

An aerial photograph of the Podsmead Estate, overlaid with various planning diagrams. These include dashed white lines indicating proposed roads or boundaries, solid white arrows showing movement or flow, and three circular areas with dashed borders and white stars in the center, likely representing key locations or landmarks. The background is a dark blue gradient.

Podsmead Estate Regeneration

Draft Supplementary
Planning Document

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1. Introduction and Vision

1.1 Introduction

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

1.1.2 The estate is primarily social rented tenure, with some properties owned by occupiers. Whilst all of GCH's properties meet decent homes standards, the quality of the estate's built environment is low and levels of deprivation are high. The housing stock is mostly of non-traditional construction, often with associated problems of deterioration and consequent high maintenance and renewal needs.

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

1.2 Vision and guiding principles

1.2.1 The aim of regeneration is to promote a sense of pride in the community by transforming the appearance and quality of the estate by:

- providing homes to meet the needs of local people;
- creating greener cleaner communities and improving the quality and use of open space;
- improving local shops and amenities for residents.

1.2.2 Ideally, the regeneration of the estate should include the following principles:

- An overall increase in housing density to (i) make best use of land; and (ii) to enable market dwellings to cross-subsidise the provision of new affordable homes as appropriate.
- The regeneration will deliver quality homes which are safe, warm, affordable and environmentally friendly.
- Residents' desires to remain in their community are accommodated.

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

- improving the environment for all residents;
- broadening the mix of housing to include a range of tenures;
- improving community and retail facilities;
- improving open space; and
- integrating the estates into the wider area and the City as a whole.

1.3 Structure of the SPD

1.3.1 This SPD is structured as follows:

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

2. The Estates Today

2.1 Location and context

2.1.1 Figure 2.4 opposite sets out the area to which this SPD relates. Only some parts of this area are likely to be subject to change, and much of it will remain as it currently exists

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

Wider access and connectivity

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

2.1.4 The M5 motorway can be easily accessed from Podsmead via the A38 to the south and via A38 / A417 to the north.

Local facilities

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

Views

2.1.6 Podsmead enjoys views to Robinswood Hill Country Park. Views of the Cotswold Area of Outstanding Natural Beauty (AONB), Cotswold Commons and Beechwoods National Nature Reserve can also be seen from southern areas of Podsmead.



