSWOOD HILL AND TO SUPPORT ITS USE FOR RECREATIONAL AND LEISURE PURPOSES

* Regarding the status of this Policy see Paragraph 1.6 (Page 2)

CORE POLICY A.5

THE RETENTION AND IMPROVEMENT OF GLOUCESTER'S TOURIST ASSETS WILL BE PROMOTED FOR THE MUTUAL BENEFIT OF RESIDENTS AND VISITORS

- 6.43 Gloucester's image is that of an historic town but at present the Cathedral is the only widely-known tourist feature within the City and is frequently the only place of interest viewed by the visitor. Gloucester, however, has many other physical assets which do not as yet fulfil their potential to attract the attention of the tourist. Foremost amongst these are the Docks, the River Severn and historic monuments and buildings such as Blackfriars, St. Oswald's Priory and Bishop Hooper's Lodgings. All these lie in that part of the City which has been defined as Gloucester's main tourist area. (See Plan 7).
- 6.44 Although Gloucester has other features of interest which lie outside this zone, e.g. Llanthony Priory, this area contains the principal tourist attractions and those which have the potential to be more attractive in the future. At present the Cathedral and its precincts, the shops, the Docks and the River Severn are four separate elements within the City, but it is hoped that these can be developed cohesively to provide a tourist route.
- 6.45 Apart from the physical fabric of the City, there are also social and cultural facilities, such as restaurants and museums and events such as the Three Choirs Festival, which contribute to Gloucester's appeal.
- 6.46 The retention, improvement and promotion of all these assets will encourage greater numbers of people to visit Gloucester and will create an interesting and attractive environment for the resident. The following implementation policies seek to achieve these objectives with regard to the physical assets of the City and are of particular relevance in the main tourist area.

IMPLEMENTATION POLICIES

- A.5(a) THE INCLUSION OF TOURIST-ORIENTATED USES WITHIN
THE COMPREHENSIVE REDEVELOPMENT OF THE DOCKS
AREA WILL BE ENCOURAGED
- 6.47 Gloucester Docks combines the appeal of water with an outstanding selection of nineteenth century warehouses to create a tourism asset whose potential is unparalleled within Gloucester and possibly the county. The British Waterways Board has already recognised the opportunities provided by the Docks by proposing to establish the National Waterways Museum within one of the Listed Buildings. This would involve the transfer of part of the present British Waterways Museum from Stoke Bruerne and its major expansion. The British Waterways Museum currently receives more than 80,000 visitors a year. The City Council supports the British Waterways Board in this venture, and has committed itself to the aim by providing £20,000 from its Lottery Fund towards the establishment of the new Museum.

- 6.48 This Museum will be of great significance to the future prosperity of Gloucester's tourist industry and will act as a catalyst in the revitalisation of the Docks. Within the redevelopment scheme other potential features could include a marina, tourist-orientated shops, craftworks, cafes, restaurants, public houses and an hotel.

A.5(b)* INVESTIGATIONS WILL BE CARRIED OUT INTO THE BEST MEANS BY WHICH THE SEVERN RIVERSIDE CAN BE IMPROVED IN APPEARANCE AND INCREASED IN APPEAL

- 6.49 The environs of the river are a largely untapped source of leisure potential which could play a greater part in the recreational life of the City and which are also capable of providing an attractive link between the Docks and Westgate on the tourist route. Investigations will be undertaken into the means by which the appearance of the river area can be improved for the passer by and the Rambler, and the River Severn transformed into an attraction for the visitor and the resident. Consideration will be given to a river bank planting scheme on the Oxleaze and the area's designation for recreational development (Policy L.3(a)) will give potential for its enhancement. In accordance with Policy L.6(b) the City Council is also at present negotiating with riparian owners to complete the riverside walk.

A.5(c) THE FOLLOWING ELEMENTS OF THE CITY'S HISTORIC FABRIC HAVE PARTICULAR SIGNIFICANCE FOR GLOUCESTER'S TOURIST INDUSTRY. THEIR CONSERVATION AND MAINTENANCE AND THE CONSERVATION OF THEIR SETTINGS ARE MATTERS OF IMPORTANCE

THE CATHEDRAL AND ITS PRECINCTS	THE VIA SACRA
BISHOP HOOPER'S LODGINGS	BLACKFRIARS
LLANTHONY PRIORY	GREYFRIARS
ST. OSWALDS PRIORY	THE DOCKS
ROBERT RAIKES HOUSE	THE NEW INN

- 6.50 These elements have been selected as being those with the greatest potential to interest the visitor to Gloucester. It is recognised, however, that the City has many other fine buildings, such as the churches of St. Mary de Lode and St. Mary de Crypt which, together with the above, create the historic image upon which Gloucester's tourist industry will largely depend and that these too should be conserved and maintained.

A.5(d) THE COUNCIL SUPPORTS THE PROPOSAL OF THE DEPARTMENT OF THE ENVIRONMENT TO RENOVATE BLACKFRIARS AND PROMOTE IT AS A TOURIST ATTRACTION. THE IMPORTANCE OF THE BUILDING'S SETTING WILL BE TAKEN INTO ACCOUNT WHEN CONSIDERING PROPOSALS FOR DEVELOPMENT IN ITS VICINITY.

- 6.51 The full exploitation of this site would particularly enhance the tourist potential of the City.

* Regarding the status of this Policy see Paragraph 1.6 (Page 2)

IMPLEMENTATION POLICY

A.5(e) THE USE OF LLANTHONY PRIORY FOR USES ASSOCIATED
WITH LEISURE WILL BE SUPPORTED SUBJECT TO SOME
PUBLIC ACCESS FOR VISITORS TO THE ANCIENT
MONUMENT BEING MAINTAINED

6.52 As an aid to establishing a satisfactory use for the Priory and
ensuring its conservation, it is considered that some site
clearance and repairs to the buildings will be necessary as soon
as possession of the site is obtained.

CORE POLICY A.6

THE CITY COUNCIL WILL SEEK TO
PROVIDE SERVICES FOR THE USE OF
VISITORS

- 6.53 Services such as a coach park and public toilets, whilst not attractive in themselves, have a complementary role to play in ensuring the comfort and well-being of the tourist. It would be impossible to promote tourism and to fully satisfy Gloucester's potential to attract the visitor without providing the necessary facilities, nor could the City cope with the expected rise in tourism if these services were not available. Not only do these have the capacity to make or mar the visitor's stay, but they can also leave impressions which will encourage or discourage the visitor's return and the recommendation of Gloucester to others. Similarly, the availability of tourist information in the form of maps, guides and accommodation details can make the difference between Gloucester's image as only a Cathedral stop, and its potential to be a tourist centre for the Cotswolds, Forest of Dean and the Severn Vale.

IMPLEMENTATION POLICIES

- A.6(a) COACH PARKING FACILITIES WILL BE PROVIDED AT THE WESTGATE STREET CAR PARK UNTIL SUCH TIME AS ALTERNATIVE FACILITIES CAN BE PROVIDED. ADDITIONAL PROVISION WILL BE SOUGHT IN THE DOCKS
- 6.54 Discussions with coach operators indicate that, for many years, Gloucester has been unable to fully exploit its potential to attract coach parties because of the lack of a suitable coach park. Until recently, those coach firms which do operate trips to the City have been forced to set down and pick up their passengers in the street, a practice which is dangerous and causes congestion, apart from being inconvenient for the drivers themselves. Access to the Cathedral car park is allowed at present but this is far from satisfactory on both environmental and traffic grounds.
- 6.55 It was initially proposed to use land adjacent to St. Oswald's Priory for coach parking, but this would be expensive. Use of part of the Westgate car park is therefore proposed. Additionally, it is envisaged that the Docks will become a substantial visitor attraction and coach parking provision will be sought in the redevelopment scheme.
- A.6(b) * CONSIDERATION WILL BE GIVEN TO THE SERVICES AVAILABLE FOR TOURISTS IN THE CITY AND A PROGRAMME FOR PROVISION PREPARED WHERE NEW OR ADDITIONAL FACILITIES ARE FOUND TO BE ESSENTIAL
- 6.56 Services covered by the investigation will include public conveniences, the availability of suitable parking and tourist information provision.

* Regarding the status of this Policy see Paragraph 1.6 (page 2)

A.6(c) THE DEVELOPMENT OF TOURIST-ORIENTATED SHOPS
WILL BE ENCOURAGED

- 6.57 Over the last two years, Gloucester has seen the introduction of several tourist-orientated shops which would appear to be successful and, given the City Council's desire to expand tourism, there is considered to be scope for further development of this kind in the Lower Westgate Street area and the Docks/Southgate Street area.

CORE POLICY A.7

THE CITY COUNCIL WILL ENCOURAGE
THE PROVISION OF AN ADEQUATE LEVEL
AND MIX OF ACCOMMODATION TO SATISFY
VISITOR DEMAND

- 6.58 At present Gloucester's tourist trade largely comprises day trippers who come to visit the Cathedral, and those who use the City as a convenient bed-and-breakfast stop on a long journey. The City Council, however, wishes to expand Gloucester's visitor role to cater for the weekend and the longer holiday traffic so that the City may become a touring centre for the Cotswolds, the Forest of Dean and the Severn Vale. Whilst Gloucester's present accommodation provision appears to be coping with current levels of demand, it is unlikely that this will be satisfactory when demands increase and become more varied. In order for Gloucester to contend successfully in the highly competitive field of the holiday and business-trip market, not only must enough accommodation be provided, but it must also be of the right type to satisfy demand. Over the last few years, both national and regional statistics have indicated a significant swing towards self-catering holidays, weekend or short second and additional holidays and towards business trips and conferences. Having decided to promote tourism in the City, it is to these areas that the City can most profitably turn to complement its existing day visitor trade.

IMPLEMENTATION POLICIES

- A.7(a) THE PROVISION OF APPROPRIATE SELF-CATERING
ACCOMMODATION, CONFERENCE FACILITIES AND
CENTRAL AREA HOTELS WILL BE ENCOURAGED BY
THE CITY COUNCIL

- 6.59 Gloucester has very little self-catering accommodation and has been unable to compete for a share in this expanding area of the market. The City Council wishes to revise this situation by favouring development which is suited both to Gloucester's urban nature and to its role as a touring centre. Holiday flats or chalets are not felt to be a priority at the present time, but the City Council would welcome the development of a suitably located touring site for caravans and camping. The provision of a Youth Hostel is also being investigated.
- 6.60 It is estimated that business patrons already constitute over half of Gloucester's hotel trade, but in view of the important employment function of the City, it is considered that the potential exists to move into the conference market on a limited scale, and the City Council would welcome private investment in conference facilities.
- 6.61 Notwithstanding the construction of the Crest Hotel at Barnwood, the City Council will encourage the development of further high quality hotel accommodation in the City centre.

A.7(b) GUEST HOUSE DEVELOPMENTS WILL NORMALLY BE
PREFERRED IN LOCATIONS ALONG MAIN RADIAL
ROUTES AND IN THE CITY CENTRE, SUBJECT TO
THE EFFECT ON ADJACENT RESIDENTIAL PROPERTIES,
THE LOSS OF SINGLE FAMILY DWELLINGS AND THE
ABILITY TO PROVIDE OFF-STREET CAR PARKING.
HOWEVER, SUCH DEVELOPMENTS IN OTHER LOCATIONS
WILL BE ALLOWED WHERE SPECIAL CIRCUMSTANCES
PERTAIN

6.62 Having determined to expand its tourist trade, the City Council is
anxious to ensure that the establishment of guest houses should
not be to the detriment of residential areas. Standards are
necessary, therefore, in order to assess the acceptability of
guest house applications. Supplementary guidance on these matters
is available from the City Planning Department.

CORE POLICY A.8

THE CITY COUNCIL WILL SEEK TO
ACTIVELY PROMOTE GLOUCESTER AS
A TOURISM CENTRE

- 6.63 The City Council has already resolved that Gloucester should develop as a tourism centre and promotion is the key to the encouragement of a healthy tourist trade. The City Council already undertakes promotional work and this will be developed further to complement and support other Local Plan policies.

ARCHAEOLOGICAL EXCAVATION AND CONSERVATION AREAS

 Area of principal
Archaeological Remains.

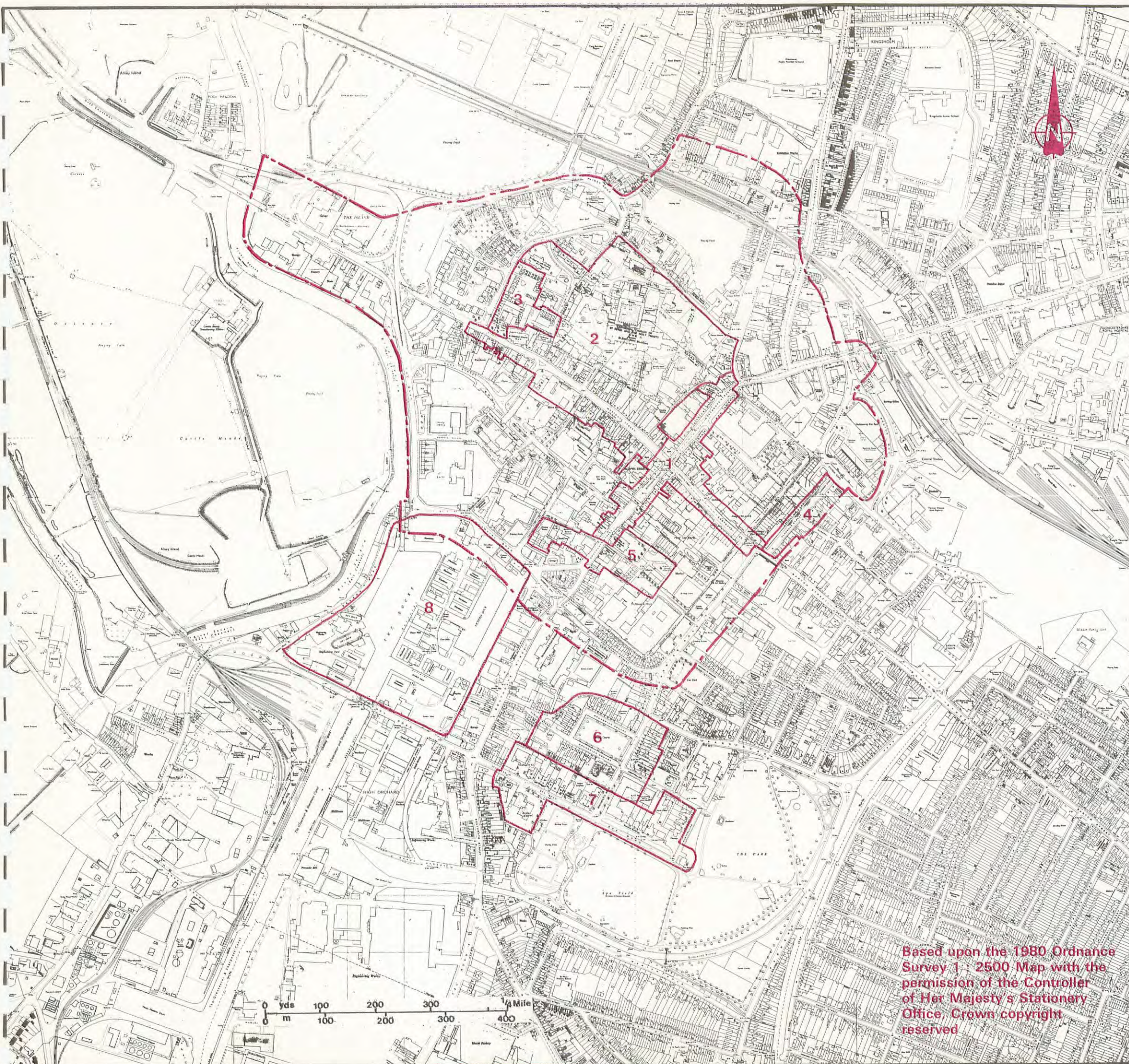
1. The Cross, Eastgate, Northgate and Southgate Street.
- 2.* The Cathedral precinct and Westgate Street.
3. St Mary's Square and Fountain Square.
4. Clarence Street.
5. Greyfriars and Blackfriars.
6. Brunswick Square.
7. Spa Road.
- 8.* The Docks.

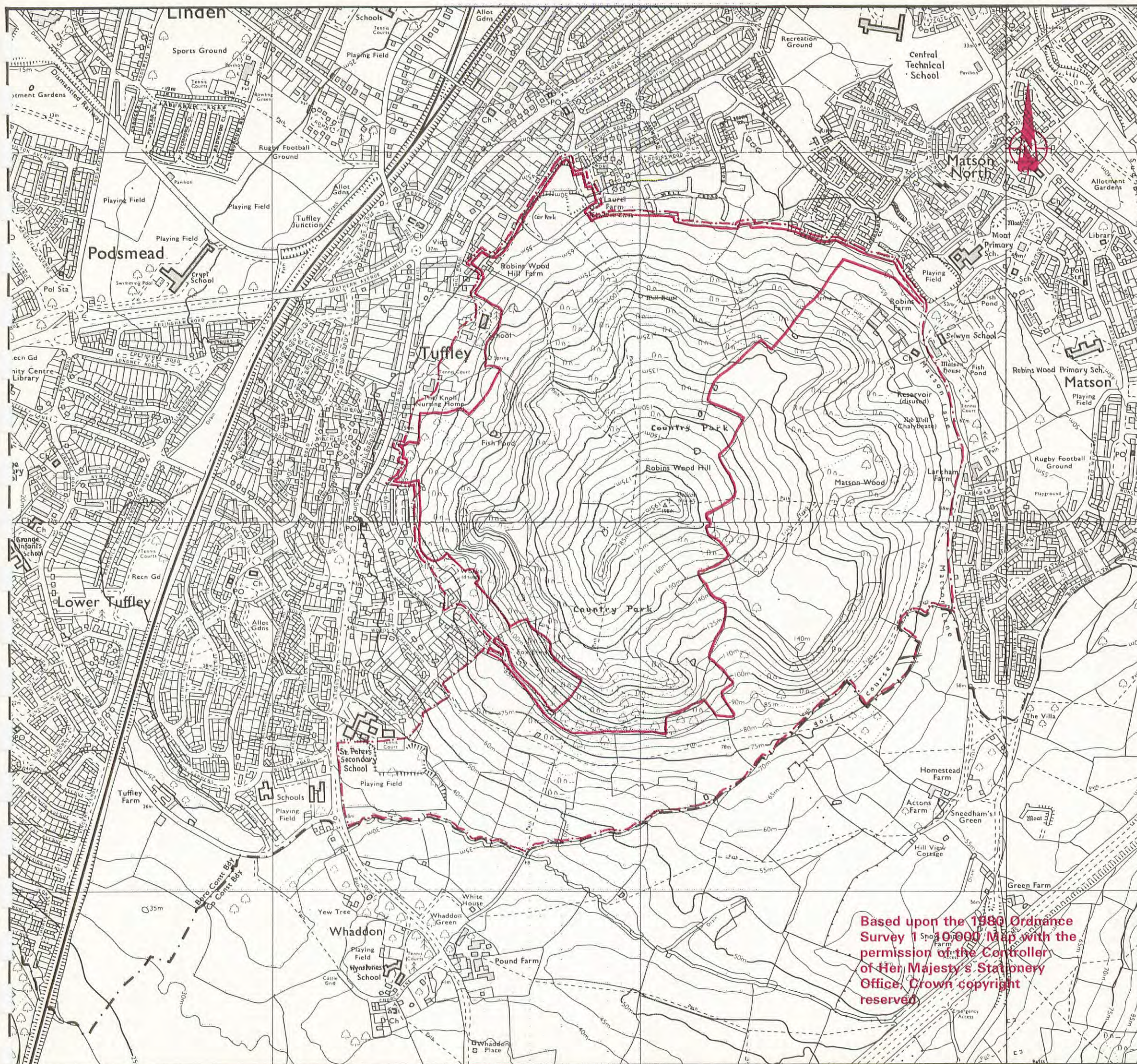
* Conservation Areas of Outstanding
National Importance.

City of Gloucester Local Plan

PLAN 5

Based upon the 1980 Ordnance
Survey 1 : 2500 Map with the
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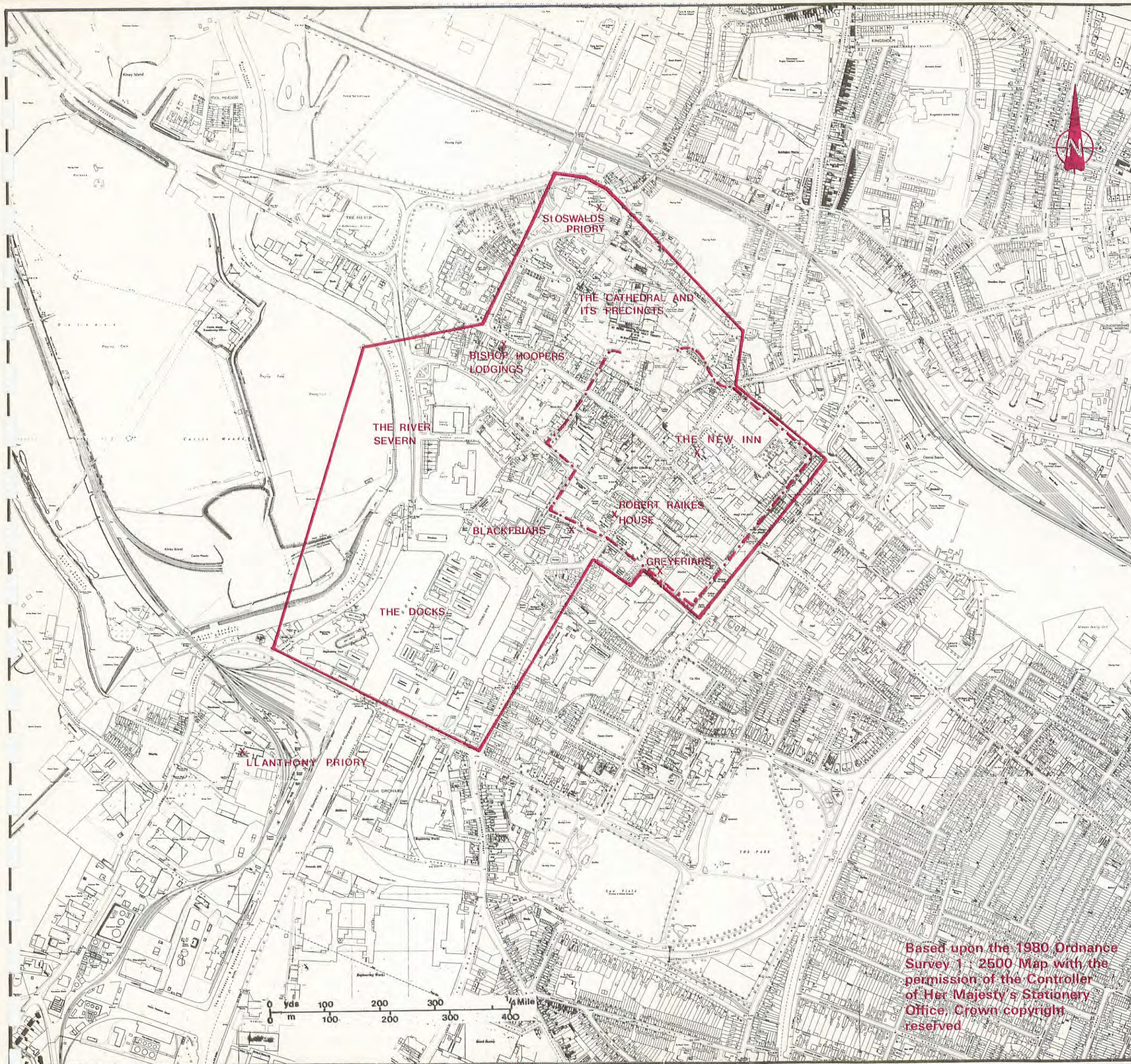
ROBINSWOOD HILL AREA OF SPECIAL CONTROL

-  Country Park
-  Protected Zone

City of Gloucester
Local Plan

PLAN 6

Based upon the 1989 Ordnance
Survey 1:10,000 Map with the
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MAIN TOURIST AREA and principal attractions

----- VIA SACRA

——— MAIN TOURIST AREA

City of Gloucester
Local Plan

PLAN 7

Based upon the 1980 Ordnance
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TRANSPORT



TRANSPORT

- 7.1 The availability of transport to all members of the community is of great importance and to achieve this a balance between different types of transport, public or private, passenger or freight, needs to be maintained. It is also necessary to consider other effects of transport in terms of road safety, the environment and vehicular/pedestrian conflict.
- 7.2 The parts of the City that presently experience the greatest problems in terms of ease of movement, road safety and environmental conflict are:-
- (a) the "eastern corridor" of the City - primarily the area from Tredworth Road north to Barnwood Road/London Road
 - (b) the City centre
 - (c) Bristol Road
- 7.3 Arising from growth predicted for the City, further pressure will occur, particularly in these three areas, unless a very radical strategy for the location of development and transportation totally contrary to existing policies is adopted, or unless national energy policies or technological change materially alter the attractiveness of using private vehicles.
- 7.4 The need to resolve transport problems in these three areas is critical. The Central Area is an important trip attraction for social, shopping and work purposes, and in order to maintain its viability and attraction, it is important to create ease of access to, from and within the City centre. Elsewhere, to encourage new residential and employment development, it is essential to maintain and improve local transport facilities and ensure good access to developing areas.
- 7.5 Three approaches are theoretically possible to resolve these existing problems and to avoid them worsening:-
- (i) keeping the number of vehicle trips down in the City by policies promoting public transport and constraining (or at least not accommodating) private cars
 - (ii) re-ordering decisions on the location of major development to enable use of those parts of the highway systems presently under capacity
 - (iii) improving the capacity of the present highway system and City centre parking
- 7.6 The first approach has been attempted in other cities in the country but the bias of many car owners against the use of public transport, and the diversity of journeys that people make which conventional public transport cannot readily cater for, militate against the success of this approach in isolation.

