Podsmead Estate Regeneration

Supplementary Planning Document

November 2019

HELP
SHAPE THE
FUTURE OF
MATSON & PODSMEAD

▌Contents

1. Introduction and Vision

1.1   Introduction

1.1.1   In March 2015 the housing stock owned by Gloucester City Council (GCC) was transferred to Gloucester City Homes (GCH). This includes homes within Podsmead, which dates from the early post-war years, when the City was building rapidly to replace bomb-damaged stock and to rehouse inner-city residents displaced under slum clearance programmes. Some later infill developments date from the 1970s and later years.

1.1.2   Podsmead comprises of a mix of housing tenures. GCH's properties are primarily social rented tenure, while other properties are owned by other housing associations are owner occupied or privately rented. Whilst all of GCH's properties meet decent homes standards, the quality of construction and design of the built environment reflect the estates age and offers a range of opportunities for improvement and improved quality of life, alongside opportunities for economic and social regeneration. Podsmead has a strong sense of community and the area benefits from feeling green and open.

1.1.3   This SPD provides guidance as a stepping stone between planning policies in GCC's Development Plan and the potential regeneration of the estate under outline and detailed planning applications which may be brought forward. It has been subject to extensive public consultation with the local communities, and this is detailed in a separate consultation report.

1.2   Vision and guiding principles

1.2.1   The aim of regeneration is to enhance the appearance and quality of the estate while also protecting and promoting a sense of pride in the community by:

- providing homes to meet the needs of local people and provide additional homes to meet the needs of the wider city;
- creating greener cleaner communities and improving the quality and use of open space;
- improving local shops and amenities for residents.
- Improving social and economic opportunities for residents

1.2.2   The regeneration of the estate should include the following principles:

- An overall increase in housing density to (i) make best use of land; and (ii) to provide homes to meet the needs of local people in terms of tenure, type and accessibility.
- The regeneration will deliver quality homes which are safe, warm, affordable and environmentally friendly.
- Residents' desires to remain in their community are accommodated. Consideration will be given to both the impact of the loss of the existing home and of the impact of moving on residents.
- Connect and integrate Podsmead with the wider area.

1.2.3   This SPD provides guidance that reflects the above principles and aims to capture the benefits of new development and regeneration.

1.3   Structure of the SPD

1.3.1   This SPD is structured as follows:

- Chapter 2: The Estate Today. Good planning briefs are based on a thorough understanding of the opportunities and constraints that may affect them. This chapter sets out a summary of the analysis of the environmental, ownership and technical issues affecting Matson and concludes with a summary of opportunities.
- Chapter 3: Planning Policy Context. This chapter sets out an overview of current and emerging planning policy which provides the local policy context for the SPD.
- Chapter 4: Key Principles of New Development. This chapter sets out the overall suggested coordinating principles within which individual outline and detailed planning applications could be designed. The Key Principles are set out in four themes:
  - Land use and density;
  - Open space;
  - Routes and linkages; and
  - Urban design.
- Chapter 5: Design Guidance. This chapter provides specific guidance on national and local planning policy requirements for high quality design relating to the design of buildings, streets and open spaces at Matson.
- Chapter 6: Delivery. This chapter sets out the broad suggested approach to phasing. This will need to be refined and is likely to change as detailed designs are brought forward. All future development, and its timing, is to be discussed with residents.

2. The Estates Today

2.1 Location and context

2.1.1   Figure 2.4 opposite sets out the area to which this SPD relates. Only some parts of this area are likely to be subject to change, and much of it will remain as it currently exists. However, it is important that the SPD looks beyond the estate itself as connections with the wider area in terms of walking routes, green links and design approach are important to ensure that high quality regeneration is delivered.

2.1.2   Figure 2.5. overleaf shows the location and context of Podsmead in relation to Gloucester as a whole. Podsmead is located approximately 3km to the south of Gloucester City Centre.

Wider access and connectivity

2.1.3   Podsmead has multiple vehicular accessibility and regular bus services to the city centre. The railway station is located in the city centre, which provides direct links to several local urban areas including Cheltenham and Bristol, and connections to the wider UK rail network.

2.1.4   The M5 motorway can be accessed from Podsmead via the A38 to the south and via A38 / A417 to the north. Junction 11a is approximately 8.8 kilometres away from the centre of Podsmead and Junction 12 is approximately 6.4 kilometres (actual driving distance, not a straight line).

Local facilities

2.1.5   Within Podsmead there are only a small number of local facilities available for use by residents. There is one shop located on Scott Avenue, along with two vacant shop units. A community cafe is also located on this road. A community centre is located on Milton Avenue. Further away there are a number of local centres (a collection of small shops, commercial and community facilities), located approximately 1 km from Podsmead. These are not considered to be located close enough to Podsmead to provide accessible facilities for residents. The closest district centre (a large group of commercial and community facilities serving a wider area) is located at Quedgeley, which is 3km away. The city centre is 3.3km away.

2.1.6   Local residents who responded to the consultation felt that there were insufficient shops and services to meet their needs. Particularly health services.

Views

2.1.7   Podsmead enjoys views to Robinswood Hill Country Park.

Figure 2.1: Central open space within Podsmead

Figure 2.2:Cole Avenue (A38) runs along the southern boundary of the estate

Figure 2.3: Podsmead has a large number of bungalows
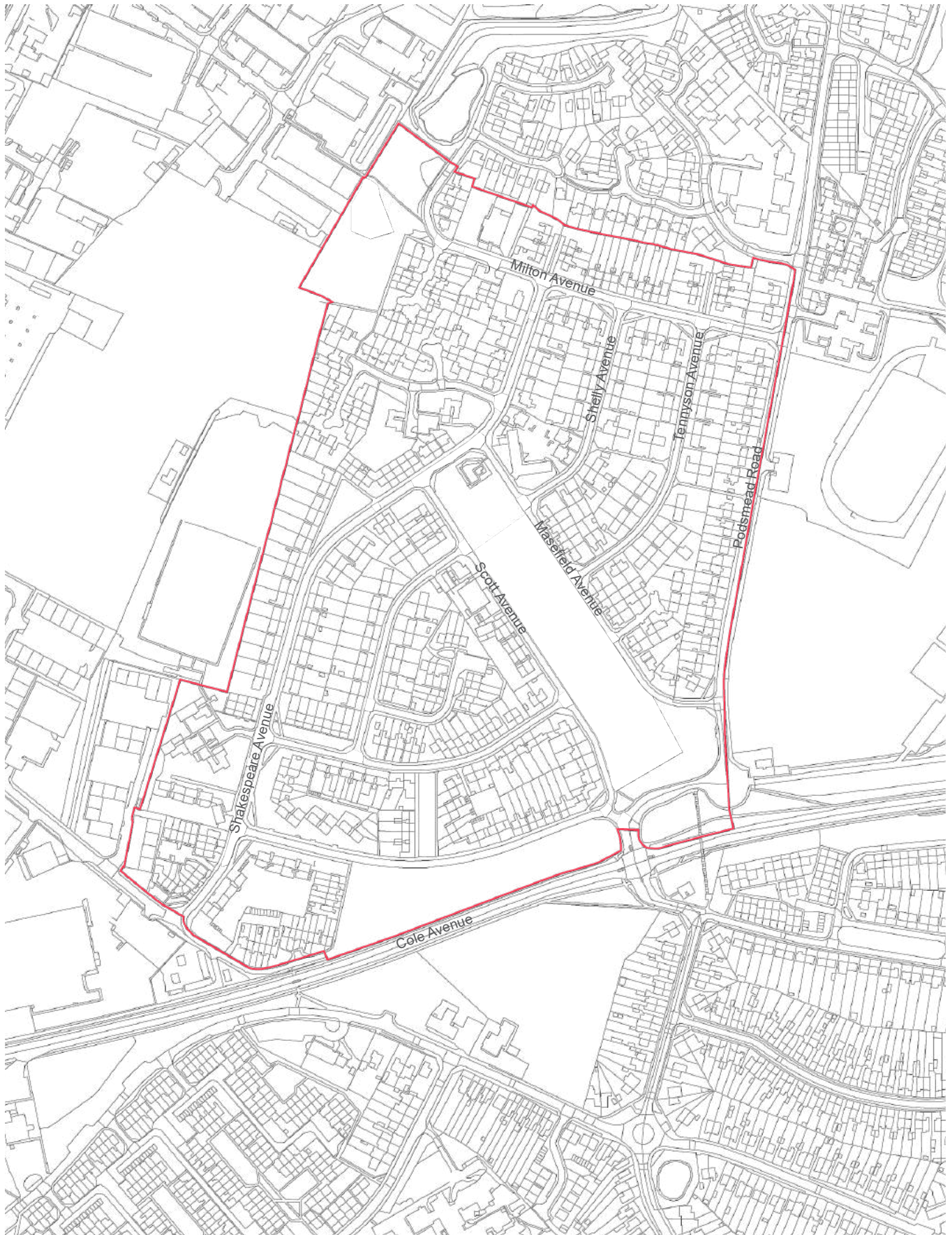
Figure 2.4: Area to which this SPD relates
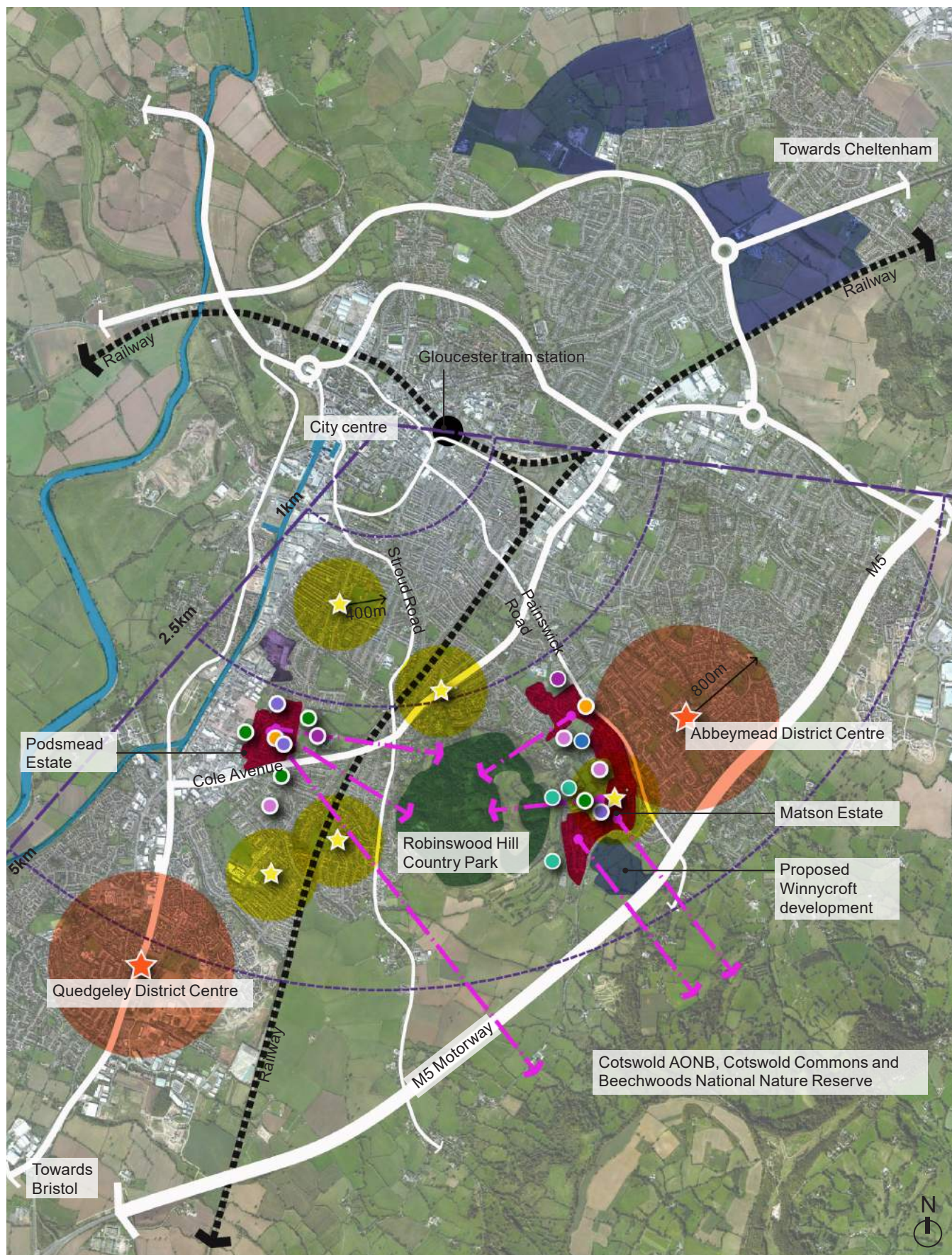
Figure 2.5: Strategic context diagram

