

GLOUCESTER LOCAL DEVELOPMENT FRAMEWORK

**SUSTAINABILITY APPRAISAL OF THE CENTRAL AREA
ACTION PLAN DPD (PREFERRED OPTIONS)**

AUGUST 2006

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1. INTRODUCTION

- 1.1 This report outlines the findings of a Sustainability Appraisal carried out on the Central Area Action Plan Preferred Options Consultation Paper recently prepared by Gloucester City Council as part of the emerging Local Development Framework for Gloucester (the replacement to the Local Plan).
- 1.2 The Sustainability Appraisal which has been carried out is based on current Government advice and has full regard to the requirements of EC Directive 2001/42/EC – commonly referred to as the Strategic Environmental Assessment (SEA) Directive.
- 1.3 Each of the preferred options set out in the document has been assessed and commentary provided accordingly. Potential mitigation to improve the performance of policies and proposals in ‘sustainability’ terms is suggested where appropriate.
- 1.4 Comments on this Sustainability Appraisal are invited until **18th September 2006**
- 1.5 All of the comments we receive will be taken into account and will feed into the final draft Central Area Action Plan, which will be formally submitted to the Secretary of State for approval in March 2007.

2. BACKGROUND

- 2.1 The Council is in the process of preparing a Local Development Framework for Gloucester (LDF). This will replace the existing Local Plan. The LDF will consist of four main Development Plan Documents (DPDs) including:
- Core Strategy
 - Development Control Policies
 - Central Area Action Plan; and
 - Site Allocations/Designations (Non-Central Area)
- 2.2 These documents will be accompanied by a Proposals Map.
- 2.3 Each of the documents listed above has to go through three stages of public consultation: Issues and Options, Preferred Options and Submission.
- 2.4 This appraisal relates to the Preferred Option version of the Central Area Action Plan (i.e. the second stage of consultation).
- 2.5 The final draft Central Area Action Plan will be submitted in March 2007 and a final Sustainability Report will be prepared at that time.
- 2.6 This Sustainability Appraisal should be used to inform your responses to the Preferred Option Central Area Action Plan consultation document.
- 2.7 A Sustainability Appraisal of the Site Allocations & Designations (Non-Central Area) DPD is available separately.

What is Sustainable Development?

- 2.8 The commonly accepted definition of sustainable development is:
- 'Development which meets the needs of the present without compromising the ability of future generations to meet their own needs'.***
- 2.9 This definition was developed in the 1980s. More recently however it has been accepted that sustainable development has a social and economic perspective as well as being about the protection of the environment.

- 2.10 The Government acknowledges sustainable development as having four main aims:
- Social progress which recognises the needs of everyone
 - Effective protection of the environment
 - Prudent use of natural resources; and
 - Maintenance of high and stable levels of economic growth and employment
- 2.11 In essence, sustainable development is about having regard to a number of different environmental, economic and social objectives and taking these into account in the formulation of plans and programmes. It is an issue that is top of the Government's policy agenda.

3. THE SUSTAINABILITY APPRAISAL PROCESS

- 3.1 On July 28th 2005, the Council approved a Sustainability Appraisal '*Scoping Report*' which sets out the broad approach that the Council will take in subjecting each of the documents produced under the Local Development Framework, to a Sustainability Appraisal. The Scoping Report, plus a non-technical summary, is available to download online at www.gloucester.gov.uk. Hard copies may also be viewed and/or purchased from the City Council Offices.
- 3.2 The Scoping Report was subject to consultation with the Environment Agency, the Countryside Agency, English Nature, English Heritage and a number of other relevant organisations. It identifies the main national, regional and local policy influences on Gloucester as well as the current baseline state of the City in environmental, social and economic terms. From this assessment, the scoping report draws out the key issues facing Gloucester and translates these into a number of sustainable objectives.
- 3.3 Key sustainability issues identified for Gloucester include:

Economic Issues

- The highest unemployment rate in the County
- Pronounced unemployment among black and minority ethnic communities
- Lower than County average household income
- Growth in the service sector and a decline in manufacturing
- High levels of in-commuting
- Limited early hours/evening economy
- Overall shortage of employment land
- Older, less attractive employment areas
- Lack of overnight tourist visitors
- Poor retail provision compared to the size of Gloucester's shopper population

Social Issues

- An acute housing 'need'
- Poorer than average health of residents
- 'Pockets' of acute deprivation in some parts of the City
- Growth in the number of households in particular single person households
- Gloucester has the second highest crime rate in the South West
- Educational achievement is the lowest in the County
- Poor literacy and numeracy skills
- A significant percentage of homes classified as 'unfit'
- Homelessness
- Gloucester has the highest teenage pregnancy rate in the South West

Environmental Issues

- Many of the un-built parts of the City are of significant landscape and/or nature conservation importance
- A large proportion of the City falls within the River Severn floodplain
- Gloucester has an important built and cultural heritage
- Certain areas of the City suffer from traffic congestion
- Previously developed land may be subject to contamination
- The City has a shortfall of public open space compared to the national recommended standard
- Lower than average rates of recycling

3.4 Based on these identified key issues, we have identified nine 'headline' sustainable objectives, which we will expect all LDF policies and proposals to be consistent with as far as possible. Where there are potential conflicts, these will be highlighted through the appraisal process.

3.5 Our nine headline objectives are based on the objectives of the Regional Sustainable Development Framework for the South West (2001) or RSDF for short.

3.6 They include:

1. Protecting the City's most vulnerable assets
2. Delivering sustainable economic growth
3. Minimising consumption of natural resources and the production of waste
4. Ensuring everyone has access to the essential services they require and that local needs are met
5. Improving standards of health and education
6. Making Gloucester a great place to live and work
7. Reducing the need to travel

8. Improving environmental quality (air, water, land)

9. Reducing contributions to climate change

- 3.7 Under each of these headline objectives we have identified a number of sub-objectives, which are more detailed questions that will be asked of potential policies and proposals during the sustainability appraisal process.
- 3.8 For example, under headline objective 1, which is to protect the City's most vulnerable assets, a policy or proposal would be assessed in terms of whether it would minimise the risk of flooding, help to conserve and/or enhance natural habitats, conserve and/or enhance species biodiversity, maintain and/or enhance cultural and historic assets and so on.
- 3.9 Under headline objective 5, which is to improve standards of health and education, a policy or proposal would be assessed in terms of how well it would contribute towards improve health and enhancing people's ability to engage in healthy activities as well as whether it would improve access to health care facilities or improve access to opportunities for learning, training, skills and knowledge.
- 3.10 Clearly some objectives will be more relevant to certain policies and proposals than others. Thus for example a policy relating to the provision of affordable housing is unlikely to have much a direct impact in terms of nature conservation (unless it relates to a particular site with nature conservation value). Such a policy would however be directly related to the sustainable objective of ensuring that everyone has access to safe and affordable housing.
- 3.11 It is also important to remember that there may be less obvious linkages between policies and sustainability objectives. A good example is the link between design and reducing crime levels, which is not immediately obvious, however evidence suggests that it is possible through the use of good design to reduce the opportunity to commit crime e.g. by providing overlooking, good lighting and reducing the number of 'escape routes' available.
- 3.12 We have identified these less obvious linkages wherever possible.
- 3.13 The headline objectives and sub-objectives set out in the Scoping Report have been incorporated into a 'Sustainability Matrix' which is essentially a table of criteria that are to be applied to each preferred option in order to determine how well it performs in sustainability terms.
- 3.14 Officer workshops were held in June/July 2006 during which the performance of each of the preferred options was assessed. This included for all options, the assessment of a 'do-nothing' or business as usual scenario, whereby the effect of not having a policy or proposal in place was also assessed for completeness.

3.15 Completed sustainability matrices are set out at Appendix 2 of this document. The matrices look at the likelihood of any impact, the likely timescale, whether the effect will be temporary or permanent, significant and/or cumulative and whether the impact will be localised, citywide or even cross-boundary. The impact of each option has been scored on the following basis:

++	Significant positive effect
+	Moderate positive effect
0	Neutral effect
--	Significant negative effect
-	Moderate negative effect
?	Uncertain effect

3.16 Commentary on the main findings of the appraisal is set out in Section 5.0 below. We deal with policies and proposals as they are set out in the preferred option document itself.

4. BASELINE INFORMATION

- 4.1 The Central Area Action Plan DPD includes a detailed baseline appraisal of the Central Area. The findings are relevant to this sustainability appraisal and are therefore set out below.

Population

- The Central Area has a resident population of approximately 5,000. This represents 4.5% of the City total.
- The average population density for Gloucester is 27 people per hectare. Within the Central Area this falls to about 14.5 people per hectare. This compares to an average of 35 people per hectare in Bristol and 25 people per hectare in Cheltenham.

Ethnicity

- The Central Area is characterised by a diverse population. The percentage of the non-white population in Westgate Ward is 10.3% compared to 7.5% for the City as a whole.

Housing

- Rates of home ownership in the Central Area are lower than average. Just 39.3% of households in Westgate Ward are owner-occupied compared to 74.7% for Gloucester as a whole, 74.3% for Gloucestershire and 73.1% for the South West.
- Conversely, the percentage of rented households in the Central Area is significantly higher than average. 60.7% of households are rented compared to 25.3% for Gloucester as a whole, 25.7% for Gloucestershire and 26.9% for the South West.
- In terms of the types of housing within the Central Area, a much greater percentage of people in the Central Area live in a flat, maisonette or apartment - 65.5% compared to 15% for Gloucester as a whole.
- Nearly a quarter of households in Westgate Ward (21.6%) are classified as being overcrowded (i.e. not enough bedrooms for the number and age of people living there). This compares to 6% for Gloucester as a whole and 4.5% for Gloucestershire and 5% for the southwest.
- There are a large number of single person households in the Central Area. In Westgate Ward, 59% of all households are occupied by single persons, compared to 30.2% for Gloucester as a whole. This helps to bring the average household size in Westgate down to 1.72 compared to 2.37 for Gloucester as a whole.

Car Ownership

- Rates of car ownership in the Central Area are much lower than the City, County and Regional averages. In Westgate Ward, 49.1% of households do not have a car/van compared to 24.2% for Gloucester and 18.7% for Gloucestershire.

Employment & Economic Activity

- The rate of economic activity in the Central Area is lower than average. The rate for Westgate Ward is 64.3% compared to 71.03% for Gloucester and 70.26% for Gloucestershire as a whole.
- The unemployment rate in Westgate is much higher at 11% compared to 4.78% for Gloucester and 3.66% for Gloucestershire. The rate of long-term unemployed is also higher.

Health

- The Central Area has a higher than average percentage of people who describe themselves as having a limiting long-term illness - 23.7% for Westgate Ward compared to 16.9% for Gloucester and 16.1% for Gloucestershire.
- Those who consider their health to be 'not good' is higher at 13.9% for Westgate compared to 8.6% for Gloucester and 7.6% for Gloucestershire.

Deprivation & Poverty

- There are 8,414 wards in England and 146 wards in Gloucestershire. Westgate ward is the second most deprived ward in Gloucestershire and is ranked nationally at 718.
- In terms of poverty, Westgate Ward ranks second in the County in terms of fuel poverty. A household is in fuel poverty if it cannot afford to keep its home warm. 32% of households in Westgate Ward are classified as being in fuel poverty.

Crime

- Rates of crime in Westgate are higher than the City and County averages. For domestic burglaries, the rate in 2003-2004 for Westgate was nearly double the City average and nearly three times the County average. Thefts of motor vehicles were also much higher than the City and County averages. (source: MAIDeN project).
- Particularly pronounced however were thefts from vehicles and violent crimes both of which were significantly higher than the City and County averages during 2003/4 (source: MAIDeN project).

Education

- In terms of education and qualifications, Westgate ward is generally comparable to the rest of Gloucester but rates of achievement are lower than the County average (source: MAIDeN project).
- In 2004 however, the percentage of children achieving low scores for key stage 1, 2 and 3 tests was higher than both the City and County averages (source: MAIDeN project).

5. OVERALL FINDINGS

- 5.1 In this section of the appraisal we summarise for each policy/proposal, the main findings of the completed matrices set out at Appendix 2. This also includes a written assessment of the 'do-nothing' or business as usual scenario.

POLICY DESIGNATIONS

Policy CA1 – City Centre Boundary

The Policy

- 5.2 The policy defines a City Centre boundary for the City and seeks to focus certain land uses, which are known generators of travel, into this boundary in line with Government policy in order to encourage non-car modes of transport and to encourage a vital and viable City Centre. Only in exceptional circumstances will these uses be permitted in locations outside the City Centre boundary.

Overall Findings

- 5.3 The policy scores very well in sustainability terms when assessed using the Sustainability Appraisal Matrix. There are no predicted negative impacts and a number of predicted positive impacts. Predicted positive impacts include the creation of additional job opportunities and generation of inward investments, encouraging the re-use of previously developed land and buildings, reducing the need/desire to travel by car, reducing the need for raw materials and in particular maintaining and enhancing the vitality and viability of a designated centre.

Do-Nothing/Business as Usual Scenario

- 5.4 The existing Local Plan does not include a defined City Centre boundary. The implications of not identifying a boundary are not significant, but there is more chance that major generators of travel such as leisure and entertainment uses would be established outside the City Centre thereby encouraging use of the private car as the preferred mode of transport. As a result of competition from out of centre locations, there is a danger that the vitality and viability of the City Centre would suffer as a result.

Comment/Suggested Changes

- 5.5 The policy provides certainty over the location of the City Centre boundary and the type of uses, which will be expected to be located within that boundary. This is in the interest of reducing the need to travel by car and maintaining and enhancing the vitality and viability of the City Centre.
- 5.6 The policy could be strengthened to state that the specified land uses will not be permitted outside the City Centre boundary however this would be unreasonable as it is acknowledged that in some instances, there may be a case for edge of, or out of centre development of the uses specified in the policy.

Policy CA2 – Primary Shopping Area

The Policy

- 5.7 The policy defines a Primary Shopping Area for the City including within it Primary and Secondary Shopping Frontages. It is a requirement of Government Policy for a Primary Shopping Area or PSA to be defined and for Primary and Secondary Frontages to be shown where appropriate.
- 5.8 In line with Government policy, the PSA will be the focus for new retail development in Gloucester. Proposed retailing outside the PSA will be carefully controlled so as to not undermine the vitality and viability of the PSA.
- 5.9 A similar policy was set out in the draft Local Plan (2002). The boundary of the PSA has however been extended following the Issues and Options consultation in October 2005.