- 7.7 The second approach would involve development either west or north of the City where other resource costs incurred by major developments are likely to equal transportation "savings" and this is not considered in the best interests of the overall planning of the City.
- 7.8 In the next ten years the greatest scope for relieving congestion, improving safety and reducing environmental conflict in the City, is considered to be by improvement of the road and parking provision. By such improvements, private cars, freight transport, pedestrians, cyclists and public transport can be better accommodated. The most suitable and economic means of achieving better conditions within the City varies according to each circumstance, and the Core Policies as set out below state the methods by which improvements will be sought in the three problem areas, and particular types of transport encouraged. The highway system which forms the basis for this strategy is shown on Plan 8.
- 7.9 The responsibility for transport policies and proposals lies with the County Council as the highway authority, with the City Council undertaking most aspects of highway improvement, maintenance and traffic management under an agency agreement. The County Structure Plan sets out the County Council's overall Transportation strategy with traffic management measures being given priority in major urban areas, such as Gloucester, complemented by major road schemes and public transport maintained to cater for the needs of the community. This strategy is reflected in the policies of the Local Plan.

CORE POLICY T.1

IN THE CITY CENTRE, TRAFFIC CIRCULATION AND DISTRIBUTION AND THE PROBLEM OF CONFLICT BETWEEN VEHICLES AND PEDESTRIANS WILL BE IMPROVED BY THE PROVISION OF NEW HIGHWAYS, TRAFFIC MANAGEMENT AND PEDESTRIANISATION

- 7.10 The City centre is a very compact area with a high concentration of shops and offices which inevitably generate a considerable volume of traffic. The prosperity of the City centre and its effective functioning are dependent on the ease of circulation and access by both vehicular and pedestrian traffic and on the availability of parking. Increasing levels of congestion and conflict between vehicles and pedestrians, particularly in the four streets approaching The Cross, will detract from the viability of the City centre. The level of conflict is clearly demonstrated by the high proportion of accidents in the City centre involving pedestrians.
- 7.11 Distribution of traffic around and through the City centre is at present primarily on the four "gate" streets and around the Bruton Way, Market Parade and Station Road route which is inadequate for the movement which takes place, and the complexities of access to the Station, multi-storey car park and bus station. It is considered that this can be better achieved by provision of the Inner Relief Road and this is therefore the priority scheme for capital investment.
- 7.12 The intended shopping development on the site of the Eastgate Station and the agreement by the developers to make a contribution to the cost of road improvements has made possible the start in early 1982 of the construction of that section of the Inner Relief Road from Barton Street to Worcester Street. The consequences of these works for the distribution of traffic around the City centre will have to be monitored.
- 7.13 In the south west of the City centre, the proposed redevelopment of the Docks will lead to significantly increased traffic and pedestrian movements, but the means of resolving any consequent problems are presently being considered as part of a study of transport issues in the west and south of the City.

IMPLEMENTATION POLICIES

- T.1(a) STAGES 1, 2 AND 3 OF THE INNER RELIEF ROAD WILL BE CONSTRUCTED IN ACCORDANCE WITH THE POLICIES OF THE STRUCTURE PLAN AS THE PRIORITY MAJOR HIGHWAY SCHEME IN THE CITY
- T.1(b) * THE FUNCTION, ALIGNMENT AND TIMING OF CONSTRUCTION OF STAGE 4 OF THE INNER RELIEF ROAD WILL BE INVESTIGATED

* Regarding the status of this Policy see Paragraph 1.6 (Page 2)

7.14 Stage 4 of the Inner Relief Road is that section of the road in the south west quarter of the City centre. Its nature and provision must be investigated in order that due account can be taken of it in considering development proposals in this part of the City centre.

T.1(c) A BALANCED SYSTEM OF TRAFFIC MANAGEMENT WILL BE INTRODUCED IN THE CITY CENTRE COMMENSURATE WITH THE CONSTRUCTION OF THE INNER RELIEF ROAD TO ALLOW THE SATISFACTORY DISTRIBUTION OF TRAFFIC, ENSURE PEDESTRIAN SAFETY AND TO TAKE ACCOUNT OF POTENTIAL PEDESTRIANISATION

T.1(d)* AN INVESTIGATION WILL BE CARRIED OUT INTO THE PRACTICALITIES OF INTRODUCING PEDESTRIANISATION AND SUITABLE SERVICING ARRANGEMENTS IN THE FOUR "GATE" STREETS

T.1(e) IN UNDERTAKING TRAFFIC MANAGEMENT OR CONTROL MEASURES WITHIN THE MAIN SHOPPING AREA OF THE CITY (SEE PLAN 10), PRIORITY WILL BE GIVEN TO PEDESTRIANS OVER THE NEEDS OF OTHER ROAD USERS

T.1(f) IN THE CITY CENTRE OUTSIDE THE MAIN SHOPPING AREA, IN SITUATIONS WHERE THERE ARE SIGNIFICANT PEDESTRIAN MOVEMENTS, APPROPRIATE PROVISION WILL BE SOUGHT TO ACCOMMODATE PEDESTRIANS, INCLUDING, IF NECESSARY, PRIORITY OVER OTHER ROAD USERS

* Regarding the status of this Policy see Paragraph 1.6 (Page 2)

CORE POLICY T.2

HIGHWAY CONSTRUCTION, IMPROVEMENTS AND TRAFFIC MANAGEMENT MEASURES WILL BE IMPLEMENTED IN ORDER TO RESOLVE THE INCREASING PROBLEMS BETWEEN THE CITY CENTRE AND THE EASTERN PARTS OF THE CITY, OF ACCESS, SAFETY AND ENVIRONMENTAL CONFLICT

- 7.15 Over recent years the major residential development of the City has taken place primarily to the east of the City. When this development was initiated it was recognised that there would be a need for the provision of a major radial route between the east and the City centre. This need has since become critical in order to serve future development, to relieve congestion and safety problems along Painswick Road/Barton Street and London Road and also to reduce the overspill of traffic onto Tredworth Road and into adjacent residential areas. There is an increasing trend for traffic to cut through the Barton/Tredworth area in the mornings to gain access to Bristol Road and the City centre and during the evenings to bypass queues in Barton Street in order to reach the Ring Road. The effects of this extraneous traffic are detrimental in narrow residential streets, causing problems of safety and interfering with the movement of local traffic. The heavy flows on Barton Street have already necessitated provision of pelican crossings at two sites, and various measures are currently under consideration in the Tredworth Road area. The heavy flows from the east, crossing and using the Ring Road are affecting the operation of the Ring Road, particularly at the "Walls" and Painswick Road roundabouts. Some decrease in traffic using the "Walls" roundabout is expected when the Northern Bypass is constructed, but this is unlikely to greatly reduce congestion at peak hours. The Eastern Radial Road is essential for the relief of these problems, but as it is not immediately programmed, other short term measures are necessary in the interim.
- 7.16 However, to help meet the housing requirements of the Structure Plan there is a need to commence housing development at Abbeydale before 1986. Correspondingly, the requirement for construction of the Eastern Radial Road is brought forward. Methods of achieving this are under consideration. However, attention is drawn to the fact that without major investment in a new road, the traffic consequences of this single most important housing development in the City would be such as to preclude completion of more than a small part of the development and this would have serious consequences for residential land availability in the City.

IMPLEMENTATION POLICIES

- T.2(a) STAGE I OF THE EASTERN RADIAL ROAD BETWEEN EASTERN AVENUE AND THE CITY CENTRE WILL BE CONSTRUCTED AS A PRIORITY MAJOR HIGHWAY SCHEME IN ACCORDANCE WITH THE STRUCTURE PLAN. (See Implementation Policies H.2(d), A.3(a) and Plan 8)

T.2(b) STAGE II OF THE EASTERN RADIAL ROAD BETWEEN EASTERN AVENUE AND CHURCH LANE WILL BE CONSTRUCTED AS A PRIORITY MAJOR HIGHWAY SCHEME IN ACCORDANCE WITH THE STRUCTURE PLAN TO SERVE THE HOUSING AREA OF ABBEYDALE AND COMPLEMENT THE EXISTING "RADIAL ROAD" EAST OF THE RING ROAD. (See also H.2(a), (b), (c) and (d))

T.2(c) IN ADVANCE OF THE EASTERN RADIAL ROAD, TRAFFIC MANAGEMENT MEASURES AND ASSOCIATED HIGHWAY IMPROVEMENTS WILL BE INTRODUCED IN THE EASTERN PARTS OF THE CITY WITH A VIEW TO PROVIDING SHORT TERM RELIEF TO CONGESTION ALONG AND ON TO THE RING ROAD

Areas of immediate concern which are being investigated are:-

- (i) Conflict and congestion at the "Walls" and Painswick Road roundabouts
- (ii) Conflict and congestion at major junctions in Barton Street, London Road and Painswick Road
- (iii) The use by extraneous traffic of older housing areas off Barton Street and Tredworth Road. (See also Policies H.3(d) and A.3(a))

T.2(d) CONSIDERATION WILL BE GIVEN TO MEASURES TO FACILITATE REAR ACCESS SERVICING, PARTICULARLY TO PREMISES FRONTING MAIN TRAFFIC ROUTES

CORE POLICY T.3

TRAFFIC REGULATION AND CONTROL MEASURES WILL BE INTRODUCED ALONG BRISTOL ROAD AND SOUTHGATE STREET TO ALLEVIATE THE PROBLEMS OF CONFLICT BETWEEN INDUSTRIAL, COMMUTER AND CITY CENTRE TRAFFIC

7.17 Studies have shown that the Bristol Road-Southgate Street route from the south of the City to the centre is carrying peak hour traffic volumes which have reached the practical capacity of certain junctions.

7.18 Turning movements in and out of the numerous industrial premises and on-street parking outside the many small shops further aggravate the problem. At the southern end of Bristol Road urgently required industrial development is currently under way and further development is being encouraged. Planning permission has also been given for the release of further land for housing at Hardwicke/Quedgeley to the south of the City. These developments will inevitably lead to an increase in traffic on Bristol Road and will have particular effects on the functioning of the Hempsted Lane and Ashville Road junctions. The problem is complex, requiring the resolution of industrial access difficulties, delays to both public and private transport and the conflict of vehicles with pedestrians and cyclists. The resolution of these problems must be weighed against the need to restrain through traffic using the route as a western link to the Ring Road and the need to retain an acceptable environment. (See Policy A.3).

7.19 Certain measures are already being undertaken to improve the traffic situation from the south. Traffic signals are to be installed at the Stroud Road/Bristol Road junction and a working party of City and County Council officers is currently considering the whole problem of traffic movements between the City centre and the developments to the south. This study will investigate the need for and practicality of bypass systems to the west of the canal as a longer term solution.

7.20 Coupled with the problems of Bristol Road is the overspill of traffic onto parallel routes in residential areas, particularly Hempsted Lane and, to some extent, Seymour Road.

T.3(a) ACCESS TO EXISTING AND FUTURE INDUSTRIAL PREMISES WILL BE ASSISTED, WHERE NECESSARY, BY TRAFFIC MANAGEMENT OR OTHER MEASURES

7.21 The measures referred to may include the introduction of signal control, right turning lanes and combining accesses. Consideration is currently being given to the provision of a signal controlled junction to serve the Ashville Road area.

T.3(b) CONSIDERATION WILL BE GIVEN TO THE IMPROVEMENT OF TRAFFIC MANAGEMENT ALONG BRISTOL ROAD, INCLUDING THE PROVISION OF ADDITIONAL CO-ORDINATED SIGNALS AT JUNCTIONS

CORE POLICY T.4

OFF STREET CAR PARKING WILL BE PROVIDED IN THE CITY CENTRE PRIMARILY BY THE PROVISION OF PUBLIC CAR PARKING IN ORDER TO MEET NORMAL PEAK DEMANDS. OTHER FORMS OF SPECIALISED PARKING FOR COACHES AND LORRIES WILL BE PROVIDED

- 7.22 The reliance on public car parking has been referred to under Core Policy T.1. There is a high level of use of City centre car parks by both shoppers and commuters and, at certain peak times, the shortage of spaces leads to extensive queuing at car park entrances and to drivers travelling to and fro in the City centre searching for parking spaces. The queuing problem exists at all the entrances to the Eastgate Centre rooftop and multi-storey complex and at times causes serious interference to other traffic and to access. The Inner Relief Road and other proposals within the City centre will lead to a significant loss of parking spaces, for example at Black Dog Yard 100 spaces will be lost. It is essential that measures be taken, not only to compensate for these losses, but also to alleviate present problems and to allow for further development.
- 7.23 Existing car park facilities are predominantly located to the north and east of the City centre and there is a shortage of parking provision in the south of the area. (See Plan 9). Future development of the Docks and Southgate Hospital sites will lead to increased demands for parking in this area. In view of this it is essential that the development of these sites should provide appropriate car parking facilities and the Southgate Hospital site in particular can contribute to the need for long-stay public car parking. The nature of this provision - whether rooftop, basement or multi-storey - will depend upon the character of the development schemes brought forward.
- 7.24 The promotion of tourism and leisure activities in the City centre generates a demand for parking, particularly by coaches. The lack of adequate facilities not only creates problems for the coach operators but creates a poor image of the City for visitors. (See Implementation Policy A.6(a)).
- 7.25 Parking of commercial vehicles, particularly overnight, is a further source of problems. Overnight parking facilities for lorries have been long established and there appears to be a need to continue this provision. The proposed redevelopment of the existing site will therefore require the identification and establishment of an alternative lorry park.
- 7.26 Provision exists within the City centre for motor cycle parking but commensurate with the presently increasing motor cycle ownership rate, additional facilities are necessary.

IMPLEMENTATION POLICIES

- T.4(a) THE PROVISION OF PUBLIC SHORT AND LONG STAY CAR PARKS WILL BE AS SHOWN ON PLAN 9, AND DIFFERENTIAL PARKING CHARGES WILL BE MAINTAINED TO DETER USE OF SHORT STAY CAR PARKS BY LONG STAY CARS AND VICE VERSA

- T.4(b) TO COMPLEMENT EXISTING SHORT STAY CAR PARKS PROVISION WILL BE MADE ON THE TRIANGLE FOR THE DEVELOPMENT OF A ROOF TOP CAR PARK IN CONJUNCTION WITH OTHER USES. ACCESS WILL REQUIRE TO BE VIA A BRIDGE LINK FROM BRUTON WAY MULTI-STOREY CAR PARK, AND FINANCIAL CONTRIBUTIONS FROM DEVELOPERS TO MEET THE COST OF PROVISION WILL BE SOUGHT
- T.4(c) THE PROPOSED BRIDGE LINK TO THE CO-OP ROOF TOP FROM THE BOOTS DEVELOPMENT WILL NOT BE IMPLEMENTED
- T.4(d) PROVISION WILL BE REQUIRED ON THE EASTGATE STATION SITE FOR ADEQUATE CAR PARKING TO SERVICE THE DEVELOPMENT IN ORDER NOT TO CREATE EXTRA PRESSURE ON EXISTING CAR PARKS
- T.4(e) DEVELOPMENT IN THE DOCKS AREA WILL BE REQUIRED TO PROVIDE SUITABLE CAR AND COACH PARKING. ADDITIONAL LONG STAY CAR PARKING TO SERVE THE AREA OF OFFICE EMPLOYMENT IN THE SOUTH OF THE CITY CENTRE WILL BE REQUIRED AT THE SOUTHGATE HOSPITAL SITE
- T.4(f) SUBSEQUENT TO THE CONSTRUCTION OF STAGE II OF THE INNER RELIEF ROAD, COACH PARKING FACILITIES WILL BE SOUGHT IN THE VICINITY OF THE LEISURE CENTRE
- T.4(g) COACH PARKING FACILITIES WILL BE PROVIDED AT WESTGATE STREET CAR PARK. (See also A.6(a))
- T.4(h) A LORRY PARK WILL BE PROVIDED AT THE CATTLE MARKET, ST. OSWALD'S ROAD, TO REPLACE THE FACILITY AT WESTGATE STREET
- T.4(j) FURTHER PARKING FACILITIES TO ACCOMMODATE MOTOR CYCLES WILL BE PROVIDED

7.27 It is proposed that provision should be made for motor cycle parking by officially designating and signing areas already used at St. Michael's Square, Longsmith Street (rear of Cross Keys) and Barton Street (adjacent to No.22). Additionally, it is proposed that a limited number of "on street" parking areas be set aside for motor cycles, and discussions be held with National Car Parks to ascertain whether there are small "unusable" areas within existing surface car parks where motor cyclists could be encouraged to park (without charge).

- T.4(k) PROVISION OF PRIVATE PARKING ON NEW DEVELOPMENTS WILL BE APPLIED IN ACCORDANCE WITH VEHICLE PARKING STANDARDS ADOPTED BY THE CITY COUNCIL

- 7.28 The standards are specified in the document entitled "Parking" adopted by the City Council in September, 1979 and stated in Appendix 6. However, the standards for the City centre contained in that document require consideration and will be reviewed.

T.4 (m) ON-STREET CAR PARKING IN THE CITY CENTRE WILL
GENERALLY BE RETAINED EXCEPT WHERE THERE ARE
OVERRIDING REASONS FOR ITS PROHIBITION, FOR
EXAMPLE, SAFETY, ACCESS AND SERVICING OR
PEDESTRIANISATION

CORE POLICY T.5

THE CURRENT LEVEL AND QUALITY OF PROVISION OF PUBLIC TRANSPORT WILL BE MAINTAINED AND ENHANCED AS FAR AS IS POSSIBLE WITHIN THE CONSTRAINTS OF FINANCIAL VIABILITY TAKING INTO ACCOUNT SOCIAL NEEDS

- 7.29 There is a sizeable portion of the community who are, and will continue to be, dependent on public transport. This section comprises mainly the young, the elderly and housewives, all of whom would be seriously disadvantaged by any reduction in the level of public transport.
- 7.30 Unless public transport usage is introduced at an early stage in new developments, travel patterns are established reliant on private transport and there is a tendency towards the use of a second car. This inevitably adds to traffic levels and can reduce the viability of bus services.
- 7.31 Continuing uncertainty over fuel supplies may eventually lead to increased dependence on public transport. In this event it will be necessary to have a firmly established public transport network on which to base any expansion.
- 7.32 Although the Local Plan relates only to Gloucester, the need for an adequate level of "country services" into the City with appropriate terminal facilities is also essential if the inter-relationship between the City with its provision of shops, employment, etc. and the surrounding area is to be maintained. The County Council's Public Transport Plan enables a context to be set for provision and co-ordination of public transport.
- 7.33 Rail and express coach services provide an essential link to and from Gloucester, similar to that of "country bus" services, but particularly to London and other major centres in the country. If these are not maintained the economic attractions of the City will be affected.

IMPLEMENTATION POLICIES

- T.5(a) THE CITY COUNCIL WILL CONTINUE TO CO-OPERATE WITH THE BUS OPERATORS TO ENSURE THAT, WHERE PRACTICABLE, MEASURES ARE TAKEN TO IMPROVE OPERATING CONDITIONS, EITHER BY TRAFFIC MANAGEMENT OR ENGINEERING MEANS
- T.5(b) PROVISION WILL BE MADE FOR THE INTRODUCTION OF BUS SERVICES AT AN EARLY STAGE OF NEW RESIDENTIAL DEVELOPMENTS WHEREVER FEASIBLE
- T.5(c)* AN INVESTIGATION WILL BE CARRIED OUT INTO THE NEEDS FOR, AND THE METHODS AVAILABLE TO INCREASE THE ATTRACTION OF, PUBLIC TRANSPORT

* Regarding the status of this Policy see Paragraph 1.6 (Page 2)

- 7.34 Bristol Omnibus Company have completed their Market Analysis Project in the City and have implemented rationalisations to the bus services. However, it is considered that further discussions would be beneficial to ascertain whether more patronage can be attracted within constraints of viability.

T.5(d) THE RETENTION AND IMPROVEMENT OF THE PRESENT
LEVEL OF RAIL AND EXPRESS COACH SERVICES WILL
BE ENCOURAGED AND ANY REDUCTION IN SERVICES
WHICH WOULD MATERIALLY AFFECT THE WELL-BEING
OF THE CITY WILL BE OPPOSED

- 7.35 British Rail have just introduced a High Speed Train facility on the South West-Midlands-North East route calling at Gloucester, but it is considered necessary to discuss with British Rail the future of Inter-City trains in Gloucester.

