



Meeting:	Overview and Scrutiny	Date:	4 November 2019
	Cabinet		6 November 2019
	Council		21 November 2019
Subject:	Supplementary Planning Documents for Podsmead Estate Regeneration and Matson Estate Regeneration		
Report Of:	Cabinet Member for Planning and Housing Strategy		
Wards Affected:	Podsmead and Matson		
Key Decision:	Yes	Budget/Policy Framework:	Yes
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Appendices:	1. Summary of Responses by Topic 2. Response Report Matson 3. Response Report Podsmead 4. Draft Supplementary Planning Document - Podsmead Estate Regeneration 5. Draft Supplementary Planning Document - Matson Estate Regeneration		

FOR GENERAL RELEASE

1.0 Purpose of Report

- 1.1 To provide Members with a summary of comments received during the public consultation of the Matson and Podsmead Estate Regeneration Draft Supplementary Planning Documents (SPDs), the changes made to the draft SPDs in response to these comments, and to seek the adoption by Council of the draft SPDs.

2.0 Recommendations

- 2.1 Council is asked to **RESOLVE** to:

- (1) **Adopt** the Supplementary Planning Document for the Matson Estate Regeneration.
- (2) **Adopt** the SPD for the Podsmead Estate Regeneration.
- (3) **Delegate** authority to the Head of Place, in consultation with the Cabinet member for Housing and Planning to make minor amendments to the SPDs.

3.0 Background and Key Issues

- 3.1 In March 2017 the registered housing association Gloucester City Homes (GCH) were awarded £1.25 million from the Government to pursue the potential regeneration of the Matson and Podsmead estates. Part of this funding was used to appoint consultants to produce a SPD for each estate.
- 3.2 A joint Regeneration Vision Statement was signed between GCH, the MP, the City Council and the County Council.
- 3.3 The SPDs will provide additional guidance and be capable of being a material consideration in the determination of any future planning applications. They include detailed design guidance and guidance on the further work that will be required by any developer making a planning application.
- 3.4 In March 2019 Cabinet approved the draft SPDs for public consultation. A six-week consultation took place between 24th June and 5th August. This involved two events in each ward and an online campaign. Community Wellbeing Officers also held informal pop up events across the period. The consultation was undertaken in accordance with the Council's adopted Statement of Community Involvement (SCI) and in accordance with the statutory requirements of the Town and Country Planning (Local Planning) (England) Regulations 2012.
- 3.5 A total of 27 questionnaire or email responses were received for Matson containing 204 individual comments.
- 3.6 A total of 40 questionnaires or email responses were received for Podsmead containing 162 individual comments.
- 3.7 The individual comments were sorted into key topic groups. Appendix 1 contains a summary of the responses organised by topic. For Matson almost 60% of the comments received were focussed on 'homes', 'community' and 'open space'. For Podsmead this was 50% of comments. All comments were considered equally regardless of the total numbers in each topic area.
- 3.8 Comments were wide ranging and included concerns over accessibility of flats for older people, the loss of open space, the tenure of future properties, antisocial behaviour, uncertainty over what would happen to residents and their homes (both for tenants and owner occupiers), parking, community facilities, shops and services. All comments received can be viewed in appendix 2 and 3 and on the council's website.
- 3.9 In accordance with the Town and Country Planning (Local Planning) (England) Regulations (as amended) 2012 Part 5, Section 12 all comments received have been considered. A response for each comment has been provided in the attached Response Reports. Details of the proposed changes to be made to the text and images within the SPDs are also included in the Response Reports.
- 3.10 The final version of each SPD incorporating these changes can be found in Appendix 4 and 5.

- 3.11 The following table contains a summary of the key changes proposed as a result of the consultation. Other detailed changes are proposed, and these are included within the Response Reports and can be viewed in the final SPDs.

Proposed change	Reason for change
1. More positive language around the positive aspects of the estates. Both SPDs	Both areas have many positive attributes that residents did not feel were represented in the SPDs.
2. Community assets. Both SPDs	Respondents want to see the assets within the community mapped and fully understood. There are a lot of skills and assets within the existing communities. The SPD will now include reference to a community audit to be produced which will map these assets and capture the culture of the areas. Such a strategy will enable decision makers to assess if the requirements policy INF4 Social and Community Infrastructure of the JCS are met by any future applications.
3. Removal of the Framework Plans. Both SPDs	The proposed framework plans submitted in the original SPDs show where GCH would like development to be concentrated. These plans, particularly for Podsmead, show a significant loss of open space that has not been subject to proper consideration or assessment by the council. It is felt that it is premature to show development areas at this stage as it may prejudice future decision making. The Framework plans provide uncertainty to residents some of whom are concerned that they are in an identified area, whilst others think that no redevelopment will happen near them. At this stage it is simply not known whether this is an accurate portrayal of future development as no planning applications have been made. The development is not being led by the council. It would be more appropriate to see such information in a masterplan submitted with a planning application by the developer. The Highways Authority also objected to the inclusion of the Framework Plans.
4. Additional detail around what the Local Planning Authority requires in terms of the rehousing strategy, phasing strategy, community facilities strategy. Addition of economic strategy, community strategy	The SPDs already referred to the provision of a phasing strategy, rehousing strategy and a community facilities strategy. This has been expanded to include an economic action plan and local housing needs assessment with each phase. More details have been included explaining what each of the strategies should contain. This information is required to enable decision makers to appropriately assess any future planning applications.

and local housing needs assessment for each phase. Both SPDs	
5. Removal of the 'one move only' approach. Both SPDs	GCH have a 'one move only' approach for residents impacted by any proposed regeneration. Whilst this may be appropriate to some residents, others may be happy to move twice if the first move was temporary and it meant that they were going to be able to move into a new property on the second move, or back into their refurbished home, or back into the area of their old home next to their original neighbours who may have been unaffected by the regeneration. The one move approach has the potential to restrict creativity around the phasing and delivery of the overall project. It creates a situation where the only options available to the developer are to build on open space or move people out of the area. Removing the approach from the SPD would allow more options for the developer such as moving residents from a block of flats into vacant properties whilst a block is redeveloped. Those that wish to return could then move back in. A one move approach does not give residents the option to return to where they lived before. This poses a risk for residents if a developer proposes moving people from the estate.
6. Clarity over the approach to Public Open Space. Both SPDs	The draft SPDs contained figures detailing the amount of Public Open Space to be lost on each estate. This was 2.17 hectares for Matson and 3.71 hectares for Podsmead. Following comments received and after further consideration it is not felt appropriate to predetermine a set amount. The council have not agreed in principle to this approach, nor has it been demonstrated to be policy compliant. The Open Space Strategy has been used to justify this approach in that both wards have in excess of the minimum quantity standards for open space set by the city. However, the Fields in Trust guidance states 'Quantity guidelines should not be interpreted as maximum levels of provision...'. Therefore, this in itself cannot be used as a justification to reduce the amount of open space. More consideration needs to be given to the role open space plays in defining the character of each area and in terms of the health and wellbeing of residents. It may be possible to justify the loss of some open space if it can be done in a policy compliant way through the planning application process. However, there is no evidence at this stage to demonstrate that this can be achieved. The council must be mindful of setting a city-wide precedent on this issue.

7. Phasing. SPD	Matson	Planning permission has been granted for 420 homes on Winnycroft Farm, with a further 250 homes also being considered. Given the scale of the permitted development adjacent to Matson, and the fact that there is no local centre on the Winnycroft development, it would make sense to improve the linkages between Winnycroft and the Matson local centre at the earliest opportunity. This would provide an opportunity to create community cohesion and increased economic support for the existing shops and services in Matson. The SPD has been amended to recommend that this area of Matson is considered as a first phase of development.
8. Clarity over the purpose of the Blackbridge Sports Hub. SPD	Podsmead	This is to ensure that the community facilities and services required to serve the estate of Podsmead are appropriately located within the red line boundary of the SPD area. The Podsmead Road is considered a barrier between the estate and Blackbridge. The proposed Blackbridge hub is an additional city-wide facility and should not be considered a site for the replacement of Podsmead's local community facilities.
9. Reference to materials in Matson changed from 'red brick' to render. Matson SPDs		Although locally distinctive across much of Gloucester, red brick is not distinctive to Matson. The positive elements of the character of Matson are important to preserve. Respondents in general want to see Matson improved but also to still look like Matson.
10. Inclusion of City Plan policies. Both SPDs		The policy section has been updated to reflect the recently approved pre-submission version of the City Plan. As with all developments across the city, planning applications in Matson and Podsmead must be policy compliant in order to receive planning permission. Particular reference is now made to A1 – Effective and efficient use of land and buildings, A2- Affordable housing, A3 – Estate regeneration, A6 – Accessible and adaptable homes, C1 – Active design and accessibility, C3 – Public open space, playing fields and sport facilities, C7 – Fall prevention from taller buildings, F3 – Community safety and F6 – Nationally described space standards.
11. Power of Three Community Economic Strategy. Matson SPD		Details of this document have now been included. Disappointment was expressed through the consultation that GCH, a partner organisation in the Power of Three, have not used the process so far to empower the community by training residents to be part of the consultation process, nor power sharing the process with residents. Stakeholder events have been held by GCH in Kingsholm rather than in local community facilities.
12. Ownership plan		This is to be updated to reflect 2019 data and include different house types such as the location of

	maisonettes and bungalows. The ownership plan is consider useful as it demonstrates the mix of house types and the complexities of land ownership which will be beneficial to the future masterplanning process.
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- 3.12 The key changes were presented to the Planning Policy Working Group at its meeting on 25th September 2019. No objections were received.
- 3.13 In advance of Council this report was presented to Overview and Scrutiny on 4th November 2019. No changes were proposed and O&S recommended that Cabinet endorse the report enabling it to move forward to Council.

4.0 Asset Based Community Development (ABCD) Considerations

- 4.1 This has been a meaningful consultation process. Where appropriate, i.e. where the comment relates to the content of the SPDs, the comments have been carefully considered by the Principal Planning Policy Officer and the SPD amended as appropriate. The consultation process provided an opportunity for the community to be involved in the development of the SPDs.

5.0 Alternative Options Considered

- 5.1 It is a regulatory requirement to report the findings of the consultation and amend the SPD accordingly prior to adoption. It would be a discredit to those residents that took the time to engage in the process to not respond to their comments
- 5.2 Not adopting the SPDs has been considered. However, the SPDs are a valuable tool in the planning process providing clarity for developers and decision makers by adding guidance as to how the policy framework should be interpreted on the matter of estate regeneration.
- 5.3 No other options have been considered.

6.0 Reasons for Recommendations

- 6.1 The Response Reports illustrates to those that took the time to engage in the consultation process that their views have been fully considered and the SPDs amended accordingly as part of the statutory consultation process.
- 6.2 The adoption of the SPDs enables the Local Planning Authority to set clear guidelines around the redevelopment of the two neighbourhoods. This provides clarity to potential developers and to residents in terms of what is consider acceptable and therefore unacceptable. An adopted SPD is a useful tool for decision makers and will be used in the assessment of future planning applications. The SPD sets out a number of key points in terms of designing safer layouts, reducing crime and the fear of crime, the design of the built environment, the potential for improved access and connections, how open space should be dealt with.
- 6.3 Most importantly the SPDs calls for any development to be properly masterplanned and sets out that the LPA will require more information around the case for

regeneration, rehousing, phasing, community assets, economic development, and local housing need in order to process any future planning applications. Without this information it would not be possible to assess if the application would result in a suitable development that met the requirements of the National Planning Policy Framework, the JCS, the Presubmission City Plan, or the Council's duty under the Equality Act 2010.

7.0 Future Work and Conclusions

- 7.1 In accordance with Town and Country Planning (Local Planning) (England) Regulations (as amended) 2012 Part 14, as soon as reasonably practical officers will produce an Adoption Statement and submit this to any person who has asked to be notified of the adoption of the supplementary planning documents. The SPDs will also be made available at the council's offices and online in accordance with Part 35 of the same Regulations.
- 7.2 The SPDs will be used as a material consideration in the determination of any future major planning applications in the area outlined in Figure 2.4 of the SPDs.
- 7.3 If adopted the agreed text and images of the SPDs will be compiled into a properly designed document prior to publication.

8.0 Financial Implications

- 8.1 None

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

9.0 Legal Implications

- 9.1 The preparation of an SPD is not a statutory requirement, but a decision for each local planning authority based upon demands for further information to assist in the delivery of sustainable development. An SPD cannot in itself establish land use, development management or site allocations policies, but can be used to provide further guidance for development on specific sites or on particular issues.
- 9.2 An SPD must contain a reasoned justification of the policies contained within it, must not conflict with the adopted development plan and must have regard to national policies and advice contained in guidance issued by the Secretary of State. In preparing an SPD for adoption the Council must provide a summary of the issues raised and how those issues have been addressed.
- 9.3 Once adopted, an SPD is capable of being a material consideration in the determination of planning applications. A Planning Authority can adopt an SPD either as originally prepared or as modified to take account of any representations made in relation to the SPD or any other matter they think is relevant.

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

10.0 Risk & Opportunity Management Implications

- 10.1 The adoption of the SPDs provides an opportunity for clarity from the LPA on the matter of estate regeneration and the implementation of the policy framework.
- 10.2 This reduces risk at the pre planning and planning application stage as it allows officers to clearly communicate the expected outcomes of development in the areas. In the decision-making phase of an application the SPD may be used as material consideration in the granting or refusal of planning permission. In an appeal situation the SPD would therefore be a useful tool in defence of any decision issued by the Local Planning Authority.

11.0 People Impact Assessment (PIA) and Safeguarding:

- 11.1 The Council must when making decisions of a strategic nature about how to exercise its functions have due regard to the desirability of exercising them in a way that is designed to reduce the inequalities of outcome which result from socio-economic disadvantage. It must also when exercising its functions have due regards to its public sector equality duty under section 149 of the Equality Act 2010.
- 11.2 The PIA Screening Stage was completed and did not identify any potential or actual negative impact, therefore a full PIA was not required. As set out in the SPDs one of the aims of regeneration is transforming the appearance and quality of the estates by providing homes to meet the needs of local people.

12.0 Other Corporate Implications

Community Safety

- 12.1 The draft SPDs outline a number of good urban design principles that should ensure that any planning applications are well designed in a manner that reduces crime and the fear of crime.

Sustainability

- 12.2 There is an opportunity through the planning process to ensure that any potential development ensures the sustainability of the existing community, the housing stock, community facilities and open spaces upon which the SPDs provide guidance.
- 12.3 As outlined in the SPDs any potential applications will have to accord to the adopted Joint Core Strategy and Presubmission City Plan. This requires all developments to deliver improvements to green infrastructure and biodiversity and where appropriate mitigate against climate change.

Staffing & Trade Union

- 12.3 Not applicable.

Background Documents:

The Environment Assessment of Plans and Programmes Regulations 2004 and The Conservation of Habitats and Species Regulations 2017, Screening Statement for the Draft Supplementary Planning Documents for Podsmead Estate Regeneration.

The Environment Assessment of Plans and Programmes Regulations 2004 and The Conservation of Habitats and Species Regulations 2017, Screening Statement for the Draft Supplementary Planning Documents for Matson Estate Regeneration.