Overall Findings

- 5.10 The policy has similar objectives to Policy CA1 discussed above. It therefore scores very similarly in sustainability terms particularly in terms of encouraging the re-use of previously developed land, reducing the need to travel by car, maintaining and enhancing the vitality and viability of a designated centre and helping people access essential services conveniently.

Do-Nothing/Business as Usual Scenario

- 5.11 The main implication of not defining the Primary Shopping Area (PSA) is that there will be less certainty about where new retail development should be located. There will also probably be greater pressure for new retail development in locations outside the current PSA which in turn could have a harmful impact on the vitality and viability of existing retailers in the City Centre.

Comment/Suggested Changes

- 5.12 The definition of a Primary Shopping Area boundary is consistent with Government policy and provides certainty in terms of where new retail development should be focused. At the Issues and Options stage, we invited views on the potential extension of the PSA over and above that defined in the draft Local Plan (2002). In response, we received positive support for extending the boundary and this is reflected in the preferred option.

Policy CA3 – Protected Residential Areas

The Policy

- 5.13 The policy identifies several areas within the Central Area. These are primarily residential in character and to summarise, the policy seeks to ensure that these areas remain primarily residential in character. Conversions and/or redevelopment of residential properties to non-residential uses will therefore only be permitted if certain criteria can be met i.e. the proposed use will be of particular value to the community and suitable alternative premises within a designated centre are not available. Conversion or redevelopment of non-residential uses should incorporate residential development either solely or as part of a mixed-use scheme.

Overall Findings

- 5.14 The policy is largely un-related to the majority of sub-objectives set out in the Sustainability Appraisal matrix. There are no predicted negative impacts and a small number of positive impacts. Positive impacts include minimising the demand for raw materials by reducing the need to build new homes, ensuring everyone has access to housing opportunities and encouraging community cohesion.

Do-Nothing/Business as Usual Scenario

- 5.15 The do-nothing implications of excluding this policy are not significant. Potentially, there may be a shift in the current predominance of the defined residential areas towards more of a mixture of different uses. The loss of housing within these areas may increase the need for new dwellings elsewhere.

Comment/Suggested Changes

- 5.16 The policy will help to safeguard a number of areas, which are predominantly residential in character. This will help to maintain the character of these areas. A key objective of the Central Area Action Plan is to increase the number of people living in and around the City Centre. This policy is consistent with that objective.

Policy CA4 – Retention and Provision of Family Housing within the Central Area

The Policy

- 5.17 This policy seeks to ensure that family housing is maintained and provided within the Central Area in order to avoid an over-concentration of high-density single bedroom dwellings such as flats. The conversion of existing dwellings to flats will only be permitted where the dwelling has 5 or more existing bedrooms. Proposals to redevelop existing residential dwellings or groups of dwellings shall replace, like for like, any family housing lost through demolition or conversion. Large development schemes within the Central Area providing more than 10 dwellings will be expected to provide family housing as part of the overall mix of residential units.

Overall Findings

- 5.18 The policy scores well in sustainability terms. There are no predicted negative impacts although arguably, in seeking to encourage more family accommodation, this may contribute to less efficient use of land being made than would be the case with solely 1-bed flats for example. This is however difficult to predict with certainty and it is important to provide a range of accommodation types to create mixed and balanced communities.
- 5.19 Positive impacts are likely to include the provision of housing for everyone (i.e. suitable for all types and groups of people) improved community cohesion by providing a mix of dwelling types and improving the quality of where people live.

Do-Nothing/Business as Usual Scenario

- 5.20 The business as usual scenario is that existing housing suitable for families continues to come under pressure for redevelopment or conversion to smaller units and that new development provides only for smaller household sizes including single person households.
- 5.21 This is likely to lead to an imbalance of housing types being provided within the Central Area and a lack of community cohesion.

Comment/Suggested Changes

- 5.22 The provision of housing suitable for families is a key issue, which has been raised in consultation on the LDF to date. There is a concern that too many flats are being built, most of which are rented out which not only excludes families who may want to live in the Central Area but also contributes to a lack of community spirit and cohesion as people who rent, tend to stay in an area only a short time.
- 5.23 The policy has been drafted in response to these concerns and will help to ensure that a balance mix of dwelling types is provided wherever possible through new development taking place in the Central Area.

Policy CA5 – Air Quality Management Area, Priory Road/St. Oswald's Road

The Policy

- 5.24 The policy identifies an 'Air Quality Management Area' at Priory Road/St.Oswald's Road. This is a part of the City that is characterised by higher than average levels of nitrogen dioxide.
- 5.25 New development will be controlled so as to ensure that occupants are not exposed to higher than average levels of nitrogen dioxide.

Overall Findings

- 5.26 The policy is very specific in its objectives and relates to a relatively small part of the Central Area. It is therefore largely unrelated to the majority of sub-objectives set out in the Sustainability Appraisal matrix.
- 5.27 There are no predicted negative impacts. Positive impacts are likely to include improved health by ensuring that residents are not exposed to higher than average levels of nitrogen dioxide, improving the quality of where people live, reducing pollution, improving air quality and potentially reducing contributions to climate change.

Do-Nothing/Business as Usual Scenario

- 5.28 Excluding the AQMA policy creates a danger that the occupants of new development proposed within the boundary may be exposed to higher than average levels of nitrogen dioxide, which has obvious health implications and would not be desirable.

Comment/Suggested Changes

- 5.29 The policy will help to ensure that occupants of new development affected by the AQMA are not exposed to excessive concentrations of nitrogen dioxide.

Policy CA6 – Views and Skyline

The Policy

- 5.30 The policy seeks to ensure that new development has regard to the City's skyline in terms of the protection of important views within the Central Area. It will be particularly important to protect views of the Cathedral and the Docks. Some key views are shown on the draft Proposals Map.

Overall Findings

- 5.31 The policy scores reasonably well in sustainability terms although is largely unrelated to the majority of sub-objectives. There are no predicted negative impacts. In positive terms, the policy will help to ensure that the quality of where people live is maintained and enhanced, that cultural and historic assets are maintained e.g. the Cathedral and that the attraction of Gloucester as a tourist destination is maintained.

Do-Nothing/Business as Usual Scenario

- 5.32 The do-nothing implications are that development may be allowed to take place that compromises important views within and out of the Central Area. The city's skyline forms part of its distinctive character and it is important that it is maintained and wherever possible, enhanced.

Comment/Suggested Changes

- 5.33 The policy could be further refined by identifying in detail important view 'corridors', within which development will be controlled. This would provide greater certainty and detail about the locations in which development will be assessed in terms of its potential impact on important views.

Policy CA7 – Public Open Space and Private Playing Fields

The Policy

- 5.34 The policy seeks to identify areas of open space including public open space and private playing fields within the Central Area. These will be safeguarded from other forms of development in accordance with Development Control Policy LR1.

Overall Findings

- 5.35 The policy performs well when assessed using the Sustainability Appraisal Matrix. The policy performs well in sustainability terms when assessed against the SA framework. It would for example help to conserve natural and semi-natural habitats. It would also help to ensure that everyone has access to open space by maintaining a network of open spaces across the Central Area.
- 5.36 This in turn will help to reduce the need to travel unnecessarily by car, and will improve the ability of those who don't have access to a car to reach such facilities. The policy will have a direct and positive impact in terms of the provision of recreational facilities and improving people's ability to engage in healthy activities. Secondary impacts will include improved health and improved community cohesion as open spaces often act as a focus for community activities.

Do-Nothing/Business as Usual Scenario

- 5.37 Under the business as usual scenario, there is likely to be increased pressure on Gloucester's open spaces for other forms of development. Excluding the policy will place the Council in a much weaker position in terms of its ability to resist development proposals involving the loss of open space within the Central Area.
- 5.38 Under a worst-case scenario, this will lead to the loss of open spaces and further shortages within the Central Area. It is acknowledged that national policy affords open spaces a degree of protection and that there is separate legislation relating to school playing fields however it is considered vital that the Council has in place a policy identifying the areas of open space that will be safeguarded. Policy LR1 sets out the criteria against which proposals involving open space will be assessed and this is considered to be an appropriate approach.

Comment/Suggested Changes

- 5.39 Gloucester has a demonstrable shortage of open space. Identifying the areas of open space that will be safeguarded helps to provide certainty and resist inappropriate forms of development that would otherwise lead to further shortages. This is particularly key issue for an urban area like Gloucester.

Policy CA8 – Floodplain

The Policy

- 5.40 The policy seeks to identify the extent of the floodplain of the River Severn and its tributaries. Development will be controlled accordingly so that it is not at risk from flooding and does not exacerbate the risk of flooding elsewhere.
- 5.41 The extent of the floodplain is defined by the Environment Agency. It is drawn on a technical basis, based on previous flood events. Where there is a 1% chance of flooding or greater the area is defined as high-risk.

Overall Findings

- 5.42 The focus of the policy is very specific and as a result, it is largely unrelated to the majority of sustainability objectives set out in the matrix.
- 5.43 Clearly the policy will help to ensure that the risk to people and property from flooding is minimised. This will also help to ensure indirectly that areas of natural habitat including potentially wetland or semi-wetland habitats are safeguarded from development.
- 5.44 Ensuring development does not take place within flood risk areas will also help to reduce long-term vulnerability to flooding arising from climate change.

Do-Nothing/Business as Usual Scenario

- 5.45 The do-nothing scenario is that development is allowed to take place within the floodplain. This will put people and property at risk from flooding both directly and indirectly. This not considered to be a realistic or sensible option.

Comment/Suggested Changes

- 5.46 None.

Policy CA9 – Sites of Nature Conservation Interest

The Policy

- 5.47 The policy seeks to define a number of areas of Nature Conservation Interest. These vary in terms of quality/interest from Grade D to A with A being of the highest value. These areas will be safeguarded from development in accordance with Development Control Policy BNE1.

Overall Findings

- 5.48 The policy scores well in sustainability terms. There are no predicted negative impacts. In terms of positive impacts, clearly the policy will help to maintain and enhance sites of nature conservation interest. This in turn will help to safeguard natural habitats and protect biodiversity. In some cases, this will include protected species. Where sites of nature conservation interest include trees, the policy may also help to preserve woodland cover e.g. Matson Wood.
- 5.49 The policy will help to provide green spaces suitable for passive forms of recreation such as walking and will have an overall positive impact on the quality of where people live. The safeguarding of green space is a key issue in an urban area such as Gloucester.

Do-Nothing/Business as Usual Scenario

- 5.50 The do-nothing scenario is that existing sites of nature conservation interest may come under additional pressure for development potentially resulting in the loss of part or all of the site and the associated plant and animal interest. This is not considered to be a desirable scenario.

Comment/Suggested Changes

- 5.51 Safeguarding sites of nature conservation interest has a number of positive impacts in sustainability terms and is consistent with national Government policy. At the Issues and Options stage we received strong support for the designation of such areas and this is reflected in the preferred option.

Policy CA10 – Conservation Areas

The Policy

- 5.52 The policy seeks to define Conservation Area boundaries within the Central Area. These will be safeguarded in accordance with Development Control Policy BNE5.

Overall Findings

- 5.53 The policy is largely unrelated to the majority of sustainability objectives but scores positively in a number of respects. In particular, it will help to maintain and enhance cultural and historic assets, improve the attraction of Gloucester as a destination for tourists and improving the overall quality of where people live.

Do-Nothing/Business as Usual Scenario

- 5.54 The do-nothing scenario is not a realistic option as we are required as a local planning authority to identify designated Conservation Areas. Not defining these areas may place them under greater risk from inappropriate forms of development that may harm and undermine the character of areas of historic and/or architectural importance. This is not considered to be a desirable approach.

Comment/Suggested Changes

- 5.55 Gloucester's heritage is one of its major assets and the Central Area is particularly important in this regard, containing most of the City's areas of historic importance. Defining and safeguarding Conservation Areas will help to preserve and enhance the historic fabric of the City which will benefit residents and visitors alike.

Policy CA11 – Areas of Principal Archaeological Interest

The Policy

- 5.56 The policy seeks to define Areas of Archaeological Interest within the Central Area. Within these areas, new development will be controlled so as to not harm remains of archaeological importance.

Overall Findings

- 5.57 The policy is relatively specific in its objectives and therefore is unrelated to the majority of objectives set out in the SA matrix. There are no predicted negative impacts. Positive impacts include improving the attraction of Gloucester as a tourist destination and maintaining the City's historical assets. The policy scores similarly to Policy CA10 above.

Do-Nothing/Business as Usual Scenario

- 5.58 Not defining areas of Archaeological Interest would provide less certainty in terms of where new development should have regard to potential remains of archaeological interest. In a worst case scenario, this could lead to important remains being spoiled or lost through new development that does not have appropriate regard to the need to preserve any remains of importance.

Comment/Suggested Changes

- 5.59 Gloucester's heritage is one of its key assets and protecting and emphasising the City's heritage is one of the strategic objectives of the Central Area Action Plan. This policy will help to ensure that this objective is achieved.

Policy CA12 – Scheduled Ancient Monuments

The Policy

- 5.60 The policy identifies Scheduled Ancient Monuments (or SAMs) within the Central Area. The policy states that there will be a presumption against development on the site of, or in the setting of, a scheduled ancient monument except where this would enhance the character and setting of that monument.

Overall Findings

- 5.61 The policy scores very similarly to Policy CA11 above as the objectives of the two policies are relatively similar. The same comments therefore apply. Additionally, the policy offers scope for increased participation in cultural activities. Blackfriars Priory for example which is a Scheduled Ancient Monument, will be re-used for cultural activities under the draft policy for the Greater Blackfriars area set out in the Central Area Action Plan Preferred Option consultation paper.

Do-Nothing/Business as Usual Scenario

- 5.62 Under this scenario there is a danger that some Scheduled Ancient Monuments may be harmed directly or indirectly by new development (although it is acknowledged that most will be protected by other policies/legislation e.g. Listed Buildings, Conservation Areas).

Comment/Suggested Changes

- 5.63 None.

Policy CA13 – Netheridge Sewage Works Cordon Sanitaire

The Policy

- 5.64 The policy defines the boundary of a Cordon Sanitaire around Netheridge Sewage works. Development within the cordon that is likely to be adversely affected by smell will not be permitted.

Overall Findings

- 5.65 The policy is specific both in its subject matter and the area that it covers. It is largely unrelated to the majority of sub-objectives set out in the SA framework. It will however have a positive impact in terms of reducing pollution in the form of odour and ensuring good air quality.