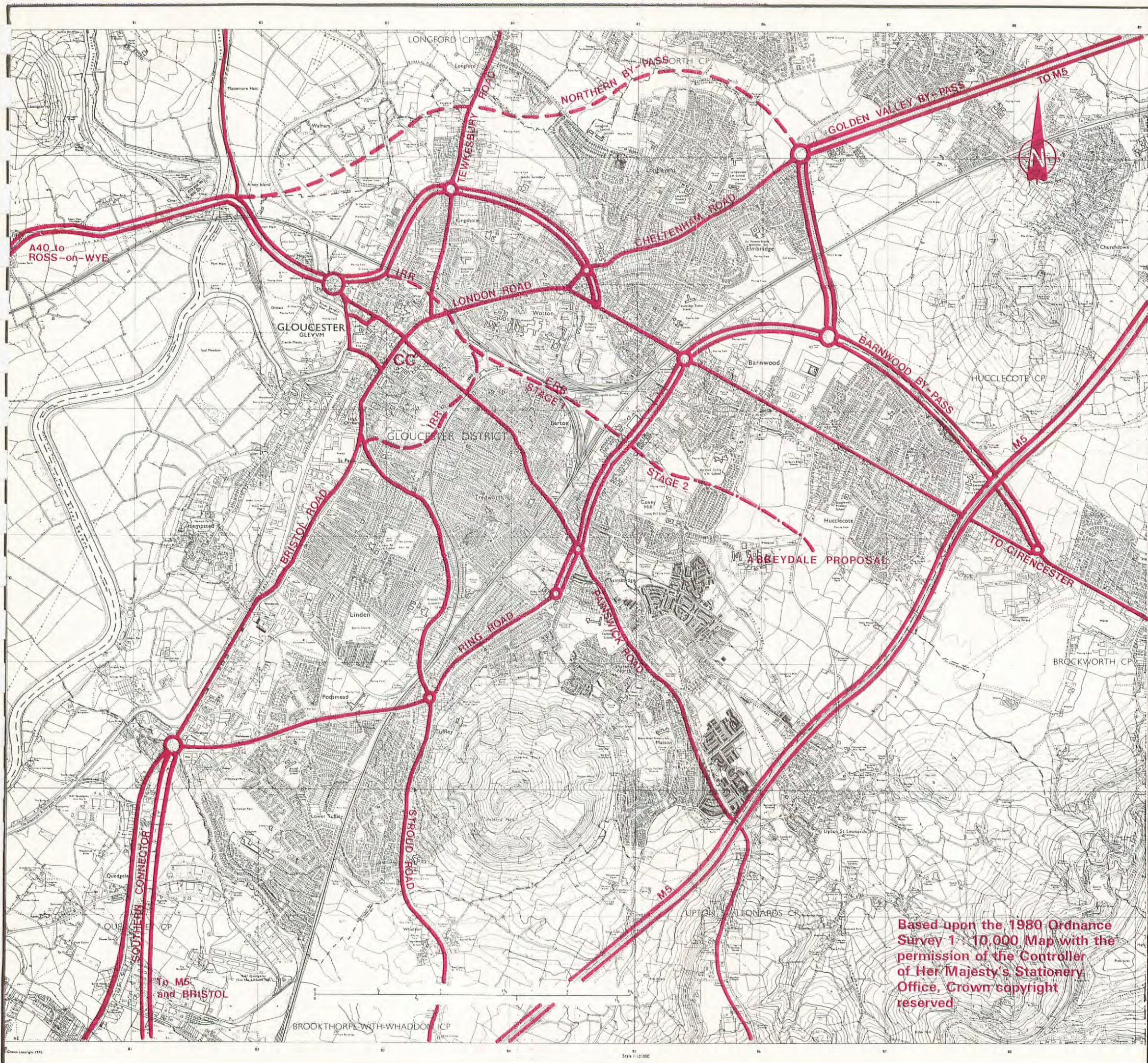
CORE POLICY T.6

MEASURES WILL BE INTRODUCED TO
ENCOURAGE CYCLING

- 7.36 Cycling in Gloucester constitutes a significant mode of travel for many members of the community, not only for journeys to work but also for many journeys by children, housewives and senior citizens. Cyclists are particularly vulnerable in heavy traffic conditions where other road users may not be aware of their presence and may not appreciate the difficulties experienced by cyclists in manoeuvring. As well as physical dangers to the cyclists themselves, there is a very real problem of security for cycles left unattended for any length of time.

IMPLEMENTATION POLICIES

- T.6(a) ADVISORY ROUTES FOR CYCLISTS WILL BE IDENTIFIED AND, WHERE PRACTICABLE, MEASURES WILL BE INTRODUCED TO FACILITATE THEIR USE BY CYCLISTS
- T.6(b) CONSIDERATION WILL BE GIVEN TO PROVISION OF FURTHER CYCLE PARKING FACILITIES WITHIN THE CITY CENTRE
- T.6(c) ENCOURAGEMENT WILL BE GIVEN TO THE PROVISION OF CYCLIST-ONLY ROUTES WHEREVER THIS IS PRACTICABLE
- 7.37 The Government has recently issued advice to local authorities encouraging the provision of special facilities for cyclists. This will be considered when carrying out Implementation Policies T.6(a), T.6(b) and T.6(c).



ROAD NETWORK INCLUDING PROPOSED HIGHWAYS

- Other Major Roads
- = Dual Carriageway
- Proposed Roads
- . . - Line of road to be according to Estate layout
- CC CITY CENTRE

City of Gloucester Local Plan

PLAN 8

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CAR PARKS

Short Stay

1 Hare Lane South	148 cars
2 Roof-top car parks	1036 "
3 Bruton Way	440 "
4 Shire Hall (sats. only)	220 "

Long Stay

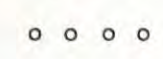
5 Westgate Street	272 "
6 Hare Lane North	81 "
7 Cathedral	153 "
8 Great Western Road	53 "
9 Central Station	200 "
10 Nettleton Road	110 "
11 Hampden Way	92 "
12 St. Michael's Square	110 "

Temporary Long Stay

13	Black Dog Yard		100	„
14	Ladybellegate	} season ticket only	36	„
15	Kimbrose Way		22	„
16	Eastgate Station		500	„
17	Parliament Street		64	„



Proposed car park



Inner zone: see App.6

City of Gloucester Local Plan

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SHOPPING



Chapter Eight

SHOPPING

- 8.1 Gloucester has traditionally been a centre of trade and commerce, initially as a market town and, more recently, developing into a modern shopping centre serving a wide catchment area.
- 8.2 Redevelopment of the centre, particularly since 1965, has provided the City with a comprehensive range of shopping facilities combined with traffic free pedestrian areas and malls, and convenient roof-top or multi-storey car parking. It is estimated that there are approximately 93,000 square metres (1 million square feet) of shopping floorspace in the City.
- 8.3 Complementary to the City centre shops, a pattern of neighbourhood shopping facilities has been established to serve the local day-to-day needs of the residents.
- 8.4 Nevertheless, retailing methods and patterns have been undergoing change over the last ten years and pressures for new forms of retail outlets have been growing in the City, principally in respect of a suitable convenience (food) shop or shops which are easily accessible, with adjacent free surface car parking, and also in respect of stores catering for Do-it-Yourself (D.I.Y.) goods. Neither of these facilities can be adequately located within the main shopping area and the Plan makes proposals which will meet this demand.
- 8.5 In respect of the further provision of food shops, three possible alternatives presented themselves:-
- (i) A location for one large store close to the main shopping area of the City centre
 - (ii) A location for one large store outside the City centre, divorced from other facilities
 - (iii) Locations for a number of smaller stores within the suburbs
- 8.6 As a result of the analysis of these alternatives in conjunction with other proposals, the Policy considered most suitable for the City is to locate one large store close to the main shopping area.
- 8.7 The policies of the Plan are designed to reinforce and extend the quality of shopping in Gloucester by retaining the importance of the City centre, providing suitable local shopping facilities and catering for the demands created by changes in shopping patterns. To achieve this shopping proposals will need to take account of other outstanding developments in the City and matters such as vacant premises.

CORE POLICY S.1

THE SUB-REGIONAL SHOPPING STATUS OF GLOUCESTER WILL BE MAINTAINED AND STRENGTHENED WITHIN THE CONTEXT OF ITS POSITION IN THE PATTERN OF SHOPPING FACILITIES IN GLOUCESTER-SHIRE. ALL COMPARISON SHOPPING FACILITIES WILL BE CONCENTRATED WITHIN THE CITY CENTRE OTHER THAN WHERE EXPRESSLY STATED TO THE CONTRARY

- 8.8 A cornerstone of Gloucester's prosperity has been its function as a place to which people come to buy and to sell. It offers a wide range of choice to shoppers, who are able to compare goods in different shops, and at different prices. Importantly, this comparison shopping is available in an area which is almost uniquely compact, due to the particular layout of the City centre and the concentration of shopping facilities within it. Such a wide choice so close at hand is an asset which has contributed greatly to the prosperity of the City as a retail centre.
- 8.9 The City Council has long recognised the benefits of a thriving but compact shopping centre, and has pursued policies to protect and to develop it. The Council planned and promoted the major shopping redevelopments of the Eastgate Centre and King's Square which increased the amount of shopping floorspace and provided modern amenities. The development of multi-storey and roof-top car parking enabled shoppers to gain convenient and rapid access to shops, and allowed the City centre to accommodate the needs of the car. The City Council's investment is paralleled by the County Council's commitment in the Structure Plan to the construction of the Inner Relief Road which will improve traffic distribution around the City centre and the Eastern Radial Road which will improve access to the City centre, particularly from the developing residential areas to the east.
- 8.10 The developments outlined above demonstrate the Council's commitment to the role of the City centre for comparison shopping. This commitment has been supported by policies to prevent that function being undermined by the development of other centres for comparison shopping within the City, and to oppose similar developments within surrounding Districts.
- 8.11 However, the increased use of the car for the purchase of bulk goods has created a demand for large stores with attached car parks enabling direct transference of goods from shop to car. Such large scale developments are difficult to accommodate within traditional shopping streets because of their substantial land requirements and the need for easy access by car. Accordingly, they seek locations outside shopping areas on main roads. Such developments can undermine the function and level of choice available in the City centre, as well as using land allocated for other purposes such as industrial development. The City Council has received a number of planning applications for large scale stores in locations outside the City centre ranging from discount carpet stores to hypermarkets and these have been vigorously resisted in view of the policy to centralise comparison shopping

and the loss of valuable land for alternative uses. Notwithstanding this, the City Council does perceive a two-fold need for specific types of large scale units which will enhance the City's competitive capability. Firstly, in the comparison shopping sector, there is a need for large scale "Do-it-Yourself" stores with adjacent car parking. Such stores can exceed 2,500 square metres (approximately 27,000 square feet) (gross) and stock the often bulky and difficult to handle items such as cement, wood, glass, etc. purchased in relatively small individual quantities which preclude a delivery service. Customers need to be able to load directly onto their own vehicles. There is no facility in the City which adequately meets this need.

- 8.12 The second type of need involves provision of a convenience (food) shopping store, and this is provided for under Core Policy S.2.
- 8.13 Although these units cannot be accommodated within the prime shopping streets, the City Council considers that they can be located at sites around the City centre where they will serve to strengthen the centralised pattern of shopping and complement the existing facilities. Suitable sites can be identified where, in addition to meeting shopping needs, substantial additional planning benefits can be obtained, e.g. environmental improvements. These include St. Bartholomew's Almshouse and the Docks.
- 8.14 The City Council also remains committed to the development of vacant sites within the shopping area, both to improve the quality of the facilities available and for environmental reasons. In particular, the Council has a long-standing commitment which will remain for retail development at the Triangle site, which has important frontages to King's Square and Market Parade. There is also land awaiting development in Westgate Street.
- 8.15 In addition to preventing the dilution of the City centre's shopping function by the proliferation of retail outlets around the City, the shopping function has also been safeguarded by policies which resist the invasion of shopping streets by other uses - particularly offices using converted shops. This policy was adopted largely in reaction to the rapid increase of building society offices, which tend to seek locations in prime shopping streets and more recently there has been pressure for more amusement centres. The presence of such uses, particularly in concentrations, tends to reduce the attraction of these streets for shopping purposes, which is generally considered undesirable by the City Council as it acts against the declared policy of concentrating comparison shopping in a small area admirably served by parking provision. The need for such uses to be located in the City centre is acknowledged, however.
- 8.16 The City Council is strongly committed to the concept of a dynamic central shopping area and will continue to operate policies for the concentration of shopping within it.

IMPLEMENTATION POLICIES

- S.1(a) MAJOR COMPARISON SHOPPING FACILITIES WILL NOT NORMALLY BE PERMITTED OUTSIDE THE MAIN SHOPPING AREA, DEFINED ON PLAN 10, OTHER THAN IN ACCORDANCE WITH THE SPECIFIC PROVISIONS OF OTHER POLICIES

- 8.17 The main shopping area shown on Plan 10 includes the streets in which the City's central shopping function has historically developed, and the modern redevelopments, all of which are served by the City centre car park system. It excludes some adjacent streets which exhibit a mix of land uses including shopping. Sites are available within the main shopping area to satisfy needs for new facilities, so that in these adjacent streets only minor comparison shopping uses will be permitted.
- 8.18 Westgate Street is included in the main shopping area. This reflects the policy (A.6(c)) of encouraging tourist shopping, the availability of land for retail development and the desire to aid the economic regeneration of the Street (Implementation Policy A.1(f)). In addition, the provisions of Policy S.1(c) which allocate adjacent land for a specialist retail purpose will increase the desirability of Westgate Street as a shopping location.
- S.1(b) THE CITY COUNCIL WILL INVESTIGATE MEASURES TO PROCURE THE DEVELOPMENT OF CERTAIN VACANT SITES, PARTICULARLY THE TRIANGLE FRONTING MARKET PARADE AND KING'S SQUARE
- 8.19 The Council is prepared to take steps to achieve a desirable and comprehensive form of development on this site through measures such as the preparation of planning guidance. The compulsory acquisition of land will also be considered if required.
- S.1(c) DEVELOPMENT WILL BE PERMITTED OF LARGE SCALE FACILITIES WITH ADJACENT CAR PARKING FOR THE SALE OF "DO-IT-YOURSELF" HOME IMPROVEMENT AND GARDENING PRODUCTS AT EACH OF THE FOLLOWING TWO SITES:-
- (a) ST. BARTHOLOMEW'S ALMSHOUSE
(b) THE DOCKS
- 8.20 In order to ensure that such stores fulfil the need specified by the City Council, they will be required to accord with a strict definition which will control the products to be sold. Retailers will be required to enter into "Section 52" Agreements with the City Council to prevent the sale of other comparison goods which the City Council wish to be retained within the main shopping area.
- 8.21 The selected locations are situated on the periphery of the City centre to complement the role of the main shopping area and achieve other planning objectives. In order to ensure that the achievement of these benefits is not undermined, the City Council will not permit similar development elsewhere in the City (excepting the provisions of Policy S.1(d)). The allowance by the Secretary of State for the Environment of the development of a D.I.Y. store at Eastern Avenue is not considered by the Council or the Secretary of State to be prejudicial to the sites identified in the above Policy.

8.22 St. Bartholomew's Almshouse is a listed building which will require to be incorporated into the proposed retail development. A satisfactory scheme for the site has been put forward and planning permission has been granted.

8.23 The Docks are the subject of a comprehensive development scheme (see Chapter 11). The inclusion of a D.I.Y. store within this area will require to be compatible with the remainder of that scheme and to complement the overall objective of achieving the revitalisation of the Docks, which is a conservation area of national importance.

S.1(d) RETAIL DEVELOPMENT, OR USES OTHER THAN THOSE PROPOSED ELSEWHERE IN THIS PLAN, MAY BE PERMITTED SHOULD THEY PROVE NECESSARY TO ACHIEVE THE PRESERVATION OF THE LISTED HOSPITAL BUILDING AT SOUTHGATE HOSPITAL REDEVELOPMENT AREA

8.24 The Council attaches great importance to the successful development of the Southgate Hospital site in view of its important environmental benefits and its relationship with the Docks. It is considered that the opportunity for retail development will provide an incentive for developers and will assist the creation of a viable scheme which will include refurbishment of a number of listed buildings and the provision of appropriate car parking facilities. The details of site development are the subject of a planning brief.

S.1(e) THE CONVERSION OF SHOPS TO OTHER USES AT GROUND FLOOR LEVEL WILL NOT NORMALLY BE PERMITTED IN THE MAIN SHOPPING AREA DEFINED ON PLAN 10 EXCEPT FOR CHANGES TO CAFES, RESTAURANTS, PUBLIC HOUSES OR SIMILAR PLACES OF REFRESHMENT

8.25 It is recognised that businesses such as Building Society Offices provide a facility complementary to the City's sub-regional shopping function and that without detriment to the Council's policy of retaining the concentration of shops, these premises could be located close to the main shopping area in such streets as Barton Street or Worcester Street. Additionally, as recognised in Policy S.4(a), eating places meet a particularly important need for shoppers. It is considered that their present level of provision could be increased to the benefit of the shopping centre, and these uses should be excepted from the policy, although particular regard will still be given to the number of non-retail uses in the vicinity of any proposal. Attention is drawn to Policy L.3(b), which makes further provision in respect of Market Parade.

CORE POLICY S.2

MAJOR CONVENIENCE SHOPPING FACILITIES WILL CONTINUE TO BE CONCENTRATED WITHIN THE CITY CENTRE OTHER THAN WHERE EXPRESSLY STATED TO THE CONTRARY

- 8.26 Convenience shopping consists of the sale of those goods required on a day-to-day basis. In particular, this includes food provisions, but also every day necessities for the running of the home. Convenience shopping contrasts with comparison shopping which consists of items such as clothes, furniture, electrical goods, etc.
- 8.27 Gloucester has developed a two-tier pattern of convenience shopping provision. The major (first tier) facilities are located within the City centre, taking the form of a number of supermarkets and chain stores, supplemented by a range of smaller units such as butchers, greengrocers, bakers, etc. These facilities complement the sub-regional function of the City centre and permit combined comparison and convenience shopping expeditions. The City Council, as expressed in Core Policy S.1, is mindful of the need to strengthen that retail centre and the proposals contained in Core Policy S.4 will enhance the quality of convenience shopping, in addition to supporting the comparison shopping role. A contribution to the well-being of convenience shopping within the prime shopping streets will be the development of the Triangle site fronting Kings Square and Market Parade. The proposal to include car parking will particularly benefit the convenience supermarkets in Northgate Street and Kings Square and improve their trading situation. In addition, the construction of the Inner Relief Road and the Eastern Radial Road will further aid the capability of the City centre to continue to accommodate convenience shopping.
- 8.28 The second tier of convenience retail facilities consists of small shops and supermarkets in locations outside the City centre, which function specifically for the benefit of a particular neighbourhood. These shops are important local facilities which the City Council has a commitment to maintain and improve expressed under Core Policy S.3.
- 8.29 The City Council has identified a need, described under Core Policy S.1, for particular forms of retail development which cannot be accommodated in the prime shopping streets. In convenience shopping, the need is for a large scale food store with adjacent car parking on one level which will allow shoppers to make bulk purchases of convenience goods and to transfer the goods directly to the car. There is no existing facility in the City which adequately meets this need. As with the D.I.Y. stores discussed under Core Policy S.1, the City Council considers that such a facility could be provided without prejudice to the shopping function of the prime shopping streets, provided that the number and location are strictly controlled.
- 8.30 Development of a store is therefore proposed which will occupy a floor area of up to 5,580 square metres (60,000 square feet) (gross) with suitable operational car parking. Shops of these dimensions are generally termed "superstores". The allocated site

requires considerable dimensions and excellent highway infrastructure. A limited number of sites meet these criteria and particular consideration was given to land at Barnwood, the Greyhound Stadium in Cheltenham Road and the disused Eastgate Station site. Eastgate Station is considered to be most suitable. It will have good communications in view of its situation at the junction of the proposed Inner Relief Road and Eastern Radial Road, environmental impact can be limited and it would enable development of a critical vacant site. Equally important, development at Eastgate Station will further strengthen the centralised pattern of shopping facilities and complement the role of the prime shopping streets in line with the overall shopping strategy expressed in Core Policy S.1.

- 8.31 The City Council's strategy for convenience shopping development will therefore maintain an orientation towards provision of major facilities in the City centre. The existing provision of the prime shopping streets will be enhanced by improved car parking and highway infrastructure, and supported by additional provision of a superstore to improve the quality of convenience shopping. The second tier of neighbourhood facilities will be maintained in accordance with Core Policy S.3 and improved by the development of a large supermarket and additional shop units at Abbeydale.

IMPLEMENTATION POLICIES

- S.2(a) DEVELOPMENT OF A SINGLE CONVENIENCE SUPERSTORE WITH ADJACENT CAR PARKING WILL BE PERMITTED AT THE EASTGATE STATION SITE

- 8.32 With the proposed improvements to the City centre road network and car parking facilities, and the need to protect the viability of the development essential at Abbeydale, the City Council will not permit the development of more than one superstore within the City.

- S.2(b) MAJOR CONVENIENCE SHOPPING FACILITIES WILL NOT NORMALLY BE PERMITTED OUTSIDE THE MAIN SHOPPING AREA DEFINED ON PLAN 10.

CORE POLICY S.3

CONTINUED PROVISION OF SHOPPING FACILITIES TO MEET LOCAL NEEDS OUTSIDE THE CITY CENTRE WILL BE ENCOURAGED. AS NEW HOUSING DEVELOPMENT OCCURS, SHOPPING FACILITIES WILL BE PROVIDED AS NECESSARY

- 8.33 Shopping provision within residential areas and other parts of the City fulfils important functions which are complementary to the role of the main shopping area. Neighbourhood shops allow residents to carry out "top-up" shopping and provide for the needs of those people such as the aged or infirm who cannot conveniently use City centre facilities. These shops represent a convenient addition to local amenities and enhance the desirability of the residential areas in which they are situated. Recently the City Council has endeavoured to ensure the provision of a much needed neighbourhood convenience shopping centre at Abbeydale to serve the need generated by the substantial housing developments in hand locally. In order to obtain the required provision of shop units, an associated supermarket of 2,325 square metres (25,000 square feet) (gross) has been agreed. This scale of neighbourhood provision is exceptional and arises from the special circumstances existing at Abbeydale. Further large supermarkets in suburban locations will not normally be permitted. Notwithstanding this, the City Council will protect and encourage reasonable levels of shopping provision in residential areas.

IMPLEMENTATION POLICIES

- S.3(a) PROVISION OF ADEQUATE NEIGHBOURHOOD SHOPPING FACILITIES WILL BE ALLOWED (AND IN SOME CASES REQUIRED) IN DEVELOPING RESIDENTIAL AREAS IN ACCORDANCE WITH THE ESTIMATED NEED OF THE LOCALITY AND THE SHOPPING FACILITIES ALREADY AVAILABLE
- 8.34 Shopping facilities in new developments can be required by "Section 52" Agreements between developers and the local authority. The requirements for shopping provision, if any, will be based upon an assessment of the existing level of provision, and the scale of the proposed development.
- S.3(b) THE CITY COUNCIL WILL SEEK TO MAINTAIN THE EXISTING NEIGHBOURHOOD SHOPPING PROVISION IN THE CITY
- 8.35 The Council will maintain a watching brief on the vitality of neighbourhood shopping facilities. There is scope for provision of services/offices which primarily meet local needs within these shopping areas, but a danger exists that these may overwhelm the original shopping function. Applications for changes of use from retail functions in these areas will be considered with this potential problem in mind.

CORE POLICY S.4

TO STRENGTHEN THE RETAIL FUNCTION OF THE CITY CENTRE, A LEVEL OF COMFORT AND CONVENIENCE, FACILITIES AND SERVICE TRADES APPROPRIATE TO A MODERN SUB-REGIONAL SHOPPING CENTRE WILL BE SOUGHT

8.36 Gloucester has in the past maintained its competitive attraction for shoppers through improvements to the shopping centre. It is essential that, in view of the increased mobility of shoppers, the City centre keeps pace with the attractions of alternative shopping locations. A prime element in this competitive process is to make shopping in Gloucester an enjoyable and efficient activity. Key elements in ensuring this include:-

- (i) A high level of environmental maintenance. Particular care is required to maintain the image of the City centre as an attractive place. Items of importance include street cleaning and maintenance of public areas such as Kings Square. Attractive features, such as the fountains in Kings Square, should be fully exploited. The design of street signs and other street furniture should also be carefully considered. Core Policy A.1 in the Environment Chapter of this document pays particular attention to improvements in the City centre.
- (ii) Adequate car parking provision. Shoppers require to be able to park easily, close to the main shopping streets. Currently existing car park spaces are used to capacity at peak times, and there is a danger of under-provision which could deter shoppers. Potential sites for new car parks include the Triangle site where multi-storey development should accommodate a retail/car park mix, which would be an important advantage to traders in Northgate Street and Kings Square, where a number of the City's major stores, both convenience and comparison, are located. Adequate car parking is the subject of Core Policy T.4.
- (iii) Pedestrianisation of main shopping streets. The removal of vehicles and the creation of pedestrianised streets provides shoppers with a safer, more attractive shopping environment which in turn leads to increased retail turnover. The success of such a scheme is dependent upon the provision of suitable servicing arrangements and means of access to and circulation around the City centre for vehicles. Core Policies T.1 and A.1 also consider these aspects.
- (iv) Access to the City centre. Ease of access and circulation within the City centre are prerequisites for continued success. Increasing congestion on the City's radial routes, and at points of access to the City centre, may act as a disincentive to shoppers and must be resolved. The County Council's commitment to the Inner Relief Road and the Eastern Radial Road has been taken into account in formulating the City's policies for shopping development. Provision for these roads is included under Policies T.1 and T.2.

- (v) There is a need to encourage subsidiary functions which contribute to the success of the centre. These include service trades, for example, restaurants and public houses, and leisure facilities. Such functions are likely to be increasingly important in determining the success of shopping centres in an increasingly competitive situation, since they contribute to the shopper's enjoyment of the City centre.

