

Draft Supplementary Planning Document

Appendix 7

Land East of Waterwells Business Park

5 July 2006

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PART 1 - INTRODUCTION

- 1.1 This planning brief has been produced in order to guide the future redevelopment of land to the east of the Waterwells Business Park, Quedgeley.
- 1.2 The map illustrating the area covered by the brief is provided on page 6.
- 1.3 The brief is one of several site-specific Supplementary Planning Documents being produced as part of the Gloucester Local Development Framework.

Purpose of the Brief

- 1.4 The purpose of the brief is to set out, primarily for the benefit of landowners and developers, the requirements of the Local Planning Authority, the Highway Authority and other service providers in relation to the redevelopment of this site either in part or in whole.
- 1.5 It expands on Policy SAD.31: Land East of Waterwells Business Park of the Council's draft Site Allocations and Designations Local Development Document, and provides a basis on which developers can prepare plans and financial programmes. It also sets out the principles of development that should be adopted by developers including: land use, layout, design, provision of open space, access landscaping and other issues.
- 1.6 During the preparation of the brief, technical advice has been sought from various Officers within the District Council who have expertise in certain fields including archaeology, land contamination, highways, noise and so on.
- 1.7 The development brief will be a material planning consideration when the City Council determines any planning application for the site (either as a whole, or in part).

Public and Stakeholder Consultation

- 1.8 This brief will be subjected to two periods of public and stakeholder consultation in line with the consultation requirements set out in the Council's adopted Statement of Community Involvement (SCI).
- 1.9 There will be an informal period of consultation between 7th August and 18th September 2006. Following this initial consultation, amendments will be made to the brief in light of comments we receive and it will be subjected to a further period of formal consultation under Regulation 17 of the Town and Country Planning (Local Development) (England) Regulations 2004.
- 1.10 This will take place in March 2007 at which point the draft Site Allocations and Designations (Non Central Area) Issues and Options Document (to which this brief relates) will be formally submitted to the Secretary of State for approval.
- 1.11 This two-stage consultation process will allow the comments received to be taken into account more fully.

- 1.12 In producing the formal consultation draft brief a schedule showing how comments received have been taken into account will be produced.