Labels on map:
- Towards Cheltenham
- Railway
- Railway
- Gloucester train station
- City centre
- 1km
- 2.5km
- 5km
- 400m
- Stroud Road
- Painswick Road
- M5
- 800m
- Abbeymead District Centre
- Podsmead Estate
- Cole Avenue
- Matson Estate
- Robinswood Hill Country Park
- Proposed Winnycroft development
- Quedgeley District Centre
- Railway
- M5 Motorway
- Cotswold AONB, Cotswold Commons and Beechwoods National Nature Reserve
- Towards Bristol
- N

KEY

Symbol	Description
District centre	
Local centre	
Distance to local or district centre	
Strategic housing allocations	
Proposed development at Tuffley Crescent	

Non-residential uses

- Community
- Primary School
- Secondary School
- Health
- Leisure
- Sports
- Local shop

Figure 2.6: Contrasting building scales overlooking the central green space on the corner of Masefield and Shakespeare Avenues

Figure 2.7: The vehicular connection at Lower Tuffley Lane has been blocked to prevent drivers taking short cuts through Podsmead

Figure 2.8: Pedestrian and cycle connections to the south across the A38 are poor

Figure 2.9: There is just one shop on the estate

Figure 2.10: The Podsmead Community Association provides an important facility within the estate

2.2 Urban Design Analysis

2.2.1   The urban design analysis over the next four pages sets out the positive influences, that could contribute to a masterplan to regenerate the estate; and negative influences, which a masterplan needs to address in developing a strategy to improve the estate.

Positive urban design influences

2.2.2   Figure 2.13 sets out the positive urban design influences for Podsmead, which in summary are:

- The existing open space, one local shop and community centre are assets to the area.
- There is some connectivity to the wider area via paths from Bristol Road and vehicular routes from Cole Avenue and Podsmead Road.
- Much of the street structure in the centre is well set out and overlooked by some fronting buildings and front gardens.
- There is a large amount of passive open space which contributes to the feeling of openness across the estate.
- The neighbourhood is in close proximity to employment land, local schools and private green spaces

Negative urban design influences

2.2.3   Figure 2.18 sets out the negative urban design influences for Podsmead, which in summary are:

- The facilities located along Scott Avenue lack the variety a typical local centre might offer.
- There are a number of dead-end routes with little activity or frontage.
- The existing pedestrian routes are poor quality, indirect and have little or no natural surveillance.
- There are barriers to access and movement through the neighbourhood from the north-south from Cole Avenue and east-west through the industrial land to the west.
- The road system does not support the current levels of car ownership and usage. They do not support on street parking with a number of cars parked on pavements blocking access for pedestrians. Roads are narrow and poorly designed.
- There is a lot of open space that lacks clear purpose, ownership or a connection with the neighbouring buildings and housing.

Fig 2.11: Active frontage addressing the street

Fig 2.12: Existing central open space with view towards Robinswood Hill Country Park

KEY

●	Primary school	▬	Active frontage on street level
●	Secondary school	⇢	Existing pedestrian links
●	Health facilities	⋯⇢	Existing cycle routes
●	Community facilities		Main roads in city network within vicinity of the study area
●	Retail		Existing non-vehicular access into study area
●	Existing employment area		Existing vehicular access into study area
●	Approved development at Tuffley crescent		
●	Sport facilities	●	Existing bus stops
●	Communal green space		
◉	Existing equipped play	◉	Existing MUGA

Canal

Bristol Road

Development at
Tuffley Crescent

Tuffley Crescent

Podsmead Road

Employment

Athletic club

Football club

The Crypt school

A38 / Cole Avenue corridor

Epney Road

Athletic club

Grange primary school

| 0 | 100 | 200 | 300 | 400m |

Fig 2.13: Positive influences diagram

Fig 2.14: The Podsmead Road and Epney Road junction appears over-engineered, and is not a welcoming gateway to the estate

Fig 2.17: The employment area is a barrier to connections through to Bristol Road

Fig 2.15: Flats on Byron Avenue do not relate well to the green space, which feels that its doesn't 'belong' to anyone

Fig 2.16: Link to Bristol Road through industrial estate is not overlooked and so feels unsafe

KEY

Existing non-residential uses

● Existing non-residential land uses

Community facilities and retail units are distributed in the study area, away from main streets

Existing key features

━━━ Building frontage that is blank or poorly connected with the public realm

Existing pedestrian links of bad quality, poorly over-looked or indirect

Podsmead Road currently fails to create a legible and direct north-south connection over the A38

- - ▶ Missing connection in the existing road network

Dead-ends or cul-de-sac access that results in areas of isolation

Areas where land lacks ownership, definition or purpose

Barriers along the study area in Podsmead that prevent movement in and out of the neighbourhood

Fig 2.18: Negative influences diagram

Employment

Barrier

Podsmead Road

Athletic club

Shelley Avenue

Shakespeare Avenue

Football club

Burns Avenue

The Crypt school

Barrier

Athletic club

Epney Road

A38 / Cole Avenue corridor

Grange primary school

0   100   200   300   400m

2.3   Ownership and building types

2.3.1   There are a range of housing types in Podsmead, ranging from single to four storey buildings. All the buildings are post-war and many homes are of pre-fab construction, which at the time were intended as a short-term housing solution.