Do-Nothing/Business as Usual Scenario

- 5.66 In not defining a 'cordon sanitaire' boundary around the sewage works, there is a danger that development will take place that would be subjected to unreasonable levels of odour from the works, particularly residential development where occupants could potentially be present 24 hours a day. Despite technological improvements at the works, the closure of Gloucester's other major works at Longford means that the Netheridge works is likely to continue to emit odour particularly at some times of the year.
- 5.67 Removing the cordon boundary and allowing all forms of development within close proximity of the works is likely to give rise to an increase in the number of complaints concerning smell from the works and is not considered to be a desirable option.

Comment/Suggested Changes

- 5.68 The cordon sanitaire boundary plays an important role in ensuring that new development does not suffer unreasonably from problems of odour generated by the works. Severn Trent who operate the works have confirmed that they believe the boundary should be retained. This is a view shared by most people who responded at the Issues and Options stage and is reflected in the preferred option.

Policy CA14 – Landscape Conservation Areas

The Policy

- 5.69 The policy is area-specific and defines the extent of the Landscape Conservation Area boundaries located within the Central Area. These will be safeguarded in accordance with Development Control Policy BNE4 – Landscape Conservation Areas.

Overall Findings

- 5.70 The policy performs well in sustainability terms. In particular, it will help to conserve and enhance natural and semi-natural habitats and species diversity. In some cases, LCAs will also include Sites of Nature Conservation Importance which will be afforded an additional degree of protection from harmful development.
- 5.71 The policy will also in some cases help maintain tree cover and will help to ensure that areas of greenspace are available for passive forms of recreation such as walking. This in turn may create potential health benefits. In overall terms, the policy will have a positive impact on the quality of where people live particularly those who live close to a designated area.

Do-Nothing/Business as Usual Scenario

- 5.72 Not defining Landscape Conservation Areas is likely to place these locations under greater development pressure. This may lead to inappropriate forms of development taking place at the expense of landscape quality being harmed.

Comment/Suggested Changes

- 5.73 None.

Policy CA15 – Existing and Proposed Pedestrian Priority Areas

The Policy

- 5.74 The policy seeks to introduce pedestrian priority between Longsmith Street and Kimbrose Triangle and along Ladybellegate Street. This will encourage pedestrian movement and improve safety.

Overall Findings

- 5.75 The policy performs well in sustainability terms. There are no negative impacts and a number of positive impacts. Positive impacts are likely to include improving the vitality of the City Centre by improving links between the Docks and the Cross, reducing the need to travel by car, encouraging pedestrian movement and potentially reducing road accident casualties by giving priority to pedestrians over the car.
- 5.76 The policy is also likely to have positive impacts in terms of improving air quality and reducing contributions to climate change. These impacts are however likely to be relatively modest given the scale of the proposals.

Do-Nothing/Business as Usual Scenario

- 5.77 The do-nothing implications are not too significant. The routes referred to in the policy are likely to remain dominated by the car. This represents a missed opportunity to improve pedestrian safety and encourage movement between the Docks and the Cross.

Comment/Suggested Changes

- 5.78 The policy will have a positive impact in a number of respects. Encouraging sustainable travel such as walking, cycling and public transport is a key objective of the Central Area Action Plan and the Core Strategy.

Policy CA16 – South West Bypass and St. Anne’s Way Bridge Link

The Policy

- 5.79 The policy identifies the route of the south west bypass and the St. Anne’s Way Bridge Link. These will be safeguarded in order to ensure that the schemes can be completed.

Overall Findings

- 5.80 The policy performs well in sustainability terms. Potential negative impacts include the fact that the bypass involves the loss of some greenfield land and will increase the consumption of raw materials in the short-term during construction. There will also be no incentive to use alternative modes of travel for the transfer of freight such as water and rail.
- 5.81 In positive terms, the bypass and bridge link will help to provide some temporary job opportunities during construction. It will also help to encourage inward and local investment by improving accessibility. Overall access to essential services will be improved and there is the potential to reduce congestion in the City Centre by reducing the amount of through traffic.

Do-Nothing/Business as Usual Scenario

- 5.82 The do-nothing implications are not significant. The schemes are likely to be completed in any case. However to provide certainty and to ensure other development does not inhibit the completion of these important schemes, the policy is considered to serve a useful purpose.

Comment/Suggested Changes

- 5.83 None.

Policy CA17 – Bus Priority Routes

The Policy

- 5.84 The policy identifies a number of 'bus priority' routes within the Central Area. The implementation of bus priority measures such as bus lanes and bus priority at junctions will help to reduce the use of the private car, which is consistent with strategic objectives set out in the Core Strategy DPD and the Central Area Action Plan.

Overall Findings

- 5.85 The policy performs well in sustainability terms particularly in terms of reducing car use, encouraging sustainable modes of transport and reducing traffic congestion and pollution.
- 5.86 There are no predicted negative impacts.

Do-Nothing/Business as Usual Scenario

- 5.87 Under the do-nothing scenario there is unlikely to be an increase in the use of buses as an alternative to the private car. This has obvious implications in environmental terms. People need to be given an incentive to use alternative modes of transport and bus priority will help to achieve this objective.

Comment/Suggested Changes

- 5.88 Bus Priority is recognised as an important way of increasing the use of public transport. The Gloucestershire Local Transport Plan recognises the potential for bus priority in Gloucester and this is reflected in the preferred option.

SITE ALLOCATIONS

Policy CA18 – Greater Greyfriars

The Policy

- 5.89 Policy CA18 allocates the Greater Greyfriars area for mixed-use development. The Gloscat Main site is allocated for mixed-use redevelopment involving primarily residential and commercial floorspace, the Gloscat Media site is allocated for a Neighbourhood Resource Centre (NRC) and residential development, and the Hampden Way Car Parks are allocated for residential development.

Overall Findings

- 5.89 The redevelopment of this area will help to maintain and enhance the cultural and historical assets that exist in this area. For example the policy stipulates that any scheme must allow for the creation of a large, high quality area of public open space around the Greyfriars monument. The redevelopment of the area will therefore help to improve the character and appearance of the conservation area in which this area lies.
- 5.90 In terms of open space, as mentioned above, the policy stipulates the creation of a large, high quality area of public open space around the Greyfriars monument. Other open will be provided in accordance with Policy LR.2 of the Council's Development Control Policies Development Plan Document and Draft New Housing and Open Space Supplementary Planning Document.
- 5.91 The redevelopment of this area for residential purposes will trigger a requirement for affordable housing. The Gloscat sites will trigger a requirement amounting to 25% of the net site area. Other developments within the area will be in accordance with Core Policy 5, Affordable Housing, of the Council Draft Core Strategy (preferred options) Development Plan Document. This policy seeks 40% of the net site area for affordable housing on site of 0.5 hectares (irrespective of number of dwellings) or sites with 15 or more dwellings. The redevelopment of this area will therefore yield a significant number of affordable dwellings.
- 5.92 The redevelopment of the Gloscat Media site for mixed-use including a NRC will help to improve access to health care facilities for local residents. The Centre will provide a variety of services, including doctors surgeries, health and advice clinics, and counselling services. The location of the Centre means that it will be best placed to serve some of the poorest wards in Gloucester, particularly Westgate and Barton and Tredworth Wards.
- 5.93 The NRC will also help to improve access to learning, training, skills and knowledge in the City. It will provide services such as a learning resource centre, and advice, guidance, and information services. Furthermore, the purchase of the Gloscat sites by English Partnerships has facilitated the move of the Gloscat College to a new, modern, purpose built complex to the south of Gloucester Docks.

- 5.94 The redevelopment of the Greater Greyfriars area will help to enhance the vitality and viability of the City Centre. Any scheme will involve a substantial retail element, thus helping to repopulate the City Centre. These extra City Centre residents will help to sustain and encourage other City Centre uses, for example, restaurants, bars, cafes, and so on. The scheme will also upgrade the existing built environment, and provide new attractions, amenities and facilities.
- 5.95 The NRC will provide a base for the 'Learning, Skills and Employment Initiative'. This initiative aims to get people back into work through training. In particular, it aims to ensure that local people benefit from employment opportunities that arise as a result of the regeneration of Gloucester.
- 5.96 The central location of the site also means that it will help to reduce the need to travel by car and will promote other, non-car modes of transport including walking, cycling bus and rail.

Do-Nothing/Business as Usual Scenario

- 5.97 The omission of this policy would not be in the interests of sustainable development. The Greater Greyfriars area constitutes a large area of the City Centre that is in need of regeneration and improvement. The draft policy envisages a scheme for the area that will regenerate, improve and provide substantial benefits to the local community and beyond.
- 5.98 Should a speculative planning application be submitted for part or all of the site, the omission of the policy would place the Council in a weaker position to negotiate a high quality scheme.

Comment/Suggested Changes

- 5.99 None.

Policy CA19 – Greater Blackfriars

The Policy

- 5.100 Policy CA19 allocates the Greater Blackfriars area for mixed-use development including office development, retail, 4* hotel with conference facilities, leisure and cultural uses including a theatre, A3 uses (restaurants and cafes) A4 uses (drinking establishments) and parking.
- 5.101 Site-specific obligations include enhancements to the setting of the Priory through the provision of a public open space around Blackfriars, improved pedestrian linkages to the Quay, Greyfriars and the Docks, downgrading of the function of the Quay as a route for vehicular traffic and contributions towards the creation of a riverside walk.

Overall Findings

- 5.102 Although the scale of the proposal means that there will be an inevitable increase in the consumption of raw materials, generation of waste and consumption of water, these are to a large extent, considered to be inevitable consequences of development.
- 5.103 The implementation of schemes such as grey water recycling, recycling facilities and construction from sustainable sources would help to reduce negative impacts of this nature.
- 5.104 Parts of the Greater Blackfriars area are located within the floodplain and a flood risk assessment will therefore be required.
- 5.105 The policy scores positively in a large number of respects.
- 5.106 The central location of the site right in the heart of the City Centre means that it is accessible to a range of shops and services, will encourage non-car modes of transport such as walking and cycling and will help to enhance the vitality of the City Centre.
- 5.107 The re-use of the Priory and other historic buildings in the area provides the opportunity to maintain and enhance the area's historic and cultural assets. The policy will also provide new, modern cultural facilities, which will help increase participation in cultural activities and potentially contribute towards greater involvement in community activities.
- 5.108 Importantly, the redevelopment of the area as envisaged in the draft policy will create a significant number of new job opportunities. The Gloucester Heritage Urban Regeneration Company (GHURC) estimate that around 1500 new jobs will be created.
- 5.109 Large-scale redevelopment of the nature proposed will help to stimulate investment and will also provide opportunities for small as well as large businesses.
- 5.110 Much of the Greater Blackfriars area is inefficiently or under-used. The policy will ensure that new buildings make much more effective use of the space available.
- 5.111 The location of the site means that is highly accessible to education and health care facilities.
- 5.112 The provision of 300 new dwellings will not only help contribute to the vitality and viability of the area but will also include a proportion of affordable dwellings. Additional dwellings will also help reduce the opportunity for crime by providing additional surveillance throughout the day.

Do-Nothing/Business as Usual Scenario

- 5.113 The redevelopment of the Blackfriars area has been a long-standing objective of the City Council but so far, a comprehensive redevelopment proposal has yet to be implemented.
- 5.114 The Blackfriars area is now one of the GHURC's priority sites. This will help to stimulate developer interest and ensure a scheme comes forward.
- 5.115 The draft policy and accompanying planning brief have an important role to play in guiding new development in the Greater Blackfriars area. Without the brief and policy in place, it is possible that a less beneficial scheme will come forward, or even that no scheme comes forward at all.
- 5.116 If the site were to remain in its current state this would not be the most sustainable outcome. The site offers significant potential to achieve a number of tangible benefits such as job creation, new investment, better access to facilities, reduced car use and so on.
- 5.117 The policy and brief will help to ensure that these objectives are achieved.

Comment/Suggested Changes

- 5.118 The policy should be amended to refer to the need for a Flood Risk Assessment.

Policy CA20 – King's Square and the Bus Station

The Policy

- 5.119 The King's Square and Bus Station area is allocated under Policy CA20 for mixed-use development. In particular the Bus Station and Market Parade is allocated for major new comparison goods retail development as part of a mixed-use scheme to also include commercial leisure, residential, offices and a replacement bus station with capacity for 12 buses.
- 5.120 Site-specific obligations include the removal or remodeling of the façade of the Bruton Way multi-storey car park, improved pedestrian links to the railway station, a contribution towards upgrading the existing subway between Great Western Road and George Street, relocation of the bus station, improved pedestrian linkages to King's Square and to the railway station and contributions towards the enhancement of King's Square public realm.
- 5.121 King's Square is allocated as public open space and will be promoted as an outdoor events space. The current Golden Egg Building will be removed. Proposals to convert Debenhams into smaller retail units with a cinema above will be supported in principle subject to the provision of a new department store in the new retail scheme on the existing bus station site.

- 5.122 King's Walk on the south east side of King's Square will be redeveloped with better shops provided and flats above with the new building re-positioned to enhance views along Station Road to the Cathedral. The existing roof top car parking will be replaced elsewhere and the servicing arrangements provided from Clarence Street.
- 5.123 New shops with flats above will be encouraged along the northern edge of King's Square.
- 5.124 Specific obligations include the demolition of the Golden Egg Building, a contribution to public realm improvements and the provision of replacement car parking.

Overall Findings

- 5.125 The redevelopment of this area will improve and create new leisure facilities. In particular, Kings Square is allocated as public open space and will be promoted as an outdoor events space.
- 5.126 It has recently undergone a number of interim improvements, involving the demolition of the disused fountains and levelling off of much of the area. It is already being utilised by a regular Saturday market, and as a space for outdoor events, for example the Gloucester Rhythm and Blues Festival. Further comprehensive redevelopment of the Square presents the opportunity to further develop use of the square.
- 5.127 The opportunity also exists to encourage access to and participation in cultural activities, community engagement in community activities, and achieving community cohesion as a consequence. This has already been proven by benefits derived from the interim improvements, and can only be enhanced further during the future.
- 5.128 The redevelopment of the Kings Square and Bus Station area offers the opportunity for the creation of new employment. The allocation for the area requires the provision of a number of employment creating uses, including major comparison goods retail, offices, restaurants and bars. There will be therefore, the creation of a substantial number of employment opportunities.
- 5.129 This area is located in the heart of Gloucester City Centre, and is therefore in close proximity to a number of the City's most deprived wards, being located within Barton and Tredworth ward, and adjacent to Westgate ward. Furthermore, the bus existing and proposed bus station is located within the site, and the railway station within very close proximity. Therefore those employment opportunities that are created will be highly accessible to those living within the most deprived areas of the City, and easily accessible by those living further a field. The use of the LSE initiative will help to secure employment opportunities for local people.