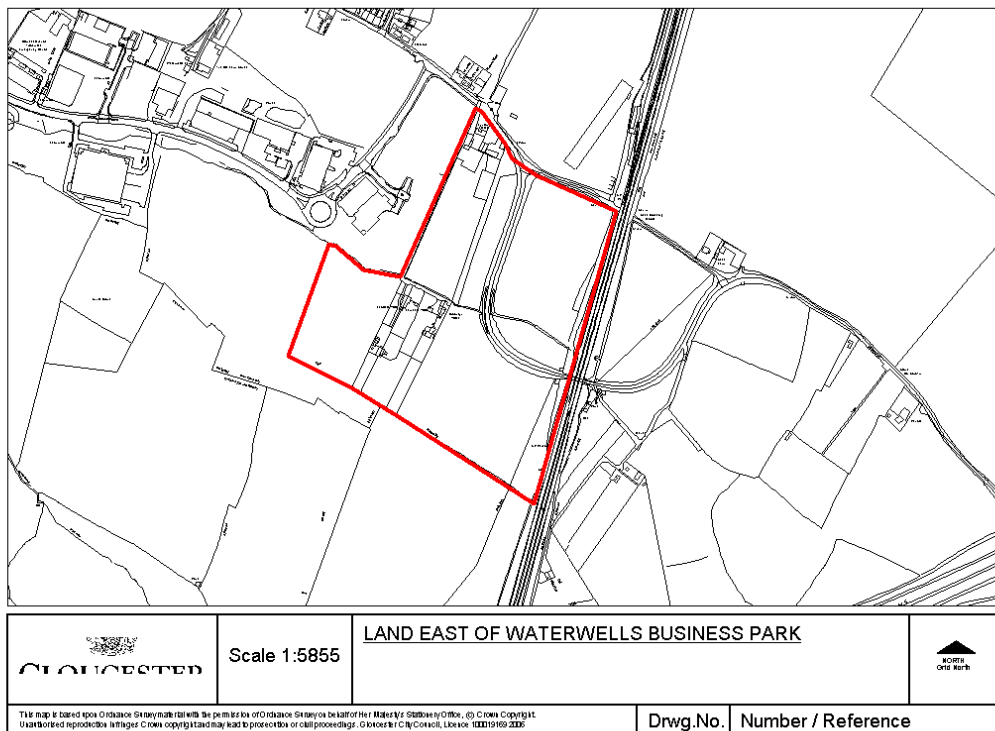
Further Information

- 1.13 Contact details and sources of further information are provided on at the back of this document.

PART 2 - SITE SURVEY

Location

- 2.1 The site lies at the southernmost point of the City, in the Quedgeley Fieldcourt ward.
- 2.2 The site is bounded to the east by the main Gloucester-Bristol railway line, to the north by the original line of Naas Lane, to the west, the developing Waterwells Farm Business Park and to the south by the city boundary.
- 2.3 The railway line is raised on embankment and is partly sheltered from the site by mature trees and scrub on the embankment.
- 2.4 Naas Lane to the north is now a footpath link to what was Naas Lane crossing. To the north again is the former Dowmac Concrete works, now the car distribution depot owned and run by the IM Group.
- 2.5 A map showing the boundary of the area is provided below.

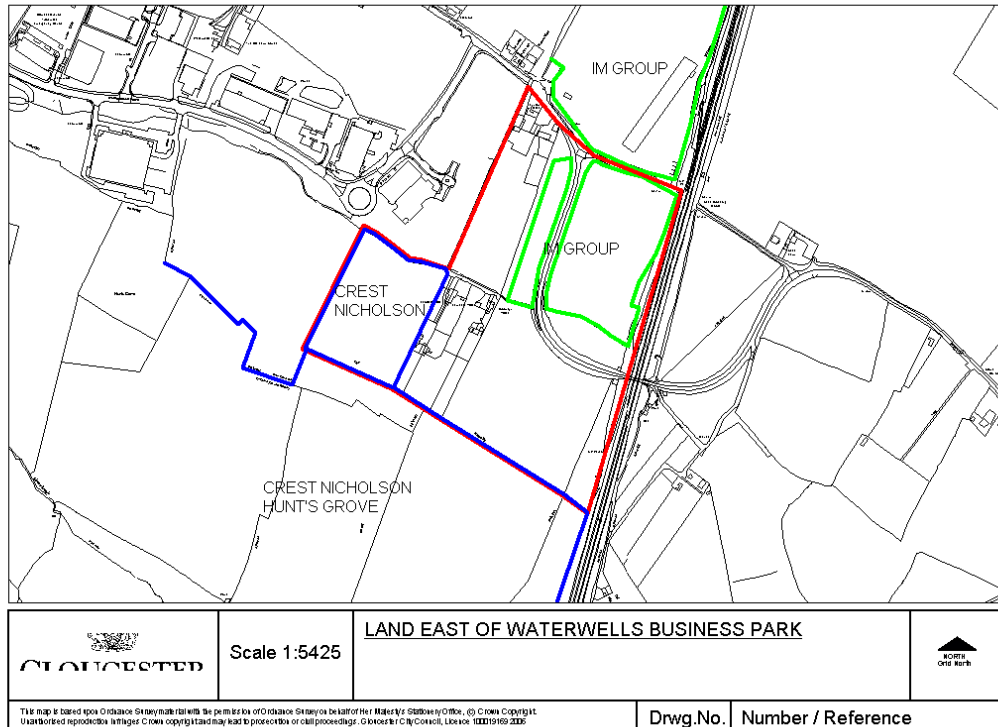


Site Area

- 2.6 The site extends to a total of 15.1 hectares (37.3 acres).

