Paper 2: Design

Gloucester City Plan

Background Topic Paper for Policy Development

Gloucester
City Council
Transforming Your City

Introduction

Design is an important part of a sustainable planning system. The design of buildings, streets and spaces affects how people feel, behave, and interact with the city. It is widely acknowledged that although design is only part of the planning process, it can affect a range of economic, social and environmental objectives beyond the requirement for good design in its own right. For that reason, it is important to ensure that the City Plan promotes good design throughout.

Nationally

The National Planning Policy Framework (NPPF) states that:

"The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.

Local plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. Such policies should be based on stated objectives for the future of the area and an understanding and evaluation of its defining characteristics." Paragraphs 56-58.

"Local planning authorities should consider using design codes where they could help deliver high quality outcomes. However, design policies should avoid unnecessary prescription or detail and should concentrate on guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally." Paragraph 59.

"Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles." Paragraph 60.

"Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment." Paragraph 61.

"Significant weight should be given to truly outstanding or innovative designs which help raise the standard of design more generally in the area." Paragraph 63

"*Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.*" Paragraph 64.

"*Applicants will be expected to work closely with those directly affected by their proposals to evolve designs that take account of the views of the community. Proposals that can demonstrate this in developing the design of the new development should be looked on more favourably.*" Paragraph 66.

The National Planning Practice Guidance (NPPG) states that:
"*…design quality matters and that planning should drive up standards across all forms of development. As a core planning principle, plan-makers and decision takers should always seek to secure high quality design. Achieving good design is about creating places, buildings, or spaces that work well for everyone, look good, last well, and will adapt to the needs of future generations*" (NPPG, Paragraph 001).

This statement will be reflected in any future local plan design policy.

Nationally there are also two movements that shall be given consideration in the drafting of a local design policy. They are Building for Life 12 and Active by Design.

Building for Life 12[i] is the government-endorsed industry standard for the design of new housing developments. It is recommended that Building for Life is used by local authorities as a tool for assessing the quality of housing proposals.

Active by Design[ii] is championed by the Design Council and is a new programme to promote the use of good design to encourage greater levels of daily physical activity in buildings and public spaces, and increase access to healthy and nutritious food. This is in response to significantly increasing levels of poor health and the development of chronic diseases. The programme is connecting aspects of the planning system, health service and the built environment to enrich people's lives and to provide economic and social benefits to cities and the NHS. More information about the health issues facing local residents can be found in the Health Topic Paper.

Locally

The Joint Core Strategy

The Joint Core Strategy (JCS) sets out a comprehensive list of urban design and architectural design requirements as part of new development. It also provides a list of requirements for the content of Masterplans and Design Briefs. This is contained within Policy SD4 – Sustainable Design and Policy SD5 Design Requirements.

Policy SD5: Design Requirements

1. Where appropriate, proposals for development - which may be required to be accompanied by a masterplan and design brief - will need to clearly demonstrate how the following principles have been incorporated:

I. **Context, Character and Sense of Place**

New development should respond positively to, and respect the character of, the site and its surroundings, enhancing local distinctiveness, and addressing the urban structure and grain of the locality in terms of street pattern, layout, mass and form. It should be of a scale, type, density and materials appropriate to the site and its setting. Design should establish a strong sense of place using streetscapes and buildings to create attractive and comfortable places to live, and having appropriate regard to the historic environment.

II. Legibility and Identity

New development should create clear and logical layouts that create and contribute to a strong and distinctive identity and which are easy to understand and navigate. This should be achieved through a well-structured and defined public realm, with a clear relationship between uses, buildings, routes and spaces, and through the appropriate use of vistas, landmarks and focal points.

III. Amenity and Space

New development should enhance comfort, convenience and enjoyment through assessment of the opportunities for light, privacy and external space, and the avoidance or mitigation of potential disturbances, including visual intrusion, noise, smell and pollution.

IV. Public Realm and Landscape

New development should ensure that the design of landscaped areas, open space and public realm are of high quality, provide a clear structure and constitute an integral and cohesive element within the design. The contribution of public realm designs, at all scales, to facilitate the preferential use of sustainable transport modes should be maximised.