2.3.2   A large amount of the estate is owned by GCH, as indicated by the pink shading in the plan opposite. A lot of the buildings are terraced or semi-detached houses (yellow) and the blocks of flats (blue) are located in the south-west of the estate, as well as next to the central green space. Most of these blocks of flats are positioned on open space that lacks a clear use and they often don't front onto their associated streets.
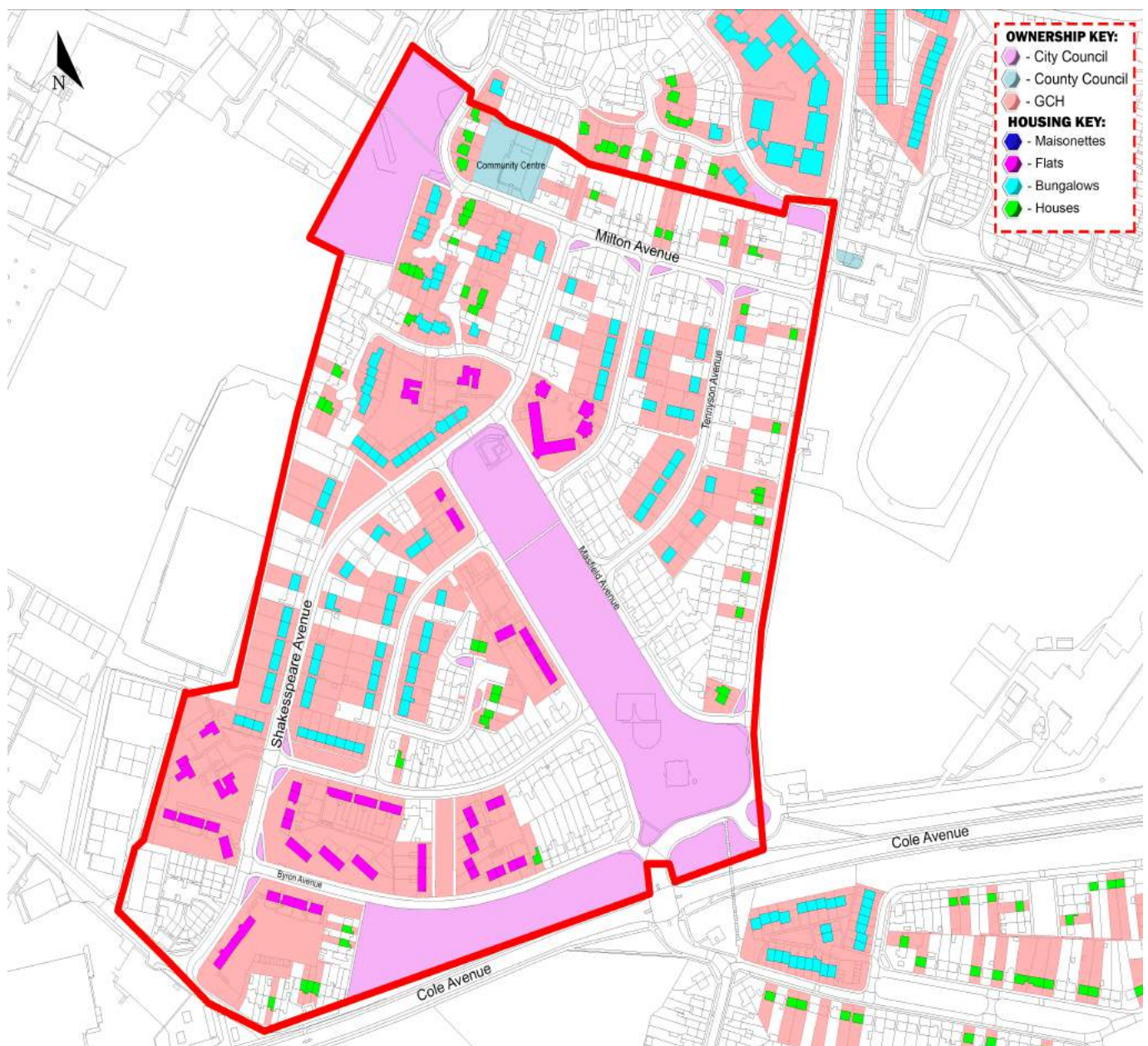

Fig 2.19 Ownership Plan

Fig 2.20: Tallest block of flats in Podsmead

Fig 2.21: Blocks of flats close to the industrial estate

Fig 2.22: Bungalow on Shakespeare Avenue

Fig 2.23: Semi-detached houses on Masefield Avenue

2.4   Summary of technical issues

2.4.1   The analysis that has informed this SPD has included:

- open space and landscape: the amount, quality, function and character;
- transport: brief analysis of access and movement for vehicles, public transport, pedestrians and cyclists;
- engineering: ground conditions, utilities and flood risk; and
- historic environment.

Open space and landscape

2.4.2   In summary, the key issues and opportunities are:

- There are five designated public open spaces across the Podsmead ward, equating to approximately 12ha of open space of which 5.06 hectares are in Podsmead. The quantity of open space across the ward is well above Gloucester's Open Space Standards. However, a number of sites fall short of expected standards in terms of quality, and there is an opportunity to improve them through the regeneration of the estates.

- Sports pitch provision is above the quantity standards however, play space falls well below. There is an opportunity to improve the quality and distribution of play space within Podsmead.

- The Green Infrastructure Strategy 2014 identifies an existing Green Corridor along the Sharpness Canal and a proposed 'Green Corridor' along Tuffley Crescent to improve pedestrian/cycle links

- The open space at Milton Avenue has been identified as a European Structural and Investment Funding (ESIF) bid area. Funds will be spent by the council to enhance biodiversity in this area.

- The Playing Pitch Strategy identifies priority investment for provision of a sports 'hub' at Blackbridge playing fields to support overall sports provision across Gloucester. There is an opportunity to improve linkages to Blackbridge so that Podsmead residents can easily access this facility.

Transport

2.4.3   A full transport assessment will be required. A non-technical desktop study was undertaken focusing on access and linkages. In summary, the initial issues and opportunities are:
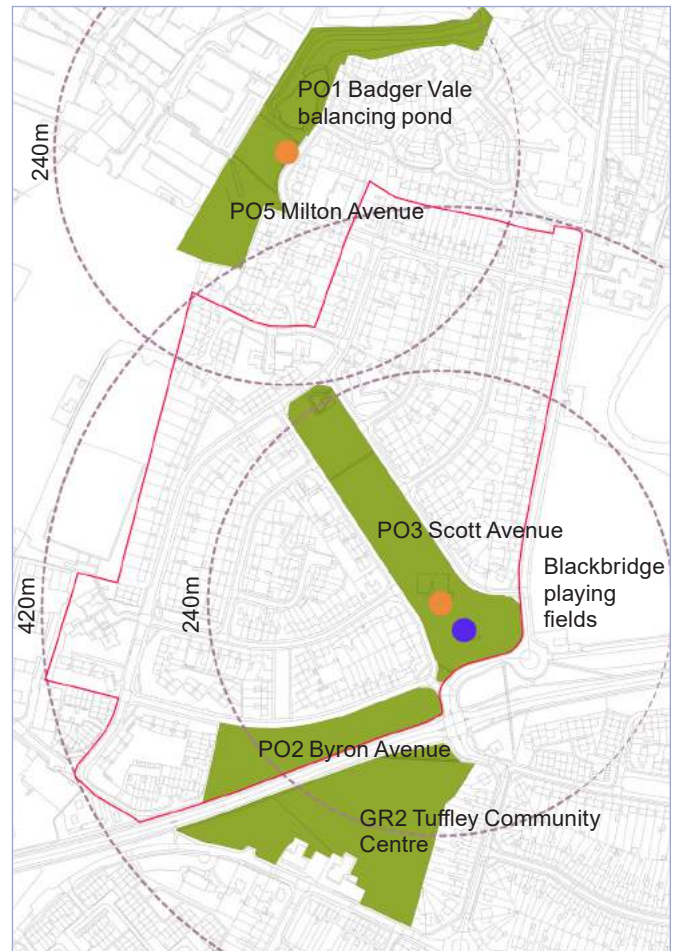
Fig 2.24: Diagram of Public Open Spaces within Study Area

KEY

——	Boundary of area within GCH control
▉	Public Open Space
●	Play area and walking distance catchment of 240m (5 minutes' walk)
●	Large multi-use games area and walking distance catchment of 420m (10 minutes' walk)

- There are several street connections within the study area. However, while access to local facilities and bus stops is generally good, the range and quality of those facilities is limited.

- However, connections to the wider area - especially to the west - are limited by barriers created by busy roads and culs-de-sac which do not link streets together, and the large area of employment land to the west.

- There are limited pedestrian routes and no dedicated cycle routes. There is an opportunity to improve connections for those moving around on foot or by bike, and any future development opportunities across the adjacent land towards Bristol Road should include pedestrian and cycle links that connect to Podsmead.
- Good bus services within and adjacent to Podsmead
- From an urban design perspective the layout of the main gateway poor - it is unwelcoming, often congested and confusing. There is an opportunity to improve this gateway and make it work better for all modes of traffic, not just cars.
- There are narrow streets and a large amount of on-street parking which residents report creates congestion and conflict between neighbours. It is important that new development does not further exacerbate this problem and, where possible, improves the situation. On-plot parking for new development is preferred.
- Surrounding main highway junctions have identified capacity issues.

Engineering

2.4.4   Ground conditions: Historically, the estate was open farmland and undeveloped until around 1955 when the current estate was built. The ground conditions are likely to comprise a layer of made ground over a natural geology of lias clay with soil deposits encroaching over the western fringes of the site. These ground conditions do not present a constraint to development, and are likely to require typical foundation depths up to 1.5m with deeper foundations expected in the zone of influence of any trees.

2.4.5   There is a substantial brownfield site to the west of Podsmead Estate, which has had numerous industrial activities on it, notably the Gloucester Gas Works facility. Any planning application should include an investigation of potential contamination on the site, and set out the proposed mitigation if required.

2.4.6   Utilities: The estate is well served by electricity, gas, telecommunication networks (BT and Virgin Media), drinking water, and storm and foul water drainage networks. The site has a number of big sewers (pipes bigger than 375mm in diameter). New development should avoid building over these.

2.4.7   Flood risk: The majority of the estate is within Flood Zone 1. A small section of the estate around Betjeman Close located in the North West Corner is in Flood Zone 2. New development should ideally be avoided in this area. Some of the roads however are at medium to high risk of flooding from surface water. There is an opportunity to reduce the risk of surface water flooding on existing streets through the use of Sustainable Drainage Systems in the new development.

Historic Environment

2.4.8   The majority of the Podsmead Ward dates back to the middle ages. Historically the estate consisted of undeveloped agricultural land during the c.1800s with development occurring on the Site during 1955. The main heritage assets present within 1km of the Site include four Listed Buildings, the nearest of which is 0.6km from the Site, and Hempsted Conservation Area approximately 1km from the estate.