- 5.130 The redevelopment of the Kings Square and Bus Station area will help to enhance the vitality and viability of the City Centre. This area of Gloucester is currently generally run-down, underused, and uninviting. Its redevelopment will offer a number of new attractions and facilities, potentially attracting a large number of people into the City. The redevelopment of the bus station into a more inviting facility will improve accessibility and desirability of travelling into the City Centre by bus. The creation of new employment and residential will help to repopulate this area of Gloucester, and indeed the whole of the City Centre, both in the daytime and night-time.
- 5.131 The central location of the site will help to reduce the need and potentially the desire to travel into the City Centre by private car. Part of the allocation for the area stipulates the redevelopment of the existing bus station, to provide a new, modern, welcoming and safe facility with direct and attractive pedestrian links. Furthermore, the area is allocated within the heart of the City Centre and therefore has excellent access to a range of sustainable forms of transport, including the bus and rail interchange, cycle routes, and pedestrian walkways.

Business as Usual/Do-Nothing Scenario

- 5.132 The omission of this planning brief and related policy would not be in the interests of sustainable development. The Kings Square and the Bus Station area constitutes a large area of the City Centre that is in need of regeneration and improvement. Certain requirements of the policy and brief, for example the provision of a new bus station and improved pedestrian and cycle linkages to and from and bus station, are facilities that are desperately needed. Overall, the policy and planning brief outlines a scheme for the area that will regenerate, improve and provide substantial benefits to the local community and beyond.
- 5.133 It will also help to ensure a comprehensive scheme comes forward in the interests of the proper planning of the area.

Comment/Suggested Changes

None.

Policy CA21 – The Docks

The Policy

- 5.134 Policy CA21 relates to two sites within the Docks. Southgate Moorings is allocated for office development with commercial uses to the ground floor whilst land adjacent to the Dry Docks is allocated for mixed-use development including multi-decked parking, restaurants, visitor facilities/workspace and residential (65 dwellings, 400 car parking spaces).

Overall Findings

- 5.135 The policy scores very well in sustainability terms. The only negative impacts are potential flood risk and an increase in the consumption of raw materials and generation of waste associated with new development.
- 5.136 Positive outcomes are numerous and include enhancements to an historic asset (the Dry Dock) the creation of additional job opportunities and stimulation of inward and local investment. Importantly the Dry Dock proposals will improve the attraction of the City to visitors.
- 5.137 The proposals for both sites will represent a much more efficient use of land than is the case at present.
- 5.138 The central location of the sites mean that they are both accessible by non-car modes of transport which should reduce the need to travel by car. The new parking at the Dry Docks will replace some of the parking currently provided on Southgate Moorings. There will therefore be no significant increase in car journeys being made as a result.
- 5.139 The location of the site also means that new residents at the Dry Docks will have excellent access to health care and education.

Do-Nothing/Business as Usual Scenario

- 5.140 The inclusion of the policy will help to stimulate development on these two sites, which may otherwise not occur. Without the policy in place, proposals for other types of use may come forward which may not yield the same positive outcomes.

Comment/Suggested Changes

- 5.141 The policy should be amended to refer to the need for on-site renewable energy generation.

Policy CA22 – Westgate Island and Quay

The Policy

- 5.142 The Westgate Island and Quay area is allocated under Policy CA22 of the draft Central Area Action Plan. In particular, Westgate Quay is allocated for mixed-use development including residential, B1 (office and light industrial) uses and limited ancillary commercial development.
- 5.143 Site-specific obligations include a contribution towards a pedestrian bridge link over the River Severn, a riverside walkway along Westgate Quay to be provided, contributions towards the replacement of gyratory system and contributions towards a car club for the City.

- 5.144 Should the Westgate Island site become available for redevelopment, the City Council will support mixed-use redevelopment of the site including residential, limited comparison goods retailing, leisure and employment uses.
- 5.145 Obligations include a contribution towards a pedestrian bridge link over the River Severn, contribution towards the replacement of the gyratory system, replacement of the existing footbridge over Royal Oak Road with an at grade crossing and contributions towards a car club for the City.

Overall Findings

- 5.146 The redevelopment of the Westgate Island and Quay area will lead to the creation of a number of new job opportunities. The area is allocated for mixed-use redevelopment including office and light industrial floorspace, industrial floorspace, residential, limited comparison goods retail and leisure uses.
- 5.147 Any scheme will therefore lead to the creation of some new employment opportunities (though it should be noted that some employment already exists on the site).
- 5.148 Furthermore, this area is located within the Westgate ward of Gloucester, which is the most deprived in the City. It is also located within close proximity to Barton and Tredworth, also suffering high levels of deprivations.
- 5.149 The site is also within relatively close proximity to the bus and rail interchange and serviced by a number of cycle routes and pedestrian walkways. Therefore it is likely that the creation of any employment opportunities on this site will benefit, at least in part, those particularly in need of employment.
- 5.150 The policy stipulates that any redevelopment of this area, will require contributions from developers towards a new pedestrian link across the river Severn in order to provide improved access to existing areas of public open space.
- 5.151 Contributions towards improved cycle and pedestrian access to open space at the Westgate Leisure area will also be required. Other open space will be provided in accordance with Policy LR.2 of the Council's Draft Development Control Policies Document Development Plan Document and Draft New Housing and Open Space Supplementary Planning Document. This will help to provide access to open space, and potentially improve health and engage people in healthy activities.
- 5.152 Part of this area is allocated for residential purposes. This will trigger a requirement for affordable housing. Development within the area will need to be in accordance with Core Policy 5, Affordable Housing, of the Council's Draft Core Strategy Development Plan Document. This policy seeks 40% of the net site area for affordable housing on sites of 0.5 hectares or greater (irrespective of number of dwellings) or sites with 15 or more dwellings. The redevelopment of this area will therefore yield a number of affordable dwellings.

Business As Usual/Do Nothing Scenario

- 5.153 The omission of this policy would not be in the interests of sustainable development. The Westgate Island and Quay area constitutes a large, underused area of land with great potential. The policy envisages a scheme for the area that will regenerate, improve and provide substantial benefits to the local community and beyond.

Comment/Suggested Changes

- 5.154 Amend policy to refer to the need for a flood risk assessment.

Policy CA23 – The Railway Corridor

The Policy

- 5.155 The Railway Corridor is allocated for development under Policy CA23 of the draft Central Area Action Plan. This includes B1, B2 or B8 employment uses or an alternative use or mix of uses of greater community benefit including a Community Stadium on the northern side of the Railway Triangle.
- 5.156 Obligations include the provision of a landmark building or buildings, land to be safeguarded for a high-speed bus link, pedestrian footbridge to be provided linking to existing Horton Road sidings, the provision of a new access off Metz Way and upgrading of Blinkhorn's Bridge Lane for pedestrian/cycle and emergency vehicle access.
- 5.157 The southern side of the Triangle is to be retained for operational purposes by Network Rail.
- 5.158 Great Western Road sidings are allocated for mixed-use B1 employment and residential development. Obligations include the provision of a mixed-use development and the creation of a linear park with a new/improved bridge connecting to the railway station.
- 5.159 Horton Road sidings and land accessed off Myers Road is allocated for B1, B2 or B8 employment development, or, subject to the relocation of bad neighbour uses, residential development.
- 5.160 Obligations include land to be safeguarded for a high-speed bus link, pedestrian bridge link into the Railway Triangle, the creation of a linear park highway improvements on Horton Road and the re-location of bad neighbour uses (for a residential scheme).
- 5.161 The site of the former Telecom House on Great Western Road is allocated for the development of a combined Magistrates and County Court building.

Overall Findings

- 5.162 The policy performs well in sustainability terms when assessed using the Council's Sustainability Appraisal Matrix. The main findings are summarised below.
- 5.163 In general terms the allocation of this area for mixed-use development within the will help to bring into more effective use, a large area of underused and derelict, previously developed or 'brownfield' land. This will lead to significant visual improvements to the area and a subsequent positive impact in terms of the quality of life of local residents.
- 5.164 Should the option of a new Community Stadium come forward on the railway triangle this will have a number of distinct, positive impacts in sustainability terms including the promotion of community cohesion and activity, new job and training opportunities, attracting additional investment, raising the profile of the City and improving one of the main entrances into the City Centre from the east.
- 5.165 The requirement for a new linear park stipulated in the policy will help to improve accessibility along the whole railway corridor for pedestrians and will provide opportunities for improved access to greenspace with consequent positive health impacts.
- 5.166 Although the very northern tip of the railway triangle is located within the floodplain, this is not considered to be a significant constraint to development.
- 5.167 Redevelopment of the area also provides the opportunity to remediate any contamination which may be present due to current and former rail-related and other commercial uses. This will lead to a tangible improvement in land quality in the relative short-term. Where residential development takes place, the land quality will need to be improved to the point where it is suitable for residential use.
- 5.168 The central location of the railway corridor means that options are available for walking, cycling and public transport. The Great Western Road and Horton Road sidings in particular are very accessible.
- 5.169 Improved pedestrian links into the railway triangle and the provision of a link to the proposed parkway station high speed bus link will help to improve the accessibility of the railway triangle which at present is relatively limited in terms of non-car modes of transport.
- 5.170 The potential re-location of some existing industrial uses is also likely to have a positive impact in terms of reducing the potential for noise pollution and improving air quality.
- 5.171 Whilst there will be some negative impacts in terms of waste generation and water consumption for example, these are considered to be outweighed by the positive impacts outlined above.

Do-Nothing/Business as Usual Scenario

- 5.172 Without the policy allocation in place, although development is still likely to come forward, potentially on a speculative basis, there will be missed opportunities. A key aspect of the policy for example is the creation of the linear park through the whole corridor.
- 5.173 This is extremely important as it will significantly improve the accessibility of the area by non-car modes of transport. Without the policy and accompanying brief in place, there is less chance that the linear park will be provided, particularly if development sites are promoted on an individual basis.

Comment/Suggested Changes

- 5.174 The policy could specify the need to make a financial contribution towards the LSE initiative and the provision of recycling facilities.

Policy CA24 – Land between Bristol Road and the Canal

The Policy

- 5.175 The policy allocates land between Bristol Road and the Canal for mixed-use redevelopment in the longer term (post-2013) subject to the retention of employment opportunities and the overall employment led-function of the area.

Overall Findings

- 5.176 Overall, the policy performs very well in sustainability terms. Whilst there are predicted negative impacts in terms of potential flood risk, minimising the demand for raw materials and uncertainties concerning the amount of water consumption and waste generation, the policy has a number of potential positive impacts some of which are considered to be significant.
- 5.177 The policy will for example help to create additional job opportunities and encourage inward and local investment. It will also ensure that more efficient use is made of a large tract of land that at present is not laid out in terms of density, as efficiently as it could be.
- 5.178 Other potential positive impacts include improved accessibility to shops and services, the provision of new green space and pedestrian routes to the canal and potentially a reduction in crime through the introduction of greater levels of surveillance associated with additional residential development.

Do-Nothing/Business as Usual Scenario

- 5.179 Under the do-nothing scenario, this area is likely to remain in its current state. Speculative applications for new development may come forward on an individual basis, but there will be much less prospect of a quality, comprehensive scheme or schemes coming forward.

Comment/Suggested Changes

- 5.180 This is a large area of land that is historically important for employment purposes. The policy will allow in the longer-term the potential to make more efficient use of the land, introducing new uses including residential whilst retaining the employment led-function of the area.
- 5.181 The policy could be amended to refer to flood risk and the need to prepare a Flood Risk Assessment.

Policy CA25 – Industrial Sites, Bristol Road

The Policy

- 5.182 The policy allocates three adjoining sites located on Bristol Road for mixed-use residential and employment development. This allocation has been carried through from the draft Local Plan (2002).

Overall Findings

- 5.183 The allocation of this site for mixed-use housing and employment development performs well in sustainability terms. Predicted positive impacts for example include the creation of additional job opportunities in an area of high unemployment, making better use of an under-used derelict site, ensuring good access to shops and services, providing new affordable housing and reducing the need to travel by car in favour of using other forms of transport.
- 5.184 The redevelopment of this contaminated site will also improve soil quality and should lead to an overall improvement in the quality of the area.

Do-Nothing/Business as Usual Scenario

- 5.185 The do-nothing scenario is that either the sites remain as they are at present, which is not a desirable outcome, or potentially (as has occurred previously) development comes forward on just part of the site. This is not a desirable outcome either because the site is likely to be contaminated to the extent that a comprehensive scheme will be necessary in the interests of health and safety.
- 5.186 Having the policy in place will help to ensure that a comprehensive scheme comes forward in the interests of the proper planning of the area.

Comment/Suggested Changes

- 5.187 The policy could be amended to specify that the type of employment floorspace provided should be suitable for small and fledgling companies. It could also refer to on-site renewable energy generation.

Policy CA26 – Monk Meadow Trading Estate

The Policy

- 5.188 The policy allocates land at Monk Meadow Trading Estate for residential development of around 125 dwellings.

Overall Findings

- 5.189 The performance of the policy is relatively mixed. Because the site is currently occupied, redevelopment would result in the displacement of existing job opportunities. It is envisaged however that these could be relocated elsewhere within the Canal Corridor. The site is also partly located in the floodplain and as such, any development would need to be accompanied by a Flood Risk Assessment. This is specified in the policy.
- 5.190 In positive terms, the proposal represents more efficient use of the site than is the case at present where density of development is quite low. The site is brownfield and is accessible by a choice of means of transport.
- 5.191 Redevelopment would trigger a requirement for affordable housing and open space provision.
- 5.192 The site is very accessible to the proposed new GLOSCAT campus and thus access to educational opportunities will be greatly enhanced.

Do-Nothing/Business as Usual Scenario

- 5.193 The do-nothing implications are not significant. The site is likely to remain in its current state, which in sustainability terms is not a bad thing because it does provide a location for several existing companies. It should however be possible to re-house these uses within the Canal Corridor area and put this site to more effective use than is the case at present.

Comment/Suggested Changes

- 5.194 The policy could be amended to refer to the need for on-site renewable energy generation and the provision of recycling facilities.

Policy CA27 – British gas (Transco) Site, Bristol Road

The Policy

- 5.195 The policy allocates land on Bristol Road currently occupied by Transco, for employment use although an alternative use or mix of uses may be permitted if the developer is able to demonstrate that the proposal would offer greater potential benefit to the community.