Figure 2.1: Central open space within Podsmead



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



Figure 2.3: Podsmead has a large number of bungalows

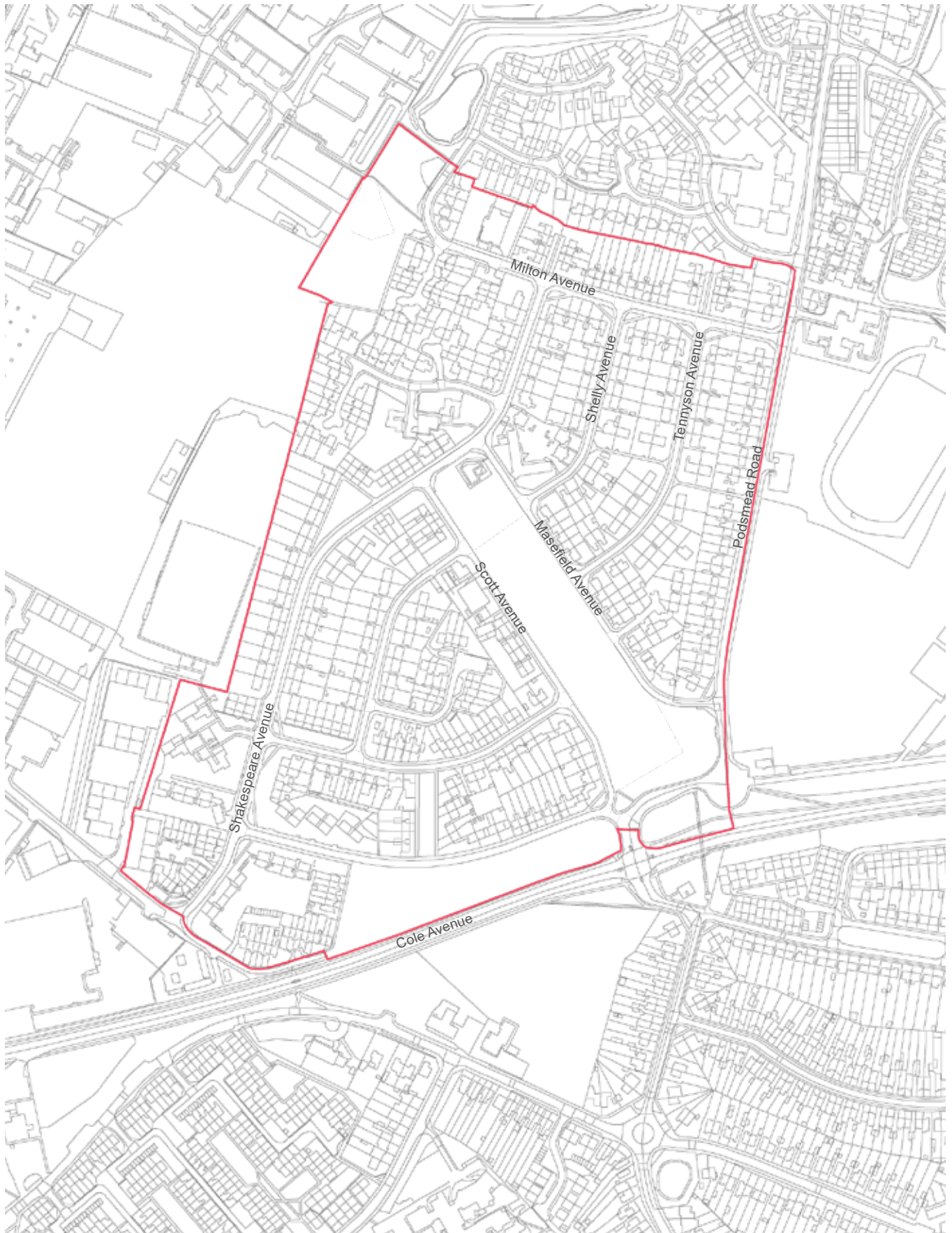


Figure 2.4: Area to which this SPD relates

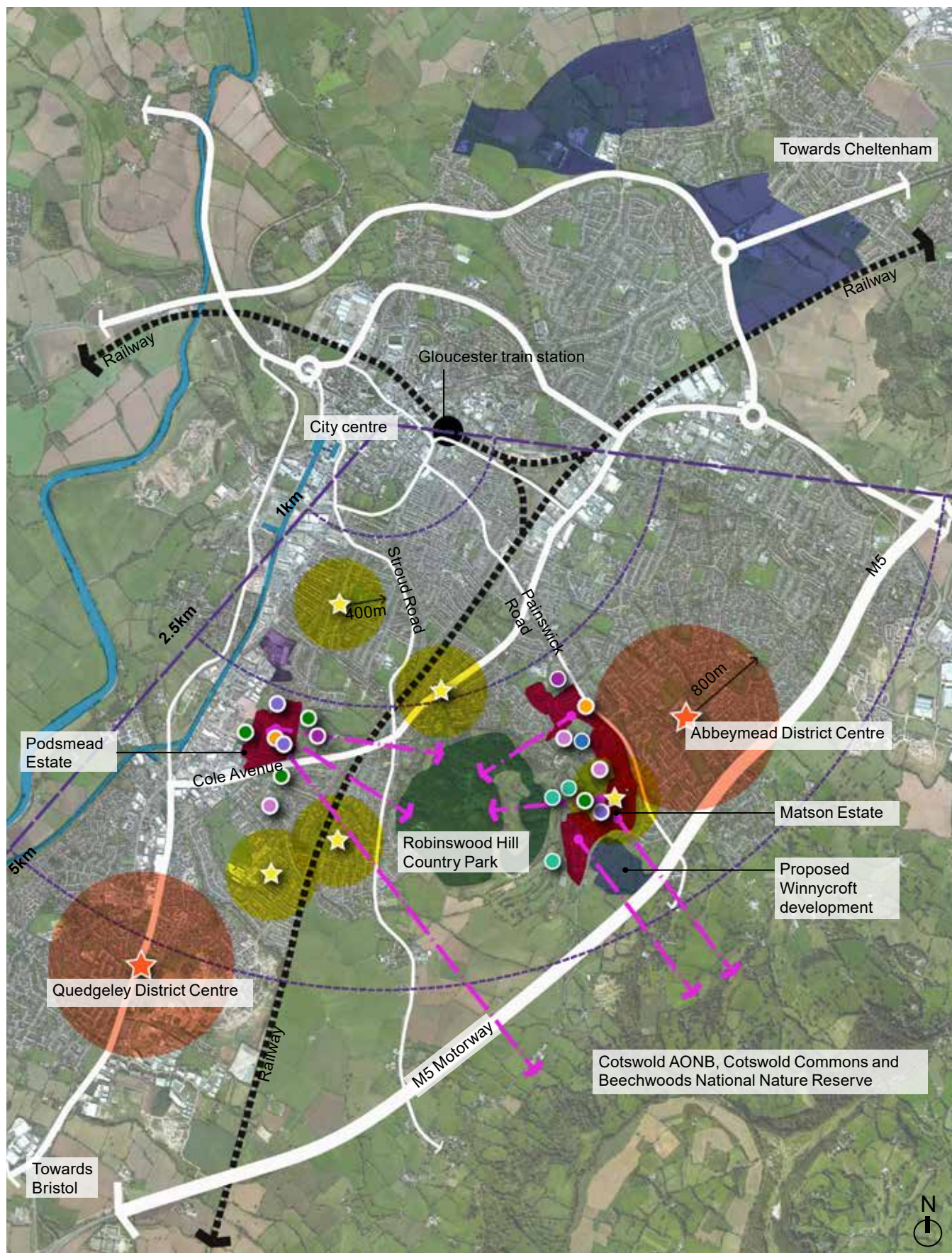


Figure 2.5: Strategic context diagram

KEY

- | | | | | | | | |
|--|--------------------------------------|--|--|--|------------------|--|------------|
| | District centre | | Strategic housing allocations | | Community | | Leisure |
| | Local centre | | Proposed development at Tuffley Crescent | | Primary School | | Sports |
| | Distance to local or district centre | | | | Secondary School | | Local shop |
| | | | | | Health | | |



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



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



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



Figure 2.9: There is just one shop on the estate



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

2.2 Urban Design Analysis

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

Positive urban design influences

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

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

Negative urban design influences

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

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



Fig 2.11: Active frontage addressing the street



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

KEY

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

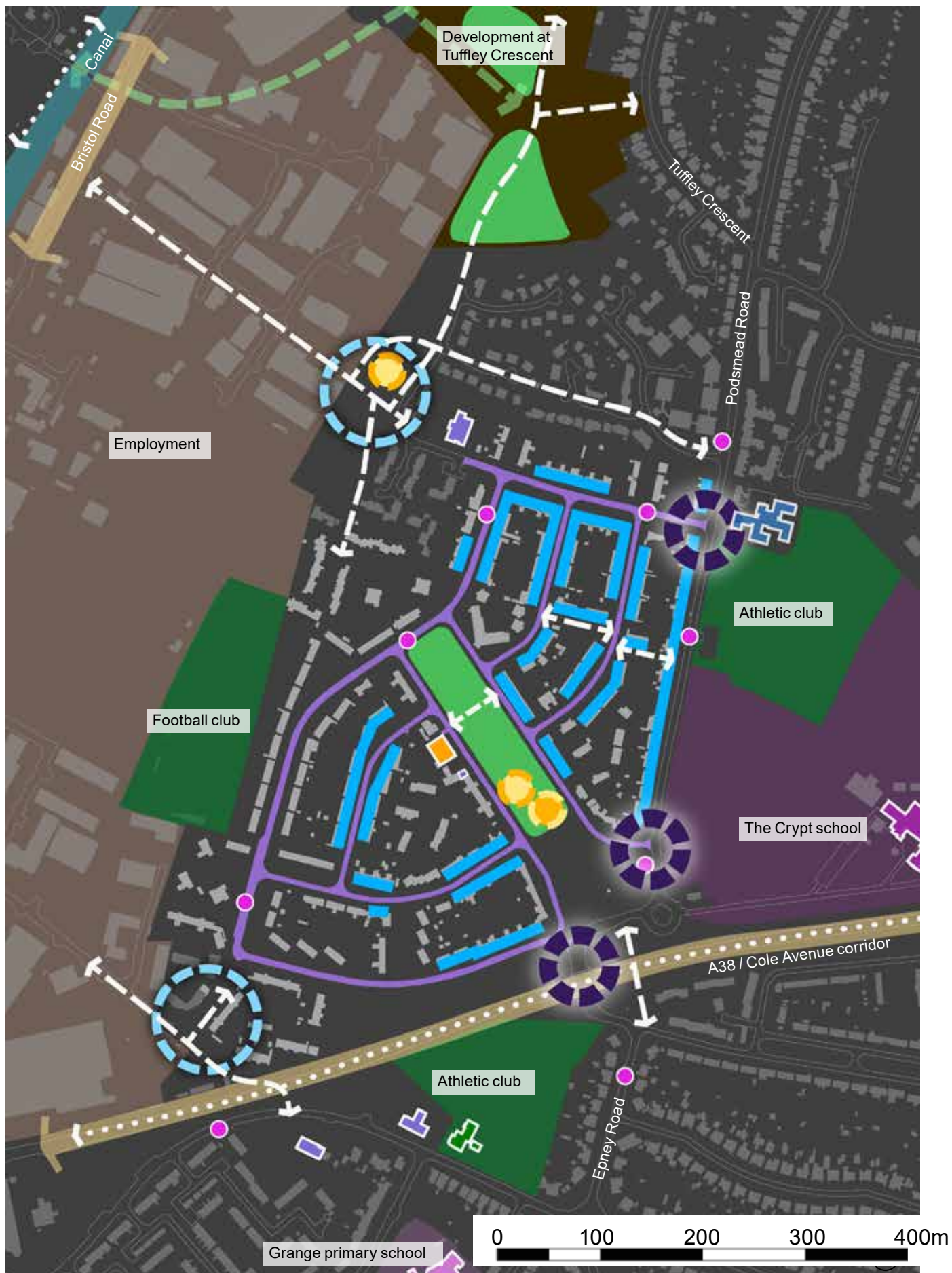


Fig 2.13: Positive influences diagram



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



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





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



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

KEY

Existing non-residential uses

-  Existing non-residential land uses
-  Community facilities and retail units are distributed in the study area, away from main streets

Existing key features

-  Building frontage that is blank or poorly connected with the public realm
-  Missing connection in the existing road network
-  Existing pedestrian links of bad quality, poorly over-looked or indirect
-  Dead-ends or cul-de-sac access that results in areas of isolation
-  Podsmead Road currently fails to create a legible and direct north-south connection over the A38
-  Areas where land lacks ownership, definition or purpose
-  Barriers along the study area in Podsmead that prevent movement in and out of the neighbourhood