Ownership

- 2.7 The site is subject to a number of ownerships. There are two major stakeholders, the IM Group (2.01 hectares) and Crest Nicholson (3.07 hectares). Ownership boundaries are highlighted on the plan below.



Existing Land-use

2.8 The area is substantially rural in nature, with large areas used for pasture and grazing. There are a number of residential properties within the site, Lynton Fields, a smallholding on Naas Lane, and two pairs of semi-detached properties, Fairfield Villa and Ferndale Villa, and numbers 1 and 2 Brooklyn Villas. The latter units combine to form a block of housing immediately to the east of the Waterwells Business Park.

Access

2.9 Naas Lane is closed off at a point immediately to the west of its junction with Waterwells Drive. Traffic needing access to the areas within the SPD site are therefore obliged to use Waterwells Drive, linking to Naas Lane. This avoids any HGV use of the more westerly section of the main residential element of Naas Lane. Beyond the access to the IM Group distribution Depot, Naas Lane serves only as an access to the fields in the area, before going under the railway and eastwards to Brookthorpe. The bridge under the railway is a single-track metalled highway. Naas Lane beyond the bridge to the east is unsuitable for HGV use.

2.10 The residential properties at Brooklyn Villas, Ferndale and Fairfield Villas are served by an un-adopted, poorly surfaced, single-track road, which is also a public right of way (FP18). This right of way continues west along the Dimore Brook as FP 19, and east to the railway bridge (FP 26). An unnumbered right of way runs south from the railway bridge through the field into the Hunts Grove area. A map illustrating the location of these public rights of way is provided as Appendix 1.

Characteristics and Topography

- 2.11 The site is characteristically rural in nature, having benefited from open countryside protection policies in the past. Waterwells Business Park has now developed eastwards from the A38 up to the hedge boundary with the lane servicing the small group of houses in the centre of the site.
- 2.12 The field boundaries are formed by semi-mature hedges.
- 2.13 There are no topographical surveys available other than OS material. The general topography falls from Naas Lane in the north to the low point formed by the Dimore Brook which has its source just to the east of the railway line in Stroud DC administrative area, and then rises to the ridge which forms the southern boundary of the City with the Hunts Grove area immediately to the south.

Archaeology

- 2.14 No previous archaeological work has been carried out within the site. It is however situated within an Area of Principal Archaeological Interest. A Roman ditch was identified during construction at the eastern end of the Waterwells Business Park, which suggests that there may be archaeology present within the study area. On that basis an archaeological survey of the whole area would be required.

Trees and Tree Preservation Orders

- 2.15 There are no Tree Preservation Orders in effect within the site. However, following a survey a Draft TPO has now been made. The landscape is relatively mature with a number of significant oak and ash trees, some approaching 14 metres in height located in the field hedgerow boundaries, to the front of Fairfield and Ferndale Villa, and alongside the brook in the field between Naas Lane and the railway.
- 2.16 The trees and shrubs along the brook are of high wildlife value with a good diversity of ages and native species. The hawthorn hedgerows along Naas Lane are also particularly valuable in both amenity and biodiversity/wildlife terms. This is a good stretch of thick, healthy, young mature hawthorn hedge having for the most part never been flailed and the section that has been cut appears to have only been cut once at 1.5m then allowed to re-grow so that the whole hedgerow has now attained a height of 3-4 metres.

Nature Conservation

- 2.17 No ecological surveys have yet been carried out on the site, although given its rural and relatively undisturbed nature, it is anticipated that the site will display some importance. The Dimore Brook running under the railway and on into Waterwells Farm will provide a wildlife corridor and the trees and shrubs alongside it have been identified as having important wildlife potential.

Air Quality

- 2.18 The IM Group site to the north is an air quality regulated site due to the vehicle re-spraying. It is not considered that this would be of concern in the redevelopment of this site.

Noise

- 2.19 The site is subject to noise originating from the adjoining railway and the M5 further to the east. Development of the site would require a noise assessment for railway noise and mixed source in line with PPG 24.