Consultation version of the SPDs.

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Appendix 1 – Summary of responses by topic

Matson	Topic	%
51	Homes	25.00
39	Community	19.12
28	Open space	13.73
18	Infrastructure	8.82
14	Environmental quality	6.86
10	Access	4.90
10	Shops and services	4.90
9	Parking	4.41
6	Highways	2.94
6	Security	2.94
5	Miscellaneous	2.45
3	Phasing	1.47
2	Flooding	0.98
1	Historic environment	0.49
2	Economic Development	0.98
204	Total	100.00
Matson	Topic	%

Podsmead	Topic	%
32	Homes	19.75
22	Community	13.58
27	Open space	16.67
21	Shops and Services	12.96
16	Parking	9.88
15	Highways	9.26
12	Access	7.41
6	Environmental quality	3.70
7	Miscellaneous	4.32
2	Security and crime	1.23
2	Flooding	1.23
0	Infrastructure	0.00
162	Total	100.00

Matson Comments	Key theme	Response	Proposed Change to SPD
Need for resident led regeneration	Community	Whilst the council can encourage a resident led process it can not insist on it through the SPD. Any planning applicant will need to demonstrate how they have consulted with the community. We would encourage residents to join the Community Action Group and contact tpas who are independent advisors for residents.	No change required.
Need to capture the culture of the neighbourhoods - ethnographic study	Community	Noted.	Expand 6.2 to include community strategy and details of what this should contain.
There is much that is positive about Matson and this needs to be captured	Community	Noted.	Expand 6.2 to include community strategy and details of what this should contain. Be more positive in the SPD where appropriate.
Asset based mapping should take place to capture much that is positive about Matson and the skills that already exist in the community.	Community	Noted.	Expand 6.2 to include community strategy and details of what this should contain.
There are no four bed homes - families must move off the estate	Homes	Noted.	At the time of writing no developers have submitted any detailed layout which shows any development proposals. A rehousing strategy would be required to be submitted with any planning application. This strategy will provide the council and residents with details of who is effected and what is proposed to ensure that residents have their housing needs met. This is a requirement of SD11, SD12, of the JCS and CP policy A3 and reiterated in the SPD text. Expand 6.2 to refer to Local Needs Assessment for each

			phase to ensure the housing needs of residents are met.
Critical issue is the connection between Matson and Winnycroft to integrate the new and existing communities and help to support the retail and community offer in Matson. The link should be made during the early stages of the Winnycroft development	Phasing	Noted.	Expand 2.1.6 to provide more detail about the Winnycroft permission, services and infrastructure. Add more detail in the phasing section of the SPD of the importance of the integration and connection to Winnycroft developments.
Current shopping parade is scruffy and needs updating	Shops and services	Noted.	No change required.
Lack of fresh food and healthy choices	Shops and services	Noted.	Include in 2.1.4 Local Facilities
No supermarket, useless for people with no car	Shops and services	Noted.	Include in 2.1.4 Local facilities.
Sound insulation in flats is extremely poor – can hear people using the bathroom on floors above	Homes	It is acknowledged that a number of residents have complained about the sound insulation in their existing homes, especially in the flats. This comment will be passed on to Gloucester City Homes. Please note that any new development must accord with the latest Building Regulations with regard to sound insulations. These have been considerably improved since the estate was originally constructed in the 1950s.	No change required
Community want to be consulted on the details of the rehousing strategy	Community	Noted.	A rehousing strategy should involve detailed conversations with effected residents to discover what their housing needs are. The rehousing strategy would form part of the planning application which is subject to public consultation.

Do not build on the Library open space	Open Space	The library space is owned by Gloucester City Homes. No planning applications have been submitted to develop on the site. The council has no control over what planning applications are submitted to it. Any applications proposing a loss of open space will be determined in accordance with the SPD and the adopted JCS and CP policies.	Open space framework plan amended.
Retain our green spaces	Open Space	Noted.	No change required.
Plan ahead for electric cars	Infrastructure	This is dealt with in the SPD and in the JCS and CP.	No change required.
Get parked cars off the road - provide off-street parking	Parking	Parking is dealt with in section 5.2 of the SPD. Car parking on plot is encouraged.	No change required.
No 4 bed homes in Matson	Homes	Any planning application would need to accord with Policy SD12 Affordable Homes and SD11 Housing Mix from the JCS and Policy A3 Estate Regeneration of the City Plan Presub. These policies seek to ensure a suitable mix of homes are provided that meet local need. Reference to meeting need is made in 1.2 Vision and guiding principles and in 3.2 Housing and Regeneration.	Update Policy A3 - Estate Regeneration in section 3. Planning policy context
All buildings should have no steps and level access	Access	All development across the city needs to be built in accordance with the building regulations. CP policy C1 - Active design and accessibility will also be consider during any future planning application stage.	Ensure reference to CP policy C1 in Chapter 3 Planning Policy Context

What will happen to owner occupier's homes?	Homes	At the time of writing no developers have submitted any detailed layout which shows any development proposals. A rehousing strategy would be required to be submitted with any planning application. This strategy will provide the council and residents with details of who is effected and what is proposed to ensure that residents have their housing needs met. This is a requirement of SD11, SD12, of the JCS and CP policy A3 and reiterated in the SPD text.	Add reference to owner occupiers in any descriptions of rehousing strategy
Is there a refurbishment package for home occupiers?	Homes	It makes sense to consider the refurbishment of the properties surrounding new development. This will help create a cohesive place. The council would be supportive of such an approach. At the time of writing no refurbishment package has been submitted to the council	Add reference to refurbishment of homes adjacent to new development and the importance of a cohesive scheme.
Flats should have lifts to make it possible to live in them as life changes and so disabled people can live in them	Homes	Accessibility is a key consideration. The NPPF, JCS, and CP all seek to provide access. Applicants will need to demonstrate how that ensure accessibility and do not discriminate against people. They will also need to ensure that the housing needs of people are met.	Add reference to accessibility to chapter 5.3 Building Design.
Deal with anti-social behaviour and 'push the bar higher' – be ambitious and set high standards.	Community	Noted.	Include reference to 'Designing Safer Places' SPD.
Bin storage is a real problem	Infrastructure	Bin storage is dealt with 5.3.14 of the SPD	No change required.
There has been nothing said about house owners on the Matson estate. While all tenants have received news letters after changing your delivery company home owners seem to have been neglected	Homes	Leaflets were produced and delivered by GCH. This was not part of the council's consultation	No change required.

		process. Residents for the council's consultation were consulted in accordance with the council's Statement of Community Involvement. GCH will be notified of this comment.	
Get it done quick	Phasing	Noted. The speed of delivery is dictated by the developer.	No change required.
Will all new buildings be of the same height and construction so there is little distinction between social and private for security	Homes	Yes. Policy SD12 of the JCS requires that "The design of affordable housing should meet required standards and be equal to that of market housing in terms of appearance, build quality and materials"	Add reference to SD12 part 5 - tenure blind to section 3 Planning Policy Context
Cameras everywhere - linked right into the Force Control Centre in Quedgeley.	Community	Noted.	No change required.
A running track installed for 'The Daily Mile' - tarmacked in spongy surface - covered with cameras and well lit.	Infrastructure	Noted. The SPD requires community facilities to be provided to meet local need.	No change required.
Screens showing Daily What's On on Google Calendar to help combat loneliness and depression.	Community	Noted. It is a good idea to utilise technology to combat loneliness. This would not be a matter for the SPD but is an idea that the council would encourage you to pursue within the community.	No change required.
Refer to Norwegian Cruise Lines, Royal Caribbean eg Symphony of the Seas - top deck to get ideas for recreational facilities. That is what we want - we want a 'resort'.	Community	Noted.	No change required.
Lots of Juliet balconies and little balconies for breakfast.	Homes	Page 38, 5.3.10 states "For upper floors balconies or terraces should be provided."	No change required
Lots of space for window boxes.	Homes	Page 38, 5.3.10 states "For upper floors balconies or terraces should be provided."	No change required
Measures to help with heat gain	Homes	Any new development would have to comply with the latest Building	No change required

		Regulation. These set the standards for insulation and the heating and cooling of buildings.	
Make sure there is enough cabinetry	Homes	Storage is an important part of well functioning home. Policy F6 of the CP requires developers to build to the Nationally Described Space Standards. The standards includes providing storage space.	Refer to CP policy F6 in Chapter 3 Planning Policy Context
Make enough room for 3 tall 186cm tall fridges and freezers so people can budget their food well.	Homes	Storage is an important part of well functioning home. Policy F6 of the CP requires developers to build to the Nationally Described Space Standards. The standards includes providing storage space. Whilst a good idea, unfortunately this is too specific for the SPD. This comment will be passed to GCH to consider when they design their schemes.	Refer to CP policy F6 in Chapter 3 Planning Policy Context
There is too much traffic on Matson avenue to have a road into the top of the said avenue. It would make more sense to put traffic lights on Winnycroft lane and the junction of Painswick road, this is because the amount of traffic and children on Matson ave	Infrastructure	Noted. Future planning applications will need to be assessed by the Highways Authority to ensure highway safety.	No change required.
The footpaths should be wide - not narrow.	Infrastructure	Noted. All footpaths would need to be designed and constructed to meet the requirements of the Highway Authority.	No change required.
The streets should be surfaced with good quality sound absorbing tarmac.	Infrastructure	Noted. The footpaths and road surfaces will need to be built in accordance with the Highways Authority's requirements.	No change required.

<p>I would like to see a Wrestling Club set up there please.</p> <p>We should have an international world class Wrestling Gym and Performance Facility there so we can invite the Americans from the WWE and they can do workshops for the local children.</p> <p>It would fit in well with the Roman roots of the town - the Rugby club at Kingsholm used to be the training centre for the Roman centurions I believe.</p> <p>The local children need to have a world class sporting facility that is unique in the country right on their doorsteps.</p> <p>It's about time they were looked after and cared for there.</p>	Community	Noted. The council would encourage you to pursue this idea within the community.	No change required.
I would like to see window boxes so people can grow flowers if they want to.	Homes	Page 38, 5.3.10 states "For upper floors balconies or terraces should be provided."	No change required
I would like to see really nice planting.	Environmental quality	Noted. High quality landscaping is a planning policy requirement and identified throughout the SPD.	No change required.
I would like to see areas dedicated to meadow.	Environmental quality	Noted. High quality landscaping is a planning policy requirement and identified throughout the SPD.	No change required.
I would like to see hundreds of trees planted.	Environmental quality	Noted. High quality landscaping is a planning policy requirement and identified throughout the SPD.	No change required.
I would like to see nice expensive trees like groves/avenues of Magnolia.	Environmental quality	Noted. High quality landscaping is a planning policy requirement and identified throughout the SPD.	No change required.
I would like to see Cherry Tree blossom extensively.	Environmental quality	Noted. High quality landscaping is a planning policy requirement and identified throughout the SPD.	No change required.
The scent of the neighbourhood should be attended to - lots of jasmine, honeysuckle etc.	Environmental quality	Noted. High quality landscaping is a planning policy requirement and identified throughout the SPD.	No change required.

<p>We note there are areas being identified for open space and biodiversity enhancement including new tree planting on Figure 4.2. This is encouraging especially as the government is proposing to make biodiversity enhancement mandatory for most new developments shortly. The guidance on green/open spaces for Matson (5.2.9 to 5.2.12) is welcomed but it would be helpful if the 'Building with Nature' accreditation scheme could be referenced somewhere as a good approach. Making reference to the Gloucestershire Local Nature Partnership website would also be helpful to developers and planning officers - www.gloucestershirenature.org.uk .</p> <p>Provision of open green space is part of the solution of being able to allow housing development because it would not generate sufficient recreational pressure on the nearby Cotswold Commons and Beechwoods SAC. This issue is that most housing developments over more than a few houses will need to be subject to a Habitats Regulations Assessment (HRA) process which should be mentioned in sections 2.4 and 3.6. The interim guidance on this was sent in a letter from Natural England to all relevant Local Planning Authorities in August 2018 which I am sure the City Council is aware of. Along with other planning authorities the City Council should be funding visitor surveys this year which will be used to formulate a recreational strategy for protecting the Cotswold Beechwoods SAC from new residential developments.</p> <p>In paragraph 5.2.6 (and Fig 5.6) we recommend that providing 'good' lighting on routes should not compromise any identified use of these and adjacent area of open space by bats and other sensitive nocturnal wildlife. This can be done by avoiding illumination of hedges, trees, ponds and meadows etc. The use of highly directed lighting on to only the route surface, low level bollards or path inserted lights using LEDs should be considered. These could perhaps be wholly or partially powered by solar energy and be time controlled or triggered to only operate when low light conditions occur.</p>	Open Space	Noted. Building with Nature and Policy E8: Development affecting Cotswold Beechwoods Special Area of Conservation are policies in the Presubmission City Plan.	Add reference to Building with Nature accreditation in 'Green Spaces' section 5.2.9 to 12 and reference to Policy E8: Development affecting Cotswold Beechwoods Special Area of Conservation in chapter 3 Planning Policy Context
Play areas and parks need an update. At the moment they look tired and dated.	Open Space	Noted.	No change required.