Overall Findings

- 5.196 The policy performs very well in sustainability terms when assessed using the Council's SA Matrix. The creation of new employment floorspace will provide new job opportunities within walking distance of a large number of residents. This is important as the area has relatively low car ownership.
- 5.197 The creation of new employment floorspace should also help to stimulate additional inward and local investment. Depending on the type of floorspace provided, there may be accommodation suitable for small and new companies.
- 5.198 The policy also provides the opportunity to make much more effective use of the site than is the case at present. The site comprises previously developed land and redevelopment offers the potential to remove any contamination which is currently present leading to an improvement in soil/land quality.
- 5.199 The location of the site on Bristol Road offers good scope for the use of buses and cycling in particular.

Do-Nothing/Business as Usual Scenario

- 5.200 Either the site will remain in its current use or an alternative use or mix of uses may be promoted on a speculative basis as a planning application. The site remaining in its current use represents a significant under-use and wasted potential of a large area of brownfield land within the Central Area. The impact of the latter scenario will depend on the nature of the use promoted.

Comment/Suggested Changes

- 5.201 None.

Policy CA28 – BT Depot

The Policy

- 5.202 The policy allocates land south of Hempsted Swing Bridge, owned and occupied by BT for employment development (B1 office and/or light industrial). The policy specifies the need for a Flood Risk Appraisal.

Overall Findings

- 5.203 The site is located close to the Transco site referred to above. It performs very similarly in sustainability terms. The same comments therefore apply with the exception of the issue of decontamination as the site is not known to be contaminated. The site is also located within the cordon sanitaire around Netheridge Sewage works. Odour is therefore a potential problem however the site is currently occupied by employment uses and this is therefore not considered to be an over-riding factor. It does however restrict the potential of other land uses such as residential.

Do-Nothing/Business as Usual Scenario

- 5.204 The likely scenario is either that the site will remain in its current use or an alternative use or mix of uses may be promoted on a speculative basis as a planning application. The site remaining in its current use represents a significant under-use and wasted potential of a large area of brownfield land within the Central Area. The impact of the latter scenario will depend on the nature of the use promoted. The site is not considered suitable for residential use because of its location within the cordon sanitaire around the sewage works.

Comment/Suggested Changes

- 5.205 None.

Policy CA29 – Land at Netheridge

The Policy

- 5.206 The policy allocates land at Netheridge for mixed-use development to include open market with ancillary facilities, showground, new rowing club and 'park and float' scheme.

Overall Findings

- 5.207 The policy is unrelated to the majority of objectives but does score well in a number of respects. It will for example help to improve the attraction of Gloucester to tourists by providing an innovative alternative mode of transport into the City Centre. It may also help to promote greater involvement in community activities through the provision of a new showground which will be able to be used for events.
- 5.208 The park and float scheme also offers the potential to make a small contribution towards reducing car use by providing an alternative mode of transport.
- 5.209 The nature of the proposal means that any potential impact on the site will be kept to a minimum.

Do-Nothing/Business as Usual Scenario

- 5.210 The site is the subject of a current planning application. This will be considered on its merits. The constraints affecting the site including cordon sanitaire and landscape conservation means that most forms of development will be unacceptable in this location.

Comment/Suggested Changes

- 5.211 None.

Policy CA30 – Bristol Road Local Centre

The Policy

- 5.212 Policy CA30 identifies land at Bristol Road as a new Local Centre. A rough boundary is shown on the proposals map for discussion purposes.

Overall Findings

- 5.213 The policy scores well in sustainability terms. The designation of a new Local Centre may provide a small increase in the number of job opportunities available and may help to encourage the growth of some small businesses. The area comprises previously developed land and its allocation as a Local Centre will improve the ability of people to access essential services.
- 5.214 By acting as a focus for local residents, the proposal may also lead to an improvement in terms of enhanced community cohesion. It will also help to reduce the need to travel by car and will have a direct, positive impact in terms of the vitality and viability of a designated centre by creating a new one.

Do-Nothing/Business as Usual Scenario

- 5.215 The do-nothing scenario is that the Council will be less able to control the distribution of uses along the Bristol Road and that existing shops and services may be lost to other uses.

Comment/Suggested Changes

- 5.216 The provision of a new local centre along Bristol Road will help to consolidate the existing retail and other commercial activity already there and will provide shops and services for people as they move into the Canal Corridor through the long-term mixed-use redevelopment of the area.

Policy CA31 – ‘Kid Zone’ Activity Centre

The Policy

- 5.217 Policy CA31 allocates land at the former Kidzone Activity Centre for residential development of up to 20 dwellings.

Overall Findings

- 5.218 The policy performs very well in sustainability terms when assessed against the SA matrix. It will for example provide the opportunity to make more efficient use of the site than is the case at present. The site comprises previously developed land and the policy offers the potential to bring this into effective use.
- 5.219 The central location of the site means that it is accessible to a range of shops and services including education and health care. This will reduce the need to travel by car and promote more sustainable travel alternatives. This will be facilitated by improved pedestrian linkages.

Do-Nothing/Business as Usual Scenario

- 5.220 The do-nothing implications are not significant. It is likely that a speculative planning application would be submitted for residential development. Indeed this may occur regardless of the allocation within the LDF. If an application is submitted this will need to be considered on its merits.

Comment/Suggested Changes

- 5.221 None.

Policy CA32 – Land at Cedar House, Spa Road

The Policy

- 5.222 The policy allocates land at Cedar House for new employment development. The site is already occupied by a large office block. Redeveloping it for employment use provides the opportunity to improve the appearance of area (located within a Conservation Area) whilst retaining much needed job opportunities.

Overall Findings

- 5.223 It should be noted that all impacts are considered long-term as the site is currently occupied and not available for redevelopment at present.
- 5.227 The policy scores well in sustainability terms. The redevelopment of the site offers the potential to improve the visual appearance of the site, which will contribute towards an enhancement of the character of the Conservation Area within which the site is located.
- 5.228 The provision of new employment floorspace will create a number of additional job opportunities although it is acknowledged that there are existing occupants who may be displaced as a result of redevelopment.
- 5.229 The provision of high quality employment floorspace is likely to prove attractive to business and may therefore help to stimulate additional investment.
- 5.230 The site is brownfield and redevelopment offers the chance to make more efficient use of the site whilst improving the character of the Conservation Area.
- 5.231 The central location of the site means that it is accessible by a choice of means of transport which should help to reduce car use in favour of more sustainable alternatives.
- 5.232 In general terms the redevelopment of this large, unattractive building will help to improve the quality of the area for the benefit of residents.

Do-Nothing/Business as Usual Scenario

- 5.233 The do-nothing scenario is that the building remains in its current use. This would represent a missed opportunity to provide high quality, modern replacement office floorspace whilst improving the character of the Conservation Area.
- 5.234 A speculative application may be submitted for another non-employment use and this would have to be considered on its merits. It is however important to provide a balanced mix of housing and employment opportunities in the interests of sustainable development and although the site lends itself to residential development, the Council's preferred option is to retain the employment use of the site albeit reconfigured through redevelopment to a more attractive building or series of buildings.

Comment/Suggested Changes

- 5.235 None.

GENERAL POLICIES

Policy CA.33 – Use of Upper Floors for Residential

The Policy

- 5.236 Policy CA.33 aims to encourage the use of upper floors of commercial buildings within the Central Area for residential use in order to repopulate the commercial core of Gloucester. This will help to increase the vitality of the City Centre by providing support for other uses, as well as helping to meet housing needs without using additional land and buildings.

Overall Findings

- 5.237 This policy scores well in sustainability terms when assessed using the Sustainability Appraisal Matrix. Potentially for example it may encourage the re-use of historic buildings which will help to keep them in active use and thus ensure their future upkeep.
- 5.238 Living above commercial premises represents very efficient use of land and reduces the need to build new buildings particularly on Greenfield sites. This in turn may have a small but positive impact in terms of reducing the demand/need for raw materials.
- 5.239 Importantly, the promotion of City Centre living through this policy will have a positive impact in terms of reducing car use. People living in or close to the City Centre will be less reliant on the private car as shops and services can be easily accessed on foot and cycle and public transport options are numerous.

- 5.240 Repopulation of the Central Area which this policy will help to achieve, will also help to improve the vitality and viability of the City Centre as there will be more residents available to support for example the evening economy, bars and restaurants and so on. Additional presence during the evening and improved natural surveillance can help to reduce the opportunity for, and occurrence of, crime and thus improve community safety.

Do/Nothing/Business as Usual Scenario

- 5.241 If this policy were not in place it would lead to the under-use of a valuable resource in the Central Area. It would place greater pressure on other land in the City, including Greenfield sites, to be developed for residential purposes. It would also reduce opportunities to improve the vitality and viability of the City Centre.

Comment/Suggested Improvements

- 5.242 None.

Policy CA.34 – Improving Residential Environments

The Policy

- 5.243 The policy takes a general approach towards the improvement of residential environments in established residential areas and throughout the Central Area. In particular, through the rehabilitation and redevelopment of vacant sites, the revitalization and renewal of older housing stock, implementation of traffic management orders, and though the relocation and redevelopment of non-conforming bad neighbour uses.

Overall Findings

- 5.244 This policy scores well in sustainability terms. It contributes towards the achievement of the most efficient use of land and buildings, and the improvement of derelict or degraded land. By improving poor quality housing, and encouraging the relocation of bad neighbour uses for redevelopment for residential, open space or parking, the policy will improve the quality of buildings and land, potentially those of historical importance, and potentially make a modest contribution towards increasing housing supply in the City thus reducing the need to develop less sustainable sites, including greenfield land, for housing.
- 5.245 The policy will contribute to a reduction of the number of unfit homes in the City, and seeks to implement traffic management measures where congestion, through traffic or highway safety, is a problem. This is likely to have benefits in terms of reducing congestion and improving highway safety.

- 5.246 In overall terms, the improvement of existing residential areas will also help to improve the quality of where people live. This may have knock-on effects in terms of improved community cohesion.
- 5.247 Potentially, by encouraging the re-location of bad neighbour uses, there is the potential for improvements to be made in terms of reducing noise, improving air quality and so on. The level of impact will clearly however depend on the exact nature of the 'bad neighbour' use to be relocated.

Do/Nothing/Business as Usual Scenario

- 5.248 The omission of this policy would not be in the interests of achieving sustainable development. It would essentially mean that underused or degraded land and buildings would potentially remain so, and would not be improved/redeveloped for uses that would be more beneficial to the community. It would also put more pressure on other sites to be developed for housing and would represent inefficient use of previously developed land and buildings.

Comment/Suggested Improvements

- 5.249 None.

Policy CA.35 – Housing in the Central Area

The Policy

- 5.250 The policy seeks to facilitate the provision of housing in the Central Area of Gloucester. Housing will be expected as part of the mix of uses in all significant development proposals.

Overall Findings

- 5.251 This policy scores particularly well against a number of sustainability objectives. Its implementation will help to repopulate the Central Area of Gloucester, by expecting all new developments to provide an element of housing as part of any scheme. This has a number of knock-on benefits including maintaining and enhancing the vitality and viability of the City Centre by supporting services and facilities, and having the potential impact of reducing crime and the fear of crime.
- 5.252 Provision of housing in the Central Area will mean that residents will have excellent access to a range of modes of transport, including those other than the car including the bus and rail interchange, cycle routes and pedestrian walkways.
- 5.253 The provision of housing in the Central Area will also increase the housing supply in Gloucester and therefore reduce the need to utilise other land for housing, particularly greenfield sites on the periphery of the City.

- 5.254 As with all residential schemes, in accordance with the policies contained within the Council's Development Control Policies Development Plan Document, all new housing will be required to make provision for affordable housing, and public open space.
- 5.255 Mixed-use development, which this policy seeks to promote represents extremely efficient use of land and within the Central Area will most often involve the re-use of previously developed land and buildings.

Do/Nothing/Business as Usual Scenario

- 5.256 The omission of this policy is not in the interests of sustainable development. Gloucester suffers from a lack of people living in the City Centre. This has knock on effects in terms of things like the vitality and viability of the City Centre, particularly during the evening and nighttime after workers have gone home and the shops have closed. A lack of people using the City during these times also creates an unwelcoming and potentially threatening environment.
- 5.257 Furthermore, as mentioned above, the provision of housing in the Central Area will contribute towards increasing the housing supply in Gloucester. If this were not the case it would place pressure on other, far less sustainable locations, for housing provision. This would include greenfield sites on the periphery of the City.
- 5.258 It is acknowledged however that due to the value of residential development, most schemes within the Central Area will often include as part of the mix of uses, a residential element to a greater or lesser degree. The policy will simply help to ensure that this happens.

Comment/Suggested Improvements

- 5.259 None.

Policy CA.36 – Housing Mix

The Policy

- 5.260 Policy CA.36 requires the provision of a mix of different dwelling types in new residential developments taking place within the Central Area, including family housing where appropriate and affordable housing on all sites of 15 or more dwellings or 0.5 hectares or larger.

Overall Findings

- 5.261 The policy is largely unrelated to the majority of sub-objectives set out in the SA Matrix. It does score positively however in a number of important respects. The policy will for example help to provide a mix of dwellings which will help to meet a range of housing needs and will help to achieve balanced communities and potentially enhanced community cohesion as a result.
- 5.262 As part of the mix of dwellings, all development of 15 or more dwellings or 0.5 hectares of land or greater (irrespective of dwelling numbers) will have to provide an element of affordable housing (negotiated on a site-by-site basis). This will increase the supply of affordable housing in the City, and therefore help to ensure that everyone has access to safe and affordable housing.

Do/Nothing/Business as Usual Scenario

- 5.263 The omission of this policy will place the Council in a weaker position from which to argue for residential schemes that involve a mix of dwelling types. This may lead to an increase in the number of schemes providing just 1 and 2 bed apartments which would not be in the interests of creating mixed sustainable communities.

Comment/Suggested Improvements

- 5.264 The appraisal highlights one potential negative impact which is in terms of the efficient use of land. By requiring the provision of a range of dwelling types, this is likely to reduce the density of development compared to, for example, the provision of solely 1-bed flats. Arguably this could be seen as making less efficient use of land.
- 5.265 It is however considered that this issue is significantly outweighed by the benefits outlined above including in particular the creation of balanced, mixed and sustainable communities.

Policy CA.37 – Learning, Skills and Employment Initiative

The Policy

- 5.266 The policy requires major development to make a financial contribution towards the provision of and ongoing operation of the 'Learning, Skills and Employment Initiative'. This is essentially an employment brokerage scheme which will be set up in order to ensure that local residents are able to benefit from the employment opportunities arising as a result of the regeneration of Gloucester through the provision of advice, guidance, and skills development. The LSE initiative will be based in the Neighbourhood Resource Centre to be provided as part of the redevelopment of the Gloscat Media site.