2.4.9   The majority of the estate has been previously developed and construction is likely to have truncated and/ or heavily disturbed any archaeological assets. Survival of heritage assets is less likely in those areas occupied by existing buildings and structures such as roads.

2.4.10   Appropriate initial survey work will need to be undertaken and should be agreed with planning officers and undertaken pre-planning in order to assess the archaeological potential of the Site. The results should be discussed with GCC and any further surveys and assessments required to support planning applications agreed prior to submission.

2.4.11   A Townscape Character Assessment of the area including full details of Listed Buildings within or adjacent to the area and Local List candidates can be found online at: https://www.gloucester.gov.uk/media/3376/tca-report-part-2.pdf This document identifies the Hawksley BL8 bungalows, which are aluminium clad pre-fabricated bungalows, as candidates for Local Listing and recommends that consideration be given to designating the areas with the highest concentration of Hawksley BL8 bungalows as a conservation area.

2.9   Opportunities

2.5.1   Figure 2.25 overleaf sets out the key opportunities that have informed this SPD. In summary these are:

- improve the setting of the central open space through new development with active edges that better defines and encloses it;
- introduce mixed-use development, providing facilities for local residents and improving the appearance of the entrance;
- enhance the quality and accessibility of open spaces to ensure everyone of all ages and abilities can enjoy the health and wellbeing benefits, and improve green linkages between them;
- provide opportunities for pedestrian and cycle linkages to Bristol Road and to recent housing development to the north;
- increase tree planting across the estate; and
- improve pedestrian and cycle linkages to Tuffley and Crypt School.

KEY

- Key view
- Communal green space
- Sport facilities
- Development opportunities
- Opportunity for non-residential uses
- Opportunity to improve connection
- Potential to improve existing pedestrian link
- Opportunity to form a primary gateway into neighbourhood
- Opportunity to form an enhanced gateway
- Community facility
- Retail

Employment

Podsmead Road

Shelley Avenue

Athletic club

Shakespeare Avenue

Football club

Burns Avenue

The Crypt school

Athletic club

A38 / Cole Avenue corridor

Epney Road

0   100   200   300   400m

Fig 2.25: Opportunities diagram

3. Planning policy context

3.1 Introduction

3.1.1   This chapter sets out a summary of the relevant local planning policy context for this Supplementary Planning Document (SPD). The local policy context is principally set by:

- the adopted Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS) (Dec 2017).
- the adopted Gloucester City Plan 2011-2031 (GCP) (Jan 2023).

 3.1.2   The Second Stage Deposit City of Gloucester Local Plan 2002 is a draft plan that was published and approved by the council for development management decision making in 2002. It is not an adopted plan, but the policies within it carry weight in the process of decision-making on planning applications. An assessment of the policies has been carried out in the light of the adoption of the JCS and in the context of the National Planning Policy Framework.

3.1.3   This SPD provides guidance on the implementation of planning polices by setting out framework plans and design guidance providing overall suggested coordinating principles within which individual outline and detailed planning applications could be designed. In setting out the context, this Chapter focus on most recent (JCS) and City Plan policy and shows how the SPD reflects development plan policies. This is organised under key policy topics that are relevant to the regeneration of Podsmead:

- housing and regeneration;
- open space and landscape;
- design and sustainability; and
- community facilities.

3.2 Housing and Regeneration

3.2.1   In common with most other parts of England, Gloucester has a high level of housing need. Joint Core Strategy Policy SP1 sets out the overall requirement to deliver 35,175 new homes during the plan period, and Policy SP2 requires a minimum of 13,287 to be provided within the Gloucester City administrative boundary.

3.2.2   The Podsmead Estate is not specifically allocated for new residential development. However, JCS Policy SD10 sets out that new residential development will be permitted where it is on previously-developed land or infilling in existing built-up areas of Gloucester, except where otherwise restricted by other planning policies within the district plan; or there are other specific circumstances defined in district plans. The City Plan specifically addresses the regeneration of former local authority housing estates, stating that the Council will consider applications favourably where the following criteria are met:

Policy A3: Estate regeneration
1. The physical condition of the housing stock is poor (i.e. the dwellings are substandard, or demonstrably not fit for purpose in the short-medium term); and/or
2. There is an area-specific socio-economic justification for re-development led regeneration, considered alongside alternative options for re-modelling or refurbishment; If the criteria above are met, proposals must then meet the following:
3. The proposal has been properly master-planned; and
4. The existing strengths of the locality, both the built and natural environment and the community assets, are identified and positively improved upon as part of any regeneration; and
5. The local community has been actively engaged in shaping the proposals; and
6. The proposal provides suitable type and tenure housing choices to meet the needs of existing residents and the needs of the wider city; and
7. The proposal promotes strong and thriving communities by providing community facilities, open spaces, retail and other economic opportunities at an appropriate level to meet the needs of the existing and expanded community; and
8. The proposal can demonstrate that development led regeneration delivers positive
socio- economic benefits for existing residents; and
9. The proposal helps to maintain and promote independent living and improves health and well-being.

3.3.2   JCS Policy SD10 goes on to state that 'Residential development should seek to achieve the maximum density compatible with good design, the protection of heritage assets, local amenity, the character and quality of the local environment, and the safety and convenience of the local and strategic road network.' Applications will need to demonstrate that suitable highway mitigation can be achieved.

3.2.4   JCS Policy SD11 requires a mix of dwelling sizes, types and tenures in new development in order to contribute to mixed and balanced communities and a balanced housing market. It also states that development should address the needs of the local area, including the needs of older people and that improvements to the quality of the existing housing stock involving remodelling or replacing residential accommodation will be encouraged where this would contribute to better meeting the needs of the local community (subject to other policies including SD4 (design requirements) and SD8 (historic environment). This is further reinforced through the City Plan Policy A5: Specialist Housing and A6: Accessible and adaptable homes.

3.2.5   JCS Policy SD12 provides the detail of affordable housing requirements, setting out a target of a minimum of 20% affordable housing for sites in Gloucester that are not a Strategic Allocation.

3.2.6   A key principle of any regeneration of Podsmead would therefore be to broaden the mix of housing types to reflect the needs of existing residents and the wider city. A site specific local housing needs assessment would need or be undertaken to understand the needs within each phase of development.

3.2.7   This SPD does not prescribe the mix of dwelling sizes, types and tenures. The SPD suggests a framework within which an appropriate mix of new dwellings can be brought forward.

3.3   Open space and landscape

3.3.1   Podsmead includes areas designated as open space, and the estate sits within a wider landscape and open space setting. The key policies in relation to landscape and open space are:

- JCS Policy SD6, which seeks to protect landscape character and requires all applications to consider the landscape and visual sensitivity of the area in which they are to be located or which they may affect.

- JCS Policy INF3: Green Infrastructure, which seeks to deliver a series of multifunctional, linked green corridors and requires development proposals to contribute positively towards green infrastructure.

- JCS Policy INF4: Social and Community Infrastructure which includes open space in the definition of such infrastructure and seeks replacement facilities to compensate for loss of existing.

- Relevant open space polices from the Second Stage Deposit City of Gloucester Local Plan 2002:

- Policy OS.2 Public open space standard for new residential development; and

- Policy OS.3 New housing and public open space.

3.3.2   The GCP seeks to protect open space and playing fields, Policy C3: Public open space, playing fields and sports facilities, states that:

1. For public open spaces, an assessment demonstrates the site is of low value and of poor quality, with no opportunities for improvement and is surplus in terms of all functions that open space can provide.
2. For playing fields and sports facilities, an assessment demonstrates there is an excess of provision in the local area, there is no current or planned future demand for such provision and that there would be no overall shortfall;

If the criteria above cannot be met:

3. The open space, playing field or facility can be replaced by alternative provision of an equivalent or better quality and quantity in an accessible and appropriate location to the community where the loss would occur; or
4. The proposal is ancillary development that would enhance existing facilities and not reduce or prejudice its ongoing use; or
5. The proposal affects land that is not suitable, or incapable, of forming an effective part of the open space, playing field or facility and its loss would not prejudice the ongoing use of the remainder of the site for that purpose.

New open space, playing fields and built sports facilities within new development will be provided to meet the needs of the local area.

3.3.3   The City Plan seeks to protect trees and hedgerows and, in the case of an unavoidable significant adverse impact on trees, woodlands and hedgerows, the developer must provide for measurable biodiversity net gain on site, or if this is not possible:

1. At nearby Green Infrastructure projects/areas; or
2. In suitable areas of parks, open spaces, verges; or
3. Through the restoration or creation of traditional orchards, prioritising sites identified as opportunities for increasing the connectivity of the ecological network; or
4. As new or replacement street trees.

Development which would result in the loss of irreplaceable habitats such as Ancient Woodland, Ancient Trees and veteran trees will not be permitted except in wholly exceptional circumstances.

3.3.4   City Plan Policy E6: Development affecting Cotswold Beechwoods Special Area of Conservation states that development will not be permitted where it would be likely to lead directly or indirectly to an adverse effect upon the integrity of the Cotswold Beechwoods Special Area of Conservation (SAC)
(alone or in combination), and the effects cannot be mitigated. In order to retain the integrity of the SAC, and to provide protection from recreational pressure, all development that results in a net increase in dwellings will be subject to Habitats Regulations Assessment for likely significant effects. Any development that has the potential to lead to an increase in recreational pressure on the SAC will be required to identify any potential adverse effects and provide appropriate mitigation. This will be in accordance with the SAC mitigation and implementation strategy or through a Habitats Regulations Assessment.