It would be great to have better and more obvious links between Matson Library and Abbeydale.	Infrastructure	Noted.	No change required.
Greggs, village pubs and McDonalds! Get businesses on board = more employment. Swimming pool / affordable leisure centre.	Community	Noted.	No change required.
Parking along the street, people don't use the off road parking. Don't think the funding will come through leading to unfinished regeneration	Infrastructure	Noted. On street parking and a move to off street parking is dealt with in the SPD	No change required.
Privately owned homes being rented out for more than affordable rent. Not helping the housing problem.	Homes	Noted. The council has adopted policies in the JCS with regard to housing mix and need. However it can not control people renting out their homes or the price they charge for that. The solution needs to be to ensure that the housing need is met for residents on each phase of development.	Include details of a Local Housing Needs Assessment for each phase.
Quality of residential buildings need to improve. Recent new builds have issues with sewage. I have been told. Green space needs to be retained. Crime has reduced.	Homes	During any planning application process Severn Trent will be consulted. Planning permission will only be granted for a scheme that Severn Trent are satisfied with.	No change required.
Regeneration important to improve quality of house	Homes	Noted	No change required.
More affordable shops!	Shops and services	Noted.	No change required.
Traffic by Winnycroft development will be a problem. Good quality buildings should be retained.	Infrastructure	Noted.	No change required.
Don't want rehab. Problems with people taking drugs and leaving needles in parks. Surveillance in parks is needed and a rehab will de-value peoples homes.	Security and crime	Noted. The SPD sets out a number of good urban design principles to reduce crime and the fear of crime in any new development. Any planning applications will have to accord with the SPD Designing Safer Places.	Make reference to Designing Safer Places guidance in SPD.
Better facilities (wardens) for older people with disabilities. Larger communities need more facilities.	Community	Noted. A community facilities strategy is required to assess that the right facilities that are needed	No change required.

		by the community are provided in suitable locations. Planning applications will need to accord with the JCS and CP, both of which have policies to protect community facilities. This is outlined in 3.5 Community Facilities of the SPD.	
Innovation around bins and recycling	Infrastructure	Noted. Covered by policy A1 of CP	No change required.
Design of houses and open spaces designed for future needs	Homes	Page 39, Design for Change, 5.3.16 outlines that new development needs 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.	No change required
Cycle lanes and open up parks to cycles. Currently a sign saying "no cycles" useless for kids. Not used by kids. Bike Park!	Infrastructure	Noted.	No change required.
Parking - on street- not enough parking. Pot holes, curbs dropping in. Causing problems between residents. 10 Beacon Rd	Parking	Noted. Parking dealt with in SPD.	No change required.
Structural issues on to housing and pavement in Beacon. Gloucester City Homes Property.	Homes	This comment will be passed on to GCH and the Highways authority who are responsible for the road and footpath.	No change required
Would like Beacon Rd regenerated, needs parking solution and road repairs.	Infrastructure	Noted. County council are responsible for the Highway.	Removal of Matson Avenue focus.
Parking on curb blocking access for disabled people.	Access	Parking enforcement is the	No change required

		responsibility of the county council.	
Regeneration should be for whole estates not just selected sites.	Community	Noted.	Removal of Matson Avenue focus.
Not sure whether or not we should do anything to our house. Winsley Rd is poorly maintained, not included. What about everything else? Refurbs? Plan? Redundant space - 12 - 12a Winsley access blocked up. Bollards and new buildings blocks access to bus stop. Just a fly tipping street now. Driving over green space on Painswick Rd to Garnalls Rd to park on tenancies. People drive over green space to Painswick Rd from Prinknash Rd to take out wooden posts with power tools.	Open Space	Noted.	Removal of Matson Avenue focus.
Garnalls Rd --> Painswick road hedge overgrown from 2 Garnalls Road. Security issue- poor lighting. Needs more lighting. GCH "can't afford it". Whose hedge is it? GCC or GCH? Can it be removed? Fly tipping.	Security and crime	Noted. Not an issue for the SPD.	No change required.
Make green spaces nicer and not build on them all. "I love the sheep".	Open Space	Noted.	SPD amended to provide greater clarity over the approach to open space. Removal of one move approach to allow consideration of other options that do not rely on the building of green spaces first.
Shops need to be totally refurbished, horrible aggressive begging	Security and crime	Noted. This is partly an issue that should be reported to the police.	No change required.
Parking is horrendous and buses are expensive.	Parking	Noted.	No change required.

I don't have a problem with flats. I would like to see more of a mix of homes including family homes. Allocation and mix of homes is a central issue (who is housed sensitive lettings).	Homes	Noted.	A rehousing strategy would be required to be submitted with any planning application. This strategy will provide the council and residents with details of who is effected and what is proposed to ensure that residents have their housing needs met. This is a requirement of SD11, SD12, of the JCS and CP policy A3 and reiterated in the SPD text. Expand 6.2 to refer to Local Needs Assessment for each phase to ensure the housing needs of residents are met.
We should be involved in design, important that young people are involved in design of the estate for the future.	Community	Whilst the council can encourage a resident led process it can not insist on it through the SPD. Any planning applicant will need to demonstrate how they have consulted with the community.	No change required.
Premier so good. Would like more offer. E.g. Garages, Tesco Express, Indian takeaways. Green spaces are good. Places to chill with your kids. Well designed, got to look nice. We should be involved in design, important that young people are involved in design of the estate for the future. Get rid of druggies outside the shops.	Shops and services	Noted.	No change required.
Matson has a significant number of mature and veteran Oak trees. This is a key landscape characteristic of Matson. They pre date the estate and are remnants from the old Matson / Selwyn House estate. No other area of Gloucester has so many mature/veteran oak trees.	Environmental quality	Noted.	Expand 2.2.2 to include "No other area of Gloucester has as many mature and veteran Oak trees."
Opportunities section for both SPDs should include tree planting	Environmental quality	Noted.	Expand 2.5 to include tree planting
I think they are contradictory messages around transport, I am not sure I understand there is a coherent approach. Talks about improving vehicular links into Matson from Winnycroft but the same time the	Parking	Noted. During the planning application stage parking will be looked at by the Highway Authority.	Amend 5.2.22 to remove numbers of parking spaces and make reference to the on street parking

dangers of congestion. It states that it wants to “promote(s) pedestrianized movement” but at the same time 2 car parking spaces per units. How do you balance up increased quantum with this amount of car-parking!		The SPD will not specify numbers of spaces per dwelling but will encourage new development to deal with the on street parking issues.	issues and pedestrian priority.
Matson, plenty of opportunities to get density up at Matson and link to improved offer that might draw Winnycroft residents in to Matson. Need to consider shared facilities to make sustainable, e.g. library GP/coffee shop,	Community	Noted.	Expand 2.1.6 to provide more detail about the Winnycroft permission, services and infrastructure. Add more detail in the phasing section of the SPD of the importance of the integration and connection to Winnycroft developments.
Winsley Road, where there are a number of walk up flats. Why these have not been considered	Homes	The SPD covers the whole area of Matson as outlined on Figure 2.4 on page 5 of the document. Any application in the area will need to accord with its principles and the policies of the JCS and CP. The council have not yet received any planning applications. This comment will be passed to GCH. Consideration will be given to removing the Framework Plans from the SPD.	Consider removing Framework Plans as it is accepted that applications could come in across the area and the SPD is applicable to the whole area.
2.4.8 I think this overstates the case – there is plenty of potential for archaeological survival in this area, especially in the area around the moated site. Suggest this is rewritten – can provide text if need be. 2.4.9 Again – this is broadly correct – I would add that, around the scheduled monument, consultation with Historic England will also be required (impact on the setting of the SM).	Historic environment	Noted.	ANDREW PROVIDING AMENDED TEXT
Query how Painswick Road is a “positive urban design influence”	Miscellaneous	Noted. The Painswick Road provides connectivity and legibility.	No change required.
Negativity re: cul-de-sacs. They are popular with residents because they’re quiet, and it’s safer for children to play outside	Security and crime	Noted. Whilst there are benefits associated with living in a Cul-de-sac they do reduce connectivity and legibility.	No change required.
Lack of links between Painswick road and Matson avenue isn’t	Infrastructure	Noted.	No change required.

necessarily a bad thing- there are plenty of pedestrian links which are more sustainable			
There's a bias against passive use of POS	Open Space	Noted.	Add reference to passive open space to 2.2.2
The entire document is very centred on Matson Avenue, and doesn't engage as much with other areas where there are properties in poor condition, and which have opportunities to increase density- i.e. Winsley Rd, Caledonian rd.	Homes	Noted.	Consider removing Framework Plans as it is accepted that applications could come in across the area and the SPD is applicable to the whole area.
No consideration of the needs of the existing community re: tenure	Homes	Noted.	Add more detail to chapter 6. Delivery on the need to protect social tenure
There's no aspiration to make the process resident led	Community	Whilst the council can encourage a resident led process it can not insist on it through the SPD. Any planning applicant will need to demonstrate how they have consulted with the community.	No change required.
Pg 19- need to consider the needs of older/disabled people in higher-density blocks, including accessibility i.e. installing lifts	Access	CP policy C1 - Active design and accessibility will also be consider during any future planning application stage.	Ensure reference to CP policy C1 in Chapter 3 Planning Policy Context and section 5.3 Building Design
There is no explicit commitment to tenure blind development	Homes	Noted.	Add reference to SD12 part 5 - tenure blind to section 3 Planning Policy Context
Pg 24-re: A4 planning use- there is a desire in the community for a family-friendly pub since the Robinswood caught fire- could this feature the regeneration?	Community	The SPD is not proposing any specific uses. An assessment of community facilities and need will have to be undertaken to inform any planning applications. This is mentioned in chapter 6 Delivery.	No change required
Pg 27- east-west connectivity isn't a priority for residents as they have concerns about the highways impact this would have	Infrastructure	Noted. Improve connectivity improves opportunities for improve permeability, legibility and access.	No change required.

Pg 30- off street parking should be prioritised over on-street, which causes traffic problems	Parking	Noted. Any planning application will be assessed by the Highways Authority to ensure sufficient parking and highway safety. On street parking is identified as issue in the SPD. On street can be effective if designed as part of a scheme from the outset. The on-street parking in Matson was not planned for or designed into the layout.	No change required.
Pg 31- curving streets compromises lines of sites to front doors, and therefore security	Security and crime	Noted. This refers to gentle curves for car users rather than strong curves or bends that compromise pedestrian safety.	No change required.
Pg 32- what does "improve lighting" mean?	Security and crime	Noted.	Expand 5.2.8 to provide details improved lighting.
Pg 33- Cycle routes would be safer on road rather than on the pavement- they should be separate from pedestrians	Infrastructure	Noted.	No change required.
Pg 34- Instead of walls to minimise visual impact, consider planting which is more sustainable and more attractive	Environmental quality	Noted. 5.2.15 covers this point.	No change required.
Consider secure basement parking for flats	Parking	Noted.	No change required.
Pg 36- bin stores need to be flexible to accommodate changing waste regimes	Infrastructure	Noted.	No change required.
Pg 38- there is considerable demand for houses which don't have gardens	Homes	Noted. Gardens provide opportunities for green infrastructure, biodiversity, and can positively contribute to health and wellbeing. Will expand to refer to variety of garden sizes to meet a variety of needs.	Expand 5.3.7 to refer to a variety of garden sizes for a variety of needs.
1.1.2 "Whilst all of GCH properties meet decent homes standards" - not sure this is accurate. Blocks of flats in Quenneys Close	Homes	Noted. This will be checked with GCH.	Check with GCH before republishing.

1.1.2 "The estate is primarily social rented tenure." - Is this accurate	Homes	Noted. This is not accurate. GCH will be asked for a breakdown of tenure for their properties.	Amend once details available from GCH.
1.2.1 suggests that there is not already a sense of pride amongst people who live in Matson, which is untrue. There are high levels of pride in the community, the concern with physical regeneration is that communities will be broken up and this will be lost. Thought should be given about how the community infrastructure can be maintained during and after physical regeneration. Also, these reputational issues were dealt with in the community's economic development plan, The Power of Three, which is about to be refreshed. The SPD should have regard to this.	Community	Noted.	Includes reference to the Power of Three Community Economic Development Strategy.
1.2.2 - "Ideally" - Suggests that these aims are merely an ideal and not hard and fast principles	Community	Noted	Remove 'ideally' para 1.2.2
1.2.2 - "An overall increase in housing density..." Which should include a more efficient use of space by building above 2 or 3 storeys	Homes	Noted. 5.3.2 states that "New development should make efficient use of land to maximise the number of new homes..." This does not restrict the use of flats or higher density.	No change required.
1.2.2 - "aim to deliver" - Again, a vague commitment with no certainty around additionality	Community	Noted.	Remove 'aim to deliver'
1.2.2 - "Where the loss of an existing home is involved, no one will be expected to move twice..." There needs to be some thought around this. Whilst for some residents, the idea of only 1 move as opposed to 2 will be attractive, for others, 2 moves may not be inappropriate. We would also be concerned that an emphasis on 1 move makes it easier to break up communities as residents are moved out of the area where	Homes	Noted. This will be removed to allow more flexibility. It is acknowledge that some people may not want to stay in the area or may be happy to move twice if it enables them to stay in the area in a better home.	Remove reference to the move once policy.

they've always lived.		This approach is restrictive to phasing and development options.	
1.2.3 - "broadening the mix of housing to include a range of tenures" - There is already a mix of tenures- this seems to suggest that there isn't. Whilst private housing will need to be a part of regeneration, this to us suggests a move away from building additional social and affordable properties.	Homes	Noted. This will be rephrased or removed as it is not the council's intention to reduce the amount of social rent.	Rephrase or remove 1.2.3
2.1.1 - "However it is important that the SPD looks beyond the estate itself as connections between with the wider are in terms of walking route, green links..." - This is good- need to consider links especially with the new Winnycroft development	Infrastructure	Noted.	No change required.
2.1.6 - "There is significant new housing development coming forward adjacent to the estate at Winnycroft...This could provide around 700 new homes including affordable housing." - Untrue, at least in relation to "Big Winny" which has no affordable housing. Needs clarifying	Homes	Noted.	Remove sentence and expand 2.1.6 to provide more detail about the Winnycroft permission, services and infrastructure.
2.2.2 - "The new development at Winnycroft Lane will add further community facilities to the area..." Only if there are appropriate connections to the existing facilities on the estate.	Community	Noted.	Expand paragraph 2.1.6 to include greater detail about the planning permission at Winnycroft and the proposed services, facilities and integration.
2.2.3 - "Several open spaces lack definition and purpose." - Open spaces don't need to have a defined purpose- sometimes residents like a space just because it provides a nice view. Passive open spaces are just as important as active open spaces, and the latter shouldn't take priority.	Open Space	Noted.	Add reference to passive open space to 2.2.2
2.3.2 - "...open space that lacks a clear use..." - bias against the passive use of open space	Open Space	Noted.	Add reference to passive open space to 2.2.2
Figure 2.22: Existing semi-detached housing image is in face maisonettes in Winsley Road and not semi-detached houses.	Homes	Noted.	Substitute photograph in Figure 2.2 to show semi detached property.