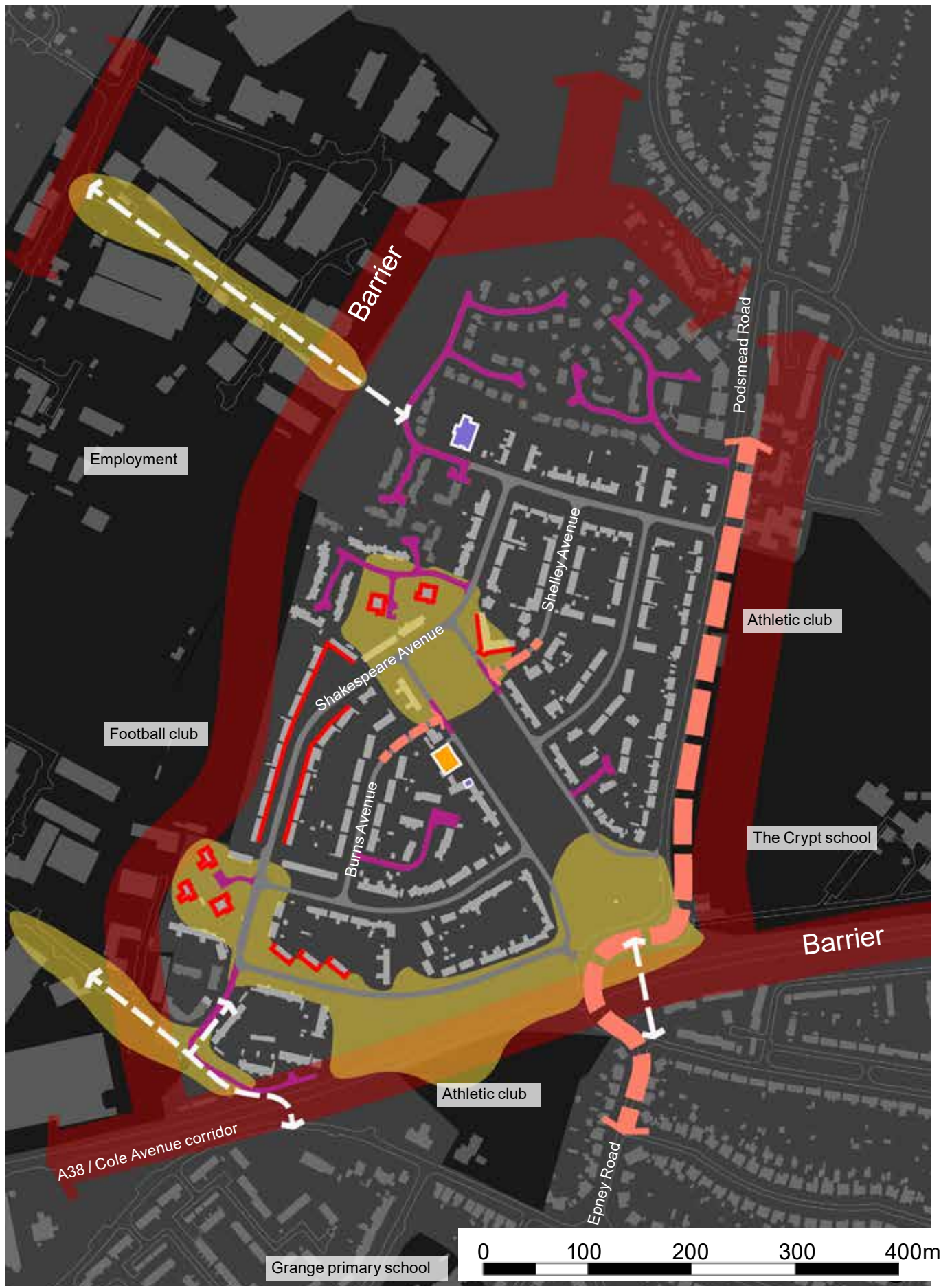


Fig 2.18: Negative influences diagram

2.3 Ownership and building types

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

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



Fig 2.19: GCH ownership and building types diagram

* Source: GCH 2017



Fig 2.20: Tallest block of flats in Podsmead



Fig 2.21: Blocks of flats close to the industrial estate



Fig 2.22: Bungalow on Shakespeare Avenue



Fig 2.23: Semi-detached houses on Masfield Avenue

2.4 Summary of technical issues

2.4.1 The technical analysis that has informed this SPD has included:

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

Open space and landscape

2.4.2 In summary, the key issues and opportunities are:

- There are five designated public open spaces across the Podsmead ward, equating to approximately 12ha of open space of which 5.06 hectares are in Podsmead. The quantity of open space across the ward is well above Gloucester's Open Space Standards
- However, a number of sites fall short of expected standards in terms of quality, and there is an opportunity to improve them through the regeneration of the estates.
- Sports pitch provision is above the quantity standards however, play space falls well below. There is an opportunity to improve the quality and distribution of play space within Podsmead.
- The Green Infrastructure Strategy 2014 identifies an existing Green Corridor along the Sharpness Canal and a proposed 'Green Corridor' along Tuffley Crescent to improve pedestrian/cycle links
- The Playing Pitch Strategy identifies priority investment for provision of a sports 'hub' at Blackbridge playing fields to support overall sports provision across Gloucester. There is an opportunity to improve linkages to Blackbridge so that Podsmead residents can easily access this facility.

Transport

2.4.3 In summary, the key issues and opportunities are:

- There are good street connections within the study area. However, while access to local facilities and bus stops is good, the range and quality of those facilities is limited.
- However, connections to the wider area - especially to the west - are limited by barriers created by busy roads

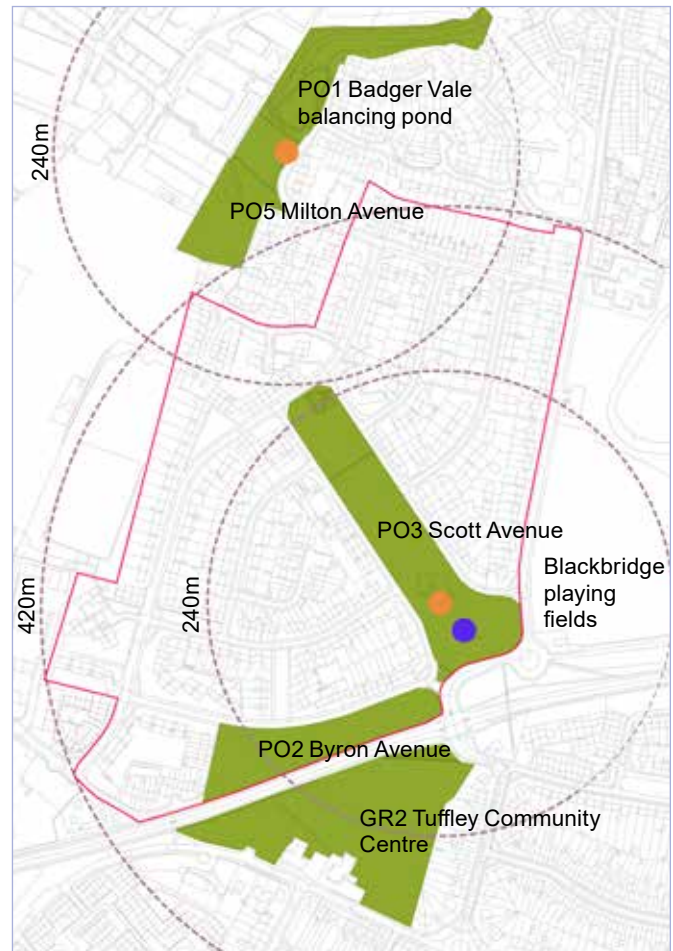


Fig 2.24: Diagram of Public Open Spaces within Study Area

KEY

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

and culs-de-sac which do not link streets together, and the large area of employment land to the west.

- There are limited pedestrian routes and no dedicated cycle routes. There is an opportunity to improve connections for those moving around on foot or by bike, and any future development opportunities across the adjacent land towards Bristol Road should include pedestrian and cycle links that connect to Podsmead.
- Good bus services within and adjacent to Podsmead
- Generally good vehicular access to wider highway network from Podsmead, but layout of the main gateway poor - it is unwelcoming, often congested and confusing. There is an opportunity to improve this gateway, and make it work better for all modes of traffic, not just cars.
- There is internal vehicular congestion, which appears to be related to narrow streets and on-street parking. It is important that new development does not further exacerbate this problem and, where possible, improves the situation. On-plot parking for new development is preferred.

Engineering

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

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

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

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

Historic Environment

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

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

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

2.9 Opportunities

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

- improve the setting of the central open space through new development with active edges that better defines and encloses it;
- introduce mixed-use development on the main gateway, providing facilities for local residents and improving the appearance of the entrance
- enhance the quality of open spaces, and improve green linkages between them; and
- provide opportunities for pedestrian and cycle linkages to Bristol Road in the future.