Overall Findings

- 5.267 The policy scores very well in a number of respects. It will for example help to address the needs of those most in need of employment. Rates of unemployment in the Central Area and adjoining wards are higher than average. The LSE initiative will provide skills and training so that local people are better able to enter full time job opportunities that are created as a result of redevelopment and regeneration within the Central Area.
- 5.268 The initiative will help to improve the skills and knowledge base of local residents and this may help to reduce poverty and deprivation by ensuring that residents are able to secure full time employment.

Do/Nothing/Business as Usual Scenario

- 5.269 The danger of excluding this policy initiative is that local residents within the Central Area (where rates of unemployment and deprivation/poverty are higher than average) will be less able to benefit from the new job opportunities that will arise both in the short and long term through regeneration schemes within the Central Area.
- 5.270 This may perpetuate the problems that currently affect the Central Area and would not be in the interests of creating sustainable communities.

Comment/Suggested Improvements

- 5.271 The policy could be tightened to specify what constitutes 'major development' so that it is clear at what point a financial contribution will be sought. It could also specify the likely level of contribution and on what basis this will be calculated.

Policy CA.38 – Managed Workspace

The Policy

- 5.272 The policy seeks to encourage the provision of managed workspace suitable for new and small businesses within the Central Area.

Overall Findings

- 5.273 The specific nature of the policy means that is largely unrelated to the majority of sub-objectives set out in the SA framework.
- 5.274 It will however have a positive impact in a number of regards. It will for example have a direct impact in terms of encouraging and supporting the growth of small businesses through the provision of premises that specifically cater for small businesses including premises that are flexible and affordable.
- 5.275 In overall terms, the policy will help to provide additional employment opportunities. The provision of small flexible workspace is also likely to prove attractive in terms of encouraging local investment in particular.

Do/Nothing/Business as Usual Scenario

- 5.276 The omission of this policy would not be in the best interests of sustainable development. There is a defined need in Gloucester for small, affordable units, suitable for new and small-scale businesses. They provide a valuable resource for local firms and people, whilst encouraging entrepreneurship and growth of locally based firms. If this policy was not in place, this opportunity would be missed and there would be much less chance that such employment floorspace would be provided.

Comment/Suggested Improvements

- 5.277 The policy could be strengthened to state that any employment development coming forward will be required to provide a range of floorspace types including units that are suitable for small businesses and are available on an affordable and flexible basis.

Policy CA.39 – Education and Training

The Policy

- 5.278 Policy CA.39 seeks to improve the educational and training opportunities available to young people and adults within the Central Area. The City Council will work with relevant organisations and agencies including the County Council and local colleges in order to identify suitable opportunities for new and/or enhanced provision of education and training facilities.

Overall Findings

- 5.279 This policy performs well in sustainability terms. Gloucester suffers from lower academic achievement rates than the rest of the County. This policy would improve access to learning, training, skills and knowledge in Gloucester, by working with local agencies and organisations in order to identify opportunities for new or enhanced provision, and protection of, education and training facilities. It therefore provides the opportunity to improve the qualifications and skills of young people and adults in Gloucester.
- 5.280 This in turn will place them in a better position from which to benefit from the job opportunities coming forward as a result of redevelopment taking place within the Central Area. In the long term this may have a modest, positive impact in terms of reducing poverty and deprivation by targeting those most in need of employment.

Do/Nothing/Business as Usual Scenario

- 5.281 The omission of this policy would not be in the best interests of sustainable development. If this policy were not in place, opportunities for enhancements to the City's education and training facilities would potentially be missed. Levels of attainment would therefore remain below the rest of Gloucestershire.

- 5.282 The Council would also be in a weaker position in terms of controlling the loss of existing training and educational facilities.

Comment/Suggested Improvements

- 5.283 None.

Policy CA.40 – Creating Attractive Routes to the Centre

The Policy

- 5.284 Policy CA.40 seeks to improve the appearance of key routes into the City Centre by requiring new development alongside these main routes to be of high quality, including buildings, spaces and landscaping.

Overall Findings

- 5.286 This policy satisfies a number of sustainability objectives. It will for example help to stimulate additional inward and local investment by improving the quality of the environment. This in turn will have a direct impact in terms of improving the quality of where people live.
- 5.287 Potentially, the improvement of key routes into the City will make the City more attractive to tourists which will have secondary beneficial impacts in terms of extra revenue being pumped into the local economy.
- 5.288 By providing more attractive routes, the policy may help to encourage people to walk more which will help to reduce the desire to travel by car and thus reduce the number of vehicles on the road.

Do/Nothing/Business as Usual Scenario

- 5.289 This policy seeks to improve residents and visitors urban experience of Gloucester, by improving the appearance of key routes into the City Centre, by requiring high quality urban and landscape design. If this policy were not in place it could potentially lead to poor quality design along these routes, providing an unattractive and uninviting environment. Improving important gateways into the City is one of the objectives and opportunities identified in the Central Area Action Plan.

Comment/Suggested Improvements

- 5.290 None.

Policy CA.41 – Central Area Parking

The Policy

- 5.291 The policy sets out the Council's approach towards car parking in the Central Area.
- 5.292 The level of public car parking will be maintained, priority will be given to shoppers and tourists through the provision of short stay parking, the level of commuter car parking will be reduced. Shared use parking will be encouraged in major new developments.

Overall Findings

- 5.293 The policy aims to strike a balance between providing enough parking to sustain the vitality and viability of the City Centre whilst reducing the need to travel by car unnecessarily and promoting other modes of transport particularly for work-related trips, such as park and ride.
- 5.294 The policy therefore scores well in a number of respects including improving the attraction of Gloucester to tourists, ensuring good access to shops and essential services, reducing the need/desire to travel by car and reducing road congestion which in turn may create positive impacts in terms of improved air quality and reduced pollution.

Do/Nothing/Business as Usual Scenario

- 5.295 The business as usual scenario is that less priority is given to tourists, shoppers and short stay parking and that journeys to work continue to penetrate right into the City Centre instead of using alternative options such as park and ride.

Comment/Suggested Improvements

- 5.296 None.

Policy CA.42 – Cross Centre Public Transport Service

The Policy

- 5.297 Policy CA.42 seeks financial contributions from developments within and adjacent to the Central Area that are likely to attract large numbers of people. These contributions will be spent on the introduction and operating costs of a Central Area public transport system, or an extension to existing bus services.

Overall Findings

- 5.298 This policy performs well in sustainability terms. The most obvious benefit would be to reduce the need and potentially the desire to use the private car. It will ensure that safe and affordable alternatives to the private car are available for essential journeys, for example to the hospital, particularly for residents in areas of low car ownership. Other benefits include; improving the attraction of Gloucester as a tourist destination by linking major attractions and facilities with a good quality Cross Centre Public Transport Service; a reduction in road congestion, and a reduction in atmospheric pollution (Carbon Dioxide).

Do/Nothing/Business as Usual Scenario

- 5.299 Omitting the policy would mean that major development made little or no contribution towards mitigating its transport and travel impacts through the provision of non-car alternative modes of transport. This is not considered to be in the interests of achieving sustainable development.

Comment/Suggested Improvements

- 5.300 None.

Policy CA.43 – Enhancing the Bus and Rail Interchange

The Policy

- 5.301 Policy CA.43 seeks to enhance the bus and rail interchange. The Council will seek to enter into a legal agreement with developers when assessing applications for the Central Area of Gloucester to fund pedestrian linkages from the bus and rail interchange to their developments, and work with the highway authority and public transport operators to ensure that bus services are routed through the area.

Overall Findings

- 5.302 This policy performs very well in sustainability terms primarily because its main objective is the promotion of bus and rail transport as alternatives to the private car.
- 5.303 Obvious positive impacts therefore include a reduction in the need or desire to travel by car and ensuring that quality alternatives to the car are available. This in turn will help to reduce congestion and improve air quality and reduce contributions to climate change.
- 5.304 Less obvious benefits for example include the attractiveness of quality public transport to businesses in terms of generating additional investment and improving the attractiveness of the City to tourists.
- 5.305 This policy may also potentially help to increase the vitality and viability of the City Centre by helping to attract more people into the City Centre by improving their experience of the bus and rail interchange and the services that they provide.
- 5.306 The availability of public transport is a key issue in the Central Area where rates of car ownership are lower than average as set out in the baseline information outlined earlier.

Do/Nothing/Business as Usual Scenario

- 5.307 The omission of this policy from the Central Area Action Plan would not be beneficial to the objectives of sustainable development. This policy aims to reduce car use and increase the attractiveness of public transport through requiring improvements to the bus and rail interchange and the pedestrian routes that serve them. If this policy was not present the attractiveness of the bus and rail interchange would not improve, and potentially even deteriorate. There would be little incentive for resident of Gloucester to not use their private car.

Comment/Suggested Improvements

- 5.308 None.

Policy CA.44 – Pedestrian and Cycle Linkages

The Policy

- 5.309 Policy CA.44 seeks to give priority to the needs of pedestrians and cyclists in order to reduce car use and congestion. Financial contributions will be sought from developers, where appropriate, towards the provision of new and/or enhances pedestrian and cycle links, particularly between key sites and attractions.

Overall Findings

- 5.310 This policy performs very well in sustainability terms. The policy will reduce and need and desire to use the private car, through the protection and, where appropriate, provision of new pedestrian and cycle links, including new bridges. This will help to increase the permeability of the City, and will help to act as a viable alternative for journeys.
- 5.311 The implementation of this policy may also encourage people to partake in healthy activities, through encouraging people to utilise pedestrian and cycle links for essential journeys but also for recreational purposes.
- 5.312 Other benefits of this policy include the potential for a reduction in traffic congestion, a reduction in atmospheric pollution (carbon dioxide) as a consequence, and therefore reductions in Gloucester's contribution to climate change.

Do/Nothing/Business as Usual Scenario

- 5.313 The omission of this policy would not be in the best interests of sustainable development. Without it there would be potentially be little or no improvement to pedestrian and cycle links on the City. There would not decrease the desire to use the private car, and the associated benefits, such as improvements to health, and reductions in carbon dioxide emissions, would not happen.

Comment/Suggested Improvements

- 5.314 None.

Policy CA.45 – Downgrading The Quay

The Policy

- 5.315 Policy CA.45 seeks to support the downgrading of the Quay to allow for additional pedestrian movement and the comprehensive redevelopment of the Quayside. Financial contributions will be sought from developers for schemes taking place in the Quayside area.

Overall Findings

- 5.316 The policy performs well in sustainability terms when assessed using the SA Matrix. Reducing the volume of traffic in this location will help to reduce car use and will encourage walking in particular as an alternative mode of transport in this location.
- 5.317 The provision of a new riverside walkway will provide an additional recreational facility for local people although it is acknowledged that the issue of flood risk will need to be looked at as part of this proposal.

- 5.318 The reduction in traffic in this location will have positive benefits in terms of reducing noise and congestion. This may lead to an improvement in air quality although it is recognised that this is not a known problem area in terms of air quality and that generally our baseline information shows that air quality is generally good across the City.
- 5.319 In general terms the policy is likely to lead to an improvement in the quality of where people live through a reduction in through traffic and the provision of enhanced pedestrian linkages including a new riverside walkway.

Do/Nothing/Business as Usual Scenario

- 5.320 Without the policy in place, the current traffic volumes and layout of the Quay will remain the same. The Council's objectives with regard to the Greater Blackfriars area in terms of new development along the river frontage and improved pedestrian links between the City Centre and the riverside will not be realized. This is not considered to be in the best interests of the area or of sustainable development in general.

Comment/Suggested Improvements

- 5.321 None.

Policy CA.46 – Improving the Health of Residents in the City Centre

The Policy

- 5.322 Policy CA.46 seeks to improve the health of residents in the City Centre through ensuring access to a range of indoor and outdoor leisure facilities. Where appropriate, the need for new health care facilities and suitable sites will be identified through partnership working with relevant health care providers.

Overall Findings

- 5.323 The policy is largely unrelated to the majority of sustainability objectives as it is quite specific in its objectives. Potential positive impacts include improvements to essential health care facilities, the provision of additional recreational facilities and thus people's ability to engage in healthy activities, improved community cohesion as a result of improved facilities and access to facilities and in general terms an improvement in the quality of where people live.

Do/Nothing/Business as Usual Scenario

- 5.324 The do-nothing or business as usual implications are not significant although without effective partnership working there may be missed opportunities in terms of the provision of new health care facilities where they are needed.

Comment/Suggested Improvements

- 5.325 None.

Policy CA.47 – Design Criteria for Development in the Commercial Core of the Centre

The Policy

- 5.326 Policy CA.47 sets out a series of design criteria that will be applied to new development proposals in the commercial core of the City including high quality buildings that are appropriate to their surroundings, providing a lively and active mix of uses, and considering the potential for residential uses on upper floors.

Overall Findings

- 5.327 The policy scores well in a number of respects. In seeking a lively mix of uses, this will help to encourage efficient use of land, will help to reduce crime and the fear of crime by providing more active surveillance and will help to enhance the vitality and viability of the City Centre.

Do/Nothing/Business as Usual Scenario

- 5.328 The omission of the policy may mean development coming forward in the City Centre that doesn't fulfill the positive benefits summarized above. This would not be in the interests of sustainable development.

Comment/Suggested Improvements

- 5.329 The policy could be improved by specifying more clearly the location of the 'commercial core' of the City. This could be done with reference to the Proposals Map.

Policy CA.48 – Re-use of Historic Buildings including Buildings at Risk

The Policy

- 5.330 Policy CA.48 seeks to support and encourage proposals for the repair and re-use of historic buildings for appropriate uses. The policy will help to bring such buildings back into affective use, secure their future maintenance and upkeep, and reduce the need for new buildings elsewhere, and create a vital and vibrant Central Area.

Overall Findings

- 5.331 The policy scores well in sustainability terms. There are no predicted negative impacts. In positive terms, the policy will help to maintain and enhance existing cultural assets by securing their re-use and thus future maintenance and upkeep. This will have knock on benefits in terms of improving the attraction of Gloucester as a tourist destination. The policy relates to the re-use of existing buildings which has obvious sustainability benefits and will help to reduce the consumption of raw materials by reducing the need for new development. In general terms, the policy will help improve the quality of where people live.

- 5.332 Potentially the policy may also increase access to and participation in cultural activities where an historic building is re-used for cultural purposes e.g. Blackfriars.