2.4.2 "Whilst the sheep are viewed as part of the distinctive character of Matson, they can cause problems to the quality and usability of open space as droppings are problematic." - The sheep are almost universally popular with residents	Open Space	Noted.	Re word 2.4.2 bullet 3 regarding sheep.
2.5.1 - "Focus new development on Matson Avenue..." - We appreciate the financial constraints which mean that this regeneration has to be focuses, but an overriding emphasis on Matson avenue is to the detriments of other areas, which would provide good opportunity for redevelopment but have been overlooked. For example, maisonettes in areas like Winsley Road are completely owned by GCH and are an inefficient use of space, as well as not being fit for purpose. Going from 2 to 3 storeys in this area would help towards increasing density and be more efficient use of the space.	Homes	Noted. This will be removed as a principal and it specifies a single idea that goes beyond the scope of the SPD. It is only appropriate to suggest opportunities that have been formed from the analysis rather than from a developers preferred approach. It is acknowledged that there are areas beyond Matson Avenue that would benefit from regeneration.	Remove 2.5.1
5.3.2 - "Building Heights..." - Height should be a factor in increasing density and providing additionality	Homes	Noted. 5.3.2 states that "New development should make efficient use of land to maximise the number of new homes..." This does not restrict the use of flats or higher density.	No change required.
Figure 5.26 shows a red brick building. Red Brick is not a characteristic of Matson	Homes	Noted.	Remove image
5.3.13 - "Brick is the preferred principal material for elevations" - Not consistent with the character of Matson	Homes	Noted.	Remove reference to brick. Render is more locally distinctive.
Following our phone conversation regarding our concerns from a County Council level regarding the highway evidence which has not been provided, following Jamie's meeting with the consultants last years we have significant issue with the mention of an unjustified	Highways	Noted.	All comments to be included

number of additional dwellings and other community uses in the Podsmead and Matson draft SPD's.			
Therefore regarding both the Podsmead and Matson final draft SPD's we recommend the removal of the quantum of additional dwellings stated in 1.2.3 of both the Podsmead and Matson SPDs.	Highways	Noted.	All comments to be included
In the meeting last year it was mentioned the transport evidence that would be required to determine the impact of the proposed additional vehicle trips on the surrounding highway network, junction capacity analysis and mitigation required. In the absence of such evidence the highway impact of the proposed increase in housing can not be determined and whether any significant impact on existing surrounding junctions can be mitigated. This would also be the case for additional proposed use classes (shops, community facilities etc.) if significant enough in scale to result in trip attraction from areas beyond Podsmead and Matson.			
It is sought that the transport evidence previously sought with the consultant is provided before mention of any quantum of land uses is stated and would suggest the documents are otherwise headed as Design Guides only.			
Para 2.1.3 – replace 'good' with 'multiple' and insert 'regular' in front of bus services.			
Para 2.4 – remove 'technical' from title as this would require evidence basis.			
Para 2.4.1 – remove 'technical' and replace with 'brief'.			
Para 2.4.3 – remove 'the key' – evidence required to support statements.			
Bullet point 1 – replace 'good connections' with 'several connections'.			
Bullet point 2 – remove as no supporting evidence and conflicts.			
Bullet point 3 – insert 'generally' in front of good and remove 'within	Highways	Noted.	All comments to be included

and’.			
Bullet point 5 – remove as no supporting evidence and conflicts.			
Bullet point 6 – remove without evidence of congestion – limit to facts such as some narrow streets with on-street parking.			
Bullet point 7 – remove ‘the design of this junction has not yet been finalised’ accesses associated with planning ref. 14/01063/OUT Land South of Winnycroft Farm has been granted planning and is currently undergoing technical approval checks.			
New bullet point – surrounding main highway network junctions have identified capacity issues.			
Para 2.5.1 – remove ‘key’.			
New bullet point – improve pedestrian and cycle linkages to [identity of desired locations].			
3.2 New bullet point – Suitable highway mitigation that can be achieved.			
Para 3.2.5			
Bullet point 2 – remove, as this risks promoting incremental development.			
Bullet point 3 – amend, as this makes reference to the quantum of housing previously mentioned in para 1.2.3 with no supporting highway evidence.			
Para 3.6.2			
Bullet point 5 – include Travel Plans – move to bullet point 1 and change ‘proposed’ to ‘necessary’ mitigation.			
Para 3.6.3 The Transport Assessment would need to demonstrate that highway impact can be accommodated or adequately mitigated.			
Para 4.1.1 – remove ‘should’ include A1 shops and replace with ‘could’.			

Figure 4.3 – no evidence submitted to support illustrated proposed routes for vehicle improvements, potential linkages and proposed gateway improvements based on survey numbers of vehicle demand and usage, and if appropriate to, on technical design compliance checks.	Highways	Noted.	All comments to be included
Para 4.3 – No evidence to demonstrate suggestions are possible or appropriate based on transport surveys or design compliance. Therefore should be removed without evidence.			
Para 4.3.2			
Bullet point 2 – should not state, without evidence, that making a new vehicle link between Matson Avenue and Winnycroft Lane is suitable in terms of existing and proposed traffic movements.			
Bullet point 3 – should not state, without evidence, that making a new vehicle link between Painswick Road and Garnalls Road is suitable in terms of existing and proposed traffic movements.			
Bullet point 4 – no mention of improving pedestrian links across to facilities located on the far western side of Matson.			
2.22 – Remove and replace with parking according to evidence of demand and availability of suitable provision.	Homes	The NPPF requires planning authorities to make the most efficient and effective use of land without causing harm.	No change required.
Council might like to see more density but we don't			
Shops are appreciated and valued, especially pharmacy, hairdressers and post office. All are well used. Owners are not investing in their shops though because they're waiting to hear timeframes.	Shops and services	Noted.	No change required.
Shops not accessible, delivery access is a challenge	Shops and services	Noted.	No change required.
No-one has heard of Beechwood National Nature reserve – where is it? There's a small area of outstanding natural beauty by Motocross, behind services. What is this called?	Environmental Quality	Noted. The Beechwoods is mainly located in the Cotswold but is a European Designated Site.	No change required.

Need to encourage residents there to use Matson/facilities, else will just have them/us. Rugby club is cliquey	Community	Noted.	No change required.
Agree that; • Roads are narrow and poorly designed • Entrances to Robinswood Country Park and Matson Park are hidden	Highways	Noted	No change required.
Sheep are part and parcel of Matson. They're not an inconvenience. They're 'traffic calming' too	Community	Noted.	Re word 2.4.2 bullet 3 regarding sheep.
Moat School a barrier? Don't agree. Road next to it is fine.	Highways	Although no applications have been submitted for the development of the site, if in the future a site were to come forward, it is considered important to secure an east west connection across the site to improve permeability and stop people needing to travel around Juniper Av and Norbury Av to move across Matson.	No change required.
No 1 bus is good, No 13 bus is not so good. Saver cards don't work before 9am.	Access	Noted. Stagecoach are responsible for the bus services.	No change required.
entry points into Matson are initially unclear, but easy once you're used to it	Access	Noted. This is also identified by the urban design analysis.	No change required.
There's flooding in Matson Park, draining down slope into Underhill Rd and Matson Ave from Robinswood. Not draining.	Flooding	Noted. Severn Trent and where appropriate the Environment Agency would be consulted as part of any planning application process.	No change required.
Language not good either. Neighbourhood Centre = Shopping Centre, so why not say that?	Miscellaneous	Noted. The SPD is technical planning document. The correct description would be local centre.	Amend 'neighbourhood centre' to 'local centre'.
Bungalows are overshadowed by 3 floor flats. Siting is important. Maybe go for 3 storey town houses and 4 floor flats?	Homes	The amenity of neighbouring occupiers is protected from overshadowing, over bearing and lack of privacy by policies in the JCS and CP. Planning permission would	No change required.

		not normally be granted for developments that had poor relationship with adjacent properties.	
Like the lifetime homes approach eg homes planned with availability to fit a lift in the corner	Homes	Noted.	Add reference to accessibility to chapter 5.3 Building Design.
Bungalows in Redwell Rd are riddled with mould/damp. All bungalows are suffering from this. Damp proof course not working? Not got proper foundations? Springwater course?	Homes	Noted. This comment will be passed to GCH.	No change required.
Don't think should site pub under flats – who would want to live over drinking facilities?	Homes	Noted. The SPD does not suggests siting a pub under flats.	No change required.
It says 'no bikes' at Robinswood Hill and Matson Park. Kids would be upset by this – wouldn't be able to bring their bikes into green playing area	Open Space	Noted.	No changes required.
There's already vehicle access connecting Painswick RD, Garners Rd and Underhill Rd.	Access	Noted.	No change required.
The orange arrow opposite school to Painswick Rd is not appropriate	Access	Noted. This is an indicative plan showing the principle of improving permeability into Matson. All planning applications would be assessed by the Highway Authority for safety.	No change required.
The CAGs would like to stay together as we feel there is lots we can learn from each others' experiences.	Community	Noted.	No change required.

Buildings are quite old in Matson and Podsmead and definitely need works doing. We have a big interest in our estates – we volunteer/work there, so have an interest in how any redevelopment or refurbishment impacts on our communities. We also want them to grow. We don't want to lose the sense of community either – which is why we got involved	Community	Noted.	No change required.
There is an anti-social element and we are interested to see how a housing project might address this. Could be a game changer, so we want to be involved to ensure we raise the standards and reduce opportunities for antisocial behaviour	Community	Noted.	No change required.
Estates are split – Oaks/Winnycroft, owners/renters. But we are all affected by issues such as loud music. We need to encourage pride in the area	Community	Noted.	No change required.
Redevelopment is definitely a 'long game' but we want to see better and happier communities – with great housing, low cost bills, good insulation, addressing the 'bins' issue etc (currently have a problem with cardboard piled up – fire hazard – this is an issue for shop owners as well; people putting rubbish in commercial bins too)	Community	Noted.	No change required.
We were impressed by the Horfield re-development, with service roads, bins at the back. This seemed to address most of our concerns	Infrastructure	Noted.	No change required.
The biggest issue is the negative perception people have of Podsmead and Matson. Even though statistics show that problems are not so high. We	Community	Noted.	No change required.

hope regeneration will design this out, creating a more connected, vibrant and positive community. Changes to the structure and open spaces are needed to achieve this			
Should there be a greater emphasis on the social value of Matson and Podsmead in SPD? There is so much good stuff going on – many ‘little gems’ within both communities that people may not know about	Community	Noted.	Expand 6.2 to include community strategy and details of what this should contain. Be more positive in the SPD where appropriate.
There needs to be more housing – and this can be done well or very badly. The SPD talks about ‘greater density’, but we don’t want a ‘shoe horned’ look. We also need a variety of garden sizes to suit what people want.	Homes	Noted.	Expand 5.3.7 to refer to a variety of garden sizes for a variety of needs.
Open space is important - to grow food, exercise etc – good for people’s mental health.	Open Space	Noted.	SPD amended to provide greater clarity over the approach to open space.
We need communal space and own garden area around flats, giving functional outdoor space for above flats. Important because balconies are too small (and some not even balconies). How about verandas like in Australia?	Open Space	Noted.	Expand page 28, 5.3.1 to refer to functional and useable balconies.
Bike storage is also important in flats. Likewise for big prams. These are currently left in hallways	Homes	Noted.	Add information around flat storage for bikes and prams to chapter 5.
If you’re going to build 4 storey flats, given an aging population, then lifts are essential	Homes	Noted.	Add reference to accessibility to chapter 5.3 Building Design.
We worry about the segregation between Matson and Winnie. They don’t like the sheep for example. We need to encourage more integration. Local schools/bus stops/road joining (but not creating a rat run).	Community	Noted.	Expand 2.1.6 to provide more detail about the Winnycroft permission, services and infrastructure. Add more detail in the phasing section of the SPD of the importance of the integration and connection to Winnycroft developments.

Traffic calming through shared space can be quite good, especially from the viewpoint of people with disabilities	Highways	Noted.	No change required.
People prefer houses, not flats. If flats these should be limited to 3-4 storeys. They also need to design out noise, keep warmth in and be cheap to run	Homes	Noted. Some people prefer flats and some people do not. Flats will have to be part of any development proposals that come forward if the LPA is going to meet its requirements to making efficient use of land but also housing need.	No change required
Design should look to reduce ASB in flats, otherwise everyone gets involved.	Homes	Noted. All planning applications must be designed in accordance with the community safety policy in the CP, JCS, NPPF and the council's Designing Safer Places guidance.	Make reference to Designing Safer Places guidance in SPD.
Communal areas should look attractive rather than just functional – but will also need a better level of cleaning than at present, especially on ground floors	Homes	Noted.	Add that communal areas should be attractive and well maintained.
Flats should have plenty of internal storage too	Homes	Storage is an important part of well functioning home. Policy F6 of the CP requires developers to build to the Nationally Described Space Standards. The standards includes providing storage space.	Refer to CP policy F6 in Chapter 3 Planning Policy Context
Arts and culture also improve mental health. Its not all about sport. No place to do this at the moment. We do activities like pop up recording studio, which helps reduce ASB	Community	Noted. This will be dealt with as part of the community facilities need through the planning application process.	No change required.
We'd like our communities to be community-run, not done 'to' us	Community	Whilst the council can encourage a resident led process it can not insist on it through the SPD. Any planning applicant will need to demonstrate how they have consulted with the community. We would encourage residents to join the Community	No change required.

		Action Group and make contact with tps who are independent advisors for residents.	
Some of us would love a Costa (other feel this is too pricey), so there needs to be a range of activity/shopping options to meet community need	Shops and services	Noted.	No change required.
Working from homes covenants could be included on new homes by developers to reduce parking. Or 'no white vans/business vans' parking. Or designated parking	Parking	Noted.	No change required.
<p>Biodiversity enhancement</p> <p>This SPD could consider incorporating features which are beneficial to wildlife within development, in line with paragraphs 8, 72, 102, 118, 170, 171, 174 and 175 of the National Planning Policy Framework. You may wish to consider providing guidance on, for example, the level of bat roost or bird box provision within the built structure, or other measures to enhance biodiversity in the urban environment. An example of good practice includes the Exeter Residential Design Guide SPD, which advises (amongst other matters) a ratio of one nest/roost box per residential unit.</p>	Environmental Quality	Noted.	Add biodiversity on residential units as part of section 5.

<p>Landscape enhancement</p> <p>The SPD may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment; use natural resources more sustainably; and bring benefits for the local community, for example through green infrastructure provision and access to and contact with nature. Landscape characterisation and townscape assessments, and associated sensitivity and capacity assessments provide tools for planners and developers to consider how new development might make a positive contribution to the character and functions of the landscape through sensitive siting and good design and avoid unacceptable impacts.</p>	Environmental Quality	Noted.	No change required.
Para 2.5.1 could refer to "the quality and accessibility of open spaces" to ensure everyone can enjoy the health and wellbeing benefits	Open Space	Noted.	Add "the quality and accessibility of open spaces to ensure everyone can enjoy the health and wellbeing benefits.." to 2.5.1
Para 3.4.3 - would benefit from a stronger statement that streets are safe for pedestrians and cyclists of all ages and abilities	Highways	Noted.	Add to 3.4.3
Para 4.1.1 - to support healthy food choices, the mixed use centre	Shops and	Noted. This is covered by the	No change required.

should be truly mixed-use and avoid over-proliferation of A5: hot food takeaways	services	Presubmission City Plan Hot Food takeaway policy.	
We support the protection and retention of key areas of good quality green space as it promotes active lifestyles and supports good health and wellbeing, as per Section 4.2.	Open Space	Noted.	No change required.
The SPD refers to the high levels of green open space in the area. However, further consideration should be given to ensuring all residents are able to access them and that what is there is of good quality	Open Space	Noted.	No change required.
We strongly support Section 4.3 as it refers to safe and accessible pedestrian and cycle routes both within Matson and beyond. These routes should be accessible to people of all ages and abilities. In particular, they should enable resident to use active travel options to schools, health facilities and the proposed mixed use centre. They should also be integrated with high quality green infrastructure to maximise mental and physical health benefits	Highways	Noted.	No change required.

<p>Para 5.2.2 - we support the aim that streets should be designed for people, not cars as this will realise a range of safety, physical activity and air quality benefits. However, this sections could be more strongly linked with integrated green infrastructure to maximise benefits</p>	<p>Access</p>	<p>Noted.</p>	<p>Expand 5.2.2 to include reference to GI and health and wellbeing benefits of designing routes for people first.</p>
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Para 5.2.14 - this touches on electric charging but there could be reference to the benefits of ensuring electric charging infrastructure to 'future proof' the SPD. This could be included in Para 5.3.16	Parking	Noted.	Add reference to electric charging to 5.3.16
Section 5.3 - this section could be strengthened with reference to internal space sizes, which have an indirect impact on health and wellbeing, e.g. kitchens that are large enough to store and prepare fresh food	Community	Noted.	Add to 5.3
A lot of the 'open space proposals' indicated in the document are just based on lazy assumptions and plonking things into convenient places to maximise space for building works.	Open Space	Noted.	Amend Open Space Framework plan and provide clarity over the approach to open space.