V. Safety and Security

New development should be designed to contribute to safe communities including reducing the risk of fire, conflicts between traffic and cyclists or pedestrians, and the likelihood and fear of crime.

VI. Inclusiveness and Adaptability

New development should provide access for all potential users, including people with disabilities, to buildings, spaces and the transport network, to ensure the highest standards of inclusive design. Development should also be designed to be adaptable to changing economic, social and environmental requirements.

VII. Movement and Connectivity

New development should be designed to integrate, where appropriate, with existing development, and prioritise movement by sustainable transport modes, both through the application of legible connections to the wider movement network, and assessment of the hierarchy of transport modes, it should:

- be well integrated with the movement network within and beyond the development itself
- provide safe and legible connections to the existing walking, cycling and public transport networks
- ensure accessibility to local services for pedestrians and cyclists and those using public transport

- ensure links to green infrastructure incorporate, where feasible, facilities for charging plug-in and other ultra-low emission vehicles
- be fully consistent with guidance, including that relating to parking provision, set out in the Manual for Gloucestershire Streets and other relevant guidance documents in force at the time.

2. Detailed requirements of masterplans and design briefs, should the local planning authority consider they are required to accompany proposals, are set out in Table SD5d. These requirements are not exhaustive.

Local Objectives

To meet the requirements of the NPPF work is currently being undertaken to evaluate the defining characteristics of the City through the production of a Townscape Character Analysis. The future objectives for the City have been set out in the previous City Plan work (City Plan Scope, City Plan Part 1, City Plan Part 2 –Places, Sites and City Centre Strategy), and through the Gloucester City Vision 2012-2022. A design policy for the City Plan will need to meet and support these objectives.

Objectives for the future – taken from Gloucester City Vision[iii]:
- A City were people feel safe and happy in their community
- A flourishing economy and City Centre which meets the needs of our residents, businesses and visitors
- A healthy City with opportunities available to all
- A vibrant evening economy
- A City which improves through regeneration and development

Objectives for the future – taken from the City Plan Part 1:
- To deliver a connected City and ensure that all new development achieves a high standard of design, which reflects the local context and takes advantage of any opportunities to improve the character and quality of an area and is well integrated with the City and its surrounding countryside.

- To reduce crime and fear of crime by ensuring that community safety is a fundamental principle of all new development.

The City Vision and City Plan also have an array of objectives to tackle regeneration, deprivation, health and wellbeing. Design has a role to play in all of these objectives. If a building, place or space is poorly designed, it is likely to function poorly across a wide range of socio-economic issues.

Responses to Previous Consultations

Below is a selection of responses from residents and key stakeholders to previous City Plan consultations

City Plan Scope Consultation Responses

"It has a great heritage (cathedral, docks and buildings) and these could be linked by more attractive routes and retail opportunities."

"The rural/urban also needs to be designed with care, using 'green fingers' to soften the rural/urban edge."

"There should be a greater emphasis on creating a city free from crime through the effective design of new developments or the sympathetic regeneration of existing areas."

"The proposed areas of opportunity should be designed and built to limit the opportunities of crime; these areas should not be the cause of problems now or in the future of the city."

"Taking the time and making the effort to ensure each area is designed to the highest standard to include the attributes associated with Safer Places, the principles of Secured by Design (SBD) and Gloucester City's Designing Safer Places."

"The design of development must be high quality, sustainable and take into account the character of the area."

"Need to be more adventurous when planning developments. The buildings that are approved are uninspiring and boring."

"Any new development should enhance the area and give rise to the refurbishment of the surrounding area. Presently new developments stand apart from the surrounding community due to location, architectural design and social groups who live there; these differences need to be recognised at the concept stage and followed through the design and construction stages in order to provide crime prevention, united communities and areas of character associated with places in Gloucester City."
"New development with layouts, materials, well-planned relationship with surrounding areas and provision of appropriate infrastructure to provide an environment that is suitable for at least 3 generations will improve the quality of new development and the built environment in Gloucester."

"Improve lot for residents and meet highest standards of design and construction Tall Buildings and Structures SPD Will there be any suggestion of incorporating this important document into the Vision?"

City Plan Part 1 – Context and Key Development Principles Consultation Document Responses

"The Plan should identify the significance and value of these assets and ensure that new development presents a positive view of contemporary urban design in the historic setting of Gloucester."