IMPLEMENTATION POLICY

- S.4(a) THE CITY COUNCIL WILL WELCOME AND ENCOURAGE, WITHIN THE CITY CENTRE, PROPOSALS FOR ANCILLARY FUNCTIONS, SUCH AS RESTAURANTS AND PUBLIC HOUSES, WHICH COMPLEMENT THE ROLE OF THE SHOPPING CENTRE



SHOPPING PROPOSALS

- - - Main Shopping Area
- City Centre

City of Gloucester
Local Plan

PLAN 10

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LEISURE AND RECREATION



LEISURE AND RECREATION

- 9.1 Urban leisure and recreation encompass a wide range of activities and pursuits which vary in character from sitting out in a park or garden to playing a sport or to visiting a cinema, theatre or night club.
- 9.2 Leisure facilities in Gloucester are provided by both the public and private sectors. The City Council is particularly active in providing a wide range of sporting opportunities, plus leisure services such as museums and facilities for concerts, etc. The private sector also provides for sport through individual clubs with their own facilities, and commercial enterprises such as the Gloucester Country Club with its golf, skiing and other sports, but private enterprise is represented particularly in the provision of non-sporting indoor entertainment such as restaurants, night clubs or public houses.
- 9.3 Due to a combination of greater personal wealth, more leisure time and better mobility, there has been a rising demand for leisure activities since the war and there is evidence to suggest that this will continue. According to the South West Regional Sports Council, estimates of leisure time generally agree that there could be an increase of up to one-fifth in the national total of leisure time by the end of the century.
- 9.4 In addition, Gloucester and the surrounding area has an expanding population likely to increase by some 7-9,000 people between 1981 and 1991.
- 9.5 Gloucester has a long sporting tradition and the Council has always been conscious of the City's requirements for facilities. This has been reflected in the provision of a comprehensive Leisure Centre and a relatively generous quantity of outdoor games facilities.
- 9.6 The Council has consulted with members of the Sports Advisory Council and although a number of points of concern were raised, there is no perceived need for an increase in sports facilities on a major scale. Currently it would appear that the supply of and demand for these leisure facilities which are supported by the City Council are approximately balanced.
- 9.7 Of course, there are leisure activities which are not available in Gloucester but this is the case either because of the activity's limited appeal or because the investment involved would require a larger catchment population than Gloucester alone could provide. As such, Gloucester shares several of Cheltenham's cultural facilities.
- 9.8 Looking to the future, however, it is recognised that increased demand for leisure and recreation will have important land use implications for the City. The main emphasis of this Chapter is accordingly on the Council's policies for the future of those

activities and amenities which fall under its jurisdiction, namely public open space, sports facilities, new recreational facilities, museums and art galleries, allotments, footpaths and nature conservation. The limited number of policies relating to private leisure and recreation reflects the inability and often undesirability of the Council to control these activities, but the complementary roles of public and private facilities are recognised.

- 9.9 The demands for additional services are occurring within the context of limited resources and, in the current climate of local authority spending restrictions, it is essential that additional costs are carefully controlled. It is recognised, therefore, that the Council's role in providing any additional facilities will be severely limited.
- 9.10 In order to economically maintain current standards of leisure and recreation provision in the face of the future demands, the City Council will seek to maximise resources and make the most efficient use of facilities which are already available. It is envisaged that schools in particular could be more integrated with the leisure, recreational and social activities of local communities throughout the day.
- 9.11 In addition, the private sector and community interests will be encouraged to play a role in helping to meet needs.

CORE POLICY L.1

THE CITY COUNCIL WILL ENSURE THE PROVISION OF AN ADEQUATE LEVEL OF PUBLIC OPEN SPACE IN THE CITY THROUGH THE RETENTION OF EXISTING AREAS, THE INCLUSION OF PUBLIC OPEN SPACE WITHIN AREAS OF NEW DEVELOPMENT AND, WHERE AREAS OF SHORTFALL ARE IDENTIFIED, THE MAINTENANCE OF A WATCHING BRIEF TO CONSIDER OPPORTUNITIES FOR THESE TO BE MADE GOOD

- 9.12 For the purposes of this document and for all future planning purposes, public open space is defined as "open space normally freely available to the public and of a size and location suitable to perform a recreational function". This is as opposed to amenity space which comprises small parcels of open space which remain as a consequence of the layout of a particular development and highway land which is open space incidental to a highway.
- 9.13 Public open space fulfils a range of recreational functions. It provides sitting out areas, incidental or kickabout play areas for children, facilities for organised games and open land on which to stroll or exercise animals. In addition, open spaces, whether public or private, act as a break within the built-up area and make an important aesthetic contribution to the quality of the City's environment.
- 9.14 For many years the City Council has pursued a public open space standard of five acres for every thousand members of the population. As new development has occurred and the population has increased, so additional public open space has been provided at that rate. In the City as a whole the total area of public open space currently well exceeds that standard with 730 acres for a population of 92,000, giving approximately 8 acres per thousand population. (See Plan 11).
- 9.15 Unfortunately, for historic reasons, the distribution of this public open space does not accord with the distribution of the City's population for a great proportion of it is located in large peripheral sites such as the Oxleaze and Robinswood Hill Country Park. Whilst Gloucester's residents benefit from the availability of large open areas within travelling distance, there is a lack of open spaces which are close to home, and consequently, especially suitable for children. Barton and Tredworth particularly fall well below the standard. At present there is little the City Council can do to provide more open space in these densely built-up areas. The Council, however, will adopt a watching brief to make the most of opportunities to solve this problem.
- 9.16 The City Council's past experiences of the management of public open space show that small plots scattered throughout housing areas are often unsatisfactory in terms of their limited recreational potential, the nuisance caused to neighbours and the high cost of maintenance. There will, therefore, be a preference for public open space on new development to be provided in large areas which in appropriate cases could be linked to form linear

parks. Each of these areas could contain pitches for formal games and play equipment, as well as giving local people the opportunity to enjoy a stroll in the open air. A single large area of this type can be maintained at a more reasonable cost than a multitude of small green areas.

- 9.17 In order to best suit the particular circumstances of each new area of residential development, the City Council is prepared to be flexible in its future application of the open space standard. It may be, for example, that whilst a generous local supply of open space is already available to serve a new housing area, there is a shortage of recreational facilities. In such cases the Council will negotiate with the developers to provide an alternative such as a hard all-weather playing surface which can withstand intensive use and requires minimal maintenance.
- 9.18 In the past, the City Council has adopted new areas of open space provided by developers within housing estates. In this way the area of public open space requiring maintenance is rising continually at the same time as maintenance costs themselves are increasing. A greater number of houses means higher rate revenue, but because of the means by which local authority expenditure is controlled, there may well be no corresponding increase in the financial resources available to the Council. Accordingly, the Council wishes to make savings wherever possible and has resolved that developers should be required to contribute towards the future maintenance of the open space within their estates, if they wish the Council to adopt it.
- 9.19 It is essential that public authorities maximise the potential of the open space which they control. Currently many areas are not accessible to the public despite the fact that they are occupied only for limited periods at certain times of the day, week or year. School playing fields in particular represent a good opportunity for the improvement of public open space provision and joint usage is supported in principle by the County Council and the City Council. Such usage already occurs at Beaufort Secondary School. The Council believes that most benefit from joint use can be gained on Abbeydale III where there exists the potential to integrate public open space and primary school playing fields.

IMPLEMENTATION POLICIES

- L.1(a) THE CITY COUNCIL WILL SEEK TO RETAIN EXISTING AREAS OF PUBLIC OPEN SPACE
- L.1(b) PUBLIC OPEN SPACE AT A STANDARD OF NOT LESS THAN 5 ACRES PER THOUSAND POPULATION WILL BE PROVIDED ON NEW HOUSING DEVELOPMENTS OF 35 DWELLINGS AND OVER. SINGLE DEVELOPMENTS OF FEWER THAN 35 DWELLINGS WHICH DO NOT FORM PART OF A LARGER DEVELOPMENT WILL NOT REQUIRE PUBLIC OPEN SPACE PROVISION UNLESS THIS IS JUSTIFIED BY LOCAL CIRCUMSTANCES

- L.1(c) ON NEW HOUSING DEVELOPMENTS, PUBLIC OPEN SPACE WILL BE PROVIDED IN CENTRALISED LOCATIONS WHICH ARE ACCESSIBLE TO THE RESIDENTS. PLOTS WILL NOT BE LESS THAN HALF AN ACRE IN SIZE AND THE NEEDS OF ALL SECTIONS OF THE COMMUNITY WILL BE CONSIDERED WHEN THEY ARE LAID OUT
- L.1(d) WHERE A NEW DEVELOPMENT IS ACCESSIBLE TO ADEQUATE EXISTING PUBLIC OPEN SPACE, OR WHERE THERE IS A PARTICULAR NEED FOR RECREATIONAL FACILITIES OTHER THAN OPEN SPACE, THE CITY COUNCIL WILL CONSIDER THE PROVISION OF ALTERNATIVE LEISURE FACILITIES AT THE COST OF THE DEVELOPER
- L.1(e) WHERE DEVELOPERS REQUIRE THE CITY COUNCIL TO ADOPT AREAS OF PUBLIC OPEN SPACE AND AMENITY SPACE THERE WILL BE AN AGREEMENT BETWEEN THE COUNCIL AND THE DEVELOPER WHICH WILL INCLUDE THE DEPOSIT BY THE DEVELOPER OF A FINANCIAL SUM SUFFICIENT TO COVER THE MAINTENANCE COSTS OF THAT LAND FOR TEN YEARS
- L.1(f)* IN CO-OPERATION WITH THE COUNTY EDUCATION AUTHORITY, THE CITY COUNCIL WILL INVESTIGATE OPPORTUNITIES FOR THE JOINT USE OF OPEN SPACE AT EXISTING SCHOOLS AND ALSO AT SCHOOLS TO BE CONSTRUCTED IN THE FUTURE
- L.1(g) THE CITY COUNCIL WILL SEEK TO ENSURE THAT ALL OPPORTUNITIES TO INCREASE THE LEVEL OF PUBLIC OPEN SPACE IN AREAS OF SHORTFALL ARE INVESTIGATED ON THEIR MERITS AS THEY ARISE

* Regarding the status of this Policy see Paragraph 1.6 (Page 2)

CORE POLICY L.2

THE CITY COUNCIL WILL SEEK TO ENSURE THAT THERE ARE ADEQUATE FACILITIES FOR PARTICIPANT SPORTS IN GLOUCESTER BY THE MAINTENANCE OF COUNCIL-OWNED FACILITIES AND BY ENCOURAGING THE WIDER USE OF FACILITIES OWNED BY OTHER PUBLIC AUTHORITIES AND PRIVATE BODIES

- 9.20 The Council plays a key role in the recreational life of the City by providing a wide range of sporting facilities for public use and, in this way, complements those other provisions of the Local Plan which seek to make Gloucester an attractive and desirable place in which to live.
- 9.21 There are currently 56 Council-owned outdoor pitches available for hire to the public. The Council also provides outdoor facilities for such sports as bowls, tennis and putting, and operates its own Leisure Centre where indoor sports from squash to swimming to roller skating are all available. Additional indoor facilities are provided at the Beaufort Sports Centre, Tuffley, which is shared between the City Council and the County Council.
- 9.22 Consideration has been given to the adequacy of existing sports facilities and although the Sports Advisory Council has suggested that additional or improved facilities for football, table tennis, athletics, squash, snooker, bowls and tennis would be beneficial, the conclusion of the City Council is that Gloucester is generally provided with a good level of facilities and realises that economic constraints will always result in unmet demands, particularly for the highest quality facilities. Sports facilities are very expensive to maintain and despite heavy usage the income generated does not generally cover the costs. Some sports have minority appeal only, yet are supported by the majority. Activities such as boating and putting may be regarded as providing a necessary variety of leisure amenities for the City but they can rarely be expected to be profitable. Participants in many sports in Gloucester are already subsidised by the City Council and it must be recognised that for the present time the Council itself will be able to invest little in the provision of any further new facilities.
- 9.23 Nevertheless, the City Council is concerned to maintain the best range of sporting opportunities that can be achieved within the existing financial constraints, because sport provides an important contribution to the general amenity level of Gloucester and is of undoubted social value. As such the Council will seek the most efficient usage of the facilities which are currently available and will concentrate on the most popular sports which include, for example, football, squash and badminton.
- 9.24 Other agencies will be encouraged to play a more positive role in the provision of sports facilities. As with public open space, joint use of school facilities can help to satisfy demand without the necessity for substantial investment. The City Council will also investigate the levels of usage of the 78 acres of private playing fields and associated sports facilities within the City with the view to their being shared by more than one club. In

addition, there may be scope for the private sector to invest in a wider variety of sporting pursuits. For example, there are already private squash clubs and a ski club in the City. Community interests too may contribute by organising activities such as table tennis in local halls or club houses.

IMPLEMENTATION POLICIES

L.2(a) THE CITY COUNCIL WILL SEEK TO MAINTAIN MUNICIPAL SPORTS FACILITIES AT THE CURRENT LEVEL

L.2(b) WHERE APPROPRIATE, THE CITY COUNCIL WILL SEEK TO PROVIDE ADDITIONAL SPORTS PITCHES ON THE PUBLIC OPEN SPACE WHICH IS INCORPORATED INTO NEW HOUSING DEVELOPMENTS

IN DETERMINING THE TYPE OF PITCHES TO BE PROVIDED, THE COUNCIL WILL HAVE REGARD TO THE AVAILABILITY OF EXISTING FACILITIES AND THE RELATIVE PRIORITIES EXPRESSED BY THE SPORTS ADVISORY COUNCIL FOR AREAS OF GREATEST UNMET DEMAND

UNDER THE PROVISIONS OF IMPLEMENTATION POLICY L.1(d) THE COUNCIL WILL CONSIDER SUBSTITUTING AN ALTERNATIVE RECREATIONAL FACILITY FOR SPORTS PITCHES

L.2(c) * IN CO-OPERATION WITH THE COUNTY EDUCATION AUTHORITY, THE CITY COUNCIL WILL INVESTIGATE OPPORTUNITIES FOR THE JOINT USE OF INDOOR SPORTS FACILITIES

L.2(d) THE CITY COUNCIL WILL ENCOURAGE THE PROVISION OF ADDITIONAL RECREATIONAL FACILITIES BY THE PRIVATE SECTOR AND BY COMMUNITY INTERESTS

9.25 Some individual sports, notably squash, currently enjoy a high level of popularity and are capable of maintaining themselves on a profit making basis. In addition, there is increasing interest in health and fitness generally with a consequent demand for sophisticated facilities such as solariums and saunas. There is potential for private investment to occur in this sector and the Council would particularly encourage proposals for development in the area of Abbeydale III.

9.26 Local community associations may have the resources to develop facilities, for example, badminton in community halls, and to operate them on a low cost basis through voluntary activity. Land is reserved for a community centre adjacent to the shops at Abbeydale and the Council would welcome local initiatives for the inclusion of sports facilities in a general scheme for the site which could be enlarged to accommodate this.

* Regarding the status of this Policy see Paragraph 1.6 (Page 2)

CORE POLICY L.3

THE CITY COUNCIL WILL IDENTIFY SITES FOR MAJOR RECREATIONAL FACILITIES TO MEET THE NEEDS OF THE CITY

- 9.27 The City Council is aware that as Gloucester expands and develops then its requirements for leisure and recreation undergo complementary growth and change. Robinswood Hill Country Park, for example, is a major recreational asset which was instigated during the 1960's in response to the demand for increased leisure space which was occurring at that time.
- 9.28 Now, in the 1980's, the shortage of land for housing and industry within Gloucester is exerting pressure on the City's recreational provision. The Greyhound Stadium in Longlevens, for example, is to be redeveloped for residential purposes. In addition, the last few years have seen an increased pressure for City centre entertainments of the amusement arcade type which the City Council has not yet been able to satisfy.
- 9.29 As a result of these pressures and in order to be able to satisfy both Gloucester's current and future recreational demands, the Council is concerned to identify sites which have leisure potential and to take advantage of opportunities which may arise for their development.

IMPLEMENTATION POLICIES

- L.3(a) THE CITY COUNCIL WILL SUPPORT THE COMPREHENSIVE RECREATIONAL DEVELOPMENT OF THE OXLEAZE AND CASTLEMEADS WITHIN WHICH A STADIUM AND OTHER LEISURE FACILITIES MAY BE INCLUDED. SUCH DEVELOPMENT MUST RESPECT THE OPEN CHARACTER OF THE AREA
- 9.30 For many years the Oxleaze and Castlemeads have contributed to the recreational amenity of the City by providing green open space freely accessible to all Gloucester's residents but, unfortunately, apart from formal team sport, the area is under-used and is visually not particularly attractive. The City Council, however, believes that this land represents a major leisure opportunity which can best be fulfilled by protecting its original historical function and increasing its recreational attraction through the introduction of additional facilities. These may include a stadium to replace the Greyhound Stadium.
- L.3(b) THE CITY COUNCIL WILL NOT OPPOSE IN PRINCIPLE THE LOCATION OF A LIMITED NUMBER OF ENTERTAINMENT USES ON THE MARKET PARADE FRONTAGE OF THE TRIANGLE SITE
- 9.31 Currently there is not a clearly recognisable entertainments area in the City centre, and consequently demand for leisure developments, particularly of a minor nature, occurs throughout

the main shopping area, and is considered unsatisfactory. It is intended that by identifying one area for such uses, new leisure investment, such as amusement arcades, may be encouraged and pressure taken off the main shopping streets.

L.3(c) THE CITY COUNCIL WILL SUPPORT THE INCLUSION OF LEISURE FACILITIES WITHIN THE DOCKS REDEVELOPMENT AND WILL CONTRIBUTE FINANCIALLY TOWARDS THE COST OF TRANSFERRING THE BRITISH WATERWAYS BOARD MUSEUM TO GLOUCESTER

9.32 The City Council believes that the development of the Docks offers a unique opportunity for public and private interests to co-operate in the promotion of leisure in Gloucester. Great importance is attached to the decision of the British Waterways Board to locate the National Waterways Museum in Gloucester. It is hoped that this will provide the impetus for other leisure facilities such as pubs, restaurants, a hotel and marina associated amenities.

L.3(d) THE CITY COUNCIL WILL MAINTAIN AND PROTECT ROBINSWOOD HILL COUNTRY PARK

9.33 The City of Gloucester is fortunate that a major recreational asset such as Robinswood Hill Country Park is included within its boundary. The City Council wishes to ensure that it is safeguarded for all Gloucester's residents to enjoy.

CORE POLICY L.4

THE CITY COUNCIL WILL CONTINUE TO MAKE OPPORTUNITIES FOR LEISURE AVAILABLE THROUGH THE OPERATION OF ITS MUSEUMS AND ART GALLERY SERVICE AND THE PROMOTION OF EVENTS AT THE LEISURE CENTRE. THE CITY COUNCIL WILL ALSO WELCOME THE PROVISION OF LEISURE PURSUITS AND ENTERTAINMENT BY OTHER AGENCIES AND INDIVIDUALS

- 9.34 The City Council maintains the City Museum and Art Gallery and the Folk Museum for the enjoyment of the residents of Gloucester and of visitors to the City. It is considered that expansion of the Folk Museum would be particularly worthwhile. In addition, the Leisure Centre offers a varied programme of events which is designed to provide something for everyone and includes entertainments ranging from fashion shows to exhibitions to concerts by popular performers. Once a year the City Council organises the Gloucester Carnival.
- 9.35 There are also many opportunities for leisure provided by bodies with whom the City Council has little or no involvement. Most of these facilities, such as public houses, restaurants and night clubs, are available all year round but there are other entertainments such as the Three Choirs Festival and the fun fair which occur less frequently.

IMPLEMENTATION POLICY

- L.4(a) EXTENSIONS TO THE FOLK MUSEUM WILL BE PROGRAMMED TO ENHANCE THE FACILITIES PRESENTLY AVAILABLE

CORE POLICY L.5

THE CITY COUNCIL WILL SEEK TO
MEET THE DEMAND FOR ALLOTMENTS
SUBJECT TO THE AVAILABILITY OF
SUITABLE LAND

- 9.36 The Council owns 1,164 allotments which are located on 17 sites distributed throughout the City (see Plan 12) and of which about 90% are currently let. 689 of the plots are on statutory allotment land and 475 are temporary, i.e. on land which is ultimately destined for an alternative use. There are also a number of other allotments owned by the County Council and British Rail.
- 9.37 Although there are short waiting lists for plots on some sites, there are, conversely, a small number of vacant plots on others and viewed on a City-wide basis, the total allotment provision would appear to be in balance with demand.
- 9.38 Allotments, although providing a significant amenity for their individual tenants, are not of direct value to the majority of the population, and indeed, are considered by some to be visually intrusive. In certain instances they may also be located on prime development land when they could, without detriment, be placed on land with less potential.
- 9.39 The City Council believes that there is a need to evaluate the benefits of retaining the current allotment sites for that purpose relative to the advantages to be gained from releasing the land for an alternative use.
- 9.40 Notwithstanding this, however, the City Council also recognises the importance of allotments in giving pleasure to many of the City's residents, in particular the retired, the unemployed and those with small gardens, and wishes to see that the present standard of provision is maintained. It is desirable that any allotment land which is put to some other use should be replaced, but this may not always be possible.
- 9.41 Within the context of a pressing need for residential development, a preliminary evaluation of the Podsmead and Painswick Road temporary allotments has indicated that this land could usefully be released for housing.
- 9.42 In order that a conflict of interests should not arise again, it would be preferable if all new and replacement allotments could be located on land such as noise buffer strips which have a limited number of potentially useful functions.
- 9.43 Demand for allotments is unstable and varies with population levels and economic trends. Given the current satisfactory balance between supply and demand, however, and the unlikely nature of a sudden and complete change in the economic climate, the Council will endeavour to retain a similar ratio between population and plots when considering the requirement for additional provision as Gloucester's population grows.

IMPLEMENTATION POLICIES

- L.5(a) THE CITY COUNCIL WILL INVESTIGATE THE SUITABILITY OF LAND ADJOINING CONEY HILL CEMETERY AND SMALL AREAS OF LAND AT MATSON FOR THE REPLACEMENT OF THE PAINSWICK ROAD ALLOTMENTS PRIOR TO THEIR PERMANENT RELOCATION ON ABBEYDALE III. THE CITY COUNCIL WILL ALSO SURVEY LAND AT THE END OF MILTON AVENUE, LAND ADJACENT TO THE RAILWAY AND SOUTH OF SOUTHERN AVENUE, LAND ON LOWER TUFFLEY LANE AND COUNCIL-OWNED LAND TO THE WEST OF THE CANAL FOR THE REPLACEMENT OF THE ALLOTMENTS AT PODSMEAD
- L.5(b) BEFORE PERMITTING DEVELOPMENT ON OTHER ALLOTMENTS, THE COUNCIL WILL CONSIDER WHETHER DEMAND JUSTIFIES THEIR REPLACEMENT AND IF SO WILL ENDEAVOUR TO PROVIDE ALTERNATIVE SITES
- L.5(c) FIFTEEN ACRES OF ALLOTMENT LAND WILL BE PROVIDED ALONG THE NOISE BUFFER STRIP ON ABBEYDALE III TO CATER FOR THE REQUIREMENTS OF THE NEW HOUSING AREA AND FOR THE RELOCATION OF TEMPORARY ALLOTMENTS WHEN NECESSARY

CORE POLICY L.6

THE CITY COUNCIL, IN CONJUNCTION WITH THE COUNTY COUNCIL, WILL MAINTAIN THE CITY'S SYSTEM OF PUBLIC FOOTPATHS, AND WILL ENHANCE THE SYSTEM WHERE APPROPRIATE

- 9.44 Gloucester has an extensive network of public rights of way. Most of these are located within the built-up area and function as pedestrian only shortcut routes. Others, however, give access to and across areas of open land, such as Robinswood Hill and meadows near the River Severn, and these paths have significant recreational value.
- 9.45 The local authority is obliged to ensure that public paths are not obstructed and that the public's right of access is maintained, but the lack of a Definitive Rights of Way map for most of the City has complicated enforcement proceedings. Robinswood Hill and Saintbridge are the only areas which are the subject of a Definitive Rights of Way map.
- 9.46 The Council recognises the amenity which pedestrian only paths provide and opportunities will arise to extend the system when, for example, new housing developments proceed, although such paths will not necessarily be public rights of way as such.
- 9.47 Opportunities can also be identified to achieve certain small additions and improvements to the public rights of way, in order to provide longer recreational footpaths, particularly where these give access to the countryside. In due time it may be possible to signpost these paths, and to make information available about them.