<p>There is very little suggestion made in the SPD of opportunities to create high-quality new open spaces within the redevelopment, to help mitigate against any losses. Why not?</p>	Open Space	Noted.	Amend Open Space Framework plan and provide clarity over the approach to open space.
<p>Providing suitable mix of new housing in terms of both tenure and type is important element of the regeneration in light of both the need for housing and in particular Affordable Housing in the City. The under delivery of Affordable Housing in other areas of the City has an impact on both Matson and Podsmead, the provision of new high-quality Affordable Housing will mitigate this to some degree.</p> <p>The one move only approach must be supported by building appropriate new homes to ensure residents who wish to remain in their community can do so.</p> <p>The principle of integration into the wider area needs to reflect the development of the new housing off Winnycroft Lane in particular. The timing and nature of regeneration activities is critical to how these new communities relate to Matson and in particular the schools and neighbourhood centre.</p> <p>One principle that has been omitted is effective community engagement in the design of the regenerated areas and homes, although this is referred to within the section on delivery.</p>	Homes	Noted. The council has adopted policies in the JCS with regard to housing mix and need.	Expand paragraph 2.1.6 to include greater detail about the planning permission at Winnycroft and the proposed services, facilities and integration.

<p>The active and passive roles of open space is an important consideration. Open Space that creates exactly that i.e. “space” has an important role and its worth should not be underestimated, albeit the design of such passive space needs consideration</p>	Open Space	Noted.	Add reference to passive open space to 2.2.2
<p>Land use and densities need to be used to support</p> <ul style="list-style-type: none"> i. The provision of more homes generally ii. An appropriate mix of homes, in particular Matson has suffered a loss of rented family housing as a result of Right to Buy Sales. This impacts on residents’ abilities to live in appropriate housing or remain on the estate as their family grows. <p>Amenity Space for flats- it is vital that balconies provide function outdoor space, Juliette balconies not achieving this objective</p>	Homes	Noted. The council has adopted policies in the JCS with regard to housing mix and need.	Expand page 28, 5.3.1 to refer to functional and useable balconies.
<p>Streets and routes should be future proofed with a focus on maximizing the use of sustainable transport, walking, cycling and public transport.</p> <p>The issue of future proofing is addressed and this is to be welcomed.</p> <p>Planning streets and routes has a vital role in maintaining and or improving air quality and whilst part of the City’s planning policy should be a consideration for the SPD. Creating attractive corridors should assist in ensuring shops, services, schools and public open space is all best utilised.</p>	Access	Noted.	No change required
<p>The link between physical regeneration and the provision of opportunities for the current residents of Matson to benefit for social and economic regeneration is a fundamental. Without the latter increased levels of market housing will effectively gentrify the Estate, changing its demographics rather than assisting existing residents to benefit from the regeneration. Gentrification may have negative impacts on existing residents as local offers exclude them for a variety of reasons.</p>	Phasing	Noted.	Expand 2.1.6 to provide more detail about the Winnycroft permission, services and infrastructure. Add more detail in the phasing section of the SPD of the importance of the integration and connection to Winnycroft developments.

<p>Phasing</p> <p>Achieving more homes and ensuring a balanced community will provide benefits to Matson through increased use of services and amenities building on an already strong community with many assets and can help assist social and economic improvement. The integration of the new housing developments at Winnycroft need to be considered as a fundamental part of the regeneration project and therefore phasing of development to ensure this is achieved is critical</p>			
<p>My main concern/query is that the document states (p.25) that 2.17ha of POS would be lost (as indicated on the suggested framework plan). I cannot for the life of me see where the 2.17ha is being lost on the plan – that’s well over two football pitches worth of land – the only open space that looks like its disappearing entirely is Matson Library (0.4ha), which I presume would be the first place they would start to rebuild – but of course they could also re-provide some new POS as part of the new layout. So where is the 2.17ha being lost? The only other significant open space that doesn’t seem to still be shown on the framework plan is the Evan’s Walk open space and play area (also 0.4ha) – but I’m not sure why this has to disappear really? Its very close to (or inside) the scheduled monument boundary – would development actually be allowed there?</p>	Open Space	Noted.	Open space framework plan to be amended and clarity provided over approach to open space.

<p>I would also say that it should be a requirement that any trees lost will be replaced on a ratio of 2:1. Two new, small trees for each large tree is a small price to pay.</p>	<p>Environmental Quality</p>	<p>Noted.</p>	<p>Add tree planting to 2.5 Opportunities</p>
<p>Page 75 The Redwell Rd play area is not indicated on any of the plans (red circle on plan below). There is also one further formal sports pitch (used for rugby) inside Matson Park (red rectangle), which is not indicated on the plan at Fig 2.23 (p14), as well as space for another in the park (not currently used).</p>	<p>Open Space</p>	<p>Noted.</p>	<p>Add missing play area to Fig 2.23 Diagram of Public Open Spaces within study area and missing pitch.</p>
<p>Also p.14, I definitely wouldn't describe the MUGA as 'large' – it is about 24 x 12m, which is fairly small for a MUGA ('standard' size is usually around 36m long). p.24 Sud Brook mis-spelt on the plan.</p>	<p>Open Space</p>	<p>Noted.</p>	<p>Remove 'large' from MUGA description page 14. Correct spelling of Sudbrook on page 24 figure 4.2</p>

It is really not helpful that the Opportunities Diagram on p.16-17 is turned sideways to the other maps/plans in the document. This makes it very difficult to navigate and even more so when there are no labels on the plan at all – not even a street name.	Miscellaneous	Noted. This is to fit it in the document	Add some street names to plan.
I don't think that it is made clear enough in the document that new open spaces could be created as part of the redevelopment. Of course I understand that it is also vital that the new homes have private gardens, but there will definitely be scope to create functional new open space, the assumption just seems to be that open space will be lost and that's that. The tie-in with drainage SUDS etc could create opportunities for new areas of high quality green infrastructure. There also needs to be clear emphasis on the improvement of the overall quality of the spaces and not just improving the play facilities or biodiversity – for example, Matson Park has surfaced paths running through the park, which are generally well used for walking, running cycling etc. However, the condition of these paths is generally very poor due to age and the action of the permanent freshwater springs running off the hill (as is the visibility in and out of the park itself, which is mentioned in the document ref: poor entrance points). For me, a valuable result of losing some open space to the regeneration would be for the park infrastructure to be brought up to date – new path surfacing, opened up and safer entrances etc. The investment in Matson Park over recent years has been so minimal and yet it could be a stunning open space, safe and well-used. Some of the trees in the park are the best in Gloucester.	Open Space	Noted.	No change required.
Any amenity spaces retained or re-provided should be planted/enhanced with new trees and a diverse meadow mix as a minimum (i.e. reduce the large areas of gang-mown grass, other than for informal paths and kickabout spaces).	Environmental Quality	Noted.	No change required

<p>The proposed play areas do give cause for concern – the one shown at Norbury Ave is very close (less than 100m) from the Evan’s Walk site – again, not sure what is happening at Evan’s Walk, but care would have to be taken if the [lay area were moved to Norbury – firstly there are mature oak trees and secondly, it would be closer to properties. I would have no problem in seeing ‘play features’ laid out in the other green spaces, perhaps some more natural play elements, but the formal play areas need to be carefully sited, as they can potentially create a lot of noise (happy, playing noise and also ASB noise at night unfortunately).</p>	Open Space	Noted.	Open space framework to be amended and clarity provided over approach to open spaces.
<p>The other proposed LEAP is in the new (reduced size) open space next to the block that GCH had consent for building on the old caravan store area at St Peter’s Rd/Garnalls Rd (and taking a bit of the POS for development). Again, this is really quite close to the Redwell Play Area (there is more space at Redwell for noisy and expansive play). A smaller play feature might be possible at St Peter’s Rd but this space was very close to the new flats and was going to be laid out with a BBQ and seating area, so hopefully would also have a community purpose. Again, I am just concerned that the proposed LEAP locations are in places where we would normally rule out such a facility. A LEAP ideally needs to be 2000m2 in size and with buffers of 20m to all nearest properties.</p>	Open Space	Noted. This would be carefully considered during the planning application process.	Open space framework to be amended and clarity provided over approach to open spaces.
<p>It would be great to see a ‘community space’ mentioned and not just a play space – where people of all ages can enjoy spending time together – play facilities always seem to be separated somehow from everything else – why not propose a community space that incorporates features for young, middle and elderly people in a high quality setting? For me the best place for this would be in the Rectory Rd rose garden open space i.e. proper outdoor gym equipment (not the cheap stuff that no-one uses), seating (some covered?), children’s play (activity trail?), BBQs etc, all designed into a high quality space to allow the community to gather, relax and exercise outdoors. The Rectory Rd space is probably the one that could be most improved and given a practical and useful function.</p>	Open Space	Noted.	Add to opportunities the need for all ages and abilities to be able to enjoy open space.

There seems to be very little mention in the document of how the school fits into the community and the influence of the Redwell Centre surely these are both critical players in creating a cohesive and well-functioning community?	Community	Noted.	Add reference to schools and existing facilities to 3.5 Community Facilities.
please could mention be made in the document of that awful caravan store on Sneedham's Green? – I would think as a mitigation for the loss of some other small open spaces that this could be removed and returned to the green.	Open Space	Noted.	Include in opportunities section 2.5
We feel that whilst the case for regeneration is strong , the SPD as it stands is insufficiently ambitious. The proposals are patchy, and focused too much on the Matson Avenue corridor, when there are significant other parts of the estate that are in urgent need of regeneration. There is a history of regeneration starting and one end of Matson Ave and falling about halfway up and it would be difficult to justify such an approach this time .	Miscellaneous	Noted. The SPD can only provide guidance on the existing policy framework.	Remove focus on Matson Avenue
The SPD is an opportunity for the City Council to set out its ambition for Matson – these may be tempered in time by what is achievable within Government policy. When it was built the estate was a prestigious place to live and our community is rightly proud of its spirit and achievements. We are not, however, blind to the challenges or the need to bring the estate to being a healthy and happy place to live. This SPD must deliver on the hopes raised – it is more than just housing, the lives of the people of Matson are at stake.	Community	Noted.	No change required.

<p>Matson forms part of the Matson, Robinswood and White City ward of Gloucester City Council, and falls within the Gloucestershire County Council electoral division of Coney Hill and Matson.</p> <p>Matson is a post war development dating largely from the 1950s, and contains dwellings of a non-traditional build. Matson is an area of high deprivation- in terms of the multiple indices of deprivation, it ranks in the bottom quintile both nationally and locally, and sits in the top 2% most deprives wards in the UK.</p>	Community	Noted.	No change required.
<p>It is important the applications for parcels of regeneration are accompanied by local housing needs assessment, these should reflect the current circumstances and/or need of existing residents and how the application will ensure these are meet in line with the applicants rehousing strategy as agreed with the City Council and as a minimum their statutory responsibilities.</p>	Homes	Noted.	Expand page 40, chapter 6 to include reference to Local Housing Needs assessment as part of phasing rather than just rehousing strategy.

<p>Include the Power of Three community economic development plan. The Power of Three was developed in consultation with ward citizens over nine months from 2015 into 2016 and has been a powerful too for community organisations to work together, focus their narratives and report on parts of their work.</p>	<p>Economic development</p>	<p>Noted.</p>	<p>Include reference to the Power of Three in the SPD</p>
<p>I have struggled with the SPD documents as they are difficult to pin down. For example, i could not help but notice Fig, 2.14. Over a £1million spent on this process to state 'seem underused', against an image of a one car in a parking area. Under the Power of Three ideals, a local person could have been paid to lead a monitoring program of car parking areas, which would have funnelled more of the £1 million back into the community economic and produced more robust empirical data, than 'seems'.</p>	<p>Community</p>	<p>Noted.</p>	<p>No changes required.</p>

<p>What must be said is that the SPD does seem to aim through key sites to have an influence on the areas reputation which aligns with the Power of Three plan. As GCH took part in the Power of Three process it is disappointing though that further concepts from community economic development are not embedded in the SPD such as the need to keep money rotating through the community rather than just leaking away. If no local people gain employment or skills through the regeneration the long term effects are minimal. Likewise, the health assessment undertaken by GCH identified lack of local employment opportunities within the ward but the SPD does not have anything to say about ensuring the regeneration process has a direct impact on secondary economic opportunities in terms of supporting contractors and servicing workers.</p>	Economic development	Noted.	Include reference to the Power of Three in the SPD
<p>The SPD seems to lack any grand ambition and plan for a long term outlook across the board. For instance the national if not international discussion is that the car industry and transport sectors will undergo massive change with reduced private ownership of personal vehicles in the next two decades, meanwhile the SPD place heavy emphasis on parking of cars. Likewise, the employment sector gives every evidence of the importance of gig work and self-contracting, which in Abbeydale presents with many family homes having a work van parked outside, but there is no discussion in the SPD as to the likely shape of personal economic growth in Matson and its implications for needs such as workspaces, storage or van parking.</p>	parking	Noted.	Add consideration to economic growth in the 'Future proofing' section 5.3.16
<p>It is difficult to perceive from the SPD the wider argument for regeneration, the agenda seemingly is about key locations rather than tackling core issues such as the poor state of housing, its unsuitability for the lifestyles and climate of recent decades and certainly for those going forward. I cannot help but wonder if this stance has been driven by the positioning of GCH through its economic dominance as the power voice behind regeneration. When thinking about the SPD and the process that has lead to it my mind kept returning to a quote from Roads to nowhere: how infrastructure built on American inequality,</p>	Community	Noted. The council would encourage you to pursue this idea within the community and GCH.	No change required.

<p>Johnny Miller, Wed 21 Feb 2018 , The Guardian “I call it the falseness of community engagement,” says Denise Johnson, her voice rising with emotion at the frustration of decades of failed promises. “Back then, when they were building that highway, there was no mandated policy that you had to engage the community. Now, there is a mandated policy to engage the community, which is a good thing. But at the same time, it’s still just ... their agenda.” A more cohesive partner based sharing of power and leadership has been used successfully in other communities https://www.youtube.com/watch?v=q9Ae_H9MjgM#action=share and may have more luck at building a grander ambitious agenda for regen that takes account of peoples priorities and stimulates discussion about the future as well as being better informed.</p>			
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Appendix 3 – Response Report Podsmead

Podsmead Comments Received	Key theme	Response	Proposed Change to SPD
Need to capture the culture of the neighbourhoods - ethnographic study	Community	Whilst the council can encourage a resident led process it can not insist on it through the SPD. Any planning applicant will need to demonstrate how they have consulted with the community.	No change required.