"The Woodland Trust believes that proximity and access to woodland is a key issue linking the environment with health and other social and economic issues that can be addressed by green infrastructure provision in urban design."

"Sea Gulls – spoils look of city to tourists and residents and are a health hazard."

City Plan Part 2 – Places, Sites, City Centre Strategy Consultation Responses

"Important to ensure development is appropriate for both older and younger people, is of high quality design, appropriate to the area (design) and makes appropriate / timely contributions to investment in infrastructure."

"There is also no reference to urban design or the provision of green infrastructure, also key to producing "an attractive place to live and work". These assets should not be treated as 'in addition' but should be an integral part of the City Plan at all stages."

"There are many examples of good quality urban design principles and practices that make it easy for communities to be more active and healthy. Increasingly this approach is known as Active Design which focuses on improving accessibility; enhancing amenity and increasing awareness."

Local Challenges and Issues in Gloucester

Whilst Gloucester has many attractive historic buildings and good examples of positive design, it does also face a number of local design challenges:

- Rear parking courts on modern developments that are insufficiently overlooked, uninviting, contribute to crime and the fear of crime, provide a less convenient parking solution for residents, serve too many dwellings reducing the sense of ownership and safety, creating illegible and illogical street patterns, not fully used by residents causing displacement parking on the highway and footway.
- Insufficient parking levels on some developments including a lack of visitor parking, garages too small to park a car in, and low numbers of parking spaces for residents creating displacement parking on the highway and footway which was not designed in a way to accommodate on-street parking.
- Poor detailing of schemes – meter boxes, rainwater goods, flues and vents poorly placed and architectural details incorrectly executed – particularly the unnecessary creation of double windowsills reducing the overall quality of the scheme. Poor quality materials are also an issue such as plastic windows rather than aluminium and concrete roof tiles.
- Lack of provision of adequate bin and recycling bin storage to allow new developments to come online immediately and fully with the council's current bin and recycling services. In addition to this, insufficient and/or poorly designed bin storage can harm the appearance of the streetscene.
- Cohesion and quality within the public realm across the central area, but also a lack of integration of new development into the existing public realm.
- A lack of policy mechanism for the implementation of the forthcoming Public Realm Strategy and adopted Lighting Strategy.
- Poor quality transport arrival nodal points. These include car parks (surface and multi-storey) the bus station and the train station. The transport nodes themselves are dated, of poor architectural quality, poorly connected to destinations. This not only creates an unattractive poor environment but also negatively impacts on the perception of the city for visitors and residents.
- Poor quality routes into the City Centre. These create a poor first impression for visitors and contribute to negative perceptions of the city.
- Submission of planning applications of poor or average design quality, particularly where a site is surrounded by existing poor quality design. Development should not simply replicate or make only mediocre attempts to improve the standard of design in

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an area. This is contrary to national guidance that states that every opportunity should be taken to drive up the standards of design. It is simply unacceptable to say that a scheme should be permitted because it is marginally better than what was on the site before, or is a slight improvement to its immediate poorly designed surroundings. High quality design ought to be sought across all sites in accordance with national guidance and local objectives, regardless of the existing surrounding area.

- Unattractive large scale 20th century buildings and spaces. These are a legacy of trends and planning decisions made between the 1960s and late 1980s. They are generally incongruent to the historic grain of the City.
- Local significant health issues in which design has a role to play. These include health inequalities, disease, obesity, inactive lifestyles and high levels of suicide. This paper should be read in conjunction with the Health Topic Paper. There is a role for planning to achieve more through design particularly around the issues of inactivity and suicide prevention.
- Gloucester has a very large urban gull population. It is acknowledged that gulls cause damage to buildings and are a nuisance to residents and visitors. Although encouraged to consider gull mitigation from the out set, it is not always taken seriously by applicants. This has resulted in the need for costly retrofitted schemes at inconvenience and additional expense to the building owners.
- Designing for sustainability – developments not making the most of a sites microclimate, or taking opportunities to reduce energy consumption, use locally sourced materials or generating on site energy.