3.3.5   City Plan Policy E3: Green/Blue Infrastructure supports INF3, and requires development proposals to contribute towards the provision, protection and enhancement of Gloucester's Green Infrastructure Network. Major development proposals will be designed in accordance with a recognised standard.

3.3.6   The relevant open space polices from the Second Stage Deposit City of Gloucester Local Plan 2002:

- Policy OS.2 Public open space standard for new residential development; and
- Policy OS.3 New housing and public open space.

3.4 Design and sustainability

3.4.1 The ambition should be to enhance what is already good about Podsmead, so that it becomes a high-quality place to live. The principles set out in this SPD are informed by planning policy requirements for high quality, sustainable design, and makes it clear that planning applications will need to meet these requirements. The key policy requirements in the Joint Core Strategy are:

- JCS Policy SD3: Sustainable design and construction
- JCS Policy SD4: Design Requirements
- JCS Policy SD12: Affordable Housing, also requires that homes are designed to be tenure blind.

3.4.2   In addition, guidance set out in the Designing Safer Places (2008) interim adoption SPD is important to the regeneration of the estates:

3.4.3   The Design Guidance chapter of this SPD ampli ies the principles set out in these policy documents, including:

- designing the public realm as a place for everyone, ensuring that streets and buildings work together to create streets that are spaces for people, not just a means of getting from one place to another;
- create streets that are welcoming and safe for pedestrians and cyclist of all ages and abilities encouraging people to choose to move;
- creating characterful open spaces, so that existing and new spaces combine to create a network, each space with a clearly defined role and function within the neighbourhoods;
- balancing the need for residents to have safe and convenient access to car parking with creating an attractive, uncluttered streetscape that promotes green active travel choices; and
- designing high quality buildings that transform the image of Podsmead.

3.4.4   The City Plan includes the following design policies which reflect existing policy and national guidance:

- Policy A1: Effective and efficient use of land and buildings
- Policy C1: Active design and accessibility
- Policy C7: Fall prevention from taller buildings
- Policy E3: Green/Blue Infrastructure
- Policy F1: Materials and finishes
- Policy F2: Landscape and planting
- Policy F3: Community safety
- Policy F6: Nationally Described Space Standards
- Policy G2: Cycling
- Policy G3: Walking

3.5   Community Facilities

3.5.1   Good places provide residents with access to facilities to meet their everyday needs, including schools, health services and community centres. JCS Policy INF4 seeks to protect existing community facilities and - where new residential development will add to the need for facilities - requires either on-site provision or a contribution to facilities off-site.

3.5.2 Where existing community facilities are identified for redevelopment they should be re-provided prior to their loss. The aim should be to re-provide them within the identified mixed-use areas prior to their loss, but phasing of the mixed-use areas may mean that temporary facilities are required before existing uses are provided with permanent accommodation.

3.5.3 Engagement with the community and Policy B1: Employment and skills plans from the City Plan, shall be used to ensure every reasonable opportunity is taken to help local people make the most of their existing skills, engage in training, learn new skills and build their economic potential.

3.6   Planning applications

3.6.1   This SPD suggests a framework within which outline, detailed and reserved matters applications will be brought forward. It is important that applicants have regard to the whole planning policy context and not just the particular policies highlighted in this SPD. This includes:

- the National Planning Policy Framework;
- National Planning Practice Guidance;
- National Design Guide 2019
- the Gloucester Local Plan (1983) saved policies;
- the adopted Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS) (December 2017);
- the Gloucester City Plan 2011 to 2031;
- relevant policies from the 2002 Second stage Deposit City of Gloucester Local Plan (adopted for development control purposes);
- draft Supplementary Planning Guidance No. 6: New Housing and Open Space (2001);
- interim adoption Designing Safer Places SPD (2008);
- interim adoption Heights of Buildings SPD (2008);
- Manual for Gloucestershire Streets (2014) .

3.6.2   Applicants should hold pre-application discussions with Gloucester City Council and statutory consultees, including Gloucestershire County Highways and Sport England. These discussions should include agreeing the documents, surveys and reports that are required to support planning applications. These may include, but not be limited to:

- a Design and Access Statement;
- a Planning Statement;
- a Statement of Community Involvement;
- an Environmental Statement, where screening has identified that one is required;
- Habitats Regulation Assessment;
- traffic surveys, modelling, and Transport Assessment demonstrating that any highway impact can be accommodated or adequality mitigated;
- ecological surveys and reports;
- Phasing Strategy;
- Rehousing Strategy;
- Housing need assessment for each phase;
- Open space audit;
- Community strategy;
- Economic development plan;
- heritage assessment; and
- townscape and landscape visual impact.

3.6.2   The Design and Access Statement should demonstrate how the proposals have responded to the principles and guidance set out in this SPD.

4. Principle of new development

4.1 Land use and density

4.1.1 The principles for new development have been developed from the analysis of the study area, the policy framework, and the opportunities set out in Chapter 2, and are:

- Redevelopment is focused on sites with the lowest quality existing buildings and principally in the ownership of GCH or the city council, to ensure development is deliverable.

- New development is used to better define and enclose the central open space, giving the estate a strong and readily identifiable character.

- Creating a high-quality civic space associated with the mixed-use development at the gateway to the site.

- High quality mixed-use development is proposed. This should be located so that it is highly visible, so having a high impact in changing the image and identity of Podsmead and creating viable services. The mix of uses is not prescribed, but a proportion of the ground floor could include A1 shops. Other ground floor uses may include:

   - A2: professional services
   - A3: restaurants and cafes
   - A4: drinking establishments
   - A5: hot food takeaways
   - D1: non-residential institutions, such as a health centre or library

- Mixed-use development may also include ancillary B1: Business.
  Upper floors within any mixed-use development shall predominantly be residential
  Densities should generally increase at key gateways.

4.1.2   Where there is a demonstrable need for existing community facilities, they must be re-provided prior to their loss to provide continuity of provision. This may include temporary community facilities prior to permanent facilities. Facilities will be located within the Podsmead community and not in Blackbridge Sports Hub.

4.2 Open Space

- Improving the quality of the central open space.

- Providing a new and improved Multi Use Games Area (MUGA) and Locally Equipped Area for Play (LEAP).

- Reconfiguring open space in the south-west corner of the site, retaining a large proportion of the open space along Cole Avenue, but enhancing the landscaping treatment to create spaces removed from the traffic noise along Cole Avenue.

- Retaining and integrating significant existing trees where possible, and replacing any significant trees lost to development on site. Increase tree planting across the estate

- Enhancing the biodiversity defined focus areas and across the site to provide overall improvements and net gain.

- Creating a landscape buffer to A38 Cole Avenue that reinforces the green character of the wider area.

- Make the most of opportunities to green existing streets to help connect open spaces and create attractive walking routes.

4.3 Routes and linkages

4.3.1 The overall principle is to improve the connectivity of the estate as a whole for pedestrians, cyclists and vehicles by creating a network of new and improved routes, including:

- Undertake a fully evidenced study of the main routes into Podsmead and redesign where necessary the gateway into the estate in a manner that creates a simple more defined and legible arrangement. Designs shall reduce any identified congestion created by the current layout from school and bus traffic.

- Improving the existing east-west pedestrian links between Shelley Avenue, Tennyson Avenue and Podsmead Road to link into an improved link to the Blackbridge sports hub;

- Allowing for future improved links to the adjacent employment land and through to Bristol Road;

- Connecting the estate more positively into the wider area by creating attractive 'gateways' at key access points through improved public realm and - where appropriate - new buildings overlooking and defining the gateways;

- Improve pedestrian and cycle links across Cole Avenue to Tuffley, to Crypt School and north to new residential developments; and

- Improve connections between Podsmead and the sports facilities to the east of Podsmead Road;

4.3.2 The suitability of these principles will need to be evidenced through a full highways assessment and in consultation with the Highways Authority through the preapplication process.

4.4 Urban Design

Building frontages

- Create strong building frontages onto Epney Road and to the central open space, making them as continuous as possible in the mixed-use areas and overlooking the open space;

- Where proposed densities are lower and the character of the existing surrounding buildings is suburban, frontages shall be more broken up and less continuous; and

- Where new buildings are proposed next to new or existing open space, their frontages must define and overlook the open space, with active uses (e.g. a commercial use, or a residential use with doors and windows directly overlooking the space) at ground floor.

Key corners

- Buildings in visually prominent locations, especially onto existing and proposed open spaces. Corners are important to delivering high quality development- blank elevations will not normally be permitted, and they must be designed to respond positively to views; and

- Key corners may be higher than the main part of a new building. However, this is not the only way in which high quality corners should be achieved, and consideration should also be given to form and massing, roof design, the location of windows, and the use of distinctive materials.

5. Design Guidance

5.1 Introduction

5.1.1 The requirement for good design is set out in planning policy, from the highest level of the National Planning Policy Framework (NPPF) to the local level of Gloucester City Council's current and emerging policies. This chapter expands on these policy requirements with specific guidance for the design of buildings, streets and open spaces at the Podsmead Estate.

5.1.2 Planning applications should demonstrate how they have responded to the guidance in this chapter, as well as the Principles set out in chapter 4, through a Design and Access Statement (DAS). The DAS should also refer to principles set out in JCS Policy SD4, which relate to:

- context, character and sense of place;
- legibility and identity;
- amenity and space;
- public realm and landscape;
- safety and security;
- inclusiveness and adaptability; and
- movement and connectivity.

5.1.3 Policy SD4 may require the submission of a masterplan and design brief with proposals for redevelopment. These may be incorporated into the DAS, so long as they respond to the requirements in Table SD4d.

