

<b>Meeting:</b>	Cabinet	<b>Date:</b>	8 <sup>th</sup> November 2017
<b>Subject:</b>	The Gloucester Window		
<b>Report Of:</b>	Cabinet Member for Regeneration & Economy		
<b>Wards Affected:</b>	Westgate		
<b>Key Decision:</b>	No	<b>Budget/Policy Framework:</b>	No
<b>Contact Officer:</b>	Anthony Hodge, Head of Place		
	Email: Anthony.hodge@gloucester.gov.uk	<b>Tel:</b>	<b>39-6034</b>
<b>Appendices:</b>	None		

## FOR GENERAL RELEASE

### 1.0 Purpose of Report

- 1.1 It is a condition of the bus station planning approval to make provision for public art. The objective of this report is to advise Cabinet of the intention to discharge this condition by the delivery of a distinctive stained glass window, to be known as the Gloucester Window, to be located at the new bus station. The aim of the window is not only to carry on the theme of Gloucester being a proud and unique city, through having what is believed to be the only “cathedral quality” stained glass art at a new bus station, that acts as a celebration of the city’s history, but also enhances the environment of the bus station and the experience of those that travel through it, including our visitors. This report sets out the rationale for the scheme, the costs and delivery route.

### 2.0 Recommendations

- 2.1 Cabinet is asked to **RESOLVE** that:

- (1) a budget of £100,000 from the existing Transport Hub budget, to fund the Gloucester Window project, be confirmed.
- (2) the Head of Place, in consultation with the Cabinet Member for Regeneration & Economy be given delegated authority to agree full details of the Gloucester Window project, including the direct appointment of Tom Denny or an alternative exceptional artist, and with the Council Solicitor, to

approve all necessary legal documentation to implement the resolution, and Cabinet agrees to waive the Contract Rules accordingly.

### **3.0 Background and Key Issues**

- 3.1 The Gloucester Transport Hub is now being constructed on site. Members will recall that the Council secured £6.4 million of Government grant through Gfirst LEP towards the cost of building the bus station. It is a high quality design that benefits from modern facilities and good quality materials. Similar to Gloucester, a number of cities and towns have renewed their public transport infrastructure. They have delivered good quality developments but are not necessarily projects that are distinctive or add further value to their urban areas other than updating infrastructure.
- 3.2 Condition 12 of its planning approval does require the bus station to make provision for public art. It states:
- *Details for historic interpretation on the site and proposed public art.*
- 3.3 In addition, one of the themes of the comments received through consultation and the media is that people want Gloucester's regeneration and development to be distinctive and stand out from other towns and cities. This proposal enables the bus station to do just that, delivering a unique experience to those traveling by bus or coach, through providing a thoughtful piece of art that they can enjoy whilst waiting for their transport. Furthermore, it provides a legacy for future generations to enjoy a genuine new piece of world class art in a unique setting. People in Gloucester have waited a long time for their new bus station and the intention is to deliver something that is unique and of high quality.
- 3.4 Finally, as detailed below, it provides a link with one of the most permanent and high profile buildings in the city, county and even nationally/internationally, Gloucester Cathedral, through proposing to use the same artist that has designed new windows for it. The objective being that the bus station will act as the gateway, physically and metaphorically, to our Cathedral city, encouraging people to also visit the Cathedral, to meander through the gates streets and to enjoy the city, to create a genuine sense of place and connectivity.
- 3.5 To deliver this synergy, the suggested route forward is to appoint Tom Denny to design the Gloucester Window. In 1992, as part of the 900th anniversary celebration of Abbot Serlo laying the foundation stone of Gloucester Cathedral in 1089, the South Ambulatory Chapel was refitted with a new stained glass window (designed by Denny) depicting the New Testament story of Thomas in the presence of the risen Christ in the centre light, the windows either side are based on Psalm 148, praising God's creation. The triptych illuminates the chapel in a magnificent blue light.



- 3.6 In 2013, Denny was commissioned to create a window in honour of Ivor Gurney, Gloucestershire's famous poet and composer. Denny's intricate stained glass can be seen in the Cathedral's north chantry chapel in the Lady Chapel. Gurney's poetry was inspired by his love of Gloucestershire countryside and many of the scenes are recognisable local landmarks.



- 3.7 This would be a major piece of art for Gloucester that, not only creates an accessible piece, but complements the city's drive to deliver regeneration and its objective to expand its arts and culture offer and to bid to become UK City of Culture 2025. It is also a requirement of the planning process.
- 3.8 The artist would be required to consult with residents and communities of Gloucester on the content of the windows and for them to have an input into the window's design. The final piece will be accompanied by interpretation boards and also information in the bus station about how to access Denny's other pieces at the Cathedral and maps facilitating people to walk through the gates streets to the Cathedral.