Design Policies for City Plan

Supporting Text
Design should be based on an understanding of the characteristics of the local area, in terms of character, built form, architecture, heritage and landscape. Well-designed attractive places improve the quality of life for all, minimising the opportunity for crime and the perception or fear of crime and enhance the environment; at the same time it contributes to the development of safer, stronger and sustainable communities that can adapt to the challenges of a changing climate

Where appropriate the Local Planning Authority may request a Design Brief or Masterplan to accompany a planning application. These documents shall comply with the requirements set out in the Joint Core Strategy Policy SD5.

The development should accord with the relevant topic based Supplementary Planning Documents and any subsequent amendments:
- Home Extension Guide (August 2008)
- Heights of Buildings (November 2008)
- Designing Safer Places (August 2008)
- Shop Front Shutters and Signs
- Lighting Strategy (2008)
- Public Realm Strategy (to be produced)
- Townscape Character Analysis (to be produced)

Relevant JCS Policies to be referred to:
- SD4 – Sustainable Design and Construction

- SD5 – Design Requirements (including tables SD5a, SD5b, SD5c, SD5d)
- SD15 – Health and Environmental Quality

Policy G1: Living Conditions

The development should not cause any significant adverse overshadowing, overlooking, or overbearing impacts to the living conditions and amenity of the occupiers of the surrounding properties or to the potential future occupiers and users of the development.

It is important that new development does not have an adverse impact on the people who live, or use the spaces around it. Of equal importance, and as a marker of high quality design, new developments must not create new poor quality environments that will adversely affect the amenity of future residents.

Policy G2: Car Parking

Car parking should be overlooked by active frontages, be sited at the front or as close to the front of the principle elevation of the dwelling or unit as possible, encourage a sense of ownership of the space, uphold the active frontage of the building and reduce opportunities for vehicle crime.

There are many examples of failed or failing rear parking courts across the city. Rear parking courts lack a sense of ownership, create opportunities for crime and a fear of crime, reduce activity on the street frontage, are inconvenient to use because of their location away from the front of the property, create areas prone to fly tipping and are often abandoned – pushing more vehicles to park on the highway on streets that were not designed with on street parking in mind.

Parking provision across all development types must comply with the relevant information contained within Manual for Gloucestershire Streets 4th Edition April 2016, and any subsequent amendments.

Policy G3: Materials and Finishes

The development should be finished in high quality materials that are locally distinctive and respond to the positive character and appearance of Gloucester. The architectural detailing and finishes of the scheme should be of a high quality.

Attention to detail can really make or hinder the overall appearance and quality of a place. Particular attention will be paid to finishes and materials, joins and fixing methods between materials, window cills and sub cills (double window cills are architecturally inappropriate), window reveals, window design, door design, the placement of meter boxes, flues, vents, chimneys, gutters and down water pipes, aerials and antenna.

Local distinctiveness in the built environment is founded on the understanding of the characteristics and influences of the locality particularly its landscape quality and corresponding use of materials. Understanding this can help to shape our modern communities, giving them a sense of history and distinct local identity whilst supporting sustainable development through use of locally sourced materials and promoting traditional skills. Development will be expected to complement and enhance the varied

built environment, creating interesting and attractive buildings and places. It is important that new developments are designed to a high standard to ensure an attractive and functional place for people to live, work and visit to deliver prosperity and help attract inward investment.

Policy G4: Landscape

Applications for development should be accompanied by a landscape scheme all on a single plan, incorporating hard landscape and planting details. Such plans must:

1. *Exhibit a design and choice of hard materials, boundary treatment and planting appropriate to the particular location and existing landscape character, or create a new and distinctive character where this is currently lacking;*
2. *Retain and incorporate existing natural features such as trees, hedges and watercourses;*
3. *Ensure, in appropriate developments, especially housing schemes, that adequate space is provided for the planting and maturing of large scale trees;*
4. *Indicate areas of public open space and amenity land that are proposed for adoption by the City Council.*

Where appropriate, the use of native species in planting schemes will be required
Landscape design can do much to enhance a development by providing an appropriate setting for buildings and an environment for people to enjoy. It can define spaces, create shelter and privacy, enhance or screen views, extend wildlife habitats and create identity and character.