5.1.4 This chapter is structured as follows:

5.2 Public Realm Design

Streets and routes

- Streets and buildings working together
- Streets as spaces for people
- Improving existing pedestrian routes
- Green spaces
- Creating character
- Spaces and buildings working together

Car parking

- Minimising visual impact
- Integrating garages
- Creating safe and attractive communal areas
- On-street parking
- Parking standards

5.3 Building Design.

Built form

- Building height
- Corner buildings
- Roof form
- Mix of unit types
- Mixed-use buildings

Amenity space

- Gardens
- Amenity space for f ats

External appearance

- Materials and detailed design
- Bin stores and other detailed elements

Design for change

- Future proofing

5.2 Public Realm Design

5.2.1 It comprises streets, squares, green spaces, footpaths and other outdoor spaces. Good design of the public realm is important as it is the 'glue' that holds together all the buildings, current and future, that make up the estates.

STREETS AND ROUTES

Streets and buildings working together

5.2.2 Creating a good public realm starts with designing street and building layouts at the same time, so that they work together. Poorly designed streets are too often designed as highways first, with buildings then made to fit around the geometry of the street layout. This makes the place feel that it is designed for the car, not people. Signs that streets and buildings are working positively together include:

- the fronts of buildings create a coherent 'building line' than defines and encloses the street;

- buildings on corners are designed to 'wrap' around the corner, avoiding blank elevations and instead presenting attractive facades outwards towards all aspects of the public realm.

Fig 5.1: Valuable lessons can be learned from other places in Gloucester, in this case the Matson Estate. The new houses onto the roundabout developed recently do a much better job of relating to the street than the older flats.

Fig 5.2: New houses: There is no 'left over' space: the front gardens have a clear role in providing separation from the street. The buildings are designed to 'turn the corner', with windows and bays looking outwards over the street. The strong building line helps define the street.

Fig 5.3: Older flats: Arranging the flats at right angles to one another on a curving corner results in 'left over' space, with no clear function, between the flats and the street. The blank gable end doesn't look good in such a prominent corner location.

5.2.3   Designing routes for people first creates attractive streets that people are more like to want to walk or cycle along. Attractive streets provide an opportunity for tree planting and vegetation which maximise health and wellbeing, biodiversity and connectivity to the green infrastructure network.

5.2.4   Although buildings and streets should be designed together, there are technical requirements (such as sightlines) that need to be taken into account. Early consultation with highways officers during design is recommended.

Streets as spaces for people

5.2.5

- design to reduce vehicle speeds;
- make pedestrians and cyclists feel safe; and
- design for ease of maintenance. Well maintained streets are pleasant places to be.

5.2.6   **Design to reduce vehicle speeds:** Streets should be designed for a maximum vehicle speed of 20mph. Layout principles that can help reduce speed include:

- creating a network of streets, so that distances between junctions are short so that it's difficult to pick up much speed;
- ensuring that views along streets are contained by buildings and landscape so that, although a safe forward visibility distance is provided, drivers do not have long, open views along roads. Curving streets can help to contain forward views; and
- locating buildings close to or at the back edge of the footway, so that streets feel enclosed rather than open.

5.2.7   **Make pedestrians and cyclists feel safe:** Minimising vehicle speeds is only part of making pedestrians and cyclists feel safe. Other design principles that should be incorporated into designs to promote safety are:
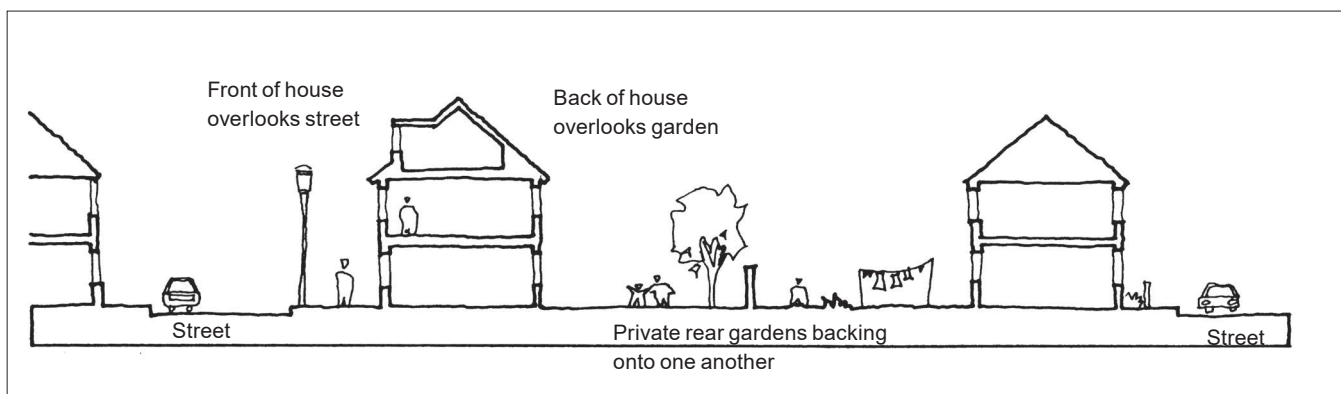
Fig 5.4: A clear distinction between public fronts of buildings and private backs is critical to creating a safe and secure place.

- ensure that the fronts of buildings overlook streets and other spaces, with back gardens backing onto other private space. This clear distinction between public fronts of buildings and private rears is critical to creating a safe and secure place. Avoid rear garden boundaries onto the public realm;

- minimise blank walls and other 'dead' frontages at ground floor level and instead ensure that windows and doors face onto the street, creating a feeling of 'eyes on the street'; and

- provide good lighting;

- design landscape to allow views through; and

- avoid barriers and other street furniture designed to 'protect' pedestrians from cars, and instead ensure that cars travel slowly.

5.2.8 **Design for ease of maintenance:** Do this by:

- designing streets to adoptable standards;

- involving those who will maintain the streets and spaces early in the design process so that technical requirements can be accommodated without compromising the design approach;

- keeping the design simple and uncluttered, so that it is easy to clean and maintain.

Improving existing pedestrian routes

5.2.9   The Principles for New Development in Chapter 4 sets out an estate-wide strategy for improving the connectivity for pedestrians and cyclists in Podsmead. The key design principles on which such improvements should be based are illustrated in Figure 5.6 opposite and are:

- cut back and manage landscape so that there are clear views along the route;

- improve boundaries to adjacent private gardens to provide robust walls or fences that give residents next to the routes an improved feeling of security, and make users of the route feel safer through a well-maintained environment;

Fig 5.5: Existing route does not feel safe for pedestrians and cyclists
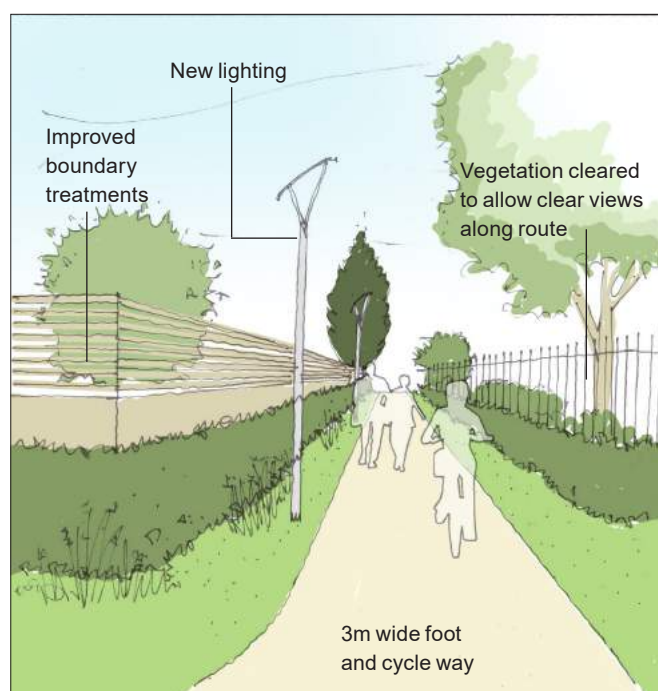

Fig 5.6: Sketch section showing improvements based on key design principles

- improve lighting (using evenly spaced white LED lighting); and

- where possible, ensure that the route is a minimum of 3 metres in width, so that pedestrians and cyclists can share it safely.

GREEN SPACES

Creating character

5.2.10   There is an opportunity to create a distinctive character within Podsmead through the improvement of existing open spaces and the creation of new ones. Chapter 4 sets out an overall suggested approach to green open spaces for Podsmead, Existing and new open spaces could work together to create a network of spaces, each with a clearly defined role and function within the neighbourhood.

5.2.11   In designing green spaces, designers should confirm their intended overall role and function in the context of a masterplan and design to create a rich, distinctive character:

- Is the space for children's play? What age group? What type of play?
- Is there an opportunity to incorporate Sustainable Urban Drainage features?
- Is there existing biodiversity that needs to be protected? Can the biodiversity of the green space be improved?
- Can routes across the open space connect it positively to the wider network of pedestrian works?
- Can the landform of the space be modelled to better support its function - e.g. banks for sitting on?

5.2.12   The role of new allotments in the overall network of green space should be considered, and incorporated into future detailed proposals if there is a need for such facilities.

5.2.13   Planting in green spaces should be designed to be adopted by the local authority. The design should be simple and clean, with manageable planting and hard surfaces. Early consultation with local authority officers is recommended.

5.2.14 Development will be required to be built in accordance with Building with Nature as set out in Policy E5: Green Infrastructure: Building with Nature.