<p>We note there are areas being identified for retention that are valued as open space and/or biodiversity as well as new tree planting on Figure 4.2. There are only modest indications of biodiversity enhancement (4.2) although all but the very smallest developments will have to individually consider biodiversity enhancement as the government is proposing this as a mandatory requirement soon. The guidance on green/open spaces for Matson (5.2.9 to 5.2.13) is welcomed but it would be helpful if the 'Building with Nature' accreditation scheme could be referenced somewhere as a good approach. Making reference to the Gloucestershire Local Nature Partnership website would also be helpful to developers and planning officers - www.gloucestershirenature.org.uk .</p> <p>Provision of open green space is part of the solution of being able to allow housing development because it would not generate sufficient recreational pressure on the nearby Cotswold Commons and Beechwoods SAC. This issue is that most housing developments over more than a few houses will need to be subject to a Habitats Regulations Assessment (HRA) process which should be mentioned in Sections 2.4 and 3.6. The interim guidance on this was sent in a letter from Natural England to all relevant Local Planning Authorities in August 2018 which I am sure the City Council is aware of. Along with other planning authorities the City Council should be funding visitor surveys this year which will be used to formulate a recreational strategy for protecting the Cotswold Beechwoods SAC from new residential developments.</p> <p>In paragraph 5.2.6 (and Fig 5.6) we recommend that providing 'good' lighting on routes should not compromise any identified use of these and adjacent area of open space by bats and other sensitive nocturnal wildlife. This can be done by avoiding illumination of hedges, trees, ponds and meadows etc. The use of highly directed lighting on to only the route surface, low level bollards or path inserted lights using LEDs should be considered. These could perhaps be wholly or partially powered by solar energy and be time controlled or triggered to only operate when low light conditions occur.</p>	Environmental quality	Noted. Building with Nature and Policy E8: Development affecting Cotswold Beechwoods Special Area of Conservation are policies in the Presubmission City Plan.	Add reference to Building with Nature accreditation in 'Green Spaces' section 5.2.9 to 12 and reference to Policy E8: Development affecting Cotswold Beechwoods Special Area of Conservation in chapter 3 Planning Policy Context
GCH should concentrate on improving their current stock. I like my flat, I've lived in it for years. I wish they would put right the existing problems rather than knocking buildings down.	Homes	Noted. Comment will be passed on to GCH	No change required.
It would be lovely if they could make improvements to certain parts of the estate.	Community	Noted.	No change required.
I don't understand why GCH want to do it, people are happy in their bungalows, they've lived here for years and it's causing a lot of worry.	Homes	Noted. Comment will be passed on to GCH	No change required.

I don't understand why they are bothering - why can't they just improve what they already have? We (residents on Shakespeare Avenue) always get forgotten about when it comes to improvements. We don't want to move, we like where we live.	Community	Noted. No proposals have been submitted to the council at this time.	No change required.
I like my bungalow and don't want it to change - some cladding on the outside would be nice.	Homes	Noted. No proposals have been submitted to the council at this time.	No change required.
We need more drop curbs in Podsmead.	Access	CP policy C1 - Active design and accessibility will also be considered during any future planning application stage.	Ensure reference to CP policy C1 in Chapter 3 Planning Policy Context
I would like to see an increase in affordable homes. I do believe the homes in Podsmead are already warm but not environmentally friendly.	Homes	A rehousing strategy would be required to be submitted with any planning application. This strategy will provide the council and residents with details of who is affected and what is proposed to ensure that residents have their housing needs met. This is a requirement of SD11, SD12, of the JCS and CP policy A3 and reiterated in the SPD text. Expand 6.2 to refer to Local Needs Assessment for each phase to ensure the housing needs of residents are met.	No change required.

Residents are always leaving the area and going to other communities because podsmead lacks facilities. We needs more youth facilities in Podsmead the area has been neglected for to long and the community is divided.	Shops and Services	Noted.	No change required.
We do not need any 3 story houses. Kingsway has it and it looks a state. We need less flats and more houses. Halford house I feel is a lovely building but would be better if painted a new colour and was refurbished. I am worried where the cafe and big local will be when the buildings are demolished. To enable residents to stay in this community you need to hold more event and provide more facilities as the community is usually divided. We need more sound barriers as cars and mopeds cause so much noise.	Homes	Noted. Proposed housing would have to meet housing need.	No change required.
As GCH say, They will try to rehouse people in 1 move. They will have to build something first and where will it be? I have not seen anything of the plans I have seem.	Homes	Noted. No plans are available at this stage.	No change required.
I love the green and open spaces we have in Podsmead, it would be a shame for them to be built on but if doing so improves the quality of the existing parks and fields then that wouldn't be a bad thing. More activities for children please	Open Space	Noted. Open spaces need to be very carefully managed so as to not set a precedent for developers to build on open spaces. Any proposed development would have to comply with the policies of the NPPF, JCS and CP.	No change required.
They could be improved, the park equipment is a bit tatty.	Open Space	Noted. This is already dealt with in the SPD	No change required.
Put Scott Avenue park in the centre of the green so it's away from the road and closer to the café. I value the green and open spaces and would hate to see them built on. More tree planting would be beneficial for residents and the environment.	Open Space	Noted.	Include tree planting as an opportunity in 2.5
I love how green and peaceful it is here - the open spaces could be better maintained in some parts though	Open Space	Noted.	No change required.
I like that it's green and open here.	Open Space	Noted.	No change required.
I would appreciate it if the parks were more interesting and had things for older teenagers to do.	Open Space	Noted.	No change required.

Crypt school needs a safer crossing as students walk behind busses filter light is needed turning right on to Cole Avenue from Podsmead Road	Highways	Noted. The Highways Authority will be consulted on all planning applications to ensure highway safety.	No change required.
The remembrance garden on Scott Avenue green has been neglected and is massively neglected and used for drugs. The parks in Podsmead are aimed at older generations and the only park for younger children is the one on Wingate field. I believe trees are good for podsmead but trees are too close to houses and they over hang residents gardens making a mess.	Open Space	Noted.	Include tree planting as an opportunity in 2.5
The green spaces and play areas need to be preserved even if they are moved. Lots of trees. Enhanced buffer to A38. The Play area in Matson Avenue needs to be preserved. Better design for more usage.	Open Space	Noted.	Include tree planting as an opportunity in 2.5
More play facilities a skate park is needed and less alley ways. Do not open up bottom of Shakespeare it was cut off for policing issues. As it was used as an escape route.	Open Space	Noted.	No change required.
Don't make it too built up	Homes	Noted.	No change required.
Improved security for older people's homes would be a good thing	Security and crime	Noted.	Include reference to 'Designing Safer Places' SPD.
Better shops with fresh produce and more affordable household items	Shops and Services	Noted. Improving local shops and amenities for residents is one of the aims of the SPD	No change required.
Fish and chips shop would be good	Shops and Services	Noted. Improving local shops and amenities for residents is one of the aims of the SPD	No change required.
Pharmacy with healthcare staff who can provide check-ups	Shops and Services	Noted. Improving local shops and amenities for residents is one of the aims of the SPD	No change required.
Not a fan of town houses	Homes	Noted. Proposed housing would have to meet housing need.	No change required.

Don't want Podsmead to lose its character	Community	Noted. It is important that the character is preserved and enhanced. This is protected by policies in the JCS and CP	No change required.
A co-op shop would be great, better access generally to fresh produce	Shops and Services	Noted. Improving local shops and amenities for residents is one of the aims of the SPD	No change required.
A couple of small independent businesses would be good	Shops and Services	Noted. Improving local shops and amenities for residents is one of the aims of the SPD	No change required.
Don't build three storey houses like Kingsway	Homes	Noted. Proposed housing would have to meet housing need.	No change required.
Don't try to cram too many people in.	Homes	Noted.	No change required.
A pharmacy would be great and better local shops	Shops and Services	Noted. Improving local shops and amenities for residents is one of the aims of the SPD	No change required.
Better facilities - pharmacy with health care advice	Shops and Services	Noted. Improving local shops and amenities for residents is one of the aims of the SPD	No change required.
More shops co-op, fish and chip shop would be good	Shops and Services	Noted. Improving local shops and amenities for residents is one of the aims of the SPD	No change required.
Improve what you already have rather than ripping them down and starting again	Homes	Noted.	No change required.
More shops would be good, we could really do with a pharmacy and youth centre.	Shops and Services	Noted. Improving local shops and amenities for residents is one of the aims of the SPD	No change required.

<p>We need more social housing in Podsmead as it is hugely neglected. Podsmead is looking a state but its not as bad as Matson. There is nothing to attract residents into Podsmead. There isn't anything here we need. Things like a tennis court or a local Podsmead Football team. The Ramblers is in the wrong place. We need CCTV in the area and get rid of the flats they are a nuisance.</p>	<p>Community</p>	<p>Noted. Proposed housing would have to meet housing need.</p>	<p>No change required.</p>
<p>Drs surgery and pharmacy would be a good idea.</p>	<p>Shops and Services</p>	<p>Noted. Improving local shops and amenities for residents is one of the aims of the SPD</p>	<p>No change required.</p>
<p>As a home owner I would need a decent price for my home so I could buy elsewhere.</p>	<p>Homes</p>	<p>At the time of writing no developers have submitted any detailed layout which shows any development proposals. A rehousing strategy would be required to be submitted with any planning application. This strategy will provide the council and residents with details of who is affected and what is proposed to ensure that residents have their housing needs met. This is a requirement of SD11, SD12, of the JCS and CP policy A3 and reiterated in the SPD text.</p>	<p>Add reference to owner occupiers in any descriptions of rehousing strategy</p>

There needs to be garages included in the housing and not parking away from house. A lot of families have at least 2 cars and more if adult children still live at home.	Parking	Noted. Parking is dealt with in the SPD and all planning applications will be sent to the Highways Authority to check they are supportive of the levels of parking and ensure a safe highway.	No change required.
A mix of building styles look better than lots of little boxes.	Homes	Noted. The SPD has a comprehensive design chapter and any application will need to accord with the design policies of the JCS and CP.	No change required.
There needs to be a community centre with no break in. Needs to be a more central multi-functional community centre.	Community	Noted.	Include reference to 'Designing Safer Places' SPD.
We need more high quality designs, no buildings are attractive in Podsmead. Apart from Woodpecker, (not able to read place name), Podsmead Place, (no able to read place name). GCH has really neglected the area. You really need to stand up for your residents and put them first.	Homes	Noted. Comment will be passed onto GCH.	No change required.
Epney Road needs to redesign its hard and very sharp turnings. Milton Avenue needs speed bumps or a speed camera as residents fly up the road at approx. 60 mph. Blackbridge needs a fence to stop motorcycles going over the field.	Highways	Noted. The Highways Authority will be consulted on all planning applications to ensure highway safety.	No change required.
Adequate parking needs to be provided for Crypt School and any shops built on the green space adjacent. The school appears to have a good area which could be used for parking. Need better pedestrian links particularly to Shakespeare ave.	Parking	Noted. The Highways Authority will be consulted on all planning applications to ensure highway safety.	No change required.

Podsmead needs a bus pull in bay to help the traffic at Crypt School. All the rest I agree with	Highways	This is dealt with in 4.3.2. The Highways Authority will be consulted on all planning applications to ensure highway safety.	No change required.
Better parking situation at Crypt.	Parking	This is dealt with in 4.3.2. The Highways Authority will be consulted on all planning applications to ensure highway safety.	No change required.
They need to stop speeding	Highways	This is dealt with in 5.2.5 Design to reduce vehicle speeds.	No change required.
the parking situation at Crypt needs to be improved	Parking	This is dealt with in 4.3.2. The Highways Authority will be consulted on all planning applications to ensure highway safety.	No change required.
Traffic calming measures to stop people speeding	Highways	This is dealt with in 5.2.5 Design to reduce vehicle speeds.	No change required.
Improvements need to be made to the Crypt School parking system - the school should be more responsible and provide places for the coaches to park.	Parking	This is dealt with in 4.3.2. The Highways Authority will be consulted on all planning applications to ensure highway safety.	No change required.
Speed prevention measures are needed on a lot of the roads - people speed along Milton Avenue, Scott Avenue, Shakespeare Avenue and Masefield Avenue making it dangerous for anyone crossing the road.	Highways	This is dealt with in 5.2.5 Design to reduce vehicle speeds.	No change required.

No through road between the estate and the main roads (Bristol Road and Cole Avenue). I like that the neighbourhood is quiet, it's safe for children to play, we don't have the sound of traffic whizzing by.	Highways	Noted. The Highways Authority will be consulted on all planning applications to ensure highway safety.	No change required.
Alley ways are often filled with rubbish and have poor visibility which makes you feel quite vulnerable.	Security and crime	New development will need to accord with Designing Safer Places and the principles of good urban design set out in JCS Policy SD4 and the CP	Include reference to 'Designing Safer Places' SPD.
Great bus service but difficult to get to if you have mobility issues.	Access	Noted.	No change required.
I like that there isn't a through road between Bristol Road and the Estate - keeps the streets quiet and stops cars and lorries from cutting through.	Access	Noted. The Highways Authority will be consulted on all planning applications to ensure highway safety.	No change required.
No through roads please - we like that it's quiet	Access	Noted. The Highways Authority will be consulted on all planning applications to ensure highway safety.	No change required.
It would be great if I didn't have to go to town to do my weekly food shop	Shops and Services	Noted. Improving local shops and amenities for residents is one of the aims of the SPD	No change required.
More local amenities - fish and chip shop, takeaways, coffee shop - more spaces to meet people	Shops and Services	Noted. Improving local shops and amenities for residents is one of the aims of the SPD	No change required.
It would be nice to see it happen in my lifetime!	Miscellaneous	Noted.	No change required.
Keep the estate quiet, clean, green and safe for the children.	Environmental quality	Noted.	No change required.
Why bother?	Miscellaneous	Noted.	No change required.

Focus on maintaining your existing properties.	Homes	Noted. Comment will be passed on to GCH.	No change required.
The play area is not often used. School could have an exit on to Podsmead Rd and southern avenue. School is the only congestion point.	Open Space	This is dealt with in 4.3.2. The Highways Authority will be consulted on all planning applications to ensure highway safety.	No change required.
Trees are important - but the right sort - not too big. As well as car parking for each house there should be parking area for special occasions.	Parking	This is dealt with in 4.3.2. The Highways Authority will be consulted on all planning applications to ensure highway safety.	No change required.
High rise flats/houses are unsuitable and parking is an issue. People in new development in kingsways are parking in Asda.	Parking	Carparking is dealt with in chapter 5 of the SPD.	No change required.
Each property should have 2 off road parking spaces.	Parking	Carparking is dealt with in chapter 5 of the SPD. The Highways Authority will be consulted on all planning applications to ensure highway safety and adequate parking is provided.	No change required.
1. Trees are important and views. 2. There is some wasted green space that could be used. 3. If redeveloping, include shops and play areas.	Environmental quality	Noted	No change required.
Double yellow lines to make roads safer - people would park more responsibly.	Parking	The Highways Authority will be consulted on all planning applications to ensure highway safety.	No change required.
Very worried for people who have bought houses here.	Homes	Noted.	No change required.