Do/Nothing/Business as Usual Scenario

- 5.333 The danger is that historic buildings continue to remain in, or fall into, disrepair. This is likely to lead to a deterioration in the built fabric of the City. There may be missed opportunities to introduce exciting new uses into buildings which can help promote the vitality and viability of the City Centre.

Comment/Suggested Improvements

- 5.334 None.

Policy CA.49 – Late Night Uses Inside the Central Area

The Policy

- 5.335 Policy CA.49 aims to promote the evening economy through the development of late night uses in appropriate locations.

Overall Findings

- 5.336 The policy scores well in a number of respects. The provision of new late night uses will for example provide a small increase in the number of job opportunities available and potentially may encourage the growth of small businesses e.g. local companies looking to enter into this market.
- 5.337 The provision of a better range of activities in the evening will increase the attractiveness of Gloucester to visitors and will also reduce the need for residents to travel to other locations such as Cheltenham which has secondary benefits in terms of reducing car use and the need to travel.
- 5.338 The policy seeks financial contributions towards facilities such as CCTV and these factors should help to reduce the opportunity for and incidence of crime.
- 5.339 The policy should also help bolster the vitality of the City Centre which tends to become very quiet after the shops close at 6pm particularly during the week.

Do/Nothing/Business as Usual Scenario

- 5.340 The do-nothing scenario is that the evening economy continues to struggle and that when new facilities do come forward, they do not make a sufficient contribution towards mitigating their own impact. Gloucester's evening economy is at present, relatively limited and it is important that new facilities are allowed to come forward in appropriate locations.

Comment/Suggested Improvements

5.341 None.

Policy CA.50 – New Hotel Development in the Central Area

The Policy

5.342 Policy CA.50 seeks to encourage the provision of new hotels in the Central Area. The Council's preferred option is for a four-star hotel to be located at Blackfriars as part of the areas redevelopment. Other hotels would be allowed where they are located so as not to harm the prospects of this happening.

Overall Findings

5.343 The policy scores well. Positive impacts are likely to include the potential re-use of historic buildings for hotel use, the promotion of the City as a tourist destination, the creation of some additional job opportunities in the hotel industry and the potential provision of additional leisure facilities some of which may be open to the public e.g. gym facilities.

5.344 The policy may also help to promote participation in cultural activities by giving people a good choice of overnight accommodation and is likely to have a positive impact in terms of enhancing the vitality and viability of the City Centre.

Do/Nothing/Business as Usual Scenario

5.335 The do-nothing implications are not significant as proposals for new hotel development may come forward as speculative planning applications in any case. There will however be the possibility of pressure for hotels in fringe locations, which may undermine the delivery of schemes within the City Centre.

5.336 This issue needs to be carefully controlled.

Comment/Suggested Improvements

5.337 None.

Policy CA.51 – Cultural Facilities

The Policy

5.338 Policy CA.51 seeks to encourage the creation of new cultural facilities in the Central Area, where they are well located to meet their defined catchment. The focus for new cultural facilities will be the Greater Blackfriars area. Existing cultural facilities will be safeguarded.

Overall Findings

- 5.339 The policy scores well in sustainability terms. There are no predicted negative impacts. Positive impacts include the maintenance and enhancement of cultural assets, the creation of additional job opportunities and improving the attraction of Gloucester as a tourist destination.
- 5.340 The provision of a better range of cultural facilities will help to maintain and enhance the vitality and viability of the City Centre.
- 5.341 In locating cultural uses, which tend to be major generators of travel, within the Central Area this should encourage a reduction in car use through greater use of public transport, walking and cycling.

Do/Nothing/Business as Usual Scenario

- 5.342 Gloucester's evening economy is in need of revitalization to provide new jobs and attract more overnight visitors. Without the policy in place, there will be no positive steer for cultural uses to be provided within the Central Area. Existing facilities may also come under pressure for development resulting in their loss.
- 5.343 These are not considered to be desirable outcomes.

Comment/Suggested Improvements

- 5.344 None.

Policy CA.52 – A Multi-Purpose Venue

The Policy

- 5.345 Policy CA.52 seeks to encourage the development of a new multi-purpose venue within the Central Area, particularly within the existing County Council office complex if this becomes available for redevelopment.

Overall Findings

- 5.346 The policy has similar objectives to Policy CA51 outlined above and therefore scores similarly when assessed using the SA matrix. The same comments therefore apply in terms of the promotion of Gloucester as a tourist destination, increasing the vitality of the City Centre, providing new job opportunities and increasing participation in or access to, cultural activities.

Do/Nothing/Business as Usual Scenario

- 5.347 No major implications. The policy will however help to encourage a venue to come forward which otherwise may not. This would not be in the interests of promoting the vitality and viability of the City Centre.

Comment/Suggested Improvements

5.348 None.

Policy CA.53 – Community Provision

The Policy

5.349 The Council will also positively encourage new and existing community enterprise initiatives within the Central Area. The Council will co-ordinate the functions of community services with other development and will endeavor to ensure an adequate level of services. Financial contributions will be sought from major development proposals within the Central Area.

Overall Findings

5.340 The policy is largely unrelated to the majority of sustainability sub-objectives. It does however score well in relation to the potential provision of essential services (depending on the nature of the community use) and improving access to training opportunities (again depending on the nature of the use).

5.341 The policy will have a direct positive impact in terms of encouraging community involvement in community activities and this is likely to create greater levels of community cohesion and improved quality of life.

5.342 In locating new community facilities in the Central Area, this will help to reduce the need to travel by car by ensuring that alternatives are available such as walking, cycling and public transport.

Do/Nothing/Business as Usual Scenario

5.343 Omitting the policy means there will be less possibility of new community facilities coming forward which would not be in the interests of sustainable development.

Comment/Suggested Improvements

5.344 The policy could be strengthened by stating that existing community facilities will be safeguarded.

Policy CA.54 – Shop Frontages

The Policy

5.345 Policy CA.54 seeks to support, in principle, the enhancement of existing shopfronts and signs that make a positive contribution to the character of the area and are appropriate to the location and building in terms of design, style, and proportions. There is a presumption in favour of the retention of traditional shopfronts where they make a positive contribution to the character of the area and are capable of repair.

Overall Findings

- 5.346 The policy is specific in its objectives therefore is only related to a small number of the sustainability objectives set out in the SA Framework. Potential positive impacts include the reuse of previously developed land (through the refurbishment of existing shop frontages) improving accessibility to people with disabilities (by requiring shop fronts to be accessible wherever possible) improving the vitality and viability of the City by providing a more attractive shopping environment and having a generally positive impact in terms of improving the quality of the environment and thus, the quality of where people live.

Do/Nothing/Business as Usual Scenario

- 5.347 Omitting the policy will provide potential applicants with much less guidance as to what will and won't be considered acceptable in design terms for new and enhanced shop frontages.
- 5.348 This may lead to an increase in poor quality designs coming forward, which are ultimately refused at the planning application stage. This would not be in the interest of the applicant or in terms of the most sustainable forms of development.

Comment/Suggested Improvements

- 5.349 None.

Policy CA.55 – Improving the Quality of the Public Realm

The Policy

- 5.350 The policy seeks improvements to the quality of the public realm in order to reinforce the historic and commercial role of the gate streets, provide a setting for the historic buildings, and reinforce a sense of arrival into the historic core of the City. New pedestrian linkages that are provided as part of new development will be expected to be of a suitable type and quality.

Overall Findings

- 5.351 The policy scores well in sustainability terms. Improving the quality of the public realm will provide a better setting for Gloucester's historic buildings, which will have a direct impact in terms of enhancing the City's historic assets.
- 5.352 A more attractive public realm is also likely to improve the attraction of the City to tourists by creating a more strongly defined City Centre core area and providing a better setting for its historic buildings.
- 5.353 This is likely to enhance the vitality and viability of the City Centre and provide an overall improvement to the quality of where people live, particularly existing and new residents within the Central Area.

Do/Nothing/Business as Usual Scenario

- 5.354 The public realm at present is poor, does not invite pedestrian movement or clearly defined the historic city centre core and does not provide a suitable setting for Gloucester's historic buildings. Omitting this policy will see a continuation of this situation which would not be in the interests of sustainable development.

Comment/Suggested Improvements

- 5.355 The policy could be amended to state that major new development will be expected to financially contribute towards the improvement of the public realm.

Policy CA.56 – City Centre Management

The Policy

- 5.356 Policy CA.56 states that the City Council will continue to support the work of the Central Gloucester Initiative in order to promote the effective management of Gloucester City Centre.

Overall Findings

- 5.357 City Centre Management offers a number of potential benefits. The policy therefore scores well in sustainability terms. Effective management of the City Centre, will for example help to enhance the attraction of the City Centre as a historic visitor destination.
- 5.358 A strong and vibrant City Centre is likely to prove attractive to businesses and therefore stimulate local and inward investment.
- 5.359 City Centre Management can include community safety measures such as CCTV and the policy will therefore have a positive impact in terms of reducing the opportunity for an incidence of, crime.

Do/Nothing/Business as Usual Scenario

- 5.360 The do-nothing implications are not significant. The CGI will continue to operate regardless. It is however sensible to offer support for the initiative through the Local Development Framework, which is intended to be a spatial document.

Comment/Suggested Improvements

- 5.361 None.

Policy CA.57 – Development Framework

The Policy

- 5.362 The policy states that where large or significant sites lay adjacent to one another, and are to be developed separately by different owners, the Council will encourage the preparation of a development framework for all of the land that is to be developed as part of an outline planning application. This will ensure important infrastructure provision is consistent and that efficient use of land is achieved.

Overall Findings

- 5.363 The policy scores well. Requiring a comprehensive approach to sites in different ownerships will create a number of benefits. In ensuring a more efficient and comprehensive site layout, the policy will help to make the most efficient use of land, may reduce the demand for raw materials and reduce waste generation and water consumption.
- 5.364 It is also likely to lead to an overall improvement in the quality of where people live and should reduce the desire to travel by car by providing better pedestrian and cycle linkages (this is specified in the policy).
- 5.365 Requiring a comprehensive approach may also help to bring forward the implementation of difficult brownfield sites that may otherwise not come forward.

Do/Nothing/Business as Usual Scenario

- 5.366 Omitting this policy creates the danger that development proposals will come forward for individual sites on an ad-hoc basis. This would not be desirable as a more comprehensive approach will most often lead to a better outcome in terms of the quality of development including design and layout.

Comment/Suggested Improvements

None.

Policy CA.58 – Compulsory Purchase

The Policy

- 5.367 Policy CA.58 states that where there are problems of land assembly where landowners are unwilling to release land that is needed for the proper planning of an area, the use of compulsory purchase will be considered where appropriate.

Overall Findings

- 5.368 The policy is specific in its objectives and is unrelated to most of the sub-objectives set out in the SA framework. It will however help to bring forward previously developed land and make efficient use of derelict and under-used sites. This may help to maintain the vitality and viability of the City Centre where such sites are located within close proximity.

Do/Nothing/Business as Usual Scenario

- 5.369 The do-nothing scenario is that sustainable sites that have been identified for development but where the landowner or owners are not willing to sell, remain undeveloped representing an inefficient use of brownfield land within the Central Area.

Comment/Suggested Improvements

- 5.370 None.

Policy CA.59 – Partnership Working

The Policy

- 5.371 The policy states that the Council will work in partnership with key agencies and service providers in order to ensure that the objectives of other strategies and programmes outside the Local Development Framework are met as fully as possible, by the policies and proposals that are contained within it.

Overall Findings

- 5.372 Largely unrelated to the majority of sub-objectives. The policy will however help to increase the ability of people to influence decisions by weaving in the aims and objectives of other strategies and programmes such as the Community Strategy, into the Local Development Framework. The policy should also help to lead to an improvement in the quality of where people live.

Do/Nothing/Business as Usual Scenario

- 5.373 The do-nothing scenario is that the aims and objectives of other strategies and programmes are not reflected in the Local Development Framework. The LDF is a strategic document and it is important that it takes a holistic approach.

Comment/Suggested Improvements

- 5.374 None.

6. CONCLUSION & NEXT STEPS

- 6.1 The appraisal process has demonstrated that the options set out in the preferred option consultation paper are generally consistent with the key objectives of sustainable development.
- 6.2 It has also served to identify where improvements can be made to the policies in order to make them more sustainable.
- 6.3 In all cases, the proposed policy options have been preferable to the do-nothing or business as usual scenario.
- 6.4 The matrix attached at Appendix 2 identifies any potentially significant impacts and their likely duration.
- 6.5 Responses to this appraisal document will be taken into account along with those we receive in response to the Preferred Option consultation paper. The deadline for submitting comments is the **18th September 2006**.
- 6.6 Responses that we receive will be taken into account in producing the formal submission version of the document in March 2007 at which time there will be a further 6-week consultation period.

SCHEDULE OF BASELINE INFORMATION AND INDICATORS

The following table sets out for each sustainability appraisal sub-objective, a range of relevant baseline data and indicators. Setting these out in a single schedule avoids the need to repeat the information throughout the appraisal, which helps to reduce the length of the report.