The landscape scheme must be considered as an integral part of the project from the outset and throughout the design process. Where appropriate the layout, implementation and management of landscape schemes will be achieved by the use of planning conditions.

The use of native species in new planting schemes, particularly species that are indigenous to the Vale of Gloucester, will help to increase biodiversity in the city. Using local species means:
- they grow better as they are adapted to the local climate
- they will suit their local context (e.g. urban edge sites)
- they support significantly more species of fauna.

Use of seed and plant stock of local provenance will also be encouraged.

Policy G5: Bin Storage

Bin storage areas are well designed and integrated into the curtilage of the dwelling house, apartment block, or business and are not on the highway. Each storage area is of a size that can easily accommodate all of the bins and kerbside collection boxes required to take advantage of all of the current recycling services offered by the City Council.

The council operates a number of bin and kerbside recycling facilities. Recycling is an important part of the council's commitment to sustainability. New developments will need

to demonstrate how they can comfortably provide space for the various bins required so that residents can easily access all of the recycling and collection services.

Good design is necessary in this area to encourage use of the service, to aid collection, maintain a visually attractive streetscene and to ensure that the highway is kept safe and free from obstruction.

Policy G6: Cycle Parking and Storage

All new residential development will be expected to provide a suitable level of cycle storage and cycle parking. Applicants will need to demonstrate that cycle parking and storage complies with the relevant guidance produced by Gloucestershire County Council.

In order to encourage cycling it is important that storing and parking cycles is made to be easy, safe and convenient. Cycle parking in public spaces should be situated in open areas with natural surveillance, signage, lighting, be close to key locations and offering security by way of suitable anchor points or lockers. Where necessary shower and changing facilities may be required. Further guidance can be found in the following Gloucestershire County Council documents: Cycle Facility Guidelines (March 2012), Gloucestershire Manual for Streets (4th Edition April 2016), Gloucestershire Third Local Transport Plan, and any subsequent amendments.

Policy G7: Public Realm

The development is cohesive and well integrated with the surrounding public realm. Viable opportunities to enhance the surrounding public realm are fully investigated, and where appropriate designed in accordance with the guidance provided in the Public Realm Strategy and any subsequent amendments.

The public realm is an important part of the urban environment. It is crucial that the public realm has a cohesive appearance across the City, rather than a piecemeal approach with a large variety of surfaces materials and street furniture. This is important to the overall quality and appearance of the City, to legibility and to the user experience.

Policy G8: Public Art

In new major development schemes across the city the City Council will seek the provision of or a financial contribution towards the commissioning of, publically accessible art, craft and design work, or towards the conservation of part of a public heritage asset.

In suitable new developments, we will seek the provision of art or artist-designed features. The design and execution of public art should fully involve the local community in which it is located and be properly related to the wider public realm or buildings in the area. In certain circumstances it may be more appropriate that we seek a financial contribution towards conserving a public heritage asset e.g. a statue. We will secure such provision through use of planning obligations.

Policy G9: Community Safety

The development, including the associated public realm and landscaped areas, is designed to ensure that community safety is a fundamental principle of the proposed development. This includes:

- *maximizing natural surveillance,*
- *layout that creates secure perimeter blocks with back to back development,*
- *creating attractive to use, safe and where appropriate vibrant streets which provide*
- *visual interest, active frontages, particularly at street level and avoid blank walls.*

A well-designed environment can help to reduce the real and perceived risk of crime. The design and layout of buildings, open spaces, roads and footpaths can influence opportunities to commit crime and affect people's sense of safety and security. Appropriate design and layout of landscaping, planting and lighting can reduce crime and the fear of crime. Development proposals should be designed to provide safety within the development site and in nearby and adjacent areas. Further guidance can be found in Designing Safer Places and any subsequent amendments.

Policy G10: Delivering Strategies

Development should take every viable opportunity to support the objectives and delivery of the Regeneration Strategy, Lighting Strategy and Public Realm Strategy.

The City Council supports all opportunities taken as part of the development process to support the objectives and delivery of the Lighting Strategy and Public Realm Strategy. Improving the quality of the appearance of the City has wide reaching benefits to perception, image, tourism, ease of use, economy and retail.