IMPLEMENTATION POLICIES

- L.6(a) DEVELOPMENT ON LAND CROSSED BY A PUBLIC RIGHT OF WAY WILL NOT NORMALLY BE PERMITTED UNLESS SATISFACTORY PROVISION IS MADE TO RETAIN OR DIVERT THE RIGHT OF WAY
- 9.48 The City Council is empowered to make Orders to create, extinguish or divert footpaths, and will use these powers to resolve conflict between the need to develop land and the presence of a public right of way provided that the right of way is satisfactorily protected or diverted. The necessary making of any Orders will be at the expense of the developer.
- L.6(b) THE CITY COUNCIL WILL CONTINUE TO SEEK THE CREATION OF A RIVERSIDE WALK ALONG THE RIVER SEVERN, AS SHOWN ON PLAN 13

- 9.49 Nature conservation is concerned with the protection of areas which have zoological, botanical and geological interest. In recent years the value of such sites for educational, scientific and recreational purposes has become increasingly recognised both by a growing number of conservation bodies and by the general public.
- 9.50 Unfortunately, whilst the benefits of nature conservation have become widely accepted, the pressures for development and change have undergone a parallel increase and pose a threat to the existence of irreplaceable Assets.
- 9.51 There are a number of methods available to safeguard a site, of which three have relevance to Gloucester. The Nature Conservancy Council may designate an area of particular wildlife conservation or geological interest as a Site of Special Scientific Interest (S.S.S.I.) from which time it will receive statutory protection. The Quarry on Robinswood Hill is an S.S.S.I. A local authority too has the power to protect an area which is considered to be of value by declaring a Local Nature Reserve. As yet there are no Local Nature Reserves in Gloucester.
- 9.52 In addition, nature conservation trusts can create reserves by acquiring sites themselves or managing them for other bodies. The Gloucestershire Trust for Nature Conservation has an agreement with the City Council to manage a reserve at Over Ponds where there is an exceptional diversity of aquatic flora.
- 9.53 There are four sites within the City which do not as yet enjoy any legal protection but which have been identified by the Gloucestershire Trust for Nature Conservation as being of particular nature conservation importance. These are Saintbridge Pool, which has interesting aquatic flora and invertebrate fauna; part of Sudmeadow, which is a small remnant of several hundred hectares of meadow land which formerly bordered the Severn near Gloucester; Old Green Farm Meadows, where a large number of plants indicative of old unimproved meadows are to be found; and the osier bed and meadowland at Over.
- 9.54 Robinswood Hill is protected by its Country Park status.

IMPLEMENTATION POLICIES

- L.7(a) THERE WILL BE A PRESUMPTION AGAINST DEVELOPMENT WHICH IS LIKELY TO ADVERSELY AFFECT THE ROBINSWOOD HILL QUARRY SITE OF SPECIAL SCIENTIFIC INTEREST OR THE GLOUCESTERSHIRE TRUST FOR NATURE CONSERVATION RESERVE AT OVER PONDS, AS IDENTIFIED ON PLAN 13
- L.7(b) THE CITY COUNCIL WILL TAKE INTO ACCOUNT THE REQUIREMENTS OF NATURE CONSERVATION WHEN CONSIDERING PROPOSALS FOR DEVELOPMENT WHICH MIGHT ADVERSELY AFFECT SAINTBRIDGE POOL, SUDMEADOW (PART), OLD GREEN FARM MEADOWS OR THE OSIER BED AND MEADOW LANDS AT OVER, AS IDENTIFIED ON PLAN 13

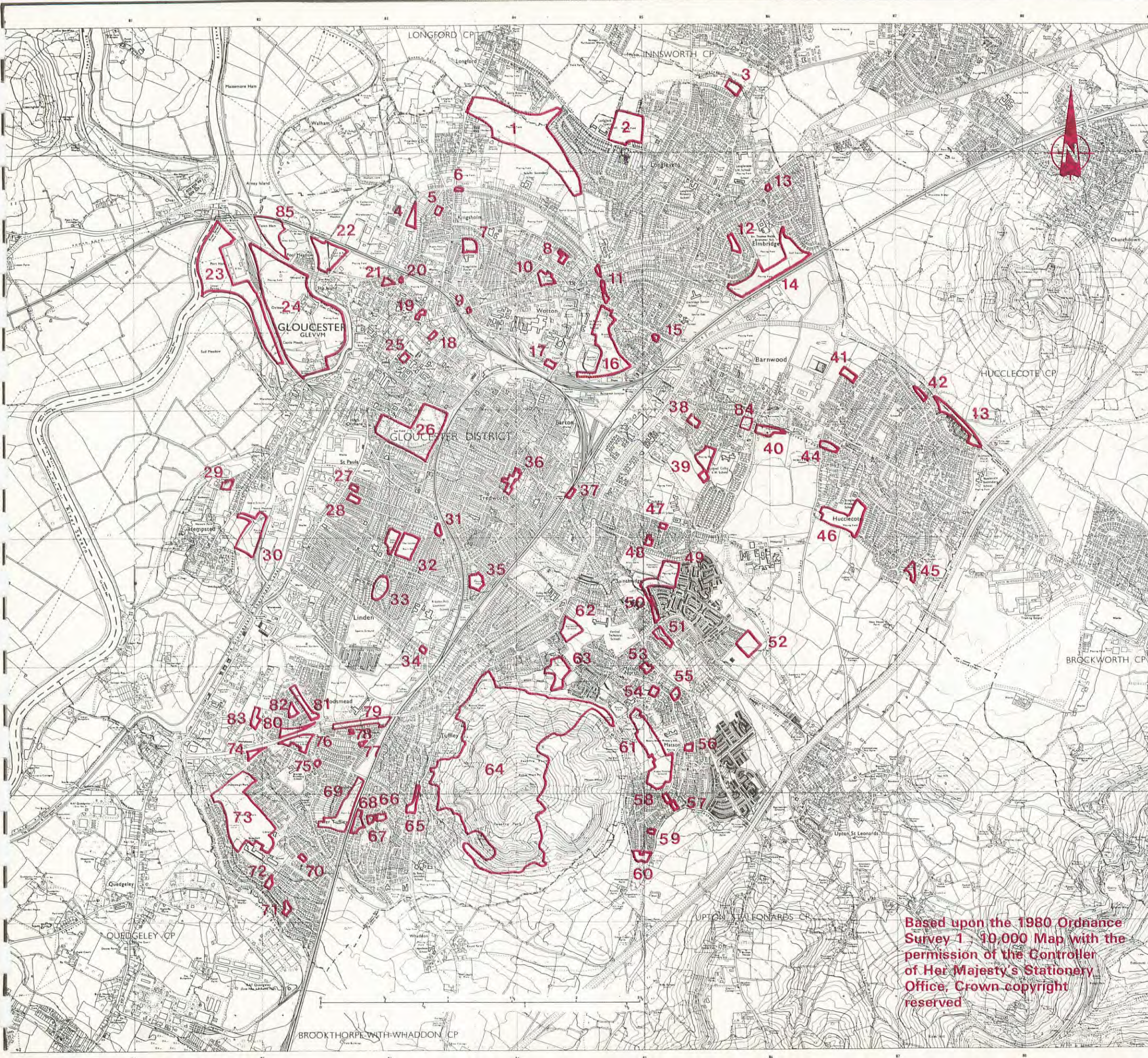
PUBLIC OPEN SPACE

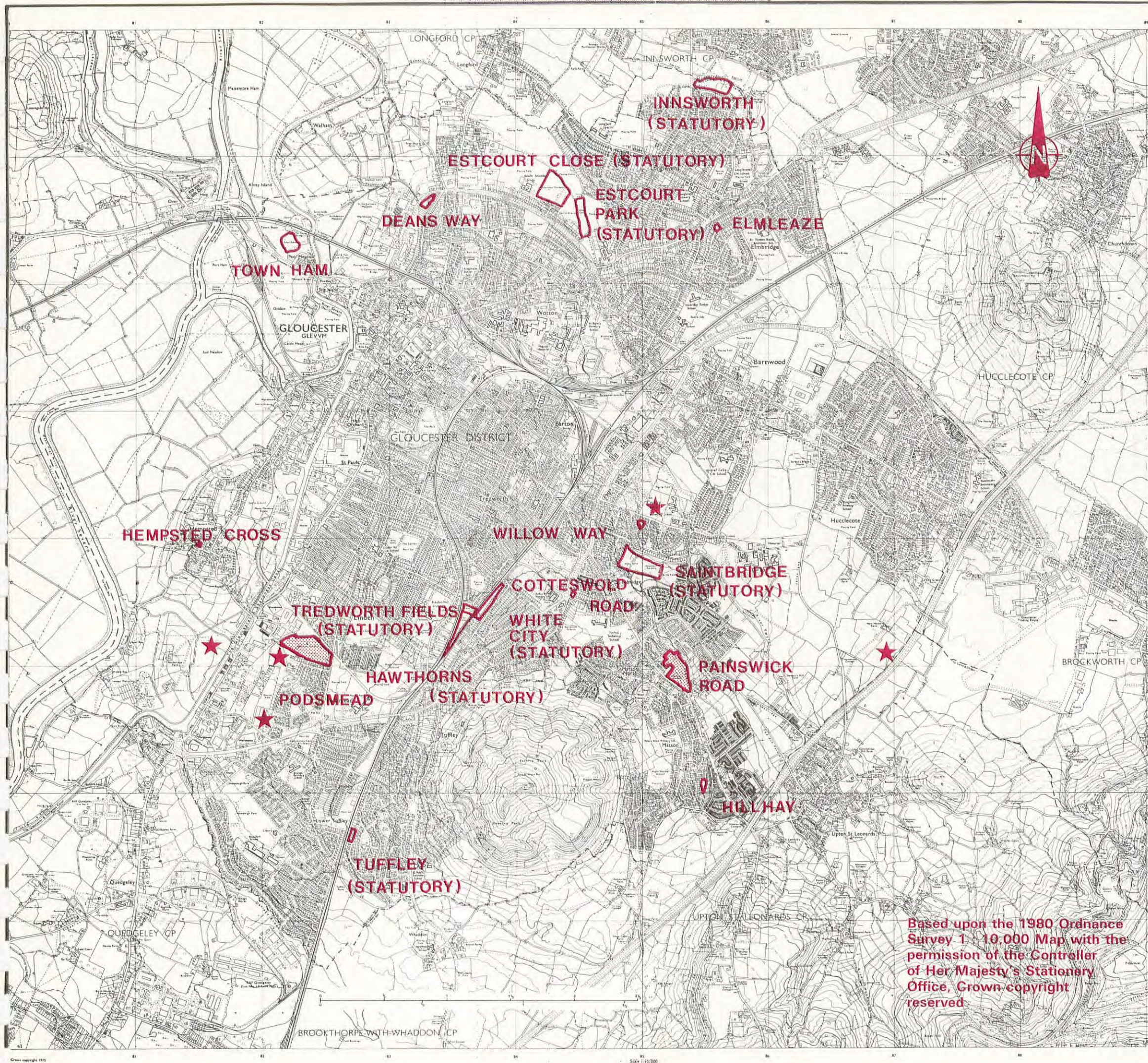
1. Plock Court
2. Longlevens Playing Field
3. Paygrove Lane
4. St. Oswald's Road
5. Deans Way
6. Kingsholm Road Rest Garden
7. Sebert Street
8. Lansdown Road
9. Great Western Road Rest Garden
10. Hillfield Gardens
11. Estcourt Road Gardens
12. Meadowleaze
13. Manor Park
14. Elmbridge Playing Field
15. Cross Keys Rest Garden
16. Armscroft Park
17. Great Western Road
18. Kings Square
19. St. Lucy's Garden
20. Priory Road Gardens
21. St. Oswald's Priory
22. Westgate Park
23. Port Ham
24. Castle Meads/Oxleaze
25. Greyfriars
26. The Park
27. Theresa Street
28. Alma Place
29. Newark House
30. Hempsted Recreation Ground
31. Sydenham Gardens
32. The Lannett
33. The Oval
34. Tuffley Rest Garden
35. Parry Road/Bathurst Road Recreation Ground
36. Albany Street
37. Savernake Road
38. Durham Road
39. York Road/Stanway Road
40. Barnwood Park
41. Duncroft Road
42. Colwell Avenue
43. Millfields
44. Lilliesfield Avenue
45. Hucclecote Green
46. King George V Playing Field
47. May Tree Square
48. Birch Avenue
49. Saintbridge Recreation Ground
50. North of Heron Way
51. Heron Way
52. Heron Open Space
53. Cleeve Road
54. Rectory Road Garden
55. Matson Library
56. St. Peters Road
57. Matson Avenue/Winnycroft Lane
58. Matson Avenue/Redwell Road
59. Caledonian Road
60. Sneadham's Green
61. Matson Park
62. Saintbridge Recreation Ground
63. Robinswood Barracks
64. Robinswood Hill Country Park
65. Stroud Road/Rissington Road
66. Kemble Close/St. Michael's Church
67. Robert Raikes Avenue/Gurney Avenue
68. Robert Raikes Avenue
69. Randwick Road Park
70. Windsor Drive
71. Chatsworth Avenue
72. Sulgrave Close
73. Homeleigh Park
74. Tuffley Lane
75. Grange Road Garden
76. Community Centre/Tuffley Lane
77. Slimbridge Road/Fretherne Road
78. Arlingham Road
79. Arlingham Road/Cole Avenue
80. Byron Avenue
81. Scott Avenue
82. Kents Avenue
83. Lower Tuffley Lane
84. Church Field, Barnwood Avenue
85. Town Ham

City of Gloucester Local Plan

PLAN 11

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ALLOTMENTS



Existing allotments



Existing allotments
with development
potential



Potential allotment
sites

City of Gloucester
Local Plan

PLAN 12

Based upon the 1980 Ordnance
Survey 1:10,000 Map with the
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RIVERSIDE WALK AND SITES OF NATURE CONSERVATION IMPORTANCE

-  Protected Nature Conservation Sites
-  Sites of nature Conservation Importance
-  Robinswood Hill Country Park
- 1. Over Ponds and G.T.N.C. Reserve
- 2. Osier bed and meadow
- 3. Sudmeadow (part)
- 4. Saintbridge Pool
- 5. Old Green Farm Meadow
- 6. Robinswood Hill Quarry Site of Special Scientific Interest

 Riverside walk

City of Gloucester Local Plan

PLAN 13



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COMMUNITY SERVICES AND PUBLIC UTILITIES



COMMUNITY SERVICES AND PUBLIC UTILITIES

COMMUNITY SERVICES

- 10.1 There are a range of community services available in Gloucester which are essential for the wellbeing of the City. These include "personal" services such as education, social services, health facilities and library facilities, and other services such as the police, fire and ambulance services. None of these services are under the direct control of the City Council, but clearly in order that the supply of services can be planned to match the demand from the community, close liaison is required between the operating agencies and the City Council which is the local planning authority.
- 10.2 As the structure of the population and its distribution throughout the City changes over time, so does the demand for the various community services. The "personal" services are particularly important for the old and the young and as the Table shows, the numbers in each of these age groups changes considerably over time.

TABLE 2: GLOUCESTER'S POPULATION, 1971-1996

Age Group	1971		1979		1986		1996	
	No.	%	No.	%	No.	%	No.	%
0-14	23,300	26%	20,800	23%	19,060	20%	24,200	23%
15-29	18,900	21%	20,300	22%	25,450	27%	22,400	22%
30-44	15,900	18%	16,100	18%	17,660	19%	22,500	22%
45-Retired	18,700	21%	18,300	20%	16,580	17%	17,400	17%
Retired	13,500	15%	15,900	17%	16,590	17%	17,400	17%
TOTAL	90,300		91,400		95,340		103,900	

Source: 1971 Census. County Council estimates
Registrar General's estimates

- 10.3 The Local Plan as it affects development in the City will play an important role in co-ordinating the functions of these community services.

CORE POLICY C.1 THE CITY COUNCIL WILL SEEK TO
CO-ORDINATE THE FUNCTIONS OF
COMMUNITY SERVICES WITH OTHER
DEVELOPMENT AND WILL ENDEAVOUR
TO ENSURE AN ADEQUATE LEVEL OF
SERVICES

(a) Health Facilities

- 10.4 The Gloucestershire Area Health Authority is responsible for health facilities in Gloucester. (The administrative structure of the Authority will be changing in April, 1982). Provision is divided between hospital care and primary care which comprises specialist clinics and general practice.

Hospital Care

- 10.5 Major provision will continue to be at the Gloucester Royal Hospital at Great Western Road. Any additional facilities can be catered for at this site.
- 10.6 The mentally handicapped wing at Horton Road is planned to close and some expansion of facilities will take place at Coney Hill Hospital.

Primary Care

- 10.7 On the question of primary care, the Health Authority considers that the clinic at Rikenel is now of inadequate capacity to serve the outskirts of the City, and a new clinic will be programmed for Abbeydale III to provide child therapy, chiropody, speech therapy, and associated community health activities.
- 10.8 The Health Authority does not have direct control over general practitioners but should there be a demand from doctors for premises for a general practice, then this might be combined with the new clinic to provide a health centre.

IMPLEMENTATION POLICY

- C.1(a) TO MEET THE NEEDS OF THE AREA, A SITE WILL BE
RESERVED ON STAGE III OF THE ABBEYDALE
DEVELOPMENT FOR THE LOCAL HEALTH AUTHORITY
TO PROVIDE A CLINIC

(b) Social Services

- 10.9 Responsibility for the provision of social services lies with the Social Services Department of the Gloucestershire County Council. The Department provides facilities particularly for the young and elderly in need of care and the physically and mentally handicapped. There are three types of services:-

- (i) Personal support services - to maintain individual welfare
- (ii) Communal services, e.g. day centres, adult training centres
- (iii) Residential services - elderly persons homes, community homes, etc.

10.10 The demand for these services varies with the City's population structure and estimates (as shown in Table 2) indicate that there is an increasing number of people over retirement age in Gloucester, and that this trend will continue into the 1990's. It is expected, therefore, that additional facilities will be required for this sector of the population.

10.11 It is the County Council's intention to provide a day centre for the elderly and an elderly persons home on a site already reserved on Stage II of the Abbeydale development. However, consideration will be given to reserving an alternative site for a day centre on Stage III to replace the site already reserved. In addition, the County Council has programmed a day centre for the elderly in 1982/83 and provision of an elderly persons home in 1983/84 for the Barton/Tredworth area.

IMPLEMENTATION POLICIES

Day Centre
C.1(b) THE CITY COUNCIL WILL CONSIDER, IN CONJUNCTION WITH THE GLOUCESTERSHIRE COUNTY COUNCIL, THE POSSIBILITY OF RESERVING A SITE FOR A DAY CENTRE FOR THE ELDERLY AND AN ELDERLY PERSONS HOME ON STAGE III OF THE ABBEYDALE DEVELOPMENT TO REPLACE THE SITE ALREADY RESERVED ON STAGE II

new day centre at Wotton
C.1(c) THE CITY COUNCIL WILL ENCOURAGE THE GLOUCESTERSHIRE COUNTY COUNCIL TO PROVIDE AN ELDERLY PERSONS HOME AND A DAY CENTRE FOR THE ELDERLY IN THE BARTON/TREDWORTH AREA

10.12 The Community Relations Council and the County Education Department's Youth and Community Services Division, as well as the Social Services Department, have special responsibility for young people in the City. It has been agreed that increased leisure time and unemployment is creating a greater demand for recreational and community facilities, and throughout the City there are numerous youth clubs and community centres run by voluntary organisations either wholly or partly assisted by the local authorities.

10.13 Two specific requirements for community facilities have been identified. Firstly at Abbeydale, where a site has already been reserved adjacent to the shopping centre, and secondly, for facilities to be provided in the City centre/Barton Street area. The County Education Department has indicated its wish to financially support suitable schemes in these areas.

C.1(d) THE CITY COUNCIL WILL ENCOURAGE THE ESTABLISHMENT OF COMMUNITY FACILITIES AT ABBEYDALE AND IN THE CITY CENTRE/BARTON STREET AREA

(c) Education

10.14 The Education Department of the Gloucestershire County Council is responsible for educational facilities in the City, and provides formal education in three main stages:-

- (i) Primary Education - 4-11 years
- (ii) Secondary Education - 11-16 (or 18) years
- (iii) Further Education - over 16 (or 18) years

The Department is also responsible for special education provision for the handicapped, and nursery education for the under-fives. There are no Nursery Schools presently provided for the under-fives but it is the County Council's policy to meet this need by encouraging voluntary pre-school playgroups and allowing early admission to primary schools.

10.15 Educational provision has to be related to the numbers of children of school age in the population. Table 2 shows that as a result of a decline in the birth rate, there will be fewer children of school age in the population up until the 1990's.

10.16 Table 3 shows that the birth rate in Gloucester has in fact been declining steadily since the mid-1960's and although the rate has consistently been above the County average, the numbers of children on school rolls has been in decline since the early 1970's. The trend is well-established in the City's primary schools and is now being felt in the secondary schools. Table 3 also shows that there has been a marked upturn in the birth rate since 1978, but the effect of this in terms of increasing numbers of school children is not likely to be felt in the secondary schools until the 1990's.

TABLE 3: BIRTH RATE (PER 1,000 POPULATION), 1966-80

	1966	1968	1970	1972	1974	1976	1978	1980
Gloucester	20.6	18.9	17.0	15.0	12.9	11.5	11.7	13.8
County	18.1	17.0	15.2	14.2	12.7	11.4	11.5	12.6

Source: OPCS and Gloucestershire County Council

10.17 As well as achieving the correct level of provision for the City as a whole, the Education Authority attempts to provide a suitable distribution of schools throughout the City. The County Council's capital programme provides, where necessary, for new schools to be built in areas of new housing development, and the rationalisation of old and unsuitable school buildings.

(i) Primary Education

- 10.18 The distribution of primary schools throughout the City is relatively even. However, several of them have significant numbers of surplus places as a result of falling rolls and the County Council is currently considering how best to take surplus places out of use in such a way that can benefit the overall education provision whilst ensuring that the distances children of primary school age have to travel to school are not unreasonable.
- 10.19 Additional primary school places will be required at Abbeydale and may be required in the Longlevens area as a result of new housing development.
- 10.20 Accordingly, a site for a one-form entry primary school has already been reserved at Brionne Way, Little Normans.
- 10.21 The County Council considers that in addition to facilities already available, sites for a further two two-form entry primary schools will be required at Abbeydale.

IMPLEMENTATION POLICY

- C.1(e) TO MEET THE ADDITIONAL DEMAND FOR PRIMARY EDUCATION, SITES WILL BE RESERVED ON STAGE III OF THE ABBEYDALE DEVELOPMENT FOR THE COUNTY COUNCIL TO PROVIDE TWO PRIMARY SCHOOLS

(ii) Secondary Education

- 10.22 The Gloucestershire County Council presently has the organisation of Gloucester's secondary schools under review in respect of the types of schools available.
- 10.23 The after use of sites which may become available as a result of the closure of some schools will need to be the subject of discussions between the City Council as planning authority and the County Council.
- 10.24 The County Council considers that no new secondary schools will be required in the foreseeable future and that additional demand created by new housing at Abbeydale can be accommodated at existing schools.

Further, Nursery and Special Education

- 10.25 The County Council does not anticipate that there will be any additional land requirements in Gloucester associated with these sectors of educational provision.

(d) Library Services

- 10.26 The Library Services Department of the Gloucestershire County Council reports a marked increase in the use of the City's libraries in the last few years. In particular the suburban

libraries have shown large increases in both the numbers of readers and books issued. Despite a decrease in the number of days these libraries are open, there has been an average increase of 8% in the number of books issued in 1980/81, compared with 1979/80. Particular pressure has been felt at the Longlevens, Matson and Hucclecote libraries, and with this in mind the County Council has approved in principle the provision, in due course, of a new library at Abbeydale.