SA Objectives	Baseline Information	Indicator/s
1. To protect the City's most vulnerable assets		
1.a. Will it minimise the risk of flooding to people and property?	13.3 % of Gloucester lies within the floodplain.	Numbers of people and properties affected by flood events
1.b. Will it conserve and enhance natural/semi-natural habitats?	As well as designated sites of importance, the City also has a network of non-designated greenspaces that provide important corridors, buffers and stepping-stones between designated sites of importance.	Access to woodland Health of designated Sites of Special Scientific Interest
1.c. Will it conserve and enhance species diversity and in particular, avoid harm to protected species?	There are six key wildlife sites designated by Gloucester Wildlife Trust and 28 other sites of Nature Conservation Interest.	Achievement of Relevant (Urban Habitat) BAP targets Populations of wild birds
1.d. Will it maintain and enhance sites designated for their nature conservation interest?	The city has two Sites of Special Scientific Interest (SSSI's); Hucclecote Meadows in Abbeymead and Robinswood Hill Quarry on Robinswood Hill. There are also five local nature reserve designations.	Health of designated Sites of Special Scientific Interest
1.e. Will it maintain and enhance cultural and historical assets?	The city has 707 Listed Buildings, of which 13% are Grade I or II* and of outstanding architectural or historic interest. The equivalent figure for the whole of England is about 6%.	-
1.f. Will it maintain and enhance woodland cover?	There is an area of ancient woodland at Matson Wood although overall, woodland provision is limited given the urban nature of the City.	Access to woodland

SA Objectives	Baseline Information	Indicator/s
2. To Deliver Sustainable Economic Growth		
2.a. Will it create new and lasting full time jobs particularly for those most in need of employment?	Although the unemployment rate in Gloucester has fallen from 6% to 3% between 1997 and 2002, it is still the highest rate in Gloucestershire. The wards with the highest rates of unemployment in 2003 were Westgate (11.9%), Matson (8.8%), and Barton (7.7%). Unemployment double among Gloucester's black and minority ethnic communities.	Percentage increase/decrease in the total number of local jobs. Employment rates white/non-white
2.b. Will it encourage both indigenous and inward investment?	In Gloucester in 2002 there were 255 VAT registrations in total. However, there were also 345 VAT de-registrations, representing a net decrease of 90 businesses in Gloucester in that year.	Number of economic development enquiries Amount of land developed for employment, by type, which is in development and/or regeneration areas defined in the LDF
2.c. Will it help to support and encourage the growth of small businesses?	Figures gathered between 1997 and 2002 showed that the number of VAT registrations (i.e. business start ups) was 1,690.	Percentage change in the total number of VAT registered businesses in the area Percentage change in number of small companies (i.e. less than 5 employees)
2.d. Will it help to improve the attraction of Gloucester as a tourist destination?	In 2002 Gloucester attracted: In 2002 Gloucester attracted 315,000 trips by staying visitors 914,000 staying visitor nights	Number of visitors per annum Amount of visitor spend

SA Objectives	Baseline Information	Indicator/s
3. To minimise consumption of natural resources and production of waste		
3.a. Will it encourage the most efficient use of land and buildings?	Between 1st April 2004 and 31st March 2005 new dwelling completions in Gloucester were at the following densities- 15.3% at 30 dwellings per hectare or less 36.0% at 30 – 50 dwellings per hectare 48.7% at 50+ dwellings per hectare	Percentage of new dwellings completed at: Less than 30 dwellings per hectare- Between 30 and 50 dwellings per hectare; and- Above 50 dwellings per hectare
3.b. Will it encourage development on previously developed land?	Between 1 st April 2004 and 31 st March 2005 the percentage of new homes built on previously developed land was 443 representing 80% of the total number of new homes built.	Percentage of all new development on previously used land Percentage of land developed for employment, by type, which is on previously developed land
3.c. Will it minimise the demand for raw materials and/or encourage the use of raw materials from sustainable sources?	Gloucester City Councils Home Energy Conservation Act (1995) improvement figure for 1st April 2003 – 31 March 2004 was 3.8% - this represents an estimated energy saving of 264,867 Giga Joules (GJ).	Percentage of all new development on previously used land Improvements in energy efficiency Total amount of energy supplied from renewable energy sources
3.d. Will it increase waste recovery and recycling?	In 2003/2004 the amount of household waste and composting in Gloucester amounted to 9.72% of all household waste in the City. This was substantially lower than the rate for both the County and the National Averages, which were 20.87 % and 22.49 % respectively.	Overall satisfaction with provision for recycling Recycling of household waste
3.e. Will it help to reduce the amount of waste that is generated?	2003/2004 – 492kg waste produced per head in Gloucester 2004/2005 – 511kg waste produced per head in Gloucester	Waste produced per head (BVPI 84)
3.f. Will it positively encourage renewable forms of energy?	Gloucester City Councils Home Energy Conservation Act (1995) improvement figure for 1st April 2003 – 31 March 2004 was 3.8% - this represents an estimated energy saving of 264,867 Giga Joules (GJ).	Total amount of energy supplied from renewable energy sources Renewable energy capacity installed by type

3.g. Will it reduce water consumption?	-	Water consumption per head
SA Objectives	Baseline Information	Indicator/s
4. To ensure everyone has access to the essential services they require and that local needs are met		
4.a Will it help everyone access essential basic services easily, safely and affordably?	There are ten designated Local Centres providing a range of local-scale shops and services such as smaller supermarkets, post offices, hair salons and so on.	Percentage of residents surveyed finding it easy to access key local services Percentage of new residential development within a distance of 500m or 15 minute walk of key local services (post office, food shops, GP, primary school)
4.b. Will it help disabled people access services and facilities more easily?	These ten local centres provide important facilities for less mobile members of society and allow shopping trips to take place without the need for a journey by car or public transport.	Percentage of new residential development within a distance of 500m or 15 minute walk of key local services (post office, food shops, GP, primary school)
4.c. Will it make access easier for those without a car?	-	Percentage of residents surveyed finding it easy to access key local services Percentage of new residential development within a distance of 500m or 15 minute walk of key local services (post office, food shops, GP, primary school)
4.d. Will it provide additional leisure facilities, green spaces and improve access to existing facilities?	The City Council's current Public Open Space standard aims to ensure that there is 2.8 hectares (7 acres) open space per 1,000 residents. At the time of the most recent Public Open Space survey carried out in 2001, the proportion of open space available to Gloucester residents (not including the Riverside Meadows or Robinswood Hill) was 2.19 hectares per 1,000 population.	Access to local green space Cumulative total number of open spaces managed to 'green flag' award standard Satisfaction with sports and leisure facilities
4.e. Will it help to ensure that everyone has access to safe and affordable housing?	In Gloucester in 2003, the affordable housing ratio, that is, the number of average salaries per average house price for males was 5.07, against a County ratio of 6.63, and southwest ratio of 6.72. Between 1 st April 2004 and 31 st March 2005 there were 68 affordable housing completions in Gloucester.	Affordable housing (house price/earnings affordability ratio) Affordable housing completions

4.f. Will it reduce homelessness?	Homelessness is an issue within the City with a Housing Needs survey in 2003 identifying 436 households requiring accommodation.	Number of homelessness applications per quarter.
SA Objectives	Baseline Information	Indicator/s
5. To improve standards of health and education		
5.a. Will it improve health and people's ability to engage in healthy activities?	Overall, 8.6% of people in Gloucester have poor general health, compared to 7.6% for the County and 9.2% for England and Wales.	Expected years of healthy life Death rates from cancer, circulatory disease, accidents and suicides
5.b. Will it improve access to health care facilities?	-	GP appointments made within 48 hours where desired. Percentage of residents who feel that health services have improved.
5.c. Will it reduce inequalities in health by improving the health of the least healthy people?	In 2003 the number of people suffering from Circulatory Diseases in Gloucester was noticeably higher than in the County and England and Wales as a whole, with 113.27, 88.52, and 106.30 cases per 100,000 population under 75 respectively.	Death rates from cancer, circulatory disease, accidents and suicides.
5.d. Will it improve access to learning, training, skills and knowledge?	-	Percentage of adults participating in LSC funded learning.
5.e. Will it improve qualifications and skills of young people and adults?	In Gloucester, 27.9% of people have no qualifications, compared with 24.9% for the County, and 29.1% for England and Wales. Gloucester has more people without qualifications when compared to the County in all age groups (20 – 24, 25 – 44, 45-64, 65 – 74).	% 16 – 19 year olds with no qualifications. Qualifications/skills – percentage of working age population (16-54/59) with qualifications to either NVQ level 1 or 2/equivalent, NVQ level 3 or 4 or a trade apprenticeship or with no formal qualifications.

SA Objectives	Baseline Information	Indicator/s
6. To make Gloucester a great place to live and work		
6.a. Will it help to reduce crime and the fear of crime?	<p>During 2004 the number of crimes committed by 10 – 17 year olds was 114.02 per 1,000 population. This is substantially higher than the figure for the County, which is 69.08 per 1,000 population.</p> <p>In 2004 85.60% of people in Gloucester felt safe in daylight in their neighbourhood, compared with 90.30% of County residents.</p>	<p>Domestic burglaries per 1,000 households.</p> <p>Violent offences committed per 1,000 population.</p> <p>Percentage of residents surveyed who feel 'fairly safe' or 'very safe' after dark whilst outside in their local authority area (b) Percentage of residents surveyed who feel 'fairly safe' or 'very safe' during the day whilst outside in their local authority area.</p>
6.b. Will it encourage community engagement in community activities?	As of June 2005, there are 391 voluntary organisation in the City that are known to Gloucester City Council.	<p>Percentage of residents who feel community activities have improved in the last three years.</p> <p>Number of voluntary organisations.</p> <p>Number of neighbourhood partnerships.</p>
6.c. Will it increase the ability of people to influence decisions?	<p>In 2004, the following percentages of people in social housing in Gloucester were satisfied with the opportunities for participation in management and decision-making with their landlord:</p> <p>Very satisfied – 12.9% Fairly satisfied – 48.4% Neither – 16.1% Fairly dissatisfied – 22.6% Very dissatisfied – 0%</p>	<p>Percentage of adults surveyed who feel they can influence decisions affecting their local area.</p> <p>Tenant satisfaction & participation</p>
6.d. Will it improve community cohesion?	<p>A survey was carried out in 2003 that asked 52 community and voluntary sector organisations a number of questions regarding perceptions of community cohesion.</p> <p>Overall, 83.3% of people thought that Gloucester was a place where people from different backgrounds get on well together.</p>	Percentage of people who feel that their local area is a place where people from different backgrounds and communities can live together harmoniously.

6.e. Will it help to maintain and/or enhance the vitality and viability of a designated centre?	Gloucester has an assumed shopper population of 190,500 (derived from CBRE using NSLSP data), which ranks it at 74 in CB Richard Ellis' Rank of Shopper Populations.	Vacancy rates within the Primary Shopping Area Percentage change in the number of registered restaurants in the City Centre and other designated centres
6.f. Will it increase access to and participation in, cultural activities?	-	-
6.g. Will it reduce poverty and income inequality?	Gloucester suffers from higher levels of poverty and deprivation than any other District in Gloucestershire. Two of the City's, Barton, and Tredworth and Westgate, are included within the list of the 10% of most deprived wards in the Country. Another four are included within the list for the 25% of most deprived wards.	Proportion of the population who live in wards that rank within the most deprived 10% and 25% of wards in the country. Percentage of population of working age who are claiming key benefits. Proportion of households with an income of less than 50% of the national average.
6.h. Will it reduce the number of unfit homes?	In 2004, around 3,830 dwellings were classified as 'unfit' to live in – all of which were private sector dwellings.	Number of 'unfit' homes per 1,000 dwellings
6.i. Will it improve the quality of where people live?	-	Percentage of residents who are satisfied with their neighbourhood as a place to live. Percentage of residents who feel Gloucester has improved or is improving.

SA Objectives	Baseline Information	Indicator/s
7. To reduce the need to travel		
7.a. Will it reduce the need/desire to travel by car?	<p>In 2003, the largest mode of transport used to take children to school was the private car, constituting 45% of journeys to Primary School, and 41% of journeys to Secondary Schools.</p> <p>By far the most popular mode of transport for travelling to work in 2001 is the private car with 31,590 Gloucester residents using it.</p>	Passenger travel by modes.
7.b. Will it help ensure that alternatives to the car are available for essential journeys, especially to residents in areas of low car ownership?	<p>Gloucester currently has two dedicated park and ride sites at The Cattle Market and Waterwells.</p> <p>Between 1st April 2004 and 31st March 2005, ten travel plans were secured in Gloucester.</p>	<p>Number of park and ride users.</p> <p>Percentage of residents surveyed who feel that public transport has improved.</p>
7.c. Will it help to achieve a reduction in road accident casualties?	TBC	Number of road accident casualties per annum
7.d. Will it increase the proportion of freight carried by rail and water?	-	-
7.e. Will it help to reduce traffic congestion and improve road safety?	On average, the annual growth rate in traffic volumes in both Gloucester City and Gloucestershire is 1%.	<p>Number of road accident casualties per annum.</p> <p>Annual average flow per 1,000 km of principal roads.</p>

SA Objectives	Baseline Information	Indicator/s
8. To improve environmental quality (air, water, land)		
8.a. Will it help to reduce any sources of pollution?	Road traffic is the main source of air-borne pollution in Gloucester, however the air quality in Gloucester is good compared to other cities and approaches that found in rural areas. Levels of nitrogen dioxide are generally within acceptable limits.	Days when pollution is moderate or higher Annual average nitrogen dioxide concentration
8.b. Will it help to reduce levels of noise?	-	Percentage of residents surveyed who are concerned with different types of noise in their area. Number of formal noise complaints received by the Council per annum.
8.c. Will it maintain and enhance water quality?	-	Percentage of main rivers and canals classified as good or fair quality Dangerous substances in water Nutrients in water
8.e. Will it maintain and enhance air quality?	-	Population living in Air Quality Management Areas
8.f. Will it maintain and enhance land/soil quality?	-	-
8.g. Will it reduce the amount of derelict, degraded and underused land?	Between 1 st April 2004 and 31 st March 2005 the percentage of new homes built on previously developed land was 443 representing 80% of the total number of new homes built.	Vacant land and properties and derelict land. Number of planning applications granted permission with remediation maintenance conditions attached per annum. Percentage of all new development on previously used land.

SA Objectives	Baseline Information	Indicator/s
9. To reduce contributions to climate change		
9.a. Will it reduce contributions to climate change?	<p>In 2003/2004 the amount of household waste and composting in Gloucester amounted to 9.72% of all household waste in the City.</p> <p>Gloucester City Councils Home Energy Conservation Act (1995) improvement figure for 1st April 2003 – 31 March 2004 was 3.8% - this represents an estimated energy saving of 264,867 Giga Joules (GJ).</p>	<p>CO2 emissions</p> <p>Energy use per household</p> <p>Total amount of energy supplied from renewable energy sources</p>
9.b. Will it reduce vulnerability to climate change?	See above.	As above.

English

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Urdu

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Gujarati

તમોને જે આ ઇંગ્લીશમાં સમજવામાં તકલીફ પડતી હોય તો મહેરબાની
કરીને નીચેની જગ્યાએ સંપર્ક સાંધશો :
ટેપિસ્ટ્રી ટ્રાન્સલેશન સર્વિસ,
કોર્પોરેટ પર્સનલ સર્વિસીસ,
હરબર્ટ વેરહાઉસ, ધ ડૉક્સ,
ગ્લોસ્ટર, ગ્રુએલવ ૨ઈકિયુ.
ટેલીફોન નંબર : (૦૧૪૫૨) ૩૯૬૯૦૯

Chinese

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Bengali

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হারবার্ট ওয়ারহাউস, দা ডকস
গ্লস্টার ডিএল ১ ইকিউ
টেলিফোন নম্বর: (০১৪৫২) ৩৯৬৯০৯

POLICY, DESIGN & CONSERVATION

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