Contamination

- 2.20 There are no indications of any potential contamination at the site. However an informative condition would be required on any approval due to proximity to former RAF site, now being developed as the Kingsway scheme.

PART 3 - PLANNING

Planning History

- 3.1 There are no existing planning consents within the site. Proposals by the IM Group for outline permission for the use of land in its ownership for residential or employment in 2001 were withdrawn (Planning Applications Numbers 01/00677/OUT, 01/00676/OUT and, 01/00672/OUT).
- 3.2 Two applications for infill residential development at 1, Brooklyn Villas were refused in 1994 and 1997 (Planning Application Numbers 6059301/OUT and 97/00239/OUT).
- 3.3 To the South of the City boundary within Stroud DC's administrative area is the Hunt's Grove site, which has been the subject of substantial debate in recent years. Whilst the City Council remains an objector to the release of this site, and without prejudice to that position, it is understood that an outline application has now been submitted and is being considered by Stroud DC.
- 3.4 The Hunt's Grove site extends to some 95 hectares and is allocated within the Stroud District Local Plan for a mixed use scheme, including residential and employment with associated facilities and services, including a new primary school, local shopping facilities, community centre, community offices, medical and other practices, public house and open space. In addition, amongst other things, provision for a railway station site and bus services between the site, Stroud and Gloucester will be sought.
- 3.5 Reference to the Hunts Grove website indicates that a bus link will be created from the south into the Waterwells Business Park.
- 3.6 To the north of the site, beyond Naas Lane, the Quedgeley Urban Village Company is now working on the early phases of the Kingsway scheme, a mixed residential, employment and associated facilities scheme on a site of some 140 hectares (approximately 347 acres).

National Planning Policy

- 3.7 All-embracing national planning policy guidance can be found in Planning Policy Statement 1 (PPS1), which focuses on the delivery of sustainable development and emphasises the reuse of brownfield sites. As is specified in the Local Plan policy below, it is considered justified in terms of both the need for employment land and the additional Showmen's Guild provision to promote the release of this green field area.
- 3.8 A number of other Planning Policy Statements and Planning Policy Guidance Notes will be of direct relevance in policy and guidance terms to the development of this site, including Noise, Flood Risk, Archaeology and Pollution Control.
- 3.9 Circular 22/91 advises Local Planning Authorities to consider the needs of travelling showpeople when preparing their development plans. It advises that, where there has been a tradition of sites occupied by showpeople, and/or a local need demonstrated, plans may make specific proposals for

sites that would be a suitable location for showpeople's quarters. It is understood that the Circular is now in the process of review.

Regional Planning Policy

- 3.10 The Draft Regional Spatial Strategy (RSS) for the South West was published for consultation purposes in June 2006. The draft RSS states that the City of Gloucester is a focus for growth that will be required to provide an additional 11,500 new dwellings (equal to 575 new dwellings per year) between 2006 and 2026. It is acknowledged that this growth will be accommodated by urban extensions as well as brownfield development. The growth in jobs in the Gloucester Travel to Work Area is anticipated to be between 9,300 and 12,700 in the period 2006 to 2026.
- 3.11 Most of the new dwelling requirement is already in the housing supply. Where new housing allocations are to be made the RSS places emphasis on brownfield land in sustainable locations with access to choices of means of transport.
- 3.12 The RSS states that the primary focus for development will be within Gloucester's urban area with an emphasis on the regeneration and renewal of previously developed land. Increased density of development and high quality design will be key in delivering the urban renaissance envisaged.