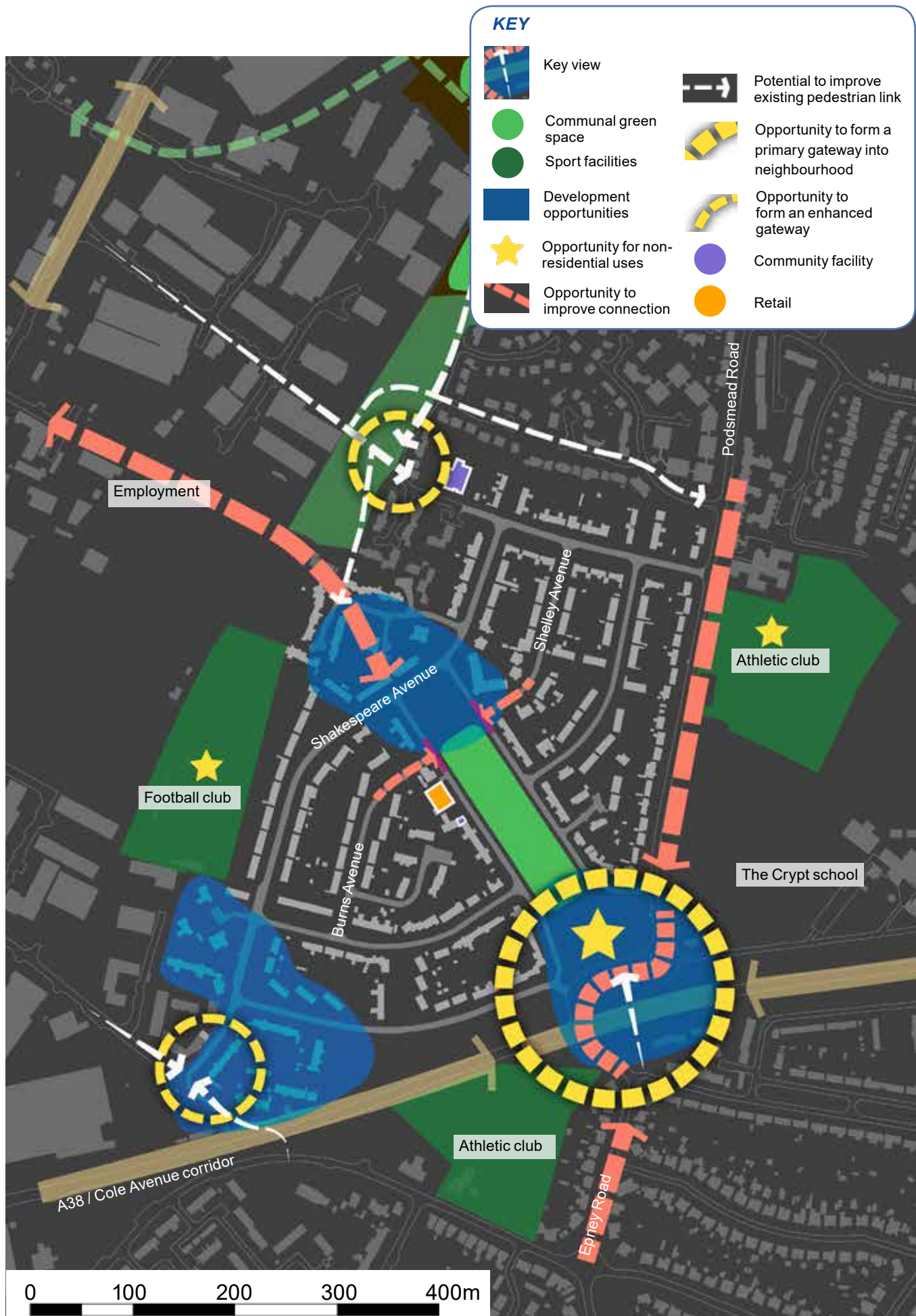


Fig 2.25: Opportunities diagram

3. Planning policy context

3.1 Introduction

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

- the Gloucester Local Plan (1983) saved policies; and
- the adopted Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS) (December 2017).

3.1.2 The Second Stage Deposit City of Gloucester Local Plan 2002 is a draft plan that was published and approved by the council for development management decision making in 2002. It is not an adopted plan, but the policies within it carry weight in the process of decision-making on planning applications. An assessment of the policies has been carried out in the light of the adoption of the JCS and in the context of the National Planning Policy Framework. A list of the 'Endorsed Relevant Policies 2018' and 'Partial Relevant Policies' is published on GCC's website.

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

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

3.2 Housing and Regeneration

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

3.2.2 The Podsmead Estate is not specifically allocated for new residential development. However, JCS Policy SD10 sets out that new residential development will be permitted where it is on previously-developed land or

infilling in existing built-up areas of Gloucester, except where otherwise restricted by other planning policies within the district plan; or there are other specific circumstances defined in district plans. The Draft Gloucester City Plan (as published for regulation 18 consultation in January/February 2017) specifically addresses the regeneration of Gloucester City Homes' housing stock, stating that the Council will consider applications favourably where the following criteria are met:

- The proposal has been properly master planned.
- The local community has been actively engaged in shaping proposals.
- The scheme optimises the supply of new housing to meet the needs of the City and the neighbourhood.
- The scheme protects and improves existing housing.
- The scheme provides suitable tenure choices to meet the needs of the existing community affected by regeneration.
- The scheme promotes strong and thriving communities, with a mixed tenure and tenure blind approach, in so far as this does not undermine wider housing and regeneration objectives.
- The scheme helps to maintain and promote independent living, and improves health and well-being.

3.2.3 JCS Policy SD10 goes on to state that 'Residential development should seek to achieve the maximum density compatible with good design, the protection of heritage assets, local amenity, the character and quality of the local environment, and the safety and convenience of the local and strategic road network.'

3.2.4 JCS Policy SD11 requires a mix of dwelling sizes, types and tenures in new development in order to contribute to mixed and balanced communities and a balanced housing market. It also provides that development should address the needs of the local area, including the needs of older people and that improvements to the quality of the existing housing stock involving remodelling or replacing residential accommodation will be encouraged where this would contribute to better meeting the needs of the local community (subject to other policies including SD4 (design requirements) and SD8 (historic environment). This is further reinforced through draft Gloucester City Plan Policy A5: Housing Mix. JCS Policy SD12 provides the detail of affordable housing requirements, setting out a target of a minimum of 20% affordable housing for sites in Gloucester that are not a Strategic Allocation. A key principle of any regeneration of Podsmead would therefore be to broaden the mix of housing types to support mixed and balanced communities.

3.2.6 The SPD reflects planning policy in relation to housing and regeneration as follows:

- The regeneration of Podsmead has the potential to contribute to meeting the need for new housing through an overall increase in dwelling numbers, making the most effective use of land.
- The approach of infilling the estate through a series of discrete development parcels is supported by policy.
- The density of dwellings suggested has been carefully considered in relation to enhancing the character and quality of the estates through good design and so as to enable the efficient use of land.
- This SPD does not prescribe the mix of dwelling sizes, types and tenures, although it has been informed by an assessment of both housing need and the local housing market. The SPD suggests a framework within which an appropriate mix of new dwellings can be brought forward.

3.3 Open space and landscape

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

- JCS Policy SD6, which seeks to protect landscape character and requires all applications to consider the landscape and visual sensitivity of the area in which they are to be located or which they may affect.
- JCS Policy INF3: Green Infrastructure, which seeks to deliver a series of multifunctional, linked green corridors and requires development proposals to contribute positively towards green infrastructure. Draft Gloucester City Plan Policy F5 supports INF3, and requires development proposals to have regard to the Council's Green Infrastructure Plan.
- JCS Policy INF4: Social and Community Infrastructure, which includes open space in the definition of such infrastructure and seeks replacement facilities to compensate for loss of existing.
- Relevant open space policies from the Second Stage Deposit City of Gloucester Local Plan 2002
 - Policy OS.2 Public open space standard for new residential development; and
 - Policy OS.3 New housing and public open space.