IMPLEMENTATION POLICY

C.1(f) TO MEET THE ADDITIONAL DEMAND FOR LIBRARY FACILITIES, A SITE WILL BE IDENTIFIED ON THE ABBEYDALE DEVELOPMENT FOR THE COUNTY COUNCIL TO PROVIDE A NEW LIBRARY

(e) Police, Fire and Ambulance Services

- 10.27 The Gloucestershire Constabulary will require land for a new police station at Abbeydale.
- 10.28 Consultations with the County Council and the Area Health Authority indicate that development proposals contained in the District Plan are not likely to present difficulties for the operations of fire and ambulance services.

IMPLEMENTATION POLICY

C.1(g) A SITE WILL BE IDENTIFIED ON THE ABBEYDALE DEVELOPMENT FOR THE GLOUCESTERSHIRE CONSTABULARY TO PROVIDE A POLICE STATION

Public Utilities

- 10.29 Services such as power and water supplies, drainage and waste disposal are essential for any community. In a City such as Gloucester, where development and redevelopment is continually taking place, it is particularly important to ensure that the provision of these services is programmed to cater for such changes. The provision and maintenance of these services is an expensive undertaking and, in a situation of scarce resources, the co-ordination of the budgetary programme of the various responsible authorities is desirable to obtain the most effective use of existing provision and to allow new development to take place.

CORE POLICY C.2

THE CITY COUNCIL WILL SEEK TO
CO-ORDINATE THE FUNCTIONS OF
THE PUBLIC UTILITY SERVICES
WITH OTHER DEVELOPMENT AND WILL
ENDEAVOUR TO ENSURE AN ADEQUATE
LEVEL OF SERVICES

(a) Land Drainage and Sewerage

- 10.30 Development within the City has reached the stage where the existing sewerage infrastructure is already heavily utilised and where increased surface water and ground water run-off necessitates remedial works to some water courses.
- 10.31 Major development is planned to take place in various parts of the City as indicated elsewhere in the Local Plan. Details of additional drainage infrastructure which are already known to be required for this new development and to resolve existing problems are contained in the following sections dealing separately with land drainage and sewerage.
- 10.32 In certain instances additional studies are necessary to ensure that drainage provision is properly programmed, the most significant studies being those dealing with proposed developments in the Abbeydale, Podsmead and Tewkesbury Road areas. Investigations into development possibilities at Hempsted have also been identified as necessary (see Housing). In addition, parts of the sewerage system in the Lower Westgate area are in a poor structural condition and a study is required to up-date the sewer information in this area and to obtain a detailed assessment of the structural condition.

(i) Land Drainage

- 10.33 The City is traversed by six major water courses and the responsibility for maintaining these rests principally with the riparian owners. In cases where the water course has been declared a "Main River", as a measure of its importance to the drainage system, the Severn-Trent Water Authority carries out both maintenance and improvement. Work has already been undertaken on both the Wotton Brook and the Horsebore Brook in Longlevens. However, further improvements are being carried out to relieve the flooding of the Horsebore Brook in the Nine Elms Road area. For non-main rivers the City Council has powers to enforce maintenance or to undertake improvements itself.
- 10.34 Four main areas have been identified by the City Council where improvements to the land drainage network are required.
- 10.35 Firstly, the River Twyver is culverted for much of its length in the Central Area and recent survey work has indicated that this is in a poor condition. The County Council are to replace the culvert where it crosses the Inner Relief Road but further studies are required to determine a policy for the remainder of the culvert downstream of Station Road.

- 10.36 Secondly, a scheme for the relief of a surface water sewer in Windsor Drive, Tuffley, has been submitted to the Severn Trent Water Authority for inclusion in their capital programme.
- 10.37 Thirdly, the City Council is undertaking a five year programme to improve the Whaddon and Daniels Brooks (1980-85)
- 10.38 Finally, the development of Stage III of Abbeydale will require significant improvement to both the River Twyver and the Wotton Brook - neither of which are "main river" at this point.

IMPLEMENTATION POLICIES

- C.2(a) * FURTHER STUDIES WILL BE UNDERTAKEN TO DETERMINE A FUTURE POLICY FOR THE REMAINDER OF THE TWYVER CULVERT DOWNSTREAM FROM STATION ROAD
- C.2(b) * THE CITY COUNCIL WILL ENCOURAGE THE PROGRAMMING BY THE SEVERN-TRENT WATER AUTHORITY OF A SCHEME FOR THE RELIEF OF THE SURFACE WATER SEWER IN WINDSOR DRIVE, TUFFLEY
- C.2(c) THE CITY COUNCIL WILL CONTINUE (AS PROGRAMMED) THE IMPROVEMENTS TO THE WHADDON AND DANIELS BROOKS
- C.2(d) AS PART OF THE BRIEF TO BE PREPARED FOR STAGE III OF THE ABBEYDALE DEVELOPMENT, DETAILS OF NECESSARY IMPROVEMENTS TO THE LAND DRAINAGE SYSTEM WILL BE IDENTIFIED
- C.2(e) * THE CITY COUNCIL WILL URGE THE SEVERN-TRENT WATER AUTHORITY TO CARRY OUT IMPROVEMENT WORKS WHERE FLOODING PROBLEMS EXIST ON "MAIN RIVERS"

(ii) Sewerage

- 10.39 Overall responsibility for sewerage matters lies with the Severn-Trent Water Authority which directly undertakes the operation of water reclamation works. The main works for the City is at Netheridge and the Severn-Trent Water Authority considers that this is presently of sufficient capacity to cope with the City's needs but that any future expansion that may be required can take place on this site.
- 10.40 Functions relating to sewerage are carried out by the City Council under an Agency Agreement with the Severn-Trent Water Authority which operates a 5 year capital programme for financing large improvement schemes.

* Regarding the status of this Policy see Paragraph 1.6 (Page 2)

- 10.41 The areas of the City where there are sewerage problems are parts of Tuffley, Abbeydale, Hucclecote and Barnwood. At the present time improvements to the foul water drainage system are required in Hucclecote Road and Painswick Road. Such improvements will reduce the flooding in this area and facilitate the construction of Stage III of the Abbeydale development. The City Council will urge the Severn-Trent Water Authority to implement such works as are necessary in order that the release of land at Abbeydale is not delayed. In this respect the first phase of a new sewer in Hucclecote Road is approved and programmed for 1984/85.
- 10.42 A further two schemes are also presently included in the Severn-Trent Water Authority capital programme. The first, for the replacement of a surface water sewer in Tuffley Lane, is already under way, and is expected to be completed in October, 1982. The second scheme for a foul water sewer at Ennerdale Avenue, Longlevens, is programmed to start in 1984/85.
- 10.43 Forward planning studies carried out in 1981 on behalf of the Severn-Trent Water Authority have shown that the separation of surface water drainage in the Fox Elms Road area is a priority because of the relief that would be provided to the overloaded combined sewers in the Birchwood Fields area.
- 10.44 The Pool Meadow area on the west side of the River Severn remains the only area with foul sewage discharging into a water course. Because of the dilution factor this does not represent a significant health risk but the City Council do not believe that such a discharge should be tolerated "ad infinitum".

IMPLEMENTATION POLICIES

- C.2(f) * THE CITY COUNCIL WILL ENCOURAGE THE SEVERN-TRENT WATER AUTHORITY TO PROVIDE THE FIRST PHASE OF A NEW FOUL WATER SEWER IN HUCCLECOTE ROAD AS PROGRAMMED FOR 1984/85
- C.2(g) * THE CITY COUNCIL WILL ENCOURAGE THE EARLY PROGRAMMING BY THE SEVERN-TRENT WATER AUTHORITY OF THE NEW SEWER IN PAINSWICK ROAD AND THE SECOND PHASE OF THE NEW SEWER IN HUCCLECOTE ROAD IN ORDER THAT CONSTRUCTION OF STAGE III OF THE ABBEYDALE DEVELOPMENT IS NOT DELAYED
- C.2(h) * THE CITY COUNCIL WILL ENCOURAGE THE SEVERN-TRENT WATER AUTHORITY TO PROVIDE A NEW FOUL WATER SEWER AT ENNERDALE AVENUE, LONGLEVENS, AS PROGRAMMED FOR 1984/85
- C.2(j) * THE CITY COUNCIL WILL ENCOURAGE THE PROGRAMMING BY THE SEVERN-TRENT WATER AUTHORITY OF THE FOX ELMS ROAD SEPARATION SCHEME

* Regarding the status of this Policy see Paragraph 1.6 (Page 2)

- C.2(k)* THE CITY COUNCIL WILL ENCOURAGE THE SEVERN-TRENT WATER AUTHORITY TO PROVIDE AN ALTERNATIVE FACILITY TO STOP THE DISCHARGE OF FOUL SEWAGE INTO THE RIVER SEVERN FROM POOL MEADOW

(b) Water Supplies

- 10.45 Water supplies for the City of Gloucester are the responsibility of the Severn-Trent Water Authority. Discussions with the Severn-Trent Water Authority have concluded that water supplies as a whole are adequate for likely development in Gloucester. However, there are limitations in parts of the distribution system which would give rise to the need for additional off-site mains to serve some new developments - notably at the Abbeydale, Hempsted and Longlevens areas. The City Council will encourage the Severn-Trent Water Authority to programme such off-site works as will be required to enable Abbeydale III to proceed.

(c) Power Supplies

- 10.46 The Midlands Electricity Board has no major capital schemes programmed for the City, although it is possible that the redevelopment of the Docks and the development of industrial land at Barnwood will involve the Board in some major capital investment.
- 10.47 The South West Gas Board does not anticipate any major problems with regard to gas supplies in Gloucester. However, the supply of gas to the proposed extension of the Little Normans estate is unlikely to be economically feasible and supplies to the proposed industrial sites at Hempsted are likely to require extensive mains reinforcement. It should be noted that the provision of new gas supplies will be subject to the Gas Board's current policies.

(d) Waste Disposal

- 10.48 Waste disposal is the responsibility of the County Council. Planning permission has recently been granted for an extension to the Sudmeadow Tip and it is considered that this will be sufficient to cater for present needs for at least the next 20 years.

- C.2(m) THE CITY COUNCIL WILL NOT SUPPORT A FURTHER EXTENSION TO THE SUDMEADOW TIP FOR THE PURPOSES OF WASTE DISPOSAL OTHER THAN THAT AREA WHICH HAS ALREADY BEEN GRANTED PLANNING PERMISSION

* Regarding the status of this Policy see Paragraph 1.6 (Page 2)



THE DOCKS



Chapter Eleven

THE DOCKS

- 11.1 The Docks area is a designated Conservation Area of national importance and contains many fine 19th century warehouses which are listed of architectural or historic importance.
- 11.2 For some years the owners, the British Waterways Board, and the City Council have been attempting to formulate proposals to rehabilitate the Docks area and buildings which have now outgrown their viable use as dockside warehouses.
- 11.3 The following objectives are identified for any proposals:-
- (a) to preserve the historic and architectural value of the Docks area
 - (b) to utilise the Docks buildings, land and water space as fully as possible
 - (c) to develop the Docks area in an economically viable manner
 - (d) to improve the quality of the physical environment so that the area becomes more attractive
- 11.4 A consortium of developers has recently put forward proposals for the comprehensive renewal of the area, including the Southgate Street frontage. This scheme represents a major possibility of revitalising the Docks area and as such comprises the main development proposal for the City during the next few years. Failure to realise a substantial proportion of this scheme may lead to a long period of deterioration of both the warehouse buildings and the Docks environment.
- 11.5 The scheme comprises five main elements:-
- (i) the Museum Quay - located to the south of the area incorporating a new National Waterways Museum
 - (ii) the Residential Quay - located in the centre of the area and providing dwelling units in both new and refurbished buildings
 - (iii) the Commercial Quay - located north of the area incorporating offices, workshops and shops
 - (iv) a possible Government development utilising the North Warehouse
 - (v) a hotel, retail and car parking development along Southgate Street
- 11.6 The City Council fully supports this comprehensive development and will operate policies to facilitate its achievement and to overcome problems. In particular, the increased traffic movements

generated by the scheme will place some strain on the local highway system, especially Southgate Street. Developers will be expected to contribute to agreed alterations to the points of access to the Docks. The City Council, in co-operation with the County Surveyor, will investigate longer term solutions to the general traffic problems of the area.

- 11.7 The City Council will encourage continued and enhanced use of the Docks, the River Severn, and the Gloucester and Sharpness Canal for both pleasure and commercial boating purposes, and the provision of water related facilities in the Docks. However, it is recognised that the limited amount of water space and quayside mooring in the Docks may mean that priority for particular uses will be necessary, particularly for floating exhibits associated with the National Waterways Museum and visitors arriving by boat, and for residents within the Docks who wish to keep a boat. In addition, it will be necessary to pay regard to the operational requirements of British Waterways Board, who will continue to use the western section of the quay in the main Dock Basin for their own maintenance and commercial functions.
- 11.8 The current developer's scheme illustrated on Plan 14 does not embrace the whole of the Docks Redevelopment Area as defined on the Proposals Map (City Centre Inset). However, it is intended that development of the outstanding area will take place in due course, in accordance with the Council's policies for the Docks, and in compatibility with the existing scheme.

CORE POLICY D.1

THE CITY COUNCIL WILL ACTIVELY
SUPPORT THE REDEVELOPMENT OF THE
DOCKS AREA IN ACCORDANCE WITH A
COMPREHENSIVE SCHEME

IMPLEMENTATION POLICIES

- D.1(a) PLAN 14 SHOWS THE CURRENTLY ACCEPTABLE LAND
USES. DEVELOPMENTS WHICH CONFLICT WITH A
COMPREHENSIVE PROPOSAL WILL NOT BE PERMITTED
- D.1(b) THE CITY COUNCIL WILL USE ITS COMPULSORY
PURCHASE POWERS IN THE DOCKS AREA IF REQUIRED
TO DO SO TO FACILITATE THE ACHIEVEMENT OF A
COMPREHENSIVE SCHEME, SUBJECT TO THE COST OF
USING THESE POWERS BEING MET BY THE DOCK
DEVELOPERS
- D.1(c) THE CITY COUNCIL WILL ENCOURAGE AS PART OF THE
COMPREHENSIVE REDEVELOPMENT OF THE DOCKS
PLEASURE AND COMMERCIAL BOATING, AND THE
PROVISION OF WATER RELATED FACILITIES, SUBJECT
ALSO TO THE OPERATIONAL REQUIREMENTS OF BRITISH
WATERWAYS BOARD

- 11.9 The redevelopment scheme will bring benefits to the City in a
number of different ways and attention is drawn to Policies
E.1(b), E.2(a), H.1(a), H.1(c), H.4(d), A.1(e), A.5(a), A.5(c),
A.6(a), T.4(e), S.1(c) and L.3(c) in other sections of the Local
Plan.

CO~ORDINATION & PROGRAMME

Chapter Twelve

CO-ORDINATION AND PROGRAMME

- 12.1 The preceding chapters have set out in detail the policies and proposals which are considered necessary to achieve the overall strategy of the Plan. These policies inter-relate and the relationships are stated below under three headings:-

- (a) Development - particularly land and building needs
- (b) Infrastructure - essential works necessary to allow development to take place
- (c) Improvement - those elements that contribute to the City as a place to live, work and visit

DEVELOPMENT

- 12.2 The primary development needs identified by the Plan are a significant amount of industrial development, office development, major housing development and certain additions to the City's shopping facilities.
- 12.3 The opportunities for satisfying these development needs, include both redevelopment sites within the built-up area and "greenfield" sites.
- 12.4 It is considered that in order to secure the best use of scarce resources, to avoid environmentally unattractive derelict sites and in certain instances to aid the conservation of the City's heritage, wherever possible redevelopment sites should be considered first as the means of meeting the development needs. In some instances, such as shopping, the use of redevelopment sites will also enable the ideal integration of new needs with existing land uses.
- 12.5 Accordingly, the following major redevelopment sites are identified as essential and critical to the City's future:-
- (i) The Docks - identified to contribute to the employment, housing, shopping and "enhancement" objectives of the Plan
 - (ii) Eastgate Station - identified to contribute to the shopping, employment and "enhancement" objectives. It also complements the Transport objectives
 - (iii) The Triangle - identified to contribute to the shopping, employment and transport objectives
- 12.6 Not all the employment and housing development needs can be met on redevelopment sites, and the following major sites on the edge of the built-up area are also identified:-

- (iv) Barnwood land - identified to contribute to the employment objective
- (v) Abbeydale - identified to contribute to medium term housing objectives and to include appropriate community facilities
- (vi) Land between Longlevens and the Northern Bypass - identified to contribute to the short term housing objectives
- (vii) The Oxleaze - identified for comprehensive recreational development

INFRASTRUCTURE

- 12.7 At a time of limited financial resources, particular account has been taken of the desirability of planning development so that infrastructure can be used effectively and fully and new expenditure incurred only when it is essential.
- 12.8 Discussions with the Severn-Trent Water Authority indicate that the major foul drainage works identified as necessary to release development proposals in the Plan, i.e. works to serve the Abbeydale development, can be met in its capital programme, but other lesser works relating to localised flooding and drainage problems cannot all be programmed because of limited resources.
- 12.9 Regarding non-Main Rivers, which are the responsibility of the City Council, the works known to be required to release development at Abbeydale can only be carried out if funded by the site developers.
- 12.10 Two major highway schemes are identified as being of paramount importance to the development policies of the Plan:-
 - (i) The Inner Relief Road - designed to provide suitable distribution of traffic around the City centre and relieve existing congestion. This scheme is considered to be the priority highway requirement for the City and the recent negotiation of a developers contribution to the cost of constructing Stage II in order to achieve early development of the Eastgate Station site is particularly welcomed
 - (ii) The Eastern Radial Road - designed to relieve existing congestion along the eastern approaches to the City centre and to allow the further development of Abbeydale

IMPROVEMENT

12.11 To complement the development policies of the Plan, a number of improvements are also necessary which contribute to the overall wellbeing of the City:-

- (i) Improvements to the road network to assist the movement of goods and people, particularly along the major radial routes and the ring road
- (ii) Improvements to the level of car parking to allow for a continuing use of the private motor vehicle for both business and pleasure purposes
- (iii) Improvements to the environment to enhance the environmental attraction of the City
- (iv) Improvements to the existing housing stock to minimise the effects of urban decay, particularly in the older inner areas
- (v) Improvements to the type and quality of shopping to allow for modern retail facilities
- (vi) Improvements to the City's leisure and community facilities in order to adequately provide for the needs of the existing population and its anticipated growth

PROGRAMME

12.12 The Plan's strategy to provide sites for development, infrastructure to enable it to occur and improvements to stimulate the necessary investment represents a co-ordinated development programme towards the achievement of the major objectives of the City Council.

12.13 A detailed implementation programme will evolve in relation to the availability and fluctuations in manpower and finance, but as a guide, Table 4 indicates a broad programme of technical work and also where public finance is required, principally over the years 1982-84. In those instances where this finance can be estimated and apportioned, the relevant information is shown in Table 5.

12.14 The annual review process will rely on an effective monitoring system which will assess:-

- (i) the continuing relevance of the objectives
- (ii) the need for new objectives and/or policies
- (iii) the performance of the Implementation Policies in achieving the objectives of the plan

12.15 A detailed monitoring programme will be developed as an integral part of the annual review process in order that the Local Plan can remain an effective and up-to-date statement of the City Council's strategy for the future.

TABLE 4: POLICY PROGRAMME

	Policy	Policy No.	1982	1983	1984	1985+
Employment	Remove constraints on industrial land	E.1(b)	o	o		
	Promote land at Podsmead	E.1(c)				
	Identify prestige site	E.1(d)	o	oxx	xx	
	Release of office development sites	E.1(e)	o			
	Promotion of offices on major redevelopment sites	E.2(a)]	o	o	x	
	Industrial promotion	E.2(b)]				
		E.5		ONGOING		
Housing	Resolution of constraints on housing sites	H.1(b)	o	o		
	Encourage City centre housing	H.1(c)	o			
	Investigate further housing sites	H.1	o	o		
	Development brief for Abbeydale III	H.2(b)	o	o		
	Identify Selected Areas	H.3(a)	o	o	o	o
	Promote grants in Selected Areas	H.3(b)]	o	o	o	o
	Improvements in Selected Areas	H.3(c)]				
	Provide local authority dwellings	H.3(d)]				
	Provide accommodation for single people, etc.	H.3(e)]	xx	xx	x	x
	Provide mortgage facilities	H.4(a)]		ONGOING		
	Investigate multiple occupancy	H.4(d)]		ONGOING		
		H.4(e)]		ONGOING		
		H.4(f)	o			
Environment	Reappraise Heights of Buildings Policy	A.1(a)	o			
	Study of pedestrianisation	A.1(b)	o	o		
	Development briefs	A.1(e)	o	o		
	Improvements to Lower Westgate Street	A.1(f)		o		
	Improvements to Southgate Street	A.1(g)		o	x	
	Grants for listed buildings	A.2(a)	ONGOING		(xx)	
	Westgate Town Scheme	A.2(b)	ONGOING		(xx)	
	Review of Conservation Area boundaries	A.2(e)	o			
	Enhancement schemes for Conservation Areas	A.2(f)	o	o	ox	x
	Investigate environmental traffic conflict in Barton Street and Bristol Road	A.3(a)		o		
	Environmental improvements along Radial and Ring Roads	A.3(b)		o	ox	
	Improvements to Pool Meadow	A.3(c)		o	x	
				continued.....		

TABLE 4 (continued)

	Policy	Policy No.	1982	1983	1984	1985+
Environment (contd.)	Monitor condition of vacant sites	A.3(d)	ONGOING			
	Improvements to Riverside	A.5(b)	o		x	
	Rehabilitation of Llanthony Priory	A.5(e)	o	xx	xx	xx
	Provision of coach park	A.6(a)	xx			
	Provision of other tourist services	A.6(b)	o	x	x	
	Tourist promotion	A.8	ONGOING			
Transport	Inner Relief Road	T.1(a)	xx	xx		xx
	Traffic Study - include I.R.R. Stage 4	T.1(b)	o	o		
	Study of pedestrianisation	T.1(d)	o	o		x
	Eastern Radial Road	T.2(a)	o			xx
		T.2(b)				
	Ring Road improvements	T.2(c)	o	ox	x	
	Improvements to Bristol Road	T.3(a)	oxx	x	x	
		T.3(b)				
	Triangle car park	T.4(b)		x	x	
	Lorry park	T.4(h)	xx			
	Public transport study	T.5(c)	o	o		
	Advisory cycling routes	T.6(a)	o	x	x	
		T.6(c)				
	Cycle parking facilities	T.6(b)	o			
Shopping	Development of the Triangle	S.1(b)	o			
Leisure and Recreation	Study Joint Use Open Space - Schools	L.1(f)		o		
	Study Joint Use Indoor School sport facilities	L.2(c)		o		
	Folk Museum Extensions	L.4(a)	xx	xx	xx	xx
	Transfer of Waterways Museum	L.3(c)		xx		
	Study replacement allotments	L.5(a)	o	x	x	
	Riverside Walk	L.6(b)		o	x	
Community Services and Public Utilities	Provision Health Clinic, Abbeydale	C.1(a)				xx
	Day Centre and Home for Elderly, Abbeydale	C.1(b)				xx
	Additional Primary School, Little Normans					x
	Additional Primary Schools, Abbeydale	C.1(e)				x
	Library, Abbeydale	C.1(f)				x
	Police Station, Abbeydale	C.1(g)				x
	Study of River Twyver	C.2(a)		o		
	Improvements, Surface Water Sewer, Windsor Drive	C.2(b)				xx
	Improvements to Whaddon and Daniels Brooks	C.2(c)	xx	xx	xx	xx
continued.....						