- 3.9 In addition to consultation, the intention is to create an opportunity for local artists to work alongside Denny and to be exposed to the creative process and the technical delivery of the windows. This will ensure local people also have the opportunity to benefit from the delivery of this project.
- 3.10 Denny is one of the world's most celebrated and successful stained glass artists. Other commissions are found in extraordinary buildings all over the country including our own Gloucester Cathedral, Tewkesbury Abbey, Malvern Cathedral and Leicester Cathedral where he designed two windows inspired by the life of Richard III which are located near Richard III's tomb in the Cathedral's St. Katharine's Chapel.
- 3.11 There is also a practical application for the Gloucester Window project panels. The bus station will be south east facing. Bearing in mind the large content of glass, the panels could help to provide a shading effect in a sustainable and non-mechanical way. The Gloucester Window would be made up of 24 panels. The intention is to deliver 12 panels in the first instance, as part of this commission. The remainder could be added to over time depicting contemporary or earlier events, as the city sees fit.
- 3.12 Each panel would depict a period in the city's history, most likely lesser known events to enrich peoples' knowledge of the city's history, potentially around the theme of travel, although this would be subject to consultation. Each panel would be individually designed and erected. The cost of the 12 panels, design, preparation and fitting is identified at £100,000. The funding would come from the current bus station construction budget, due to the requirement of the planning approval to provide public art.
- 3.13 The delivery of the Gloucester Window would be undertaken by the existing Transport Hub delivery group, working closely with the Council's construction contractor, Kier Construction Limited, and the appointed artist. Members will be aware of the recently-approved amended planning consent for the bus station in response to underground services, principally a sewer and a gas main, being in a slightly different location to what was expected. This project is unconnected to those changes. However, Members will be interested to know that in response to the concerns raised as to the number of toilets within the new bus station, space has been created for a further two, bringing the number that will be available to seven.

#### **4.0 Asset Based Community Development (ABCD) Considerations**

- 4.1 The intention of the Gloucester Window project is to inspire people to enjoy art, and to create connectivity with the city, not least the Cathedral, through being accessible to all. This project, through its highly skilled and specialist nature, will set the bench mark as to what can be achieved. It will be used, as part of the emerging community engagement programme for the Kings Quarter project as a project theme, linked to the Great Places project, to encourage and inspire our communities as to what can be achieved.

## **5.0 Alternative Options Considered**

- 5.1 Do nothing: this would be low risk. The bus station could be a high quality modern public transport hub. However this project can make a statement about the ambition of the city of Gloucester, setting it apart from all the other cities and towns building new transport infrastructure, and acting as a beacon and statement for all the regeneration activity which it is currently enjoying.
- 5.2 Select an artist through a competition process: this has real merit, not least ensuring a choice to be presented. There may or may not be financial improvement through this option. However some of the linkages between the Cathedral and bus station could be lost if a different artist were appointed, and the procurement could preclude the completion of the Window in tandem with the bus station.
- 5.3 A community designed window: we have many fine artists within the city, so it would be possible to run the scheme on the basis of we commission an artist to work with local communities to deliver a window. It is unlikely Tom Denny would be the right artist to do this type of work as it wouldn't be a Denny window. Links to the Cathedral might also be lost, though links to other parts of the wider city area might be strengthened. It is unlikely to be ready for when the bus station opens in August 2018. However without doubt it would certainly create a very interesting and locally 'owned' window. The requirement for the artist to consult and engage with the communities of Gloucester should mean the benefits of this option are still secured through the proposed recommendation.

## **6.0 Reasons for Recommendations**

- 6.1 The recommendations allow us to progress with this proposal, but to also be flexible to be able to deal with the complexities and uncertainty surrounding project delivery.

## **7.0 Future Work and Conclusions**

- 7.1 If Cabinet confirms the recommendations, the Gloucester Window project will be subject to confirming the content of the windows, a number of trial panels will be prepared and detailed discussions held with the construction contractor Kier, to confirm how they will be fitted.

## **8.0 Financial Implications**

- 8.1 The cost of the Gloucester Window will be met from the current approved budget for the delivery of the new bus station. There are no additional financial implications as a result of this report. If the recommendation is not supported, then some financial savings may be possible.

(Financial Services have been consulted in the preparation this report.)

## **9.0 Legal Implications**

- 9.1 The total budget for the contract with the artist (or alternative) referred to in the recommendation is below the current EU goods and services threshold of £164,176. Thus it is permissible for the Council to grant a waiver of its own procedure rules. It is suggested that the grounds for the waiver are those contained in Part 4: Rule 6.1.1 of the Council's Contract Procedure Rules relating to the supply of specialised services.

(One Legal have been consulted in the preparation this report.)

## **10.0 Risk & Opportunity Management Implications**

- 10.1 The primary risk will be the ability deliver the panels for the cost of £100,000, bearing in mind this is unique and doesn't have clearly defined delivery/well worn procedure. However the trial panels will resolve the cost uncertainty and enable the final number of panels to be concluded.

## **11.0 People Impact Assessment (PIA) and Safeguarding:**

- 11.1 The PIA Screening Stage was completed and did not identify any potential or actual negative impact, therefore a full PIA was not required.

## **12.0 Other Corporate Implications**

### Community Safety

- 12.1 There are no community safety implications.

### Sustainability

- 12.2 The objective of the project is to provide synergy, opportunity, to be aspirational and to enhance the use of the Transport Hub. Through creating a wonderful environment, the intention is to increase the use of the Hub, and in so doing so the use of more sustainable transport, modes, including buses.

### Staffing & Trade Union

- 12.3 There are no staff or trade union implications.

**Background Documents:** None