Policy G11: Development Alongside Main Routes

New development alongside main routes to the city centre will be expected to be of a high quality to make the routes more attractive to residents and visitors. This will include well-designed buildings and spaces and where appropriate landscaping of the route in the vicinity of the development. Improvements to existing poor quality development alongside these routes will be encouraged.

Routes into the City play an important role in the overall image and perceptions of the City.

Policy G12: Design Standards

Design is of a high quality that takes every opportunity to drive up the standard of development in an area.

It is simply not acceptable to reproduce poor or low quality design to be 'in keeping with the local area'. This outlook goes against the intention of national and local design policy and guidance. It is also contrary to the ambitions of the council to ensure that all new development achieves a high standard of integrated design, which reflects the local context and takes advantage of any opportunities to improve the character and quality of an area.

Policy G13: Large-scale 20th Century Buildings

The City Council supports the redevelopment of negative large-scale 20th Century buildings and spaces. Redevelopments shall provide buildings, streets and spaces that are of a suitable scale and proportion which is reflective of Gloucester's historic urban grain.

Gloucester is a compact city with a distinctive historic core and street structure. Over sized, large scale 20th Century developments (buildings and spaces) have eroded this structure and have contributed to the creation of a poor quality visual amenity and a lack of richness and quality to the urban environment.

Policy G14: Transport Arrival Nodes

The City Council will support the redevelopment of the City's main transport arrival nodal points, including the bus station, train station, and all surface and multistory car parks, where it can be successfully demonstrated that:

1. ***That there will be no loss in provision of spaces and services, unless the loss can be fully justified and it can be demonstrated that there will be no significant adverse harm to local businesses and that there will be no server impact to highway safety.***
2. ***The site will be developed in a way that enhances the connectivity and quality of the routes between the transport nodal point and the City Centre.***

The quality of the arrival points have an impact on the perception and use of the City by residents and visitors. In order to support the City Centre economy, tourism, legibility and visual amenity it is important that the transport nodal points are redeveloped to a high standard.

Policy: G15: Gulls

All viable non-lethal humane steps to prevent gull roosting, nesting and damage should be taken. Gull mitigations measures shall be well designed and sympathetic to the building and its setting.

Gloucester's large urban gull population cause disturbance and damage to buildings, through their excrement, nesting, and from their mating ritual of dropping stones on glazing and other shiny materials. They are a nuisance to residents and visitors and can be particularly aggressive at certain times of the year. All viable non-lethal steps should be taken on new development to prevent exacerbation of this problem. Ideally, gull mitigation should be considered from the outset. Design advice and advice on suitable non-lethal mitigation measures can be found in *Gulls – How to Stop Them Nesting on Your Roof* produced by Gloucester City Council.

Policy G16: Design and Climate Change

The development achieves a high quality design which demonstrates through its siting, orientation, layout and minimised energy consumption a high level of environmental awareness which contributes positively to climate change mitigation and adaptation.

Climate change is one of the greatest challenges the world is facing and a key priority for Gloucester's future. Mitigating the emissions which cause climate change through reducing energy use is important to protect against the impacts of climate change which in the long term could affect the city's character and amenity.

New development should provide the opportunity to meet the highest standards of energy efficiency and minimise carbon emissions. Adapting to climate change means that we are better prepared for the following possibilities; increased frequency and severity of flooding, water shortages, hotter summers, rising energy costs and increased risk of damage to homes and infrastructure.

Policy G17: Views of the Cathedral

The development does not harm any key views of the Cathedral and other historic places of worship identified and protected in the Heights of Buildings SPD and any subsequent amendments.

Views of key historic landmark buildings act as way finders and improve the legibility of the city. They also contribute to the city's identity and sense of place. They make Gloucester unique and are a special distinctive part of the skyline.

Please see the Health and Wellbeing section for other design based policies such as Outdoor Amenity and Garden Space, Active Design, and Suicide Prevention policies.

Objectives Met

Joint Core Strategy

Vision
New developments will have been built to the highest possible standards of design and focused on protecting the quality and distinctiveness of each community. Established in sustainable locations, without increasing the risk of flooding, they will have been designed with sensitivity towards existing villages, towns and cities and with respect for the natural and built environment.