Local Planning Policy

- 3.13 The Gloucester Local Plan (Second Stage Deposit Draft 2002) although unadopted, is currently used by the City Council for development control purposes. The Council is in the process of preparing the Local Development Framework (LDF) for the City. This development brief will comprise a supplementary planning document to the Local Development Framework. It is anticipated that this document will be adopted in September 2008.
- 3.14 The site is allocated within the Second Stage Deposit Local Plan 2002 for Employment. Paragraph 7.19a states
- “Land is also available on the eastern boundary of the business park. Although this is greenfield we consider that its loss is justified to help meet the Structure Plan provision provided that it was used as an extension to the business park. The extension would adjoin the proposed passenger station, providing an opportunity for office workers to get to work by train. We consider that the site should be developed for B1 uses only, particularly as other land is allocated for B8 uses close to the proposed rail freight depot.”
- 3.15 Policy E2, Employment Allocations, states:
5. Land east of Waterwells Business Park,
(15.1 hectares B1 uses)
Site Specific Obligations: None
- 3.16 Policy TR42 of the same document states:
- Land will be reserved for a passenger railway station south of Naas Lane as shown on the proposals map.”

- 3.17 The County Council's Environment Department has since indicated that, due to the identification of Elmbridge as a new "Parkway" station, it is unlikely that the Quedgeley site would be able to go ahead. In addition Quedgeley Urban Village Ltd has agreed with the County Council that the rail freight allocation in the Kingsway scheme be relinquished.
- 3.18 For more information go to www.gloucester.gov.uk/planningpolicy

PART 4 - CONSIDERATIONS

Site Allocations Document and Preferred Land Uses

- 4.1 Given the current planning position, consideration has been given to the most appropriate land use for the future of this site. A number of options have been considered including residential, employment, and showmen's guild accommodation. Although the existing residential properties are included within the wider allocation for employment, it may be that, for a variety of reasons, they remain. Should that prove to be the case, then appropriate siting, massing, landscape and screening would be necessary to ensure that the resident's amenity is maintained.
- 4.2 As far as residential development is concerned, it has been considered that the loss of a green field site for such a use would not meet the Council's priorities given the housing numbers currently allocated or committed. There is however a shortage of employment land and sites within the City. As a site already allocated for employment use in the Local Plan Deposit Draft 2002, it was considered necessary to retain this allocation.
- 4.3 It was also considered whether the site would be suitable for a broadened allocation to include B8 (warehousing) and B2 (General Industrial) uses as well as the B1 (office/light industrial) allocation. It was felt that, in view of the existing residential use within the area, as well as that proposed at both the Showmen's Guild site and at Hunt's Grove, it would be appropriate to resist development other than for B1 use, which, by definition, would be acceptable in a residential area. Additionally, with the deletion of the rail freight depot proposal it was felt that the B8 use would also be unlikely to be an appropriate use here.
- 4.4 The suggestion that part of the site would be suitable for use as Showmen's Guild accommodation was made in the light of a proven need for such facilities to cater for a growing local community of Guild members and an acknowledged and unacceptable level of overcrowding at the existing Guild site at Pool Meadow.
- 4.5 Circular 22/91 relates to the provision or identification of facilities for the Showmen's Guild. In order to understand their site requirements it is helpful to have some understanding of their way of life. The Guild's members are on the road travelling between fairs and other similar events throughout the main tourist seasons, but require a home base particularly through the winter months, but also at other times. At such times they require a site which enables them to live as members of a community, with access to community and educational facilities, as well as storage for their vehicles and equipment and room to carry out repairs to them. It is essentially a mixed use involving residential, open storage and vehicle/equipment repair. In terms of the Use Classes Order it is a 'sui generis' use.
- 4.6 The Circular sets out a number of basic requirements that should be met to meet the Guild's member's needs. In addition a Model layout and standards of site provision was prepared and agreed in collaboration between the Guild and the Department of the Environment.