Spaces and buildings working together

5.2.15 New building frontages should overlook and define green spaces, so that they work together to create an attractive and safe place. Key principles that should be incorporated into the design include:

- the design of open spaces should ensure that it has a clear role and function, leaving no space unused o undefined;
- front gardens should be provided to the homes overlooking the space, so providing a buffer between public and private; and

Fig 5.7: Combining landscape and SUDs features creates a rich, biodiverse environment

Fig 5.8: Using landform to create a distinctive character

Fig 5.9: Buildings and space working together to create an attractive outlook for the new homes and a safe place to be

Fig 5.10: Buildings frontages defining and overlooking the green space

- active building frontages (i.e. frontages with windows and doors) should overlook the open space;
- light and noise pollution from play areas on adjacent residential dwellings should be minimised.

CAR PARKING

Introduction

5.2.16   Designing good car parking into residential development is a major challenge. There are two sometimes conflicting issues that designers must address:

▪ cars parked on the street and in front of dwellings can seriously detract from the quality and character of the place by creating a cluttered environment. Minimising the visual impact of parked cars is a key principle in creating good places; and

▪ residents need to be provided with safe and convenient access to their cars, particularly where electric charging points are provided. Hiding them away in rear parking courtyards can lead to problems of crime and lack of personal security. Residents like to be able to see their parked car from their home.

Minimising visual impact

5.2.17   For houses, the preferred approach is to locate parking within the curtilage of the dwelling. There are three ways of minimising the visual impact of this approach that should be designed into any new development:

▪ soften the visual impact of cars parked in front of dwellings with easily maintained landscape;

▪ locate cars in between rather than in front of dwellings, so that they cannot be seen in oblique views along the street; and/or

▪ use wide frontage, shallow depth dwelling types that allow garages or car ports to be designed into the house, and have the flexibility for a hard-standing parking space to the front or rear.

5.6.18   Car parking in front of dwellings without appropriate landscaping is not acceptable.

Fig 5.11: What not to do: parked cars and tarmac dominating the street scene.

Fig 5.12: Soft landscape reduces the visual impact of cars parked in front of dwellings

Fig 5.13: A more urban approach, using paving and tree planting to create a defined parking area in front of dwellings

Fig 5.14: A combination of brick walls and soft landscape used to reduce the visual impact of cars and create clearly defined front garden areas.

Fig 5.15: Wide frontage, shallow depth unit types allow parking to be tucked under the building

Integrating garages

5.2.19   Where garages are an integral part of the dwelling, a garage door will front onto the street. It is important that these are positively designed into the facade of the building, with windows and doors to other rooms providing an 'active' frontage to the street and overlooking the garage access. Long rows (i.e. three or more) of garage doors unrelieved by doors and windows to other rooms are not acceptable as they create a 'dead' edge to the street that makes it look unattractive and feel unsafe.

Creating safe and attractive communal areas

5.2.20   For flats, parking will need to be accommodated within communal parking areas. These can be in 'public' areas to the front of buildings (e.g. a shared surface square) but would more normally be in 'private' areas to the rear of the building. Undercroft parking may also be consider acceptable where an active frontage can be created to the street. Private communal parking areas should be carefully designed if they are to be safe, secure and attractive. The key principles that should be incorporated into designs are:

- design communal areas as attractive places in their own right, not just as places to park cars. Incorporate good quality materials and soft landscape;
- ensure that windows from the building overlook the parking area;
- design entrances to have the feeling of entering private space, and terminate views from the entrance with something positive - e.g. the entrance to a stair core, a mature tree - rather than something that suggest an uncared for place (e.g. a sub-station); and
- design boundaries to private gardens to be robust - i.e. brick rather than close boarded fence.

On-street parking

5.2.21   Whilst a key principle of designing car parking is to reduce its visual impact on the street scene, some on-street parking can be positive as it:

- brings activity to the street;
- can help slow down moving vehicles by acting as a traffic-calming device; and
- is particularly useful for visitors if located near fronts of dwellings.

5.2.22   All new streets at Podsmead should be designed to adoptable standards. The Manual for Gloucestershire Streets (2016) sets out the technical requirements for on-street spaces in adoptable streets. In designing on-street parking:

Fig 5.16: Integral garage positively designed into the facade at Nehall, Harlow with upper floor bay providing overlooking.

Fig 5.17: On-street parking positively designed into the street scene.

- long runs of on-street parking should be avoided, with no more than three spaces provided in a row; and
- these spaces should be broken up with landscape to soften the visual impact of the parked cars. This landscape should be designed to allow pedestrians to safely cross the street at these points.

Parking standards

5.2.23   There are currently no local parking standards for Gloucestershire. As set out in the Manual for Gloucestershire Streets (2016), developers are encouraged to calculate the parking demand that would be generated by the development using the methodology set out in the NPPF and submit this evidence with the planning application. This should include consideration of visitor parking.

5.3   Building Design

5.3.1   The aim of this SPD is to secure the regeneration of the Podsmead Estate, transforming its image and identity. High quality building design is key to achieving this transformation. GCC and Gloucester City Homes are keen to promote both contemporary and traditional design that reflects local Gloucester characteristics to create a distinctive place that suits the varied demands of individual locations. This SPD is therefore not prescriptive about architectural style, and instead sets principles to encourage design solutions that are sympathetic to their surroundings, practical in their construction and use, easy for owners and landlords / tenants to clean and maintain, and above all are well designed.

BUILT FORM

Building heights

5.3.2   New development should make efficient use of land to maximise the number of new homes, taking into account the need for different types of housing required, creating an appropriate character, relating to the setting of retained dwellings and ensuring that Podsmead is a well-designed, attractive and healthy place.

Corner buildings

5.3.3   Designing streets and buildings to work together is a key design requirement. To do this well, buildings designed specifically for corner locations are needed. Corner buildings should avoid blank frontages onto the public realm and should instead positively look outwards.

Roof form

5.3.4   Whilst this SPD does not seek to impose a particular architectural style, pitched roofs are generally preferred as they:
- are simpler to construct and maintain than flat roofs;
- have the potential to create a visually interesting, varied building form, especially on sloping sites;
- can accommodate living space; and
- if oriented appropriately, can be fitted with PV panels

Mix of unit types

5.3.5   Each individual parcel within the overall regeneration scheme should normally be designed to include a range of different dwelling types, avoiding one type dominating. This not only helps to create a socially mixed place, it also provides opportunities for architectural variety and interest.

Fig 5.18: Left: the blank elevation has a deadening effect on the street scene. Right: building designed to positively address the corner.

Fig 5.19: Pitched roofs are the preferred approach

Mixed-use buildings

5.3.6   The regeneration of the estate will involve not only new homes but also new retail and community facilities. To fit within the overall masterplan approach, these facilities are expected to be provided within mixed use buildings. That is, buildings where there is retail and/or community facilities on the ground floor with residential and/or further community facilities on the upper floors. Well-designed mixed-use buildings have the potential to contribute very positively to changing the image and identity of Podsmead. Good design includes:

- ensuring that ground floor uses present active edges onto the public realm, avoiding blank frontages that have a deadening effect;
- designing the building as a coherent whole, so that the ground and upper floor uses relate to one another in terms of form, proportions and materials;
- providing residents with positive, attractive and welcoming entrances to their dwellings; and
- creating a clear separation between residential and non-residential supporting facilities such as bin stores and car parking.
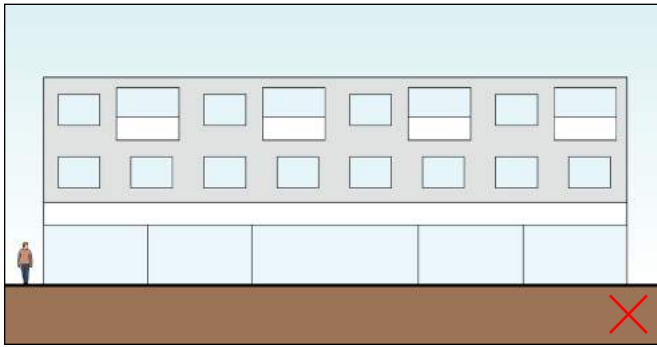
Fig 5.20: How not to do it: the ground floor and upper floors do not relate to one another architecturally
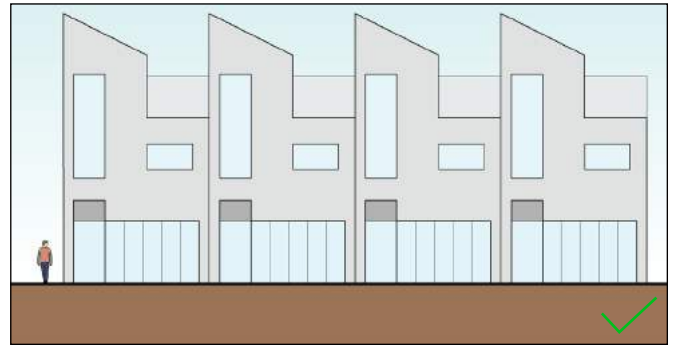

Fig 5.21: Designing the ground and upper floor uses as an integrated building

Fig 5.22: Sketch showing principles of an integrated approach to ground and upper floors

1. Vertical building elements run through the full height of the building, creating rhythm to the elevation and connecting upper and lower floors.

2. Defined area for signage ensures that architectural design dominates the building.

3. Landmark corner element helps to visually reinforce the building's importance as a focus for the community

Fig 5.23: Successful integration of ground and upper floors can be achieved through a number of different architectural approaches. Corners are particularly important

AMENITY SPACE

Gardens

5.3.7   All houses should be provided with private, secure rear gardens. Houses should normally have defined front gardens with a secure boundary (low wall and/or railings) suitable for the design of the scheme. Gardens should be provided at a variety of sizes to meet a variety of needs.

5.3.8   Rear gardens should normally back onto other private rear gardens, so creating a secure environment with a clear distinction between the public fronts of buildings and public backs. The front elevation of one dwelling should not normally face the rear elevation of another property.