3.3.2 There are a number of policies in the emerging Gloucester City Plan that echo existing adopted policy, and so the policy context in relation to landscape and open space can be expected to remain very similar to the existing. For example:

- The emerging Gloucester City Plan reflects existing policy by seeking to protect open space and playing fields, stating that there is a general presumption against the loss of existing open space unless it can be demonstrated that it meets one of seven criteria, including:
 - It can be demonstrated that it is an area of poor quality which is unsuitable for recreation and compensatory enhancements to existing public open space in the locality are implemented.
 - The redevelopment of a small part of the site will secure the retention and improvement of the remainder (to be secured through a S106 legal agreement)
- The emerging Gloucester City Plan seeks to protect trees and hedgerows and, where there is an unavoidable adverse impact, requires schemes to compensate for this.

3.3.3 As set out in Chapter 1, there are a number of important guiding principles that should inform any masterplanning approach, including accommodating existing residents' desires to remain in their own community and a 'build first, demolish later' approach to ensure that no one has to move home twice. Space for new development within the estate is limited, and as such it is anticipated that there may be proposed building on some of the existing open space within Podsmead. This will need to be very carefully considered through the masterplanning process, with an Open Space Audit used to evaluate the quality of spaces before developing the masterplan proposals, and refining them following consultation with local people. The approach to open space and landscape will need to comply with policy by:

- improving the quality of existing and new green spaces so compensating for the loss of existing open space;
- improving play provision; and
- creating better linkages between open spaces both within and outside of the estates, so forming a strong green network that locks into the city-wide Green Infrastructure Strategy.

3.4 Design and sustainability

3.4.1 The ambition should be to transform Podsmead, so that it becomes a high quality place where people feel proud to live. The principles set out in this SPD are informed by planning policy requirements for high quality, sustainable design, and makes it clear that planning applications will need to meet these requirements. The key policy requirements in the Joint Core Strategy are:

- JCS Policy SD3: Sustainable design and construction
- JCS Policy SD4: Design Requirements

3.4.2 In addition, guidance set out in the following documents is important to the regeneration of the estates:

- Gloucester Public Realm Strategy (September 2017)
- Shopfronts, Shutters and Signage: Design Guidelines for Gloucester (November 2017)

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

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

3.4.4 The emerging Gloucester City Plan includes design policies that reflect existing policy and national guidance on best urban design practice and include:

- Policy G1: Living conditions
- Policy G2: Car parking
- Policy G3: Materials and finishes
- Policy G4: Landscape
- Policy G5: Bin storage
- Policy G6: Cycle parking and storage
- Policy G9: Community safety
- Policy G12: Design standards
- Policy G16: Design and climate change

3.5 Community Facilities

3.5.1 Good places provide residents with access to facilities to meet their everyday needs, including schools, health services and community centres. JCS Policy INF4 seeks to protect existing community facilities and - where new residential development will add to the need for facilities - requires either on-site provision or a contribution to facilities off-site. Draft Gloucester City Plan Policy D8 also seeks to protect community facilities, but includes flexibility for alternative replacement facilities to be provided within reasonable walking distance.

3.5.2 Where existing community facilities are identified for redevelopment they should be reprovided prior to their loss. The aim should be to reprovide them within the identified mixed-use areas prior to their loss, but phasing

of the mixed-use areas may mean that temporary facilities are required before existing uses are provided with permanent accommodation.

3.6 Planning applications

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

- the [National Planning Policy Framework](#);
- [National Planning Practice Guidance](#);
- the [Gloucester Local Plan \(1983\)](#) saved policies;
- the adopted [Gloucester, Cheltenham and Tewkesbury Joint Core Strategy \(JCS\)](#) (December 2017);
- the [draft Gloucester City Plan](#);
- relevant policies from the [2002 Second stage Deposit City of Gloucester Local Plan](#) (adopted for development control purposes);
- [Gloucester Public Realm Strategy \(September 2017\)](#)
- [Shopfronts, Shutters and Signage: Design Guidelines for Gloucester \(November 2017\)](#)
- draft [Supplementary Planning Guidance No. 6: New Housing and Open Space \(2001\)](#);
- [interim adoption Designing Safer Places SPD \(2008\)](#);
- [interim adoption Heights of Buildings SPD \(2008\)](#)
- Manual for Gloucestershire Streets (2014)¹

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

- a Design and Access Statement;
- a Planning Statement;
- a Statement of Community Involvement;
- an Environmental Statement, where screening has identified that one is required;
- traffic surveys, modelling, and Transport Assessment including proposed mitigation;
- ecological surveys and reports;
- heritage assessment; and
- townscape and landscape visual impact.

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

4. Framework Plans



Fig 4.1: Land use and density framework plan

Key

↔ Significant links

- Potential for refurbishment and/ or lower density housing
- Potential for refurbishment and/ or medium density housing
- Potential for refurbishment and/ or higher density housing
- Potential for mixed use

Retain open space or partially redevelop for housing

Note: Hatch denotes where potential for different densities e.g. medium OR high density housing

4.1 Land use and density

4.1.1 Figure 4.1 opposite sets out the key areas where new development could be proposed in any regeneration proposals for the estate, with suggested land use and density. Regeneration proposals for the estate will be expected to embed the principles set out in this Framework Plan. The principles underpinning the approach have been developed from the analysis of the study area and the opportunities set out in Chapter 2, and are:

- New development is used to better define and enclose the central open space, giving the estate a strong and readily identifiable character.
- High quality mixed-use development is proposed at the entrance to the estate. This is located so that it is highly visible, so having a high impact in changing the image and identity of Podsmead to change. The mix of uses is not prescribed, but a proportion of the ground floor should include A1 shops. Other ground floor uses may include:
 - A2: professional services
 - A3: restaurants and cafes
 - A4: drinking establishments
 - A5: hot food takeaways
 - D1: non-residential institutions, such as a health centre or library
- A second area of mixed-use development is proposed at the northern end of the open space. This could include community uses (D1) on the ground floor, fronting onto the open space.
- Mixed-use development may also include ancillary B1: Business.
- Upper floors within the mixed-use development zones shall predominantly be residential

4.1.2 Where there is a demonstrable need for existing community facilities, they must be reprovided prior to their loss to provide continuity of provision. This may include temporary community facilities prior to permanent facilities.

4.1.3 The identification of key areas for new development does not preclude new development being brought forward on other sites, nor does it require that all areas are brought forward as envisaged.