- 4.7 According to the Circular, sites should be:
- Reasonably flat
 - Have good vehicular access
 - Be reasonably convenient for schools and other community facilities
- 4.8 They should be identified having regard to environmental considerations, including:
- Potential nuisance to neighbours from vehicle movement and maintenance and testing of equipment
 - Be in locations that have convenient and safe access to the road network
 - Avoid visual encroachment into the open countryside.
 - Sites with substantial natural screening may be particularly appropriate.
- 4.9 Should the existing residential properties remain then due consideration must be given to the location within the site of maintenance and repair activities. A separate noise study establishing anticipated noise levels and appropriate mitigation will be required to be submitted with any application for the Showmen's Guild accommodation.
- 4.10 Given the potential to serve the proposal via the Waterwells Park highway system, the HGV traffic from the site would be limited in effect upon existing residential uses and would access direct to the A38 Southern Connector with its motorway links. Access to existing schools and community facilities would be no worse than existing residents of Naas Lane and would be enhanced as the Kingsway development progresses. Visual encroachment into the open countryside would be limited, given the railway embankment to the east, and the site is well screened by existing semi-mature hedges to Naas Lane and to a lesser extent by mature trees to the railway.
- 4.11 It is therefore proposed that the large field alongside the railway south of the IM Group is allocated for a Showmen's Guild Quarters, with the adjoining field to the south linked by a pedestrian footbridge over the Dimore Brook to be set aside as an amenity open space, to include a private children's play-space.
- 4.12 When weighed against the retention of employment land referred to above, it was felt that, given the express requirements of the Guild and the shortage of other sites suitable for the purpose, an exception could be made in this instance. On that basis the site has been allocated within the Sites Allocations Document under Policy SAD 31 of the Site Allocations and Designations Local Development Document:

Policy SAD31 - Land East of Waterwells Business Park

Land to the east of Waterwells as shown on the Proposals Map is allocated for B1 employment use.

The site at Naas Lane, as shown on the Proposals Map is allocated for a new Showmen's Guild site. Proposals for alternative developments will be refused.

Urban Design

- 4.13 Views of the site from the Cotswold Scarp (Haresfield Beacon), the railway, the Kingsway scheme and the potential scheme at Hunt's Grove will be of particular concern. The topography of the site, rising to the ridge in the south, will have a significant impact upon height and massing of any buildings and their effects upon the long and middle distance views. The Design Statement to be submitted with any application must consider this aspect, which may limit the capacity to build on the southern part of the site.
- 4.14 In the event that the existing residential uses remain (in whole or in part), the siting, massing and design of the B1 units on adjoining land must take account of their physical relationship and the amenity of residential occupiers.
- 4.15 It may prove that this relationship will limit the developable area of the adjoining land because of the need to provide adequate buffer strips and
- 4.16 The Showmen's Guild has a model layout prepared by it and the Department of the Environment, which will dictate the internal layout of that site to some extent. It will be sheltered from view to a great extent by the railway embankment to the east and the semi-mature hedge to the north south and west.

Transport and Traffic

Access

- 4.17 The site is considered appropriated for an extension to the Waterwells Business Park. The sole means of vehicular access from the west should be provided via the Waterwells Drive / Stephenson Drive roundabout south-eastwards. The new extended road should run parallel with the Dimore Brook in front of the existing four dwellings and link to Naas Lane. Naas Lane itself could be closed to vehicular traffic in the vicinity of Lynton Fields and a turning head provided suitable for use by large commercial vehicles. The existing road closure on Naas Lane could be removed, and a weight restriction placed upon the Lane at that point to prevent HGV use from the west, along Naas Lane to the IM Group site.
- 4.18 The stopping-up of that length of Naas Lane between the new road closure and the vehicular access road into the Showmen's Guild site would be supported by the Council and the land could be incorporated into the development site if necessary.
- 4.19 Should the existing dwellings remain on-site, the main highway extending eastwards from the Waterwells Drive roundabout would be required to incorporate a substantial landscaped buffer strip in order to maintain the amenity of the residents.
- 4.20 The design of the access and internal highway network should be in accordance with Gloucestershire County Council's Highway Requirement for Development (Issue 2) document.