Skate park and a no dog area for children.	Open Space	Noted. Further information will be required around open spaces and community facilities.	No change required.
Fish and chips.	Shops and Services	Noted. Improving local shops and amenities for residents is one of the aims of the SPD	No change required.
Needs Drs surgeries! Also parking, better roads and no blind corners.	Highways	Noted. Improving local shops and amenities for residents is one of the aims of the SPD	No change required.
People want to stay people want to move. I want a clear plan. Will residents be rehoused in Podsmead or gone completely	Homes	Noted. There are no plans at this stage. Any developer will have to submit a rehousing strategy and a local housing needs assessment to ensure that the housing needs of residents are met.	Expand page 40, chapter 6 to include reference to Local Housing Needs assessment as part of phasing rather than just rehousing strategy.
Error on ownership plan page 12. Tennyson Bungalows #25,23,19, 3, 5, 15, are owned privately as well as 51 Milton Avenue.	Homes	Noted. GCH to provide an updated accurate plan.	Ownership plan to be replaced.
CPO - won't be able to buy something equivalent to what we have now. Keep Podsmead for older people develop new homes elsewhere and improve Podsmead for older people	Community	Noted.	No change required.
Belgrave Rd - Empty homes could be used as well as Shakespear avenue no 6. No three story town houses. Parking on plot. Need 3 spaced not just 1 per dwelling. Car park for school at top of Scott Avenue. New access from Crypt slip road. Southern Avenue exit on to Podsmead rd. Dispose of old homes and use income to build homes else where, a new estate.	Highways	Noted. Parking is dealt with in the SPD and all planning applications will be sent to the Highways Authority to check they are supportive of the levels of parking and ensure a safe highway.	No change required.

No Townhouses	Homes	Noted. Proposed housing would have to meet housing need.	No change required.
Make sure community facilities are built and open before demolishing existing	Community	Noted. This will be dealt with through the planning application stage. A phasing strategy and community strategy will need to accompany any application.	No change required.
Increased parking	Parking	Carparking is dealt with in chapter 5 of the SPD.	No change required.
Park in safe place on Scott Avenue	Open Space	Noted.	No change required.
More affordable shop	Shops and Services	Noted. Improving local shops and amenities for residents is one of the aims of the SPD	No change required.
No 3 story houses	Homes	Noted. Proposed housing would have to meet housing need.	No change required.
Flooding needs to be taken in to consideration.	Flooding	Flooding is taken into consideration during the planning application stage. Flooding is discussed in 2.4.7 of SPD	No change required.
What is going to happen to those who own their homes.	Homes	Noted. There are no plans at this stage. Any developer will have to submit a rehousing strategy and a local housing needs assessment to ensure that the housing needs of residents are met.	Expand page 40, chapter 6 to include reference to Local Housing Needs assessment as part of phasing rather than just rehousing strategy.

Off road parking needed for new builds	Parking	Carparking is dealt with in chapter 5 of the SPD.	No change required.
Secure parking is important	Parking	Carparking is dealt with in chapter 5 of the SPD.	No change required.
Make community for older folk, it is a peaceful area. Council wont pay what house is worth. Should refurb.	Community	Noted. Any developer will need to accord with Policy A3 Estate Regeneration of the CP. This requires a justification for any development to demonstrate that refurb has been fully considered.	No change required.
Will need to increase sewage capacity	Miscellaneous	During any planning application process Severn Trent will be consulted. Planning permission will only be granted for a scheme that Severn Trent are satisfied with.	No change required.
Dr surgery and pharmacy in one building	Shops and Services	Noted. Improving local shops and amenities for residents is one of the aims of the SPD	No change required.
We need more car parking, not less. Future proofed hidden recycling bins.	Parking	Carparking is dealt with in chapter 5 of the SPD.	No change required.
Which homes are being demolished. Where will the new ones be built and how will you decide which will be refurbished.	Homes	Noted. No planning applications or detailed designs have been submitted at this stage to the council.	No change required.
Car park and slip rd would stop congestion from school round about to southern avenue.	Parking	This is dealt with in 4.3.2. The Highways Authority will be consulted on all	No change required.

		planning applications to ensure highway safety.	
Why cant the community own the land that the community facilities are built on so its always there for the community.	Community	Noted. This is matter beyond the SPDs remit.	No change required.
GCH have blighted our properties by having a plan online showing our houses demolished - Podsmead houses can't sell!	Homes	Noted. This comment will be passed on to GCH.	No change required.
Need services such as chemist, attached to drs surgery, as well as good shops. Don't want to move, I like where I am. Don't want shops by the play ground because of roads, Shops should be at other end of green so they are in walking distance. Podsmead needs looking after.	Shops and Services	Noted. Improving local shops and amenities for residents is one of the aims of the SPD	No change required.
Will I get full market value for my house. Can't sell due to plans. Why do they want to knock down my house for green space when there is green space next door. Can still find GCH plans online. GCH said " we will just compulsory purchase if you are not careful" Was told by GCH that I would get full market value plus 10%. Wooden stairs in flats on Byron, fire risk. Antisocial behaviour, arson and drug dealing.	Homes	Noted. No planning applications or detailed designs have been submitted at this stage to the council.	No change required.
Opportunities section for both SPDs should include tree planting	Environmental quality	Noted.	Include tree planting as an opportunity in 2.5
Podsmead, I question why Master plan has separated community facilities from local centre.	Community	Noted. It is not clear which paragraph or plan this comment refers to.	No change required.
Podsmead: 2.4.4 I doubt the geology here is limestone rock – almost certainly lias clay - would query this. 2.4.10 This is broadly correct and I see no reason to go into more detail at this stage. Best dealt with at Pre-App or as part of the DM process.	Miscellaneous	Noted.	Clarification to be sought around limestone rock.
Following our phone conversation regarding our concerns from a County Council level regarding the highway evidence which has not being provided, following Jamie's meeting with the consultants last years we have significant issue with the mention of an unjustified number of additional dwellings and other community uses in the Podsmead and Matson draft SPD's.	Highways	Noted.	All comments to be included.

Therefore regarding both the Podsmead and Matson final draft SPD's we recommend the removal of the quantum of additional dwellings stated in 1.2.3 of both the Podsmead and Matson SPDs.			
In the meeting last year it was mentioned the transport evidence that would be required to determine the impact of the proposed additional vehicle trips on the surrounding highway network, junction capacity analysis and mitigation required. In the absence of such evidence the highway impact of the proposed increase in housing can not be determined and whether any significant impact on existing surrounding junctions can be mitigated. This would also be the case for additional proposed use classes (shops, community facilities etc.) if significant enough in scale to result in trip attraction from areas beyond Podsmead and Matson.			
It is sought that the transport evidence previously sought with the consultant is provided before mention of any quantum of land uses is stated and would suggest the documents are otherwise headed as Design Guides only.			
Regarding the Draft Podsmead SPD in its current form, considering the above I have the following suggestions;			
Para 1.2.2 bullet point 2 – Suggest remove reference to 25%-50% figure without transport assessment evidence to demonstrate figure is possible with achievable mitigation to surrounding highway network junctions significantly impacted in capacity or clearly state 'if appropriate highway mitigation can be provided'.			
Para 1.2.3 bullet point 2 – As per para 1.2.2 bullet point 2.			
Para 2.1.3 – replace 'good' with 'multiple' and insert 'regular' in front of bus services.			
Para 2.1.4 – replace 'easily' with 'readily'.			
Para 2.4 – remove 'technical' from title as this would require evidence basis.			
Para 2.4.1 – remove 'technical' and replace with 'brief'.			
Para 2.4.3 – remove 'the key' – evidence required to support statements.			
Bullet point 1 – 'replace 'good street' with 'several street' and insert 'generally' in front of the second good.			
Bullet point 4 remove 'within and'.			
Bullet point 5 – remove as no supporting evidence and conflicts.			
Bullet point 6 – remove without evidence of congestion – limit to facts such as some narrow streets with on-street parking.			

New bullet point – surrounding main highway network junctions have identified capacity issues.			
Para 2.5.1 – remove ‘key’.			
Bullet point 2 – remove reference to main gateway, without evidence this will not impact on the safety and operation of Podsmead Road adjacent to Crypt School.			
Bullet point 4 – add to new development north in addition to Bristol Road.			
New bullet point – improve pedestrian and cycle linkages to Tuffley and Crypt School.			
Para 3.2 – New bullet point – Suitable highway mitigation that can be achieved.			
Para 3.2.6			
Bullet point 2 – remove, as this risks promoting incremental development.			
Bullet point 3 – amend, as this makes reference to the quantum of housing previously mentioned in para 1.2.3 with no supporting highway evidence.			
Para 3.6.2			
Bullet point 5 – include Travel Plans – move to bullet point 1 and change ‘proposed’ to ‘necessary’ mitigation.			
New para 3.6.3 The Transport Assessment would need to demonstrate that highway impact can be accommodated or adequately mitigated.			
Para 4.1.1			
Bullet point 2 – remove reference to ‘at the entrance to the estate’ without evidence this will not significantly impact on the safe operation of Podsmead Road and accesses for users. Remove ‘should’ include A1 shops and replace with ‘could’.			
Figure 4.3 – no evidence submitted to support illustrated proposed routes for vehicle improvements, potential linkages, Scott Avenue downgrade and proposed gateways based on survey numbers of vehicle demand and usage, and if appropriate to, on technical design compliance checks.			
Para 4.3 – No evidence to demonstrate suggestions are possible or appropriate based on transport surveys or design compliance. Therefore should be removed without evidence.			
Para 4.3.2			
Bullet point 1 – incorrect, developments cannot be expected to contribute towards enhancements unless evidence of significant impact.			
Bullet point 2 – should not state, without evidence, that making Masfield Avenue the main route is suitable in terms of existing and proposed traffic movements.			

Bullet point 3 – should not state, without evidence, the significant issue and suitable design for ‘simplifying’.			
Bullet point 4 – should not state, without evidence, of Scott Avenues importance as a route and impact of downgrading.			
Para 4.3.3 – No mention of improving pedestrian links across Cole Avenue to Tuffley, to Crypt School and north to new residential developments.			
5.2.22 – Remove and replace with parking according to evidence of demand and availability of suitable provision.			
"The Estate Today" - Podsmead has good access for cars, bus services to town, motorways. Challenge this as Podsmead is more of a giant cul-de-sac. Services are not accessible unless you have a car. There are some shops and community facilities about 1km away and the closest district centre is 3km away. Disagree that Podsmead has good views. Maybe from the top of the flats!	Community	Noted.	Check this is accurate and amend where appropriate.
Blackbridge is not part of Podsmead - remove it as it is a separate project	Miscellaneous	Noted. There is an opportunity to improve linkages to this facility but replacement community facilities will need to be provided within Podsmead as outlined in 3.5 of the SPD	No change required.
Can't access supermarkets	Shops and Services	Noted. Improving local shops and amenities for residents is one of the aims of the SPD	No change required.
The employment land is mostly industrial and not really employment. McDonalds is very low pay and the council must think everyone on Podsmead works in industry! Not really a positive	Community	Noted. Employment land is the planning definition of these uses.	No change required.
Walking routes are horrible with vomit and urine	Access	Noted.	No change required.
The west of the area is limited by barriers as larger vehicles were driving to industrial area, as well as it being used as a rat run	Access	Noted.	No change required.
The bus service is not good! It's the number 11 three times a day. You also can't buy a day ticket before 9am you have to buy a monthly ticket. Not affordable by most.	Access	Noted. This is a matter for the bus operator but it is agreed that	No change required.

		this is not ideal, nor does it encourage people to use public transport.	
Drains get blocked up and there's flooding in people's back gardens	Flooding	During any planning application process Severn Trent will be consulted. Planning permission will only be granted for a scheme that Severn Trent are satisfied with.	No change required.
the only way to improve access to the estate is to create more access. Plans reducing this eg Scott Ave (can only get onto estate, not off). Causing congestion on Podsmead Rd. Need to look at re-opening and putting other methods in place eg yellow box at end of Cole Ave onto Podsmead Rd.	Access	Noted. The Highways Authority will be consulted on all planning applications to ensure highway safety.	No change required.
What will happen to the memorial garden? Ashes have been scattered here, so moving might not be popular. (Stone to commemorate Carmel Webb, but bot her ashes. British legion memorial.)But its seriously neglected and kids hang around there	Open Space	Noted. No plans are available at this stage.	No change required.
If the park is in the middle, will there be room for everything? There's only 1 set of rugby posts (to mark the world cup) and a five a side pitch.	Open Space	Noted. Appropriate community facilities would need to be provided as part of a planning application.	No change required.
Five a side pitch is well used in the summer. Its exercise. Could we use space in Byron Ave? Children need a place to run – see them using it every day. Blackridge is a bit far away. Parents might not be comfortable with children going there, especially at the furthest point	Open Space	Noted. Facilities need to be provided within the existing community.	Ensure reference to CP policy C1 in Chapter 3 Planning Policy Context. Provide clarity over community facilities to be provided in immediate area.
If Scott Ave is downgraded, this puts pressure on Byron, Masefield etc – seen as main route in. So this is not a good idea. Or we could increase other ways out	Access	Noted. The Highways Authority will be consulted on all planning applications	No change required.

		to ensure highway safety.	
At the bottom of Milton Ave there's some waste land, highlighted as contaminated land – but play facilities?	Open Space	Noted. There are no plans at this stage. Milton Avenue is not overlooked and is in close proximity to the backs of existing properties. This would provide an issue in terms of locating play equipment in this area.	No change required.
Green areas are good, especially for elderly and people with disability/young families. Need to find a balance between homes and green spaces	Open Space	Noted.	No change required.
<p>The CAGs would like to stay together as we feel there is lots we can learn from each others' experiences</p> <p>Initially we wanted to have an influence on progress but later down the line we want more of a say to ensure the development works for all, especially older residents or those with a disability.</p>	Community	Noted.	No change required.
Buildings are quite old in Matson and Podsmead and definitely need works doing. We have a big interest in our estates – we volunteer/work there, so have an interest in how any redevelopment or refurbishment impacts on our communities. We also want them to grow. We don't want to lose the sense of community either – which is why we got involved	Community	Noted.	No change required.
There is an anti-social element and we are interested to see how a housing project might address this. Could be a game changer, so we want to be involved to ensure we raise the standards and reduce opportunities for antisocial behaviour	Community	Noted.	No change required.
Redevelopment is definitely a 'long game' but we want to see better and happier communities – with great housing, low cost bills, good insulation, addressing the 'bins' issue etc (currently have a problem with cardboard piled up – fire hazard – this is an issue for shop owners as well; people putting rubbish in commercial bins too)	Community	Noted.	No change required.
We were impressed by the Horfield re-development, with service roads, bins at the back. This seemed to address most of our concerns	Community	Noted.	No change required.