5.3.9   North facing rear gardens should be avoided where possible.

Amenity space for flats

5.3.10   The preferred approach to flats is to provide private rear gardens for ground floor units, avoiding communal space as this tends not to be used by residents. For upper floors functional and useable balconies or terraces should be provided.

5.3.11   People should feel safe and proud to walk into their home. Communal spaces in flats should be well maintained and designed to be attractive rather than just functional. During the consultation residents expressed that they would like flats to have more storage both for bicycles and prams, but also space within kitchens to be able to prepare, cook and store fresh food.

EXTERNAL APPEARANCE

Materials and detailed design

5.3.12   Modern houses often lack the three dimensional qualities of traditional buildings – windows are flush with external walls, eaves barely overhang the walls, porches, balconies and bay windows appear to be 'stuck on' to a simple box rather than being an integral part of the design, changes in materials and brick colour are used instead of richer detailing that casts shadows and creates interest. The result is buildings that have a 'flat' appearance. Quality design (whatever the architectural style) tends to have a much richer approach to materials and detailed design, for example by:

- designing buildings as a three dimensional whole, so that elements such as bay windows are designed in from the start rather than being 'bolted-on' at the end;
- avoiding 'stuck-on' elements such as GRP chimneys;
- designing windows and doors so that they are set back from the external facade of the building, which introduces some depth and modelling to the facade;
- incorporating three-dimensional detailing (from traditional brick corbelling to more contemporary textural approach), that again give 'depth' to a building; and

Fig 5.24: Windows and doors set back from the external facade give a building 'depth', avoiding a flat appearance

Fig 5.25: Oriel window is an integral part of the design

Fig 5.26: Textured brickwork provides robust three-dimensional interest that will stand the test of time

- ensuring that changes in materials are related to the design of the building, rather than being an arbitrary way of creating interest.

This means changing materials with form (e.g. using a contrasting material for a bay window) rather than applying different materials as two-dimensional 'wallpaper'. When things are meaningful, they look more convincing and have a more genuine character.

5.3.13   Consideration needs to be given to owner occupied or private rented properties that are not redeveloped. In order to provide an overall cohesive appearance to the wider regeneration a package of refurbishments should be considered for owners.

5.3.14   These principles should inform the design of all development at Podsmead.

5.3.15   Brick is the preferred principal material for elevations. A consistent colour and material should be used for windows and doors within each individual dwelling to give a consistent appearance.

Bin stores and other detailed elements

5.3.16   Good schemes can be let down by detailed elements such as bin stores. These are often forgotten about until the last moment and then shoe-horned into a design. These typically include:

- bin stores and recycling facilities;
- meter boxes;
- bicycle storage;
- lighting;
- aerials and satellite dishes;
- flues and ventilation ducts; and
- gutters and pipes.

5.3.17   To achieve good quality design, these elements should be considered early in the design process and integrated into the overall scheme. If they are barely noticeable, then the design is usually successful:

- bin stores and recycling facilities for houses should be designed to screen bins from public view, whilst providing residents with easy access to them. They should be designed to allow changes to bins in the future – that is, should not be tightly dimensioned to suit existing bins;
- bin stores for flats should be incorporated within the footprint of the building;
- where external meter boxes are provided, they need not be standard white units: consider a bespoke approach that fits in with the materials used for the remainder of the building. Consider the location of the boxes: can an unobtrusive position be found?
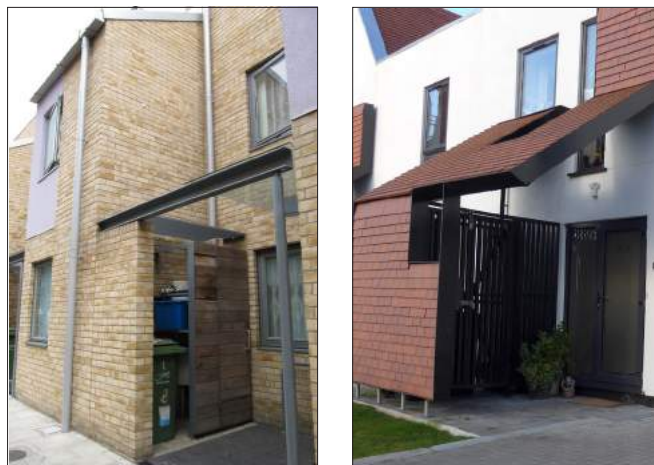

Fig 5.27: Simple porches designed to incorporate bins provide convenient storage and keep bins out of sight.

Fig 5.28: Bin storage positively designed into boundary treatment.

- communal TV reception should be provided for flats, so avoiding the proliferation of satellite dishes and aerials;
- it is important to ensure that bicycle storage facilities for houses are secure and also conveniently located for the use of residents - vertical storage in porches can work well, and keep bikes out of the house;
- bike storage for flats should be provided in secure communal areas within the footprint of the building. Space should also be provided for prams and mobility scooters;
- light fittings should relate to the overall design approach for the building: avoid 'heritage' designs on a contemporary building and vice versa;
- carefully consider the location of flues and ventilation ducts, ensuring they are as unobtrusive as possible. Use good quality grilles that fit in with the approach to materials for the building as a whole; and
- ensure that the materials and colour of gutters and pipes fits with the overall approach to the building and aim to minimise their visual impact

Accessability

5.3.18   In accordance with JCS Policy SD4 new development should provide access for all potential users, including people with disabilities, to buildings, spaces and the transport network, to ensure the highest standards of inclusive design.

5.3.19   As set out in JCS Policy SD11 and City Plan Policy A6 housing should be designed to be designed to be accessible and adaptable as far as such an approach is compatible with the local context and other planning policies.

Future proofing

5.3.20   New development need to be flexible enough to respond to future changes in use, lifestyle, demography and climate change. This means designing for energy and resource efficiency, creating flexibility in the use of property, public spaces and service infrastructure (including car parking and refuse bin storage), and introducing new approaches to the use of transportation, traffic management and parking. Open spaces, SUDs and planting will need to be designed to adapt to changes in the climate.

5.3.21   Homes will need to have provision for electric vehicle charging points in accordance with the City Plan Policy G2.

5.3.22 As a result of regeneration and the implementation of the employment skills plan and economic action plan, deprivation in Podsmead may reduce and the economic situation may improve for some residents. When designing highways consideration shall be given to the potential future increase in work vans and car ownership.

6. Delivery

6.1 Introduction

6.1.1   The delivery of any regeneration at Podsmead would likely take many years. This SPD provides guidance as a stepping stone as between the policies in the development plan and the potential regeneration of the estate under outline and detailed planning applications which may be brought forward. In bringing forward any application there is much work to be done. This will include:

- developing the case for regeneration to demonstrate that the physical condition of the housing stock is poor (i.e. the dwellings are substandard, or demonstrably not fit for purpose in the short-medium term); and/or There is an area-specific socio-economic justification for re-development led regeneration, considered alongside alternative options for re-modelling or refurbishment;
- developing policy compliant outline and detailed designs for the regeneration in consultation with residents and other stakeholders. This SPD is based on initial, high-level design work - much more detail is needed in respect of planning application(s) submitted;
- the applicant working with residents affected by the regeneration, in consultation with the Council's housing team, to agree on any relocation;
- EIA Screening Opinion; and
- securing planning permission for the regeneration -this SPD sets out guidance, but does not provide any consents for development.

6.1.2   The exact phasing of development would need to be decided as part of this work and will be an important aspect of any planning applications submitted. Further requirements for this are set out below.

6.2 Approach to Phasing

6.2.1   Phasing for any regeneration of Podsmead will be complex and will need to be developed in detail as part of further masterplanning work in the lead up to the submission of planning applications. Applicants will need to work with Gloucester City Council and local residents to devise an approach to phasing that results in a comprehensive phasing strategy that will be submitted to and agreed in writing with the Council as part of an outline planning application. This phasing strategy should include:

- plans identifying the extent of each phase, including the infrastructure required to support it;
- a strategy setting out how and when residents displaced will be rehoused within the development in accordance with a Rehousing Strategy;

- how and when replacement new community facilities, open spaces, shops and services will be provided, including the provision of any temporary facilities; and
- a review mechanism.

6.3 Rehousing

6.3.1   In order to meet its duty under the Equality Act 2010 the council will need to understand in detail the needs of the residents moving from Podsmead into each phase of the development and ensure that every resident is suitable housed. A site-specific Local Housing Needs Assessment will be required to inform the Phasing Strategy. This will provide details of who will be displaced and what their housing needs are. Full details of how these needs will be addressed by the development phase will be provided as part of the planning application.

6.3.2   A Rehousing Strategy will be required which provides full details of how any potentially displaced residents will be rehoused. This will include the right to remain in the neighbourhood and a right to return to the area. The Rehousing Strategy will set out compensation and rehousing options for tenants, freeholders and leaseholders.

6.4 Community Audit and Strategy

6.4.1   Podsmead has an active and proud community. A Community Strategy will be required to capture an understanding of the existing community assets including the people, skills, buildings and spaces Podsmead already has to offer. Details will be provided about how these will be protected and positively enhanced as part of the regeneration. The council would encourage developers and stakeholders to work with the community to capture the record the culture of Podsmead as it goes through its regeneration journey. In the spirit of Asset Based Community Development where appropriate local people should be trained to capture and present this information

6.5 Economic Action Plan

6.5.1   As part of the masterplanning process an Economic Action Plan shall be developed. Regeneration is an opportunity for meaningful local economic change. Just building new homes in Podsmead will not solve its deprivation issues. Consideration shall be given to supporting local businesses through the phasing and regeneration, providing training, jobs and opportunities, creating new business shops and services for local people run by local people.