Parking

- 4.21 The Regional Planning Guidance vehicle parking standards will be used as a basis for assessing maximum provision. Proposals for significant constraint on on-site car parking will be considered acceptable if it can be provided without causing harm to road safety, traffic management or amenity
- 4.22 The standards set out in the Council's Second Stage Deposit Local Plan 2002 will be used to as a basis for assessing cycle parking provision.

Public Transport

- 4.23 A bus link is proposed from the Kingsway development to the north of the site. With the relinquishment of the proposals for a Rail freight depot within the scheme, as set out in the S106 Agreement, it will take the form of a bus, pedestrian and cycle access only.

Pedestrian and Cycle Links

- 4.24 Clearly defined pedestrian and cycle access should be provided through the site in along a north / south axis.

Public Rights of Way

- 4.25 Any redevelopment will maintain the routes of existing rights of way, or, where necessary be realign them by approved Diversion Orders, whilst maintaining and enhancing the permeability of the site. Should the existing residential use continue off FP18, consideration should be given to an alternative vehicular access, from the Waterwells Drive extension, with the footpath reverting to pedestrian access only.

Accessibility/Permeability

- 4.26 A Transport Assessment will be required as part of any future planning application. In order to determine the extent of any Transport Assessment required, it will be necessary for a scoping report to be agreed with the Highway Authority.
- 4.27 A Travel Plan Strategy will be required to be submitted in support of any planning application and a Travel Plan submitted, agreed and implemented in accordance with the timetables contained therein.

Opportunities for Sustainability Improvements

- 4.28 Sustainable development covers a multitude of issues many of these such as Sustainable Urban Drainage Systems are covered elsewhere in this document. The Building Research Establishments BREEAM and EcoHome assessments take a comprehensive look at the sustainability profile of a development and enables developers to be flexible and innovative in reaching an assessment. A BREEAM assessment will be encouraged for any large scale development as evidence that the sustainability profile of the proposal has been properly addressed. An assessment of 'Good' is to be expected if any real improvement on basic standards is to be realised.

- 4.29 The brook that runs through the site is of significance in terms of biodiversity and amenity. Development affords and opportunity to increase the value of this site for wildlife, it is expected therefore that any proposal will protect and indeed enhance this asset in line with local and PPS guidance.
- 4.30 As set out below, the area will require a comprehensive SUDS scheme to be designed and implemented with appropriate mitigating measures built in to the scheme to prevent any possibility of pollution to the Dimore Brook. It is expected to see the management train methodology adopted (see CIRIA C522) and attenuation methods such as green roofs should be investigated.

Landscape Design

- 4.31 Landscape Design will rely to a great extent upon the protection of the existing trees and hedges. It will also inform the Design Statement in consideration of long distance views into the site.
- 4.32 As an extension of the Waterwells Business Park it is expected that the strategic landscape and nature conservation corridor formed by the Dimore Brook will be continued through the site, as set out within the existing Landscape and Wildlife Strategy.
- 4.33 The model layout of Showmen's Guild sites referred to above allows for the provision of landscaping and playspaces. The developer of this site will be expected to produce a Landscape Strategy in consultation with the City Council, allowing for the need to ensure it presents an attractive appearance as possible when viewed from the railway. This strategy will also address the field adjoining this site to the south which is to be laid out as an amenity area/play area for use by the residents.

Community Safety

- 4.34 The existing area is rural in nature and is not known to suffer high levels of crime. In view of the fact that the employment use is unlikely to generate all day use, careful consideration must be given to the lighting of these areas to avoid any rise in crime levels or the fear of crime.
- 4.35 Such schemes should also consider the potential impact upon the existing residential uses by opening up access to them, including the possible need to provide lighting to FP18.

Services and Utilities

- 4.36 It is assumed that all the necessary services and utilities are present on or near the site to enable development to proceed. Prospective developers are advised to check the adequacy and availability of utility services with the relevant providers

Flood Risk and Drainage

- 4.37 The City Council supports a sustainable approach to drainage. Given the topography of the site and the presence of the brook this allocation is very well suited for a comprehensive SUDS scheme. We will expect therefore to

see the management train methodology and issues of quantity quality and amenity addressed (see CIRIA C522 and C609) as part of any drainage strategy submitted.