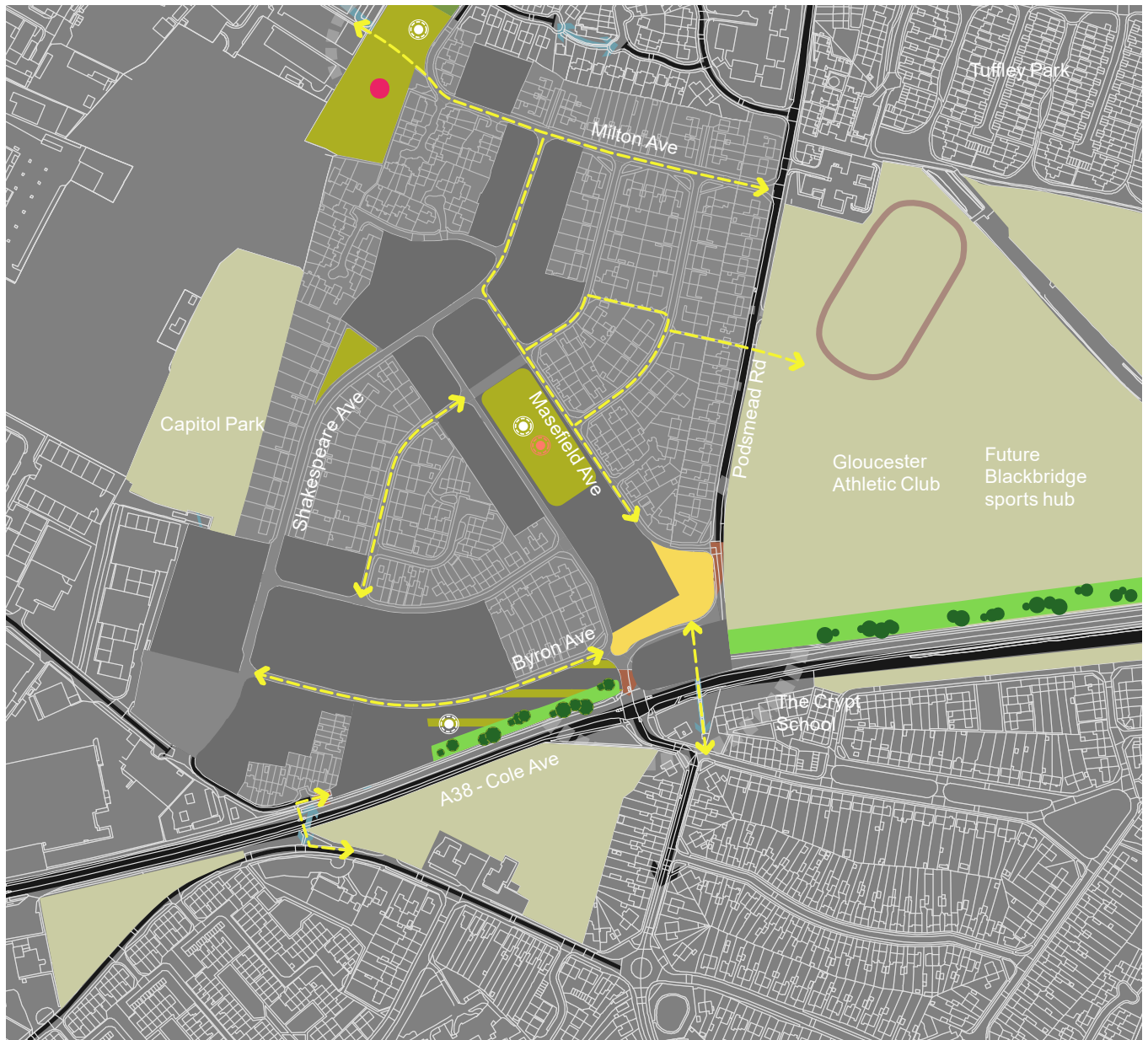
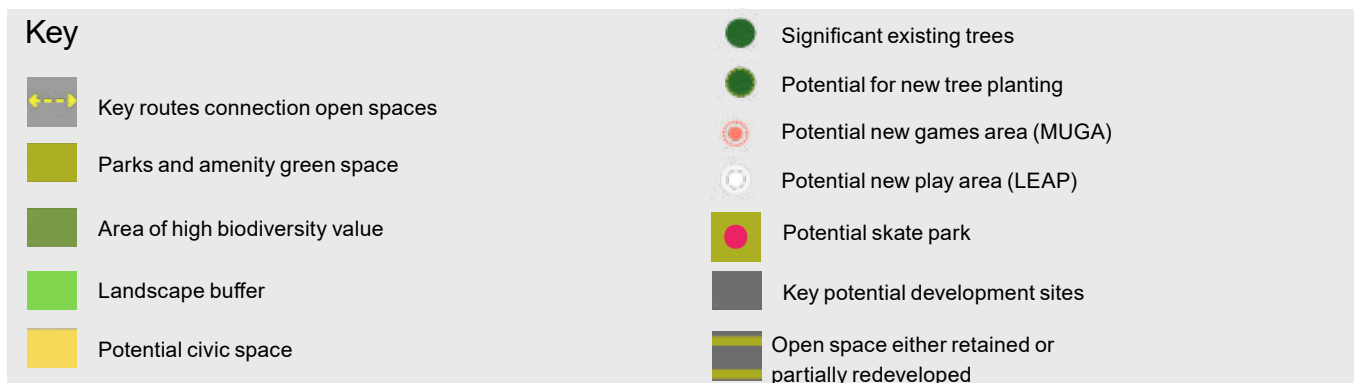


Fig 4.2: Open space framework plan



4.2 Open Space

4.2.1 Figure 4.2 opposite sets out suggested open space principles to be embedded into proposals for any regeneration of the estate. These include:

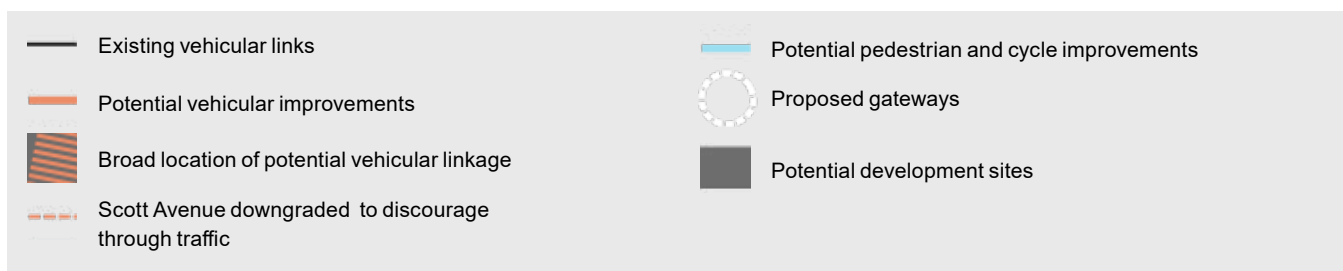
- improving the quality of the central open space, providing a new and improved Multi Use Games Area (MUGA) and Locally Equipped Area for Play (LEAP);
- reconfiguring open space in the south-west corner of the site, retaining a large proportion of the open space along Cole Avenue, but enhancing the landscaping treatment to create spaces removed from the traffic noise along Cole Avenue;
- retaining and integrating significant existing trees where possible, and replacing any significant trees lost to development on site;
- enhancing the biodiversity in the defined focus areas (this does not prevent improvements to biodiversity in other areas);
- creating a high quality civic space associated with the mixed-use development at the gateway to the site;
- creating a landscape buffer to A38 Cole Avenue that reinforces the green character of the wider area;
- improve connections between Podsmead and the sports facilities to the east of Podsmead Road; and
- make the most of opportunities to green existing streets to help connect open space.

4.2.2 There is currently 5.06 hectares of open space at Podsmead. The suggested Framework Plan would reduce this by 1.35 hectares to 3.71 hectares. However, this is mitigated by:

- even with this loss of open space, the existing and proposed open space provision in the Podsmead Ward as a whole meets Gloucester City Council's required quality standard;
- regeneration proposals will be required to deliver improvements to open spaces, particularly to enhance biodiversity and provide improved play facilities as set out in the Framework Plan; and
- improved linkages to the proposed sports hub will broaden the range of recreational open space available locally to residents



Fig 4.3: Routes and linkages framework plan



4.3 Routes and linkages

4.3.1 Figure 4.3 sets out the suggested routes and linkages principles to be embedded into proposals for the regeneration of the estate.

4.3.2 The key suggested principle is to reconfigure the gateway to the site by:

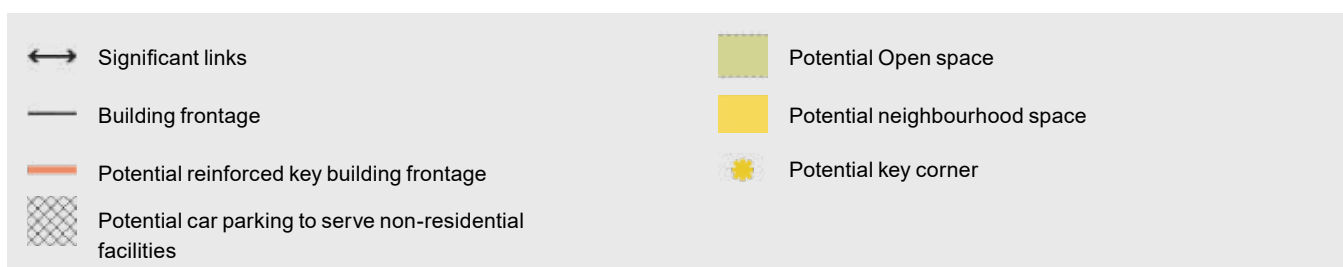
- It is expected that other developments, beyond the regeneration of Podsmead, will contribute towards the cost of any enhancements where those developments will also place pressure on the existing road layout;
- redesigning Epney Road so that it is clear that the main vehicular entrance to Podmseed is Masefield Avenue, and incorporating high quality public realm associated with the new mixed-use building;
- simplifying the Crypt School bus drop-off area; and
- reducing the importance of Scott Avenue to discourage through traffic, and provide an attractive setting for new development overlooking the central open space.