TABLE 4 (continued)

	Policy	Policy No.	1982	1983	1984	1985+
Community Services and Public Utilities (contd.)	Land Drainage study, Abbeydale	C.2(d)	o			
	Hucclecote Road Sewer Improvements	C.2(f) / (g)			xx	xx
	Painswick Road Sewer Improvements	C.2(g)				xx
	Ennerdale Avenue Sewer Improvements	C.2(h)				xx
	Fox Elms Road separation scheme	C.2(j)				xx
	Pool Meadow drainage	C.2(k)				x

NOTES: (i) o = Technical work
x = Expenditure
xx = Ascertainable expenditure, see Table 5

(ii) This programme excludes those policies and proposals which do not require further technical or financial resources in order to implement o

TABLE 5: PUBLIC EXPENDITURE IMPLICATIONS OF THE PLAN'S PROPOSALS

(a) CAPITAL EXPENDITURE

Chapter	Ref.	Scheme	Approx. Est.Cost	Year	Authority
Employment	E.1(d)	Land at Podsmead - site and access works. *Possibly self-financing from proceeds of sale of land	£ 200,000*	1983/84	City Council
	E.2(a)	Former Eastgate Station (part) access Construction of part of Inner Relief Road. (See also Transport T.1(a)) *Less developers' contribution	£1,620,000*	1981/82 1982/83	County Council
	E.2(a)	St.Aldate Street/Market Parade. Possible aid to developer to secure comprehensive development, including car parking (See also T.4(b), S.1(b))	Not known	1983/84	City Council
Housing	H.1 - H.4	The submission for the HIP is as follows:- House building and purchase of land Slum clearance Improvements to Council houses Environmental work in G.I.A's Energy conservation Purchase of properties Insulation grants Improvement grants House purchase loans Loans to Housing Associations	 £1,904,000 5,000 320,000 15,000 20,000 100,000 38,000 350,000 300,000 25,000 £3,077,000	1902/03	City Council
		The proposed submission for the following HIP is as follows:- House building and purchase of land Slum clearance Improvements to Council houses Environmental work in G.I.A's	 £1,414,000 5,000 320,000 15,000	1983/84	City Council
continued.....					

TABLE 5 (continued)

Chapter	Ref.	Scheme	Approx. Est.Cost	Year	Authority
Housing (contd)		Energy conservation	20,000		
		Purchase of properties	100,000		
		Insulation grants	38,000		
		Improvement grants	350,000		
		House purchase loans	175,000		
		Loans to Housing Assns.	25,000		
			£2,587,000		
		Whilst these figures represent the Council's bid for permission to spend the amount indicated, the cash limit is fixed on an annual basis by the D.O.E. and this may well be less than the bid			
	H.2(d)	Eastern Radial Road, Stages 1 and 2	See T.2(a) and T.2(b)		
Environment	A.2	Aid for listed buildings Contingency provision for purchase or loans	£ 50,000	1982/83 onwards	City Council
	A.5(e)	Conservation and landscaping at Llanthony Priory	£ 86,400	1983/84-1984/85	City Council
	A.6(a)	Provision of coach parking at Westgate Car Park	£ 5,000	1981/82	City Council
Transport	T.1(a)	Construction of Inner Relief Road	£4,014,000	1981/82-1986/87	County Council
	T.2(a)	Eastern Avenue Road - Stage 1	£6,000,000*	After 1985	County Council
	T.2(b)	Eastern Radial Road - Stage 2 *Leas developers contribution	£1,295,000*	After 1985	County Council
	T.2(c)	Short-term traffic management measures in eastern parts of City	Not known	1982-1984	County Council
continued.....					

TABLE 5 (continued)

Chapter	Ref.	Scheme	Approx. Est.Cost	Year	Authority
Transport (contd)	T.3(b)	Traffic management measures, Bristol Road (Stroud Road junction)	£ 38,000	1981/82	County Council
	T.4(h)	Provision of lorry park to replace existing facilities	£ 2,000	1982/83	City Council
Leisure & Recreation	L.3(c)	Contribution towards transfer of National Waterways Museum	£ 20,000	1982/83	City Council
		Extensions to the Folk Museum:-			City Council
		Phase 2	£ 37,550*	1982-84	
		Phases 3, 4 and 5 *Less possible grant aid	£ 230,400*	1984-85	
Community Facilities & Public Utilities	C.1(a)	Site to be reserved for Clinic at Abbeydale III	£ 150,000- £ 200,000 (excl.land)	After 1985	Glos. A.H.A.
	C.1(b)	Site to be reserved for day centre and home at Abbeydale III	£1,270,000 (excl.land)	Not pro-grammed	County Council
	C.1(c)	Elderly persons home	£ 794,000	1983/84	County Council
		Day centre Barton/Tredworth area	£ 476,000 (excl.land)	1982/83	County Council
	C.2(b)	Relief of surface water sewer in Windsor Drive, Tuffley	£ 150,000	Not pro-grammed	STWA Agency
	C.2(c)	Improvements to Whaddon and Daniels Brooks	£ 273,000	1981/85	City Council Min. of Ag.
	C.2(e)	Improvements to Horsbere Brook and at Nine Elms Road area	£ 40,000	1981/82 (started)	STWA
	C.2(f)	First phase new foul water sewer - Hucclecote Road	£ 226,000	1984/85	STWA Agency
	C.2(g)	New foul water sewer in Painswick Road	£ 450,000	Not pro-grammed	STWA Agency
continued.....					

TABLE 5 (continued)

Chapter	Ref.	Scheme	Approx. Est.Cost	Year	Authority
Community Facilities & Public Utilities (contd)	C.2(g)	Second phase new foul water sewer - Hucclecote Road	£ 600,000	Not pro- grammed	STWA Agency
	C.2(h)	New foul water sewer, Ennerdale Avenue, Longlevens	£ 90,000	1984/85	STWA Agency
	C.3(j)	Fox Elms Road Separation Scheme	£ 60,000	Not pro- grammed	STWA

(b) REVENUE EXPENDITURE (not derived from Capital Input)

Chapter	Ref.	Scheme	Approx. Est.Cost	Year	Authority
Environment	A.2(a)	Grant aid for Listed Building repair, etc.	£ 3,000	Ongoing	City Council
	A.2(b)	Westgate Town Scheme *Includes £15,000 from Department of the Environment	£ 30,000* per annum	1982/85	City Council
Leisure & Recreation	L.2(b)	Provision of sports pitches	Not known	Ongoing	City Council

Price Base:

City Council Schemes	- as in 1982/83 Budget
Area Health Authority	- November, 1981
STWA	- March, 1981
Highway Schemes	- November, 1980
Other County Council Schemes	- January, 1982

GUIDE TO CORE POLICIES

GUIDE TO CORE POLICIES

Core Policies represent the main strategy of the Plan and are listed below to provide a guide to where and how issues are dealt with in the Plan.

EMPLOYMENT (Chapter Four)

CORE POLICY E.1 Page 13	THE CITY COUNCIL WILL PROMOTE, PRINCIPALLY THROUGH THE IDENTIFICATION OF LAND AND GRANTING OF PLANNING PERMISSION, THE RELEASE OF LAND FOR INDUSTRIAL DEVELOPMENT SUFFICIENT TO CATER FOR FIVE YEARS REQUIREMENT
CORE POLICY E.2 Page 18	THE CITY COUNCIL WILL PROMOTE, PRINCIPALLY THROUGH THE IDENTIFICATION OF LAND AND GRANTING OF PLANNING PERMISSION, THE RELEASE OF LAND FOR OFFICE DEVELOPMENT SUFFICIENT TO CATER FOR FIVE YEARS REQUIREMENT
CORE POLICY E.3 Page 41	THE CITY COUNCIL WILL SEEK TO ENHANCE GLOUCESTER'S ATTRACTIVE QUALITIES, PARTICULARLY THOSE WHICH ARE LIKELY TO ENCOURAGE NEW EMPLOYMENT
CORE POLICY E.4 Page 22	TOURISM WILL BE ENCOURAGED IN THE CITY, AS AN AID TO THE CREATION OF EMPLOYMENT
CORE POLICY E.5 Page 23	THE ROLE OF THE LOCAL AUTHORITY AS A PROMOTER OF EMPLOYMENT IN THE CITY WILL BE EXPLOITED MORE FULLY

HOUSING (Chapter Five)

CORE POLICY H.1 Page 26	THE CITY COUNCIL WILL PROMOTE, PRINCIPALLY THROUGH THE IDENTIFICATION OF LAND AND GRANTING OF PLANNING PERMISSION, THE RELEASE OF LAND FOR RESIDENTIAL DEVELOPMENT SUFFICIENT TO CATER FOR FIVE YEARS REQUIREMENT
CORE POLICY H.2 Page 29	TO ENABLE THE HOUSING REQUIREMENT OF GLOUCESTER UP TO 1996 TO BE MET, A MAJOR AREA OF LAND AT ABBEYDALE (STAGE III) IS IDENTIFIED FOR DEVELOPMENT, BUT ITS RELEASE IS SUBJECT TO THE SATISFACTORY PROGRAMMING OF ESSENTIAL INFRASTRUCTURE PROVISION
CORE POLICY H.3 Page 31	THE PRESERVATION AND REVITALISATION OF THE OLDER HOUSING STOCK WILL BE ENCOURAGED INCLUDING PROPERTY AND ENVIRONMENTAL IMPROVEMENT AND MAINTENANCE
CORE POLICY H.4 Page 34	THE CITY COUNCIL WILL SEEK TO ENSURE THAT THERE IS A SATISFACTORY PROVISION OF HOUSING ACCOMMODATION FOR THOSE SECTIONS OF THE COMMUNITY WHOSE NEEDS ARE NOT ADEQUATELY MET BY THE PRIVATE SECTOR

ENVIRONMENT (Chapter Six)

CORE POLICY A.1 Page 37	SPECIAL ATTENTION WILL BE GIVEN TO ENHANCING AND IMPROVING THE ENVIRONMENT AND ATTRACTIVENESS OF THE CITY CENTRE
CORE POLICY A.2 Page 40	PARTICULAR REGARD WILL BE GIVEN TO THE CITY'S HERITAGE IN TERMS OF ARCHAEOLOGICAL REMAINS, LISTED BUILDINGS AND CONSERVATION AREAS
CORE POLICY A.3 Page 43	OUTSIDE THE CITY CENTRE PRIORITY WILL BE ACCORDED TO ENVIRONMENTAL MAINTENANCE AND STANDARDS ON THE MAJOR RADIAL ROADS AND THE RING ROAD
CORE POLICY A.4 Page 45	ENVIRONMENTAL IMPROVEMENT AND ENHANCEMENT WILL BE SOUGHT BY THE CONTROL OF DEVELOPMENT AND OTHER MEASURES TO MAINTAIN THE ATTRACTION OF THE CITY
CORE POLICY A.5 Page 47	THE RETENTION AND IMPROVEMENT OF GLOUCESTER'S TOURIST ASSETS WILL BE PROMOTED FOR THE MUTUAL BENEFIT OF RESIDENTS AND VISITORS
CORE POLICY A.6 Page 50	THE CITY COUNCIL WILL SEEK TO PROVIDE SERVICES FOR THE USE OF VISITORS
CORE POLICY A.7 Page 52	THE CITY COUNCIL WILL ENCOURAGE THE PROVISION OF AN ADEQUATE LEVEL AND MIX OF ACCOMMODATION TO SATISFY VISITOR DEMAND
CORE POLICY A.8 Page 54	THE CITY COUNCIL WILL SEEK TO ACTIVELY PROMOTE GLOUCESTER AS A TOURISM CENTRE

TRANSPORT (Chapter Seven)

CORE POLICY T.1 Page 57	IN THE CITY CENTRE, TRAFFIC CIRCULATION AND DISTRIBUTION AND THE PROBLEM OF CONFLICT BETWEEN VEHICLES AND PEDESTRIANS WILL BE IMPROVED BY THE PROVISION OF NEW HIGHWAYS, TRAFFIC MANAGEMENT AND PEDESTRIANISATION
CORE POLICY T.2 Page 59	HIGHWAY CONSTRUCTION, IMPROVEMENTS AND TRAFFIC MANAGEMENT MEASURES WILL BE IMPLEMENTED IN ORDER TO RESOLVE THE INCREASING PROBLEMS BETWEEN THE CITY CENTRE AND THE EASTERN PARTS OF THE CITY OF ACCESS, SAFETY AND ENVIRONMENTAL CONFLICT
CORE POLICY T.3 Page 61	TRAFFIC REGULATION AND CONTROL MEASURES WILL BE INTRODUCED ALONG BRISTOL ROAD AND SOUTHGATE STREET TO ALLEVIATE THE PROBLEMS OF CONFLICT BETWEEN INDUSTRIAL, COMMUTER AND CITY CENTRE TRAFFIC
CORE POLICY T.4 Page 62	OFF-STREET CAR PARKING WILL BE PROVIDED IN THE CITY CENTRE PRIMARILY BY THE PROVISION OF PUBLIC CAR PARKING IN ORDER TO MEET NORMAL PEAK DEMANDS. OTHER FORMS OF SPECIALISED PARKING FOR COACHES AND LORRIES WILL BE PROVIDED.

CORE POLICY
T.5
Page 65

THE CURRENT LEVEL AND QUALITY OF PROVISION OF PUBLIC TRANSPORT WILL BE MAINTAINED AND ENHANCED AS FAR AS IS POSSIBLE WITHIN THE CONSTRAINTS OF FINANCIAL VIABILITY TAKING INTO ACCOUNT SOCIAL NEEDS

CORE POLICY
T.6
Page 67

MEASURES WILL BE INTRODUCED TO ENCOURAGE CYCLING

SHOPPING (Chapter Eight)

CORE POLICY
S.1
Page 69

THE SUB-REGIONAL SHOPPING STATUS OF GLOUCESTER WILL BE MAINTAINED AND STRENGTHENED WITHIN THE CONTEXT OF ITS POSITION IN THE PATTERN OF SHOPPING FACILITIES IN GLOUCESTERSHIRE. ALL COMPARISON SHOPPING FACILITIES WILL BE CONCENTRATED WITHIN THE CITY CENTRE OTHER THAN WHERE EXPRESSLY STATED TO THE CONTRARY

CORE POLICY
S.2
Page 73

MAJOR CONVENIENCE SHOPPING FACILITIES WILL CONTINUE TO BE CONCENTRATED WITHIN THE CITY CENTRE OTHER THAN WHERE EXPRESSLY STATED TO THE CONTRARY

CORE POLICY
S.3
Page 75

CONTINUED PROVISION OF SHOPPING FACILITIES TO MEET LOCAL NEEDS OUTSIDE THE CITY CENTRE WILL BE ENCOURAGED. AS NEW HOUSING DEVELOPMENT OCCURS, SHOPPING FACILITIES WILL BE PROVIDED AS NECESSARY

CORE POLICY
S.4
Page 76

TO STRENGTHEN THE RETAIL FUNCTION OF THE CITY CENTRE, A LEVEL OF COMFORT AND CONVENIENCE, FACILITIES AND SERVICE TRADES APPROPRIATE TO A MODERN SUB-REGIONAL SHOPPING CENTRE WILL BE SOUGHT

LEISURE AND RECREATION (Chapter Nine)

CORE POLICY
L.1
Page 80

THE CITY COUNCIL WILL ENSURE THE PROVISION OF AN ADEQUATE LEVEL OF PUBLIC OPEN SPACE IN THE CITY THROUGH THE RETENTION OF EXISTING AREAS, THE INCLUSION OF PUBLIC OPEN SPACE WITHIN AREAS OF NEW DEVELOPMENT AND, WHERE AREAS OF SHORTFALL ARE IDENTIFIED, THE MAINTENANCE OF A WATCHING BRIEF TO CONSIDER OPPORTUNITIES FOR THESE TO BE MADE GOOD

CORE POLICY
L.2
Page 83

THE CITY COUNCIL WILL SEEK TO ENSURE THAT THERE ARE ADEQUATE FACILITIES FOR PARTICIPANT SPORTS IN GLOUCESTER BY THE MAINTENANCE OF COUNCIL-OWNED FACILITIES AND BY ENCOURAGING THE WIDER USE OF FACILITIES OWNED BY OTHER PUBLIC AUTHORITIES AND PRIVATE BODIES

CORE POLICY
L.3
Page 85

THE CITY COUNCIL WILL IDENTIFY SITES FOR MAJOR RECREATIONAL FACILITIES TO MEET THE NEEDS OF THE CITY

CORE POLICY
L.4
Page 87

THE CITY COUNCIL WILL CONTINUE TO MAKE OPPORTUNITIES FOR LEISURE AVAILABLE THROUGH THE OPERATION OF ITS MUSEUMS AND ART GALLERY SERVICE AND THE PROMOTION OF EVENTS AT THE LEISURE CENTRE. THE CITY CENTRE WILL ALSO WELCOME THE PROVISION OF LEISURE PURSUITS AND ENTERTAINMENTS BY OTHER AGENCIES AND INDIVIDUALS

CORE POLICY
L.5
Page 88

THE CITY COUNCIL WILL SEEK TO MEET THE DEMAND FOR ALLOTMENTS SUBJECT TO THE AVAILABILITY OF SUITABLE LAND

CORE POLICY
L.6
Page 90

THE CITY COUNCIL, IN CONJUNCTION WITH THE COUNTY COUNCIL, WILL MAINTAIN THE CITY'S SYSTEM OF PUBLIC FOOTPATHS AND WILL ENHANCE THE SYSTEM WHERE APPROPRIATE

CORE POLICY
L.7
Page 91

THE CITY COUNCIL WILL SUPPORT NATURE CONSERVATION IN GLOUCESTER

COMMUNITY SERVICES AND PUBLIC UTILITIES (Chapter Ten)

CORE POLICY
C.1
Page 93

THE CITY COUNCIL WILL SEEK TO CO-ORDINATE THE FUNCTIONS OF COMMUNITY SERVICES WITH OTHER DEVELOPMENT AND WILL ENDEAVOUR TO ENSURE AN ADEQUATE LEVEL OF SERVICES

CORE POLICY
C.2
Page 98

THE CITY COUNCIL WILL SEEK TO CO-ORDINATE THE FUNCTIONS OF THE PUBLIC UTILITY SERVICES WITH OTHER DEVELOPMENT AND WILL ENDEAVOUR TO ENSURE AN ADEQUATE LEVEL OF SERVICES

THE DOCKS (Chapter Eleven)

CORE POLICY
D.1
Page 104

THE CITY COUNCIL WILL ACTIVELY SUPPORT THE REDEVELOPMENT OF THE DOCKS AREA IN ACCORDANCE WITH A COMPREHENSIVE SCHEME

APPENDICES

GLOUCESTERSHIRE COUNTY STRUCTURE PLANPREDICTED LEVELS OF GROWTH

	1 9 7 6		
	Population	Jobs	Dwellings
County	491,500	208,500	179,900
Gloucester Policy Area	120,900	62,400	42,100

	1 9 8 6		
	Population	Jobs	Dwellings
County	508,000	231,000	204,400
Gloucester Policy Area	128,850	69,055	49,600

	1 9 9 6		
	Population	Jobs	Dwellings
County	532,500	242,000	217,900
Gloucester Policy Area	138,800	72,450	54,500

THE FOLLOWING POLICY RELATES TO 'THE LAND AT BARNWOOD:-

- (a) The Council considers this site to be prime industrial/commercial land, suitable for the development of quality premises which would contribute significantly to the employment needs of the Gloucester area.
- (b) The Council will support in principle and encourage the following types of development:-
 - (i) individual office development of a high architectural quality normally on sites of not less than 2 acres, although on the frontage to Barnett Way there will be a presumption in favour of larger sites
 - (ii) individual industrial development of a high architectural quality normally on sites of not less than 2 acres, although on the frontage to Barnett Way there will be a presumption in favour of larger sites
 - (iii) on a total area of no more than 10 acres, the development of a range of individual industrial premises, each of a high architectural quality, on sites not less than 0.5 acres.
- (c) All development will be required to:-
 - (i) be compatible with other site users
 - (ii) incorporate a high standard of layout and landscaping
- (d) Speculative developments will not be excluded provided they comply with the other development criteria
- (e) There will be a general presumption against the following forms of development:-
 - (i) "special" industrial uses (as defined in the Town and Country Planning Use Classes Order, 1972)
 - (ii) retail uses
 - (iii) warehouse developments - unless the quality and nature of the development warrants special consideration, particularly in respect of the level of employment and the proposed development cannot be accommodated elsewhere in and around Gloucester.
- (f) Consideration will be given to any other commercial development on its merits, and within the context of (a), (c) and (e) above.

SMALL HOMES

- (i) The suitability of small home developments shall be considered on their merits, but having particular regard to the character of the site and the adjacent development
- (ii) That, subject to (i) above, on sites capable of accommodating less than 150 dwellings, not more than 30 small homes will normally be permitted
- (iii) On sites in excess of 150 dwellings normally no more than 20% of the dwellings should be terraced dwellings and such properties including small homes should be in small groups and integrated with other house types
- (iv) In respect of one bedroomed small homes, consideration will be given to reducing the amount of private amenity space below 50 ft. and reducing parking standards to one car space per dwelling and one casual space per two dwellings subject to there being a presumption against the extension of such properties and that the number of spaces provided in any one parking area be limited to that commensurate with the proper design and layout of the development
- (v) In high density developments, particular emphasis will be given to the maintenance of privacy and a high standard of estate layout.

For definition of Small Homes, see Glossary.

THE CONVERSION OF RESIDENTIAL PROPERTIES
TO NON-RESIDENTIAL USES

It is the policy of the City Council:-

1. That within the City centre applications for the conversion of residential properties to non-residential uses be not allowed in the following locations:-
 - (a) Brunswick Square - north, west and south sides
Brunswick Road - east side from Park Road to Montpellier
20-26, Brunswick Road (evens)
Montpellier
Parliament Street - north and south sides
Spa Road (with the exception of Beaufort Buildings)
Albion Street
Old Tram Road
 - (b) St. Michael's Square
 - (c) Priory Place
 - (d) East side of Southgate Street from the junction with Spa Road south to Bristol Road (Nos.121-169) and Somerset Place (including The Chestnuts)
 - (e) Park Road, Cromwell Street, Wellington Street, Arthur Street, Belgrave Road and Kingsbarton Street
 - (f) Nettleton Road and the areas between Whitfield Street and Bedford Street, and Bedford Street and St. Kilda Parade
 - (g) Pitt Street, Priory Road and Park Street
 - (h) College Green, College Court and Millers Green
 - (i) The area between Westgate Street, Royal Oak Road car park, St. Oswald's Road and St. Mary Street
2. That in the remaining areas of the City (i.e. outside the City centre), applications for the conversion of residential units to non-residential uses be not allowed with the following exceptions:-
 - (a) in that part of London Road (north) between the railway bridge and Heathville Road, and in that part of London Road (south) between the railway bridge and Great Western Road
 - (b) that applications for the conversion of residential units in identifiable shopping centres to office uses which would have some local significance, be considered on their individual merits

HEIGHTS OF BUILDINGS POLICY

Three zones of height restriction apply to new development within the City:-

- (a) Inner Area - New buildings in the immediate vicinity of the Cathedral (see Proposals Map) and along avenues of vision from:

- (i) The Park Pavilion and Robinswood Hill
- (ii) The Horton Road Stadium
- (iii) London Road and Hillfield House
- (iv) Longford Lane

will be restricted to heights as existing.

- (b) An area surrounding zone (a) above, north to Estcourt Road, east to Horton Road and south to Barton Street, Parkend Road and the old Docks Loop Railway line, is designated a zone of special control. New developments will be given individual consideration but, in any case, no new buildings will exceed 23 metres (75 feet) above ground level.
- (c) An area south of the area defined in (b) above, east of the canal, extending south to Cole Avenue where higher buildings would be acceptable, subject to design and local environmental considerations.