- 4.38 Given the location of the headwater of the Dimore Brook immediately to the east of this site, surface water quality treatment will be an important factor in any scheme. A comprehensive SUDS scheme would be expected for the site to ensure this treatment and limit surface water run-off, an important factor as the site is greenfield at the moment. This information should be submitted as a Flood Risk Assessment dealing with the disposal of surface water and impacts upon the brook.
- 4.39 Developers are reminded that part H3 of the building regulations only allows discharge into a sewer as a last resort.
- 4.40 Further information on sustainable drainage systems is set out in the Council's Supplementary Planning Guidance Note 1: Sustainable Urban Drainage Systems adopted in November 2004.
- 4.41 Gloucester City Council will adopt SUDS structures for a negotiated commuted sum.

Planning Obligations

- 4.42 The City Council may seek a number of obligations relating to the development of the site, including:

On-site renewable energy generation

- 4.43 Renewable energy is an issue that this proposal is well suited to address. BNE.16 of the Councils Draft Development Control Policies DPD will require the development of this site to generate at least 10% of its energy needs from on site renewables. Given the relatively open nature of the site in particular the ridge that runs along the southern boundary then a moderate sized wind turbine may be appropriate. A ground or watersourced heat pump could be utilised for heating and cooling as is the case with the new police headquarters at the entrance to the Waterwells development. The showman's guild site is more problematic given the nature of the use, however, there is still an expectation that some contribution will be made from some form of renewables.

Public Open Space

- 4.44 The City Council will seek the provision of open space within the employment areas as a continuation of the Landscape and Wildlife Strategy already in place on the existing Business Park. This will relate substantially to the area of the Dimore Brook.
- 4.45 The City Council will also seek the provision of a management plan for the amenity space and private playground proposed to the south of the proposed Showman's Guild site. This will include provision for the ongoing maintenance of the area by the Guild. Such agreement will relate not only to the landscape value of the site, but also its value as a wildlife area and corridor.

PART 5 - NEXT STEPS

- 5.1 This draft brief will be subjected to an informal period of consultation in August 2006. Following this initial consultation, amendments will be made as necessary and a further formal consultation under Regulation 17 of the Town and Country Planning (Local Development) (England) Regulations 2004 will then take place in March 2006 alongside the formal submission of the Sites Allocation Document.
- 5.2 The brief will have material weight in planning terms from August 2006 onwards although it is in March 2007 that the document will be formally approved for Development Control purposes.
- 5.3 The brief will be adopted alongside the Site Allocations and Designations (Non Central Area) Issues and Options Document in April 2008 unless no objections are received in which case the date of adoption will be brought forward.

Further Information and Contact Details

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Access and Transport

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Urban Design

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Trees and Tree Preservation Orders

Telephone 01452 396897
Email pdg@gloucester.gov.uk
Website www.gloucester.gov.uk/trees

Landscape Design

Telephone 01452 396827 or 01452 396830
Email pdg@gloucester.gov.uk
Website www.gloucester.gov.uk/landscapedesign

Archaeology

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Website www.gloucester.gov.uk/archaeology

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Bibliography

'Draft Development Control Policies Development Plan Document (preferred options)', Gloucester City Council, January 2006. To download a copy go to www.gloucester.gov.uk/ldf.

'Highway Requirements for Development', Gloucestershire County Council. To download a copy go to www.gloucestershire.gov.uk/transport.

'Regional Planning Guidance for the South West', Government Office for the South West, 2001. To download a copy go to www.gosw.gov.uk.

'The Draft Regional Spatial Strategy for the South West 2006 - 2026', South West Regional Assembly, June 2006. To download go to www.southwest-ra.gov.uk.

Appendices

Appendix 1 - Public Rights of Way