4.3.3 The other key principles suggested to improve the connectivity of the estate as a whole for pedestrians, cyclists and vehicles by creating a network of new and improved routes, including:

- improving the existing east-west pedestrian links between Shelley Avenue, Tennyson Avenue and Podsmead Road to link into an improved link to the Blackbridge sports hub;
- allowing for future improved links to the adjacent employment land and through to Bristol Road; and
- connecting the estate more positively into the wider area by creating attractive 'gateways' at key access points through improved public realm and - where appropriate - new buildings overlooking and defining the gateways.



Fig 4.4: Frontages, corners and open spaces framework plan



4.4 Urban Design

4.4.1 Figure 4.4 sets out the suggested urban design principles to be embedded in proposals for the regeneration of the estate. These are as follows:

Building frontages

- create strong building frontages onto Epney Road and to the central open space, making them as continuous as possible in the mixed-use areas and overlooking the open space;
- where proposed densities are lower and the character of the existing surrounding buildings is suburban, frontages shall be more broken up and less continuous;
- where new buildings are proposed next to new or existing open space, their frontages must define and overlook the open space, with active uses (e.g. a commercial use, or a residential use with doors and windows directly overlooking the space) at ground floor.

Development blocks and building form

- like the frontages, development blocks and building form should get smaller and more broken up in the less dense areas of the development, particularly in the south-west corner where a more suburban character is proposed;

Key corners

- these are identified in visually prominent locations, especially onto existing and proposed open spaces. Corners are important to delivering high quality development- blank elevations will not normally be permitted, and they must be designed to respond positively to views; and
- key corners may be higher than the main part of a new building. However, this is not the only way in which high quality corners should be achieved, and consideration should also be given to form and massing, roof design, the location of windows, and the use of distinctive materials.

5. Design Guidance

5.1 Introduction

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

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

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

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

5.1.4 This chapter is structured as follows:

5.2 Public Realm Design

Streets and routes

- Streets and buildings working together
- Streets as spaces for people
- Improving existing pedestrian routes

Green spaces

- Creating character
- Spaces and buildings working together

Car parking

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

5.3 Building Design.

Built form

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

Amenity space

- Gardens
- Amenity space for flats

External appearance

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

Design for change

- Future proofing

5.2 Public Realm Design

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

STREETS AND ROUTES

Streets and buildings working together

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

- the fronts of buildings create a coherent 'building line' than defines and encloses the street;
- buildings on corners are designed to 'wrap' around the corner, avoiding blank elevations and instead presenting attractive facades outwards towards all aspects of the public realm.



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



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



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

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

Streets as spaces for people

5.2.4 Streets within Podsmead should be designed as pedestrian and cycle friendly places, not just as a means of getting from one place to another by car or a place to park cars. That is, they should be designed as places for people by incorporating the following design principles:

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

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

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

5.2.6 **Make pedestrians and cyclists feel safe:**

Minimising vehicle speeds is only part of making pedestrians and cyclists feel safe. Other design principles

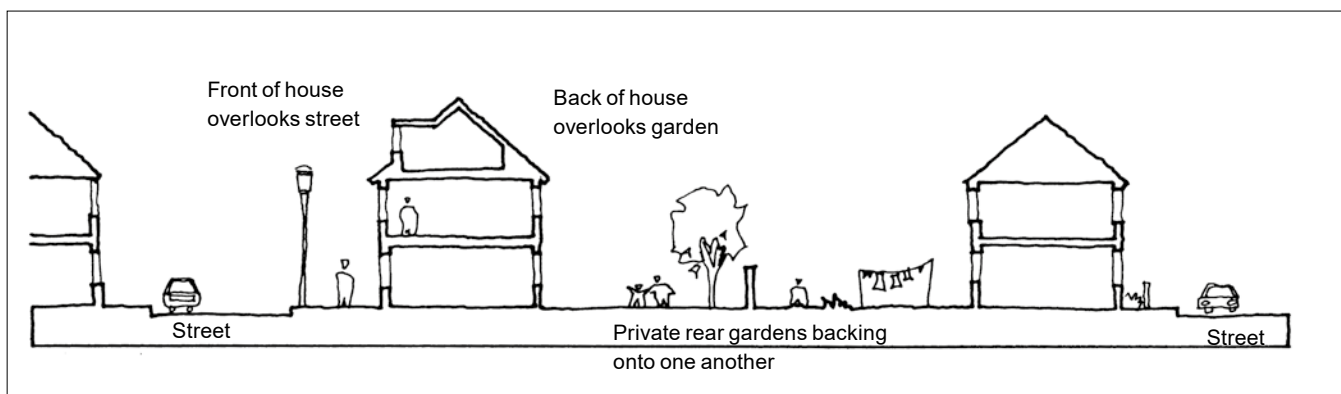


Fig 5.4: A clear distinction between public fronts of buildings and private backs is critical to creating a safe and secure place.

that should be incorporated into designs to promote safety are:

- ensure that the fronts of buildings overlook streets and other spaces, with back gardens backing onto other private space. This clear distinction between public fronts of buildings and private rears is critical to creating a safe and secure place. Avoid rear garden boundaries onto the public realm;
- minimise blank walls and other 'dead' frontages at ground floor level and instead ensure that windows and doors face onto the street, creating a feeling of 'eyes on the street'; and
- provide good lighting;
- design landscape to allow views through; and
- avoid barriers and other street furniture designed to 'protect' pedestrians from cars, and instead ensure that cars travel slowly.

5.2.7 Design for ease of maintenance: Do this by:

- designing streets to adoptable standards;
- involving those who will maintain the streets and spaces early in the design process so that technical requirements can be accommodated without compromising the design approach;
- keeping the design simple and uncluttered, so that it is easy to clean and maintain.

Improving existing pedestrian routes

5.2.8 The overall Routes and Linkages Framework Plan in Chapter 4 sets out a possible estate-wide strategy for improving the connectivity for pedestrians and cyclists in Podsmead. Part of this strategy is improving existing pedestrian connections. Such improvements are not necessarily limited only to the connections identified in the Framework Plan - as the estate is improved over time, there may be opportunities to improve other routes. The key design principles on which such improvements should be based are illustrated in Figure 5.6 opposite and are:

- cut back and manage landscape so that there are clear views along the route;
- improve boundaries to adjacent private gardens to provide robust walls or fences that give residents next



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

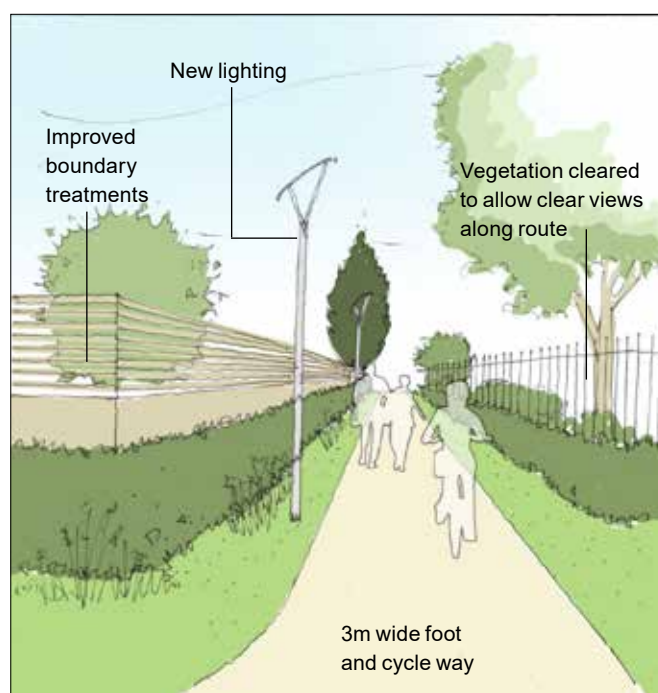


Fig 5.6: Sketch section showing improvements based on key design principles

to the routes an improved feeling of security, and make users of the route feel safer through a well-maintained environment;

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

GREEN SPACES

Creating character

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

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

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

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

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

Spaces and buildings working together.