CAR PARKING STANDARDS

Two sets of parking standards apply in Gloucester:-

- (i) the City outside the City centre
- (ii) the City centre

(i) Standards outside the City centre

<u>Land Use</u>	<u>Number of Parking Spaces</u>
1. Residential Accommodation (see Appendix 3 for Small Home parking standards)	
(a) Dwelling houses and flats	1 garage or car space per dwelling unit, plus 1 space per dwelling unit for casual parking
(b) Local Authority/Housing Association Flats	1 space per dwelling unit plus provision for 1 additional space per dwelling for future garage/car space
(c) Local Authority/Housing Association flats	1 space per flat unit plus provision for 1 space per 2 flats for future garages/car spaces
(d) Bed Sitting room and single bedroom flats	1 space per 2 dwelling units
(e) Flats above shops or offices	1 space per dwelling unit
(f) Residential hostels (including Youth Hostels)	1 space per 2 occupants to 1 space per 8 occupants dependent upon purpose of hostel
2. Residential Accommodation for Children and the Elderly	
(a) Homes for the Elderly and Children	1 space for each full-time member of staff plus 1 space per 4 part-time staff plus 1 space for 6 residents (other than staff) for use by visitors
(b) Grouped accommodation for the elderly	1 space for each full-time member of staff plus 1 space per 4 part-time staff plus 1 space per 4 dwelling units for residents and visitors
(c) Self-contained flats for the elderly	1 space per 4 units for residents and visitors
(d) Elderly persons bungalows	1 space per 2 dwelling units

<u>Land Use</u>	<u>Number of Parking Spaces</u>
3. Shops	
(a) Small groups of shops	1 space per 25m ² gross floor area
(b) Single shops (less than 100m ²)	3 spaces
(c) Garden/discount/cash and carry centres	10 spaces plus 1 space per 25m ² gross retail sales and display area
(d) Restaurants	3 spaces plus 1 car space per 3 seats
(e) Transport Cafes	1 parking space of not less than 50m ² for each seat
	(In all cases adequate loading/off loading and turning facilities to be provided within curtilage)
4. Warehouses and other Wholesale Establishments	
Warehouses and other Wholesale Establishments	1 space of 50m ² per 250m ² gross floor area for lorry parking plus 1 space per 50m ² gross for private car parking. Office accommodation to be provided on office scale plus adequate loading/off-loading and turning facilities within curtilage. (Special consideration to be given to specific warehouse uses in terms of lorry parking)
5. Industry	
Industrial Buildings	1 space per 50m ² gross industrial floor area for first 5,000m ² thereafter 1 space per 75m ² gross industrial floor area. (In rural areas only: 20% of such spaces to be 50m ² each for lorry parking). Car space for office accommodation at office scale plus adequate loading/off-loading and turning facilities within curtilage
6. Offices	
Offices	1 space per 20m ² of gross floor area for first 2,000m ² , thereafter 1 space per 30m ² gross floor area

(ii) Standards within the City centre
(as defined on Proposals Map)

1. Shops

(i) Inner Zone (see Plan 9)

Car parking will only be required either where it can be linked to the roof top car parking areas or where it can form part of a new or proposed parking area which would be available for the public. The provision shall be the maximum that can be practically provided up to one space per 20m² of retail floor space.

(ii) Outer Zone (remainder of City centre)

Only operational parking will be permitted and this will be based on one space per 250m² of retail floor space. Where there appears to be a special case for other essential parking this will be considered on its merits.

2. Industry/Warehousing

(i) Outer Zone (remainder of City centre)

Only operational parking will be permitted and this will be based on one space per 250m² of gross industrial warehousing floorspace. Where there appears to be a special case for other essential parking this will be considered on its merits.

3. Office

(i) Inner Zone (see Plan 9)

Car parking will only be required where it can be linked to the roof top car parking areas or where it can form part of a new or proposed parking area which would be available for the public. The provision shall be the maximum that can be practically provided up to one space per 30m² of gross office area.

(ii) Outer Zone (remainder of City centre)

Only operational parking will be permitted and this will be based on one space per 250m² of gross office floor space. Where there appears to be a special case for other essential parking this will be considered on its merits.

Refer to the Vehicle Parking Standards
available from the City Council for standards
relating to:

Hotels, Motels and Public Houses
Places of Assembly
Hospitals, Clinics, Health
Centres, Joint G.P. Practices

Allotments
Libraries, Museums
and Art Galleries
Caravan Sites

4. All other Land Uses

The Urban Standards apply except in the case of all residential uses where each application will be considered on its individual merits because of the problems of providing on-site car parking for many central area residential uses.

GLOSSARY

G L O S S A R Y

Abbeydale	Previously known as Land to the East, the area between Matson, Hucclecote, Coney Hill and the M.5.
Acquire, Improve, Sell (A.I.M.S.)	Scheme to encourage low cost home ownership by which local authorities can (i) acquire properties, undertake improvement works and sell to priority house buyers, or (ii) acquire property for re-sale subject to an agreed programme of improvement work to be carried out by the purchaser with the aid of a renovation grant.
Allotments	Areas of land divided into small plots and leased for the purposes of cultivation. Temporary allotments are used for allotment purposes as an interim use subject to a long term intention to use the land for other purposes. Statutory allotments are dedicated under the law for that purpose.
All Weather Playing Surface	An open space utilising a specialised hard surface rather than grass to enable frequent playing of games with minimum maintenance.
Amenity Space	Small parcels of open space which remain as a consequence of the layout of a particular development.
Buffer Strip	An area of land dividing development, usually residential, from a source of nuisance such as a major road because of noise, or an industrial unit producing smoke or smell.
City Centre	The area bounded to the west by the river, to the north by the railway line, to the east by, and including, the old Station site, and by the disused railway line parallel to Parkend Road, and to the south by the disused Docks loop line, Southgate Street (both sides) and Llanthony Road (both sides). In consideration of potential sites in the City centre for office development, the area is extended to include that part of London Road (north) between the railway bridge and Heathville Road and that part of London Road (south) between the railway bridge and Great Western Road.

Comparison Shopping	Shopping for durable goods, e.g. furniture, clothes, jewellery, where it is advantageous to have a number of similar outlets offering a comparison in terms of style, quality and price in a small area. A major comparison goods store has a selling area of 300 square metres (3,250 square feet approximately) or more.
Conservation Area	A legally designated area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance as required by the Town and Country Planning Act, 1971 (Section 277).
Convenience Shopping	Shopping for standardised goods required for frequent use, for which little comparison between style, quality or price is inherently necessary, e.g. goods sold by grocers and provision dealers, other food shops and confectioners, tobacconists and newsagents. A major convenience goods store has a selling area of 900 square metres (9,700 square feet approximately) or more.
County Structure Plan	The Structure Plan for Gloucestershire, December, 1979.
Cultural Facilities	Buildings and places used for artistic and educational purposes such as art galleries, museums, concert halls.
Encourage	Indirect action by the City Council in terms of technical assistance, advice, liaison with private developers, employers, site owners and statutory undertakings, and policies to stimulate private enterprise.
"Gate" Streets	Northgate, Southgate, Eastgate and Westgate Streets converging on The Cross.
General Improvement Area (G.I.A.)	Introduced by the Housing Act, 1969. Designation is an indication that the local authority intends to improve a residential area as a whole through physical and environmental change and by using and making grants available to owners.

Gloucester Job
Centre Area

Comprises Gloucester District and the parishes of Minsterworth, Highnam, Maisemore, Sandhurst, Norton, Twigworth, Longford, Down Hatherley, Innsworth, Churchdown, Hucclecote, Brockworth, Great Witcombe, Cowley, Ashleworth, all in Tewkesbury District: the parish of Brimpsfield in Cotswold District: the parishes of Cranham, Upton-St-Leonards, Brookthorpe-with-Whaddon, Quedgeley, Hardwicke, Longney, Elmore, all in Stroud District and the parishes of Churcham, Huntley, Taynton, Tibberton, Rudford and High Leadon, Hartpury, Newent, Upleadon, Oxenhall, Pauntley, Staunton, Corse, Kempley, Dymock, Redmarley D'Abitot, Bromsberrow, all in the Forest of Dean District.

Gloucester Policy Area

Defined within the County Structure Plan as: Gloucester District and the parishes of Minsterworth, Highnam, Maisemore, Sandhurst, Norton, Twigworth, Longford, Down Hatherley, Innsworth, Churchdown, Hucclecote, Brockworth, all in Tewkesbury District, and the parishes of Upton-St-Leonards, Brookthorpe-with-Whaddon, Quedgeley, Hardwicke, Longney, Elmore, all in Stroud District.

Gross Retail Floorspace

All floor space used for retail purposes, including offices, storage and preparation rooms, workrooms, lobbies, staircases, cloakrooms, staff rooms, etc.

Guest House

Premises providing sleeping accommodation, usually on a short term basis, for guests whose main home is elsewhere. (Lodging houses and hostels are different in purpose and character, and are not, therefore, included in this definition).

Highway Space

Open space incidental to a highway.

House Renovation Grants

Grants offered by local authorities under the Housing Acts for the improvement and repair of sound older homes. They include intermediate grants for providing missing standard amenities and essential repairs and replacement: improvement grants for improving the

House Renovation Grants (contd.)	dwellings to a high standard: special grants which provide for the improvement of houses in multiple occupation: and repairs grants for repairs and replacements not associated with improvement or conversion works. Grants (except intermediate grants) are at the discretion of the local authority and are generally restricted by rateable value and age limits (except for grants for the homes of the registered disabled).
Housing Association	A non-profit making society or body of individuals whose mutual object is the construction or improvement of houses. Through registration as an "Association" a degree of financial aid can be received.
Housing Strategy and Investment Programme (H.S.I.P.)	Introduced in 1977 giving local authorities the responsibility for devising an overall housing strategy related to the total housing needs of its area. The strategy is submitted annually to the Department of the Environment and must be supported by a numerical appraisal of the current and future housing requirements and a financial statement detailing recent expenditure and outlining the requested capital expenditure programme (Investment Programme).
Hypermarket	A free-standing store in an out-of-town location, with customer car parking facilities and a minimum sales area of 4,650 square metres (50,000 square feet).
Industrial Development	Development of land, or the use of land and buildings, for uses within the Manufacturing and Service Sectors, excluding Minimum List Headings B20 (retail distribution of food and drink) and B21 (other retail distribution).
Infrastructure	A network of basic on and off site services provided to enable the development of land, for example, roads, drains, electricity, water, gas and telecommunications.

Joint Use	Agreement for public use of facilities located within an institution, normally a school, in order to maximise the benefit of the facilities.
Key Workers	Those persons who have a specialised skill which cannot be recruited from within the existing labour force of the area, and upon whose employment the occupation of local people depends.
Leisure Centre	A place where facilities for sport and recreation are concentrated.
Leisure Facility	A building, space or piece of equipment used for recreation purposes, such as a football pitch, leisure centre, restaurant, amusement arcade.
Linear Park	Open spaces linked to provide access to one another.
Listed Buildings	Buildings designated by the Department of the Environment as being of special architectural or historic interest compiled into a statutory list.
Long-Stay Car Park	Car parking principally for commuters and other long-stay purposes controlled by management, pricing and locational policies, primarily for stays of more than half a day.
Main River	A watercourse of importance to the drainage system for which Severn-Trent Water Authority takes responsibility for maintenance and improvement.
Manufacturing Sector	Industries where the main operation is the provision of processed goods, e.g. engineering, printing. (S.I.C. Orders 3-19).
Minor Infill	Filling a small gap in an otherwise built-up frontage.
Non-Conforming Use	A use of land or buildings, the primary purpose of which is unrelated to the predominant land use of an area, e.g. an industrial or warehousing use within a primarily residential area.

Office Sector

Service activity not necessarily related solely to the local area, classified by S.I.C. Orders 24, 25 and 27, i.e. insurance, banking, finance and business services, professional and scientific services and public administration and defence.

Participant Sports

Games in which the public interest is primarily to take part either as a team or an individual, such as rugby, football, squash, as opposed to spectator sports in which the public interest is primarily to watch, e.g. league football, showjumping.

Partnership Scheme

Schemes arranged between private developers and local authorities for providing low - cost homes for sale, normally to Council tenants and those on the Council waiting list, usually on Council-owned land.

Primary Sector

Industries whose main operation is the production of unprocessed raw materials, e.g. agriculture, forestry, mining and quarrying (S.I.C. Orders 1 and 2).

Priority House Buyer

Priority groups for the purposes of loans for house purchase. They are broadly:-

- (i) existing or potential local authority or housing association tenants;
- (ii) the homeless or those living in overcrowded conditions;
- (iii) members of self-build housing groups;
- (iv) applicants who wish to buy larger property for partial occupation by themselves and for letting to others;
- (v) applicants who wish to buy property for improvement;
- (vi) applicants who wish to improve their own homes

Private Playing Field
or Open Space

Land used for recreation purposes owned by a private individual or organisation and usually reserved for their own use, i.e. not generally available for public use.

Promote/Promotion

Direct and indirect action by the City Council in terms of technical assistance, advice, liaison with private developers, employers, site owners and statutory undertakings, and policies to stimulate private enterprise.

Public Open Space

Open space normally freely available to the public and of a size and location suitable to perform a recreational function.

Public Rights of Way

Routes which may pass over public or privately owned land along which the public have a legally enforceable right to travel on foot in the case of a Public Footpath, or on horseback in the case of a Public Bridleway.

Section 52 Agreement

An agreement under Section 52 of the Town and Country Planning Act, 1971, between a local planning authority and any person with an interest in land for the purpose of restricting or regulating the development or use of the land. Any such agreement may also include such incidental and consequential provisions as appear to the local planning authority to be necessary or expedient for the purposes of the agreement.

Selected Areas

An area to be defined by the City Council containing approximately 300 houses within the older housing area of the City. They will be defined according to the urgency of home and environmental improvement and houses will be eligible for approved renovation grants which will be intensively promoted.

Selling Area	Net retail floor area - all floor space used specifically for sales purposes
Service Sector	Industries where the main operation is the provision of services largely for the local population, defined by S.I.C. Orders 20-23 and 26, i.e. Construction, Gas, Electricity and Water, Transport and Communication, Distributive Trades and Miscellaneous services (e.g. Hotels, Restaurants, Laundries, etc.)
Shared Ownership Scheme	A new form of tenure which acts as a bridge between renting and full ownership. Local authority tenants can part-rent and part-buy homes, with the option to buy the whole of the equity at a later date.
Short-Stay Car Park	Car parking principally for shoppers and other short-stay purposes controlled by management, pricing and locational policies primarily for stays of less than half a day.
Small Homes	Houses, purpose built to provide for single or two person households, having a considerably smaller floor area and therefore being less costly than traditional family dwellings. (Retirement and extendable houses, although also catering for small households, are different in purpose design and cost and are, therefore, not categorised as Small Homes). See Appendix Three for Small Homes Policy.
Sports Advisory Council	A local group consisting of representatives of various local sporting bodies.
Standard Amenities	Five basic amenities used as a measure of house condition. They are:- (i) Fixed bath or shower in bathroom (ii) Wash hand basin (iii) Sink (iv) Hot and cold water supply to bath, wash hand basin and sink (v) Inside w.c.

Standard Industrial Classification (S.I.C.)	A national classification of all employment into 27 Orders.
Statutory Undertakers	Public agencies providing essential services, e.g. Severn-Trent Water Authority, Midlands Electricity Board, South West Gas.
Supermarket	A self-service convenience goods store, with a selling area of between 370 square metres (4,000 square feet approximately) and 2,320 square metres (25,000 square feet approximately).
Superstore	A free-standing store, with size limitation between 2,324-5,650 square metres (25,000- 50,000 square feet) of selling area.
The Triangle	Generally referred to as that area of land bounded by Northgate Street, Market Parade and St. Aldate Street, but for development purposes referred to in the Plan it comprises only the area fronting Market Parade and Kings Square
Town Scheme	Arrangements between the Department of the Environment (Historic Buildings Council), the City and County Councils for the purpose of making grants for the repair and maintenance of selected buildings within Conservation Areas designated as being of Outstanding National Importance
Transport Policies and Programme	An annual submission prepared by the County Council for the approval of the Department of Transport, indicating its policies, priorities and programmes for expenditure on highway and other transport schemes, over a period of 5 years, for the purpose of Transport Supplementary Grant
Unfit Housing	A dwelling can be declared unfit for human habitation if it fails to satisfactorily meet one or more of the following criteria (as defined in the 1957 and 1969 Housing Acts):-

- (i) Repair
- (ii) Stability
- (iii) Freedom from damp
- (iv) Internal arrangement
- (v) Natural lighting
- (vi) Ventilation
- (vii) Water Supply
- (viii) Drainage and sanitary conveniences
- (ix) Facilities for preparation and cooking of food and for the disposal of waste water

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Reference numbers relate to relevant Implementation Policies

	Local Plan Boundary	
	Industry Pre-1987	E1(a) E1(b)
	Industry Post -1987	E1(f)
	Offices	E2(a)
	Residential Pre - 1987	H1(a) H1(b)
	Residential Post - 1987	H1(a) T2(a) T2(b) H2(d)
	Eastern Radial Road	
	Major Roads	
	Road Improvements	T2(c)
	Country Park	L3(d)
	Robinswood Hill Protected Zone	A4(e)
	Protected Nature Conservation Sites	L7(a)
	Sites of Nature Conservation Importance	L7(b)
	Heights of Buildings	A1(a)
	Lorry Park	T4(h)
	Riverside Walk	L6(b)
	Allotments Possible Sites	L5(a)
	Llanthony Priory	A5(e)
	The Oxleaze and Castle Meads	L3(a)
	Site of Tourist Importance	A5(c) A5(d)

GENERAL POLICIES

EMPLOYMENT	-E1,E2,E2(b),E2(c),E3,E4,E5.
HOUSING	-H1,H1(b),H1(c),H1(d),H1(e),H1(f),H3,H3(a),H3(c),H3(d),H3(e),H4,H4(c),H4(d).
ENVIRONMENT	A1,A1(c),A1(e),A1(f),A2,A2(a),A2(c),A2(d),A2(g),A3,A3(b),A3(d),A4,A4(a),A4(c),A4(d),A5,A6,A6(c),A7,A7(a),A7(b),A8.
TRANSPORT	-T1,T1(c),T1(f),T2,T2(c),T2(d),T3,T3(a),T3(b),T4,T4(a),T4(c),T4(f),T4(j),T4(k),T4(m),T5,T5(a),T5(b),T5(d),T6,T6(a),T6(b),T6(c).
SHOPPING	-S1,S1(a),S1(b),S2,S2(b),S3,S3(a),S3(b),S4,S4(a).
LEISURE AND RECREATION	-L1,L1(a),L1(b),L1(c),L1(d),L1(e),L1(g),L2,L2(a),L2(b),L2(d),L3,L3(d),L4,L5,L5(b),L6,L6(a),L7.
COMMUNITY FACILITIES AND PUBLIC UTILITIES	-C1,C1(c),C1(d),C2,C2(c),C2(m).

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Gloucester City Council

CITY of GLOUCESTER LOCAL PLAN

Proposals Map City Centre Inset

Reference numbers relate to the relevant Implementation Policies of the Plan

	Residential Change of Use Policy	H.3 (a)	Appendix 4
	Offices	E.2 (a)	
	Major Redevelopment Sites	E.2 (b)	
	Eastern Radial Road	H.2 (d)	T.2 (a)
	City Centre Boundary	A.1 A.1 (c) H.1 (c) T.1 T.1 (c) T.1 (f) T.4 T.4 (m) T.6 (b) S.1 S.2 S.4 (a) Appendix 6	
	Town Scheme	A.2 (b)	
	Conservation Areas	A.2 (d)	
	Sites of Tourist Importance	A.5 (c) A.5 (d)	
	Heights of Buildings	A.1 (a)	
	Coach Park	A.6 (a) T.4 (g)	
	Inner Relief Road	T.1 (a)	
	Proposed Car Parks	T.4 (b) T.4 (e)	
	Main Shopping Area	T.1 (e) T.1 (f) S.1 (a) S.1 (e) S.2 (b)	
	Shopping Proposals	S.1 (c) S.2 (a)	
	Market Parade: Entertainment uses	L.3 (b)	

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GOVERNMENT OFFICE
FOR THE SOUTH WEST

SCHEDULE

POLICIES CONTAINED IN CITY OF GLOUCESTER LOCAL PLAN 1983

Policy No.	Name
E1	Release of industrial land sufficient for five years requirement
E2	Release of land for office development sufficient for five years requirement
H1	Release of land for residential development to cater for 5 years requirement
H1.c	Provision of additional housing sites to those in H.1a will be encouraged in the city centre
H1.d	H1.d - Presumption against development of other sites except minor infill other than those identified in H.1a and H.1c
H1.e	Density and quality of housing development.
H3	Preservation and revitalization of older housing stock.
H3.f	The conversion of residential properties to non-residential uses will be opposed in certain areas (sites identified)
H4	Housing provision for those whose needs are not met by the private sector
H4.b	Provision of grants for adaptation of homes for the registered disabled
A1.a	Heights of buildings and protection of views
A2	Particular regard will be given to the city's heritage in terms of archaeological remains, listed buildings, and conservation areas
A2.d	Demolition of listed buildings in Conservation Areas
A3.a	Investigation and resolution of environmental problems caused by traffic on Bristol Road and Barton Street
A4.e	Development on or around Robinswood Hill will not be permitted except where there are exceptional circumstances
A5.a	The inclusion of tourist-orientated uses within the comprehensive redevelopment of the Docks area will be encouraged
A5.c	Conservation and maintenance of structures and settings of City's historic fabric (various sites)
A5.d	Redevelopment of Blackfriars as a tourist attraction.
A5.e	Use of Llanthony Priory for leisure uses will be supported
A6.a	Provision of Coach parking facilities at Westgate Street and the Docks
A7	Encourage provision of an adequate level and mix of accommodation to satisfy visitor demand
A7.a	Provision of appropriate self-catering accommodation, Conference Centre and central area hotels

A7.b	Encourage Guest House developments along main radial routes and the city centre
T1.e	Pedestrian priority within traffic management measures
T1.f	Provision for pedestrians in the City Centre outside the main shopping area.
T2.d	Measures to facilitate rear access servicing
T3	Introduction of traffic regulation and control measures along Bristol Road and Southgate Street
T3.a	Access to existing and future industrial premises will be assisted by traffic management or other measures
T3.b	Consideration will be given to traffic management along Bristol Road
T4.a	Differential charging of short and long stay car parks to discourage inappropriate use
T4.k	Provision of car parking at private development in accordance with the Councils car parking standards
T5.b	Early introduction of new bus services with new residential development
T6	Measures will be introduced to encourage cycling
T6.c	Encourage cyclist-only routes
S1	Maintain and strengthen Gloucester's role as a sub-regional shopping centre and concentrate comparison shopping in the City Centre except in special circumstances
S1.a	Major comparison shopping will not usually be permitted outside the main shopping area
S1.e	Conversion of shops to other uses at ground floor level will not normally be allowed in the main shopping area
S2.b	Major convenience shopping facilities will not normally be allowed outside the main shopping area
S3	Continued provision of shopping facilities to meet local needs outside the City Centre will be encouraged
S3.a	Neighbourhood shopping facilities will be encouraged and sometimes required in developing residential areas
S3.b	The City Council will seek to maintain the existing neighbourhood shopping provision in the City
L1	Retain public open space, provision with new development, and attempt provision where a shortfall has been identified
L1.a	Retain existing areas of public open space
L1.c	In new developments new public open space will be provided in accessible, centralised locations. They must be no less than half an acre in size
L1.d	Where public open space already exists or there is a need for recreational facilities other than open space we will consider the provision of alternative leisure facilities at the cost of the developer
L1.e	Financial contributions from developers for maintenance of public open space that has been adopted by the Council
L2.b	Seek to provide additional sports facilities on public open space in new developments
L3.c	Inclusion of leisure facilities within the docks redevelopment and financial contribution towards the cost of transferring the British Waterways museum to Gloucester
L3.d	Maintenance and protection of Robinswood Hill Country Park

L5.b	Replacement provision of allotments
L6	Maintenance of public footpath network
L6.a	Development of land crossed by a public right of way
L7.a	Presumption against development likely to affect the Robinswood Hill Quarry Site
L7.b	Nature conservation will be taken into account in proposals for development on a number of sites
C1.a	Site reserved at Abbeydale for the location of an NHS clinic
C1.e	Sites identified at Abbeydale to provide two Primary Schools
C1.f	Site identified at Abbeydale for the County Council to provide a new library
C1.g	Site identified at Abbeydale for Gloucestershire Constabulary to provide a police station