Strategic Objective 5 – Delivering excellent design in new developments
Ensure that all new developments are valued by residents by:

- Integrating them well with existing communities and provide well-located infrastructure which meets the needs of residents.

- Creating a strong sense of place through high quality and inclusive design that respects and enhances local distinctiveness.

Strategic Objective 6 – Meeting the challenges of climate change
Make the fullest contribution possible to the mitigation of, and adaptation to, climate change and the transition to a low-carbon economy, by:

- Making the best use of land by maximising the use of previously-developed land and encouraging higher-density developments in central locations, whilst promoting food security by protecting the highest-grade agricultural land and allotments.
- Reducing the use of fossil fuels by increasing self-containment of settlements through mixed-use developments and providing new developments in sustainable locations In partnership with others, promoting the efficient use of natural resources, the re-use and recycling of resources, the production and consumption of renewable energy and the decentralisation of energy generation.
- Encouraging and facilitating the development of low- and zero-carbon energy development and implementation of Sustainable Drainage Systems (SUDS) in accordance with existing standards and, where appropriate, exceeding them.
- Ensuring that new development is located in areas which are not liable to flooding, that existing infrastructure is adequately protected from the threat of flooding, and that existing flood defences are protected and enhanced.

Strategic Objective 7 – Promoting sustainable transport.
Reduce the need to travel and the reliance on the car by:

- Improving opportunities for public transport, walking and cycling by making routes more convenient, safe and attractive.
- Improving existing and providing new frequent public transport links and safe walking and cycling routes in all new developments.

Strategic Objective 9 – Promoting healthy communities.
Promote development that contributes to a healthy population by:

- Providing for good access to the countryside and all open spaces through the retention and development of a comprehensive green infrastructure network
- In partnership with others, creating stronger communities by reducing inequality and social exclusion and thereby increasing social well-being
- In partnership with others, encouraging healthy lifestyles and a well society through access to key community facilities and services, open spaces and sustainable transport, including public transport.
- Ensuring that environmental quality and air quality is protected.

City Plan Part 1 Key Development Principles

Key Development Principle 10
To reduce crime and fear of crime by ensuring that community safety is a fundamental principle of all new development.

Key Development Principle 13
To deliver a connected City and ensure that all new development achieves a high standard of design, which reflects the local context and takes advantage of any opportunities to improve the character and quality of an area and is well integrated with the City and its surrounding countryside.

The Evidence Base

- National Planning Policy Framework
- National Planning Policy Guidance
- Joint Core Strategy
- Gloucester City Plan Scope
- Gloucester City Plan Part 1
- Gloucester City Plan Part 2 – Places, Sites and City Centre Strategy
- Gloucestershire Manual for Streets
- Local Transport Plan
- Active by Design
- Building for Life 12
- Gloucester City Townscape Character Analysis (in progress)

Supplementary Planning Documents

- Home Extension Guide (August 2008)
- Heights of Buildings (November 2008)
- Designing Safer Places (August 2008)
- Shop Front Shutters and Signs
- Lighting Strategy (2008)
- Public Realm Strategy (currently in production)

Monitoring

The City Plan will align with the monitoring framework within the JCS.

Indicator	Target	Source	Period
Public Art	Increase in number of permitted schemes with public art element	Internal monitoring	Annually
Gull Mitigation	Increase in number of permitted schemes with Gull mitigation	Internal monitoring	Annually
Community Safety	All schemes to meet Secure by Design criteria	Internal monitoring Data from Police Architectural Liaison Officer	Annually
Delivering Strategies	Increase in the number of schemes delivered from the Regeneration Strategy and Lighting Strategy.	Internal monitoring	Annually
Views of Cathedral	No loss of important view corridors identified in the Heights of Buildings SPD	Internal monitoring	Annually
Car parking	Reduction in number of rear parking courts. Increase in	Internal monitoring	Annually

	preferred methods of parking		

[i] Building for Life 12 Third Edition, *Nottingham Trent University on behalf of the Building for Life partnership (Design Council Cabe, the Home Builders Federation and Design for Homes),* January 2015

[ii] Active by Design, Design Council, March 2014

[iii] Gloucester City Vision – A city ambitious for its future and proud of its past, January 2012, Gloucester City Council