5.2.13 The Framework Plan illustrates how new building frontages should overlook and define green spaces, so that they work together to create an attractive and safe place. Key principles that should be incorporated into the design include:

- the design of open spaces should ensure that it has a clear role and function, leaving no space unused or undefined;
- active building frontages (i.e. frontages with windows and doors) should overlook the open space;



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



Fig 5.8: Using landform to create a distinctive character



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



Fig 5.10: Buildings frontages defining and overlooking the green space

- front gardens should be provided to the homes overlooking the space, so providing a buffer between public and private; and
- light and noise pollution from play areas on adjacent residential dwellings should be minimised.

CAR PARKING

Introduction

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

- cars parked on the street and in front of dwellings can seriously detract from the quality and character of the place by creating a cluttered environment. Minimising the visual impact of parked cars is a key principle in creating good places; and
- residents need to be provided with safe and convenient access to their cars, particularly where electric charging points are provided. Hiding them away in rear parking courtyards can lead to problems of crime and lack of personal security. Residents like to be able to see their parked car from their home.

Minimising visual impact

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

- soften the visual impact of cars parked in front of dwellings with easily maintained landscape;
- locate cars in between rather than in front of dwellings, so that they cannot be seen in oblique views along the street; and/or
- use wide frontage, shallow depth dwelling types that allow garages or car ports to be designed into the house, and have the flexibility for a hard-standing parking space to the front or rear.

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



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



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



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



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



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

Integrating garages

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

Creating safe and attractive communal areas

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

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

On-street parking

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

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

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



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



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

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

Parking standards

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

5.2.22 Gloucester City Homes' aspirations is for an average of two parking spaces per house and one parking space per flat. However, this is not a policy requirement and may vary according to design and location of the development in relation to public transport.

5.3 Building Design

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

BUILT FORM

Building heights

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

Corner buildings

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

Roof form

5.3.4 Whilst this SPD does not seek to impose a particular architectural style, pitched roofs are generally preferred as they:

- are simpler to construct and maintain than flat roofs;
- have the potential to create a visually interesting, varied building form, especially on sloping sites;
- can accommodate living space; and
- if oriented appropriately, can be fitted with PV panels.

Mix of unit types

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



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



Fig 5.19: Pitched roofs are the preferred approach

Mixed-use buildings

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

- ensuring that ground floor uses present active edges onto the public realm, avoiding blank frontages that have a deadening effect;
- designing the building as a coherent whole, so that the ground and upper floor uses relate to one another in terms of form, proportions and materials;
- providing residents with positive, attractive and welcoming entrances to their dwellings; and
- creating a clear separation between residential and non-residential supporting facilities such as bin stores and car parking.

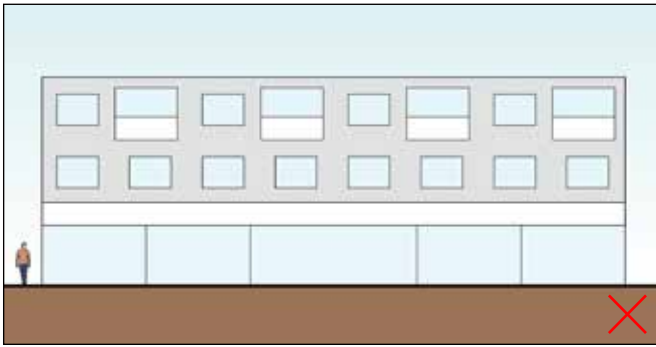


Fig 5.20: How not to do it: the ground floor and upper floors do not relate to one another architecturally

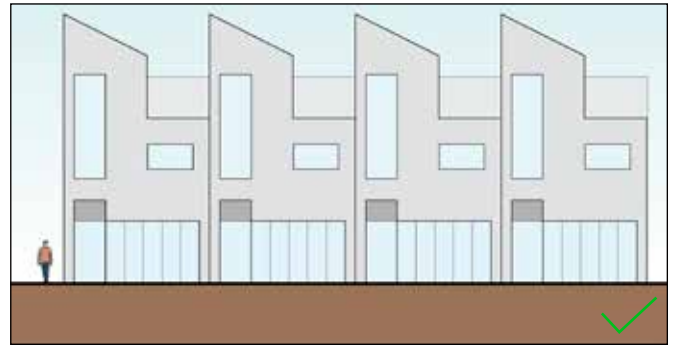


Fig 5.21: Designing the ground and upper floor uses as an integrated building



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

1. Vertical building elements run through the full height of the building, creating rhythm to the elevation and connecting upper and lower floors.
2. Defined area for signage ensures that architectural design dominates the building.
3. Landmark corner element helps to visually reinforce the building's importance as a focus for the community



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

AMENITY SPACE

Gardens

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

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

5.3.9 North facing rear gardens should be avoided where possible.

Amenity space for flats

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

EXTERNAL APPEARANCE

Materials and detailed design

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

- designing buildings as a three dimensional whole, so that elements such as bay windows are designed in from the start rather than being ‘bolted-on’ at the end;
- avoiding ‘stuck-on’ elements such as GRP chimneys;
- designing windows and doors so that they are set back from the external facade of the building, which introduces some depth and modelling to the facade;
- incorporating three-dimensional detailing (from traditional brick corbelling to more contemporary textural approaches), that again give ‘depth’ to a building; and
- ensuring that changes in materials are related to the design of the building, rather than being an arbitrary way of creating interest. This means changing materials with form (e.g. using a contrasting material for a bay



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



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



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

window) rather than applying different materials as two-dimensional 'wallpaper'. When things are meaningful, they look more convincing and have a more genuine character.

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

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

Bin stores and other detailed elements

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

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

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

- bin stores and recycling facilities for houses should be designed to screen bins from public view, whilst providing residents with easy access to them. They should be designed to allow changes to bins in the future – that is, should not be tightly dimensioned to suit existing bins;
- bin stores for flats should be incorporated within the footprint of the building;
- where external meter boxes are provided, they need not be standard white units: consider a bespoke approach that fits in with the materials used for the remainder of the building. Consider the location of the boxes: can an unobtrusive position be found?
- communal TV reception should be provided for flats, so avoiding the proliferation of satellite dishes and aerals;
- it is important to ensure that bicycle storage facilities for houses are secure and also conveniently located for the use of residents - vertical storage in porches can work well, and keep bikes out of the house;
- bike storage for flats should be provided in secure communal areas within the footprint of the building;
- light fittings should relate to the overall design approach for the building: avoid 'heritage' designs on a contemporary building and vice versa;



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



Fig 5.28: Bin storage positively designed into boundary treatment.

- carefully consider the location of flues and ventilation ducts, ensuring they are as unobtrusive as possible. Use good quality grilles that fit in with the approach to materials for the building as a whole; and
- ensure that the materials and colour of gutters and pipes fits with the overall approach to the building and aim to minimise their visual impact

DESIGN FOR CHANGE

Future proofing

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

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

6. Delivery

6.1 Introduction

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

- developing outline and detailed designs for the regeneration in consultation with local residents and other stakeholders. This SPD is based on initial, high-level design work - much more detail is needed in respect of planning application(s) submitted;
- the applicant working with residents affected by the regeneration to agree on any relocation; and
- securing planning permission for the regeneration - this SPD sets out guidance, but does not provide any consents for development.

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

6.2 Approach to Phasing

6.2.1 As set out in Chapter 1, there are a number of important guiding principles that have informed this SPD and the guidance within it, including accommodating existing residents' desires to remain in their own community and a 'build first, demolish later' approach to ensure that no one has to move home twice. Space for new development within the estate is limited. This means that the earliest phases of development are likely to be on open space, so that no existing dwellings are demolished before new homes have been provided.

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

- plans identifying the extent of each phase, including the infrastructure required to support it;
- a strategy setting out how and when residents displaced will be rehoused within the development in accordance with the Rehousing Strategy;
- how and when replacement new community facilities, open spaces, shops and services will be provided, including the provision of any temporary facilities; and
- a review mechanism.