The biggest issue is the negative perception people have of Podsmead and Matson. Even though statistics show that problems are not so high. We hope regeneration will design this out, creating a more connected, vibrant and positive community. Changes to the structure and open spaces are needed to achieve this	Community	Noted.	No change required.
Should there be a greater emphasis on the social value of Matson and Podsmead in SPD? There is so much good stuff going on – many ‘little gems’ within both communities that people may not know about	Community	Noted.	Expand 6.2 to include community strategy and details of what this should contain. Be more positive in the SPD where appropriate.
Sports facilities are in the wrong place (all in Blackridge) – people won’t use them	Open Space	Noted. Facilities need to be provided within the existing community.	Ensure reference to CP policy C1 in Chapter 3 Planning Policy Context. Provide clarity over community facilities to be provided in immediate area.
Siting the shops at the top of Scott Ave may help The Crypt but is this the right place to put them for the community?	Shops and Services	Noted. Improving local shops and amenities for residents is one of the aims of the SPD. In order to attract shops and services they will need to be located where they attract more customers. Currently there are not enough people to support shops and services in Podsmead.	No change required.
There needs to be more housing – and this can be done well or very badly. The SPD talks about ‘greater density’, but we don’t want a ‘shoe horned’ look. We also need a variety of garden sizes to suit what people want.	Homes	Noted. Gardens provide opportunities for green infrastructure, biodiversity, and can positively contribute to health and wellbeing. Will expand to refer to variety of garden sizes	Expand 5.3.7 to refer to a variety of garden sizes for a variety of needs.

		to meet a variety of needs.	
Open space is important - to grow food, exercise etc – good for people’s mental health.	Open Space	Noted.	SPD amended to provide greater clarity over the approach to open space.
We need communal space and own garden area around flats, giving functional outdoor space for above flats. Important because balconies are too small (and some not even balconies). How about verandas like in Australia?	Homes	Noted.	Expand page 28, 5.3.1 to refer to functional and useable balconies.
Bike storage is also important in flats. Likewise for big prams. These are currently left in hallways	Homes	Noted.	Add information around flat storage for bikes and prams to chapter 5.
If you’re going to build 4 storey flats, given an aging population, then lifts are essential	Homes	Noted.	Add reference to accessibility to chapter 5.3 Building Design.
On traffic calming through shared space can be quite good, especially from the viewpoint of people with disabilities	Highways	Noted.	No change required.
On People prefer houses, not flats. If flats these should be limited to 3-4 storeys. They also need to design out noise, keep warmth in and be cheap to run	Homes	Noted. Some people prefer flats and some people do not. Flats will have to be part of any development proposals that come forward if the LPA is going to meet its requirements to making efficient use of land but also housing need.	No change required
Design should look to reduce ASB in flats, otherwise everyone gets involved.	Homes	Noted. All planning applications must be designed in accordance with the community safety policy in the CP, JCS, NPPF and the	Make reference to Designing Safer Places guidance in SPD.

		council's Designing Safer Places guidance.	
Communal areas should look attractive rather than just functional – but will also need a better level of cleaning than at present, especially on ground floors	Homes	Noted.	Add that communal areas should be attractive and well maintained.
Flats should have plenty of internal storage too	Homes	Storage is an important part of well functioning home. Policy F6 of the CP requires developers to build to the Nationally Described Space Standards. The standards includes providing storage space.	Refer to CP policy F6 in Chapter 3 Planning Policy Context
We'd like our communities to be community-run, not done 'to' us	Community	Whilst the council can encourage a resident led process it can not insist on it through the SPD. Any planning applicant will need to demonstrate how they have consulted with the community.	No change required
Some of us would love a Costa (other feel this is too pricey), so there needs to be a range of activity/shopping options to meet community need	Shops and Services	Noted. Improving local shops and amenities for residents is one of the aims of the SPD	No change required.
Working from homes covenants could be included on new homes by developers to reduce parking. Or 'no white vans/business vans' parking. Or designated parking	Parking	The Highways Authority will be consulted on all planning applications to ensure highway safety and adequate parking arrangements.	No change required.

<p>Biodiversity enhancement</p> <p>This SPD could consider incorporating features which are beneficial to wildlife within development, in line with paragraphs 8, 72, 102, 118, 170, 171, 174 and 175 of the National Planning Policy Framework. You may wish to consider providing guidance on, for example, the level of bat roost or bird box provision within the built structure, or other measures to enhance biodiversity in the urban environment. An example of good practice includes the Exeter Residential Design Guide SPD, which advises (amongst other matters) a ratio of one nest/roost box per residential unit.</p>	Environmental quality	Noted.	Add biodiversity on residential units as part of section 5.
<p>Landscape enhancement</p> <p>The SPD may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment; use natural resources more sustainably; and bring benefits for the local community, for example through green infrastructure provision and access to and contact with nature. Landscape characterisation and townscape assessments, and associated sensitivity and capacity assessments provide tools for planners and developers to consider how new development might make a positive contribution to the character and functions of the landscape through sensitive siting and good design and avoid unacceptable impacts.</p>	Environmental quality	Noted.	No change required.
<p>Para 2.5.1 could refer to "the quality and accessibility of open spaces" to ensure everyone can enjoy the health and wellbeing benefits</p>	Open Space	Noted.	Add "the quality and accessibility of open spaces to ensure everyone can enjoy the health and wellbeing benefits.." to 2.5.1
<p>Para 3.4.3 - would benefit from a stronger statement that streets are safe for pedestrians and cyclists of all ages and abilities</p>	Highways	Noted.	Add to 3.4.3
<p>Para 4.1.1 - to support healthy food choices, the mixed use centre should be truly mixed-use and avoid over-proliferation of A5: hot food takeaways</p>	Shops and services	Noted. This is covered by the Presubmission City Plan Hot Food takeaway policy.	No change required.
<p>We support the protection and retention of key areas of good quality green space as it promotes active lifestyles and supports good health and wellbeing, as per Section 4.2.</p>	Open Space	Noted.	No change required.
<p>The SPD refers to the high levels of green open space in the area. However, further consideration should be given to ensuring all residents are able to access them and that what is there is of good quality</p>	Open Space	Noted.	No change required.

We strongly support Section 4.3 as it refers to safe and accessible pedestrian and cycle routes both within Matson and beyond. These routes should be accessible to people of all ages and abilities. In particular, they should enable resident to use active travel options to schools, health facilities and the proposed mixed use centre. They should also be integrated with high quality green infrastructure to maximise mental and physical health benefits	Highways	Noted.	No change required.
Para 5.2.2 - we support the aim that streets should be designed for people, not cars as this will realise a range of safety, physical activity and air quality benefits. However, this sections could be more strongly linked with integrated green infrastructure to maximise benefits	Access	Noted.	Expand 5.2.2 to include reference to GI and health and wellbeing benefits of designing routes for people first.
Para 5.2.14 - this touches on electric charging but there could be reference to the benefits of ensuring electric charging infrastructure to 'future proof' the SPD. This could be included in Para 5.3.16	Parking	Noted.	Add reference to electric charging to 5.3.16
Section 5.3 - this section could be strengthened with reference to internal space sizes, which have an indirect impact on health and wellbeing, e.g. kitchens that are large enough to store and prepare fresh food	Community	Noted.	Add to 5.3
2.14 (2.4.2) typos reference 'Blackridge' rather than Blackbridge sports hub.	Miscellaneous	Noted.	Amend typo p.14 2.4.2
2.20 – Land Use and Density Framework plan takes the open space loss even further and around two thirds of the central open space are taken for 'mixed use' building and – I really don't see how this can be justified. The existing Scott Ave open space is 2.08ha in size and the proposed 'improved' area is 0.6ha! This is just plain wrong. Why not site the 'civic space' (p.22, fig 4.2) right in the heart of this central open space – the proposed civic space location is plainly just leftover land, right on a junction and busy road – everything that is seen as negative in the site analysis. wouldn't it be better to build in some enclosure on that corner? What would be the function and purpose of such a space in this location? Surely a civic space should be located in the estate centre, near the community buildings?	Open Space	Noted. Any applications proposing a loss of open space will be determined in accordance with the SPD and the adopted JCS and CP policies.	Open space framework plan amended.
There is very little suggestion made in the SPD of opportunities to create high-quality new open spaces within the redevelopment, to help mitigate against any losses. Why not?	Open Space	Noted. This is discussed in 2.9 Opportunities	No change required.

<p>I do not disagree with the proposal (4.2.1) to provide a new and improved MUGA, although I would hate to see the play area destroyed, as it is individually designed to fit into the space and incorporates elements for all ages (toddler area is fenced for additional safety). In fact the play area and MUGA combined actually make this play space more of a NEAP than a LEAP, so it is currently providing much more than a basic play facility. First of all, to replace these facilities (even with like-for-like) would cost probably around £150,000 or more. To provide a decent sized MUGA (say 36 x 15m) with a tarmac or artificial grass surface would make the total bill probably nearer £175-200k. Who pays for this?</p> <p>Secondly, the existing facilities have been very carefully sited and laid out so that they provide the correct buffer distances to nearby houses – for the play aspect – 20m buffers and for the MUGA, 30m. If the MUGA and play were re-located to the reduced central open space, then the fenced MUGA would be very dominant in the space and there would not be sufficient space to provide 30m buffers to adjacent houses. A LEAP play area should be at least 400m² in size, but preferably larger (the current play area is approx. 1200m², plus the MUGA/covered seating area – approx. 300m²). To replace this existing facility with a smaller ‘improvement’ would seem like an injustice. Where would the informal grass kickabout area be replaced, where would the community sensory garden be replaced?</p>	Open Space	Noted.	Open space framework plan amended.
<p>The proposed skatepark shown on the open space at Milton Ave rings all sorts of alarm bells. Officers had previously looked at this space and discounted it very quickly as a place for a skate park. Firstly, the open space is elevated to the rear gardens of the nearby bungalows and users on ramps etc would therefore be significantly overlooking the garden spaces. Secondly, this is a relatively quiet area – skate parks are very noisy by their nature. Guidance suggests that skate parks should have buffers of at least 50m to residential properties, but preferably more. There would not be sufficient space here to provide 50m buffers. The only place that 50m buffers would be achievable is next to the MUGA (where the covered shelter is), and in an area which has higher levels of background noise already, which is where officers previously told the Podsmead community builder that a skate park could be located. The wellbeing of any residents located close to skate ramps should be the first and foremost consideration. Even if the bungalows on Milton Ave/Betjeman Close were to be rebuilt with houses facing the open space (which would be better for many other reasons) there still would not be a sufficient buffer space. I am not sure, but I believe that this open space has previously been</p>	Open Space	Noted.	Open space framework plan amended.

built up with excavated materials, so there may be contamination considerations needed here too.			
<p>p.23 states that there is currently 5.06ha of open space at Podsmead. In fact, within the study area defined by the SPD, there are three open spaces:</p> <p>Milton Avenue open space (PO5) – 0.918ha Byron Avenue open space (PO2) - 1.084ha Scott Avenue open space (PO3) – 2.078ha Total = 4.08ha</p> <p>The reduced POS on the open space framework plan would comprise: Milton Ave (unchanged) – 0.918ha Byron Ave – 0.6ha or less Scott Ave – 0.6ha Total = 2.118ha or less, a loss of HALF of the existing POS.</p> <p>The two other retained ‘green’ areas shown on the SPD open space plan at p.26 would not be classed or calculated as POS , as they are smaller amenity spaces of less than 0.2ha (and hence were not included as POS areas in the POS Strategy).</p> <p>This is not an acceptable level of POS loss, when considered against the proposals (i.e. no replacement POS and limited or non-existent mitigatory or enhancement proposals). It is simply land grabbing for the sake of building more houses, it is not an improvement.</p>	Open Space	Noted.	Open space framework plan amended.

<p>SPD's should be used to provide guidance on existing adopted policies within a Development Plan Document. The Matson and Podsmead SPD's currently have elements which go further than guidance and give prescriptive design requirements which development in these areas should meet. These prescriptive requirements go above and beyond the policy requirements set out within any up to date Development Plan Documents. As is set out within the Regulations and has been emphasised through the recent High Court Judgement between William Davis Ltd, Bloor Homes Ltd, Jelson Homes Ltd, Davidson Homes Ltd & Barwood Homes Ltd and Charnwood Borough Council¹, conferring development plan status onto a document which does not have statutory force and has not been subject to the same process of preparation, consultation and examination is not compliant with the Regulations. Any prescriptive requirements within an SPD are in effect policy requirements rather than guidance and should be removed and should the Council wish to assess applications against them, they should be incorporated within a Development Plan Document set of policies to ensure they are sound.</p>	Miscellaneous	Noted. The SPD does not go beyond the adopted policies. They provide guidance on how the policies can be implemented in this area.	No change required
<p>The link to the sports hub is a good ideas in theory but will not be an attractive</p>	Access	Noted. The link to the sports hub is outside of the SPD area and would be dealt with as part of any planning application for that site.	No change required.
<p>Route, again the route to Bristol Road is just picking up an existing route, I think they need to be a bit more adventurous in explaining what could be done to improve this route.</p>	Access	Noted. The route would need to be designed in accordance with the guidance in Designing Safer Places.	No change required.
<p>The proposed reconfiguration of the bus turning area, increased car parking on the Podsmead Rd/Cole Ave frontage (for Crypt school) and the existing footbridge would create (at certain times of day) a sea of cars fronting the main road – how is this a positive improvement? There doesn't seem to be any innovative thinking about the traffic and circulation space in this SPD at all.</p>	Highways	Noted. This would need to be designed in much more detail as part of the planning application process. The Highways Authority would be consulted on all applications to ensure	No change required.

		appropriate design and highway safety.	
p.24 (fig 4.3) Why has the decision been made to 'downgrade' (reduce traffic) using Scott Avenue and not Masefield Ave (where there are very few GCH properties fronting the road)? Why push the traffic into Masefield when GCH have much more control over the edges at Scott Ave? It isn't really even clear what they are trying to get the traffic to do – is there really a problem with traffic around the estate (other than on-street parking)? Why try to get traffic more quickly into the estate (i.e. at faster speeds)? Surely it would be better if all traffic was slowed down, to allow better pedestrian connectivity across the whole estate?	Highways	Noted. This would need to be designed in much more detail as part of the planning application process. The Highways Authority would be consulted on all applications to ensure appropriate design and highway safety.	No change required.

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Podsmead Supplementary Planning Document Version 3

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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 Podsmead comprises of a mix of housing tenures. GCH's properties are primarily social rented tenure, while other properties are owned by other housing associations are owner occupied or privately rented. Whilst all of GCH's properties meet decent homes standards, the quality of construction and design of the built environment reflect the estates age and offers a range of opportunities for improvement and improved quality of life, alongside opportunities for economic and social regeneration. Podsmead has a strong sense of community and the area benefits from feeling green and open.
- 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 enhance the appearance and quality of the estate while also protecting and promoting a sense of pride in the community by:
- providing homes to meet the needs of local people and provide additional homes to meet the needs of the wider city;
 - creating greener cleaner communities and improving the quality and use of open space;
 - improving local shops and amenities for residents.
 - Improving social and economic opportunities for residents.
- 1.2.2 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 provide homes to meet the needs of local people in terms of tenure, type and accessibility.
 - The regeneration will deliver quality homes which are safe, warm, affordable and environmentally friendly.
 - Residents' desires to remain in their community are accommodated. Consideration will be given to both the impact of the loss of the existing home and of the impact of moving on residents.
 - Connect and integrate Podsmead with the wider area.
- 1.2.3 This SPD provides guidance that reflects the above principles and aims to capture the benefits of new development and regeneration.

1.3 Structure of the SPD

1.3.1 This SPD is structured as follows:

- Chapter 2: The Estate 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 Matson 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: Key Principles of New Development. This chapter sets out the overall suggested coordinating principles within which individual outline and detailed planning applications could be designed. The Key Principles are set out in four themes:
 - 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 Matson.
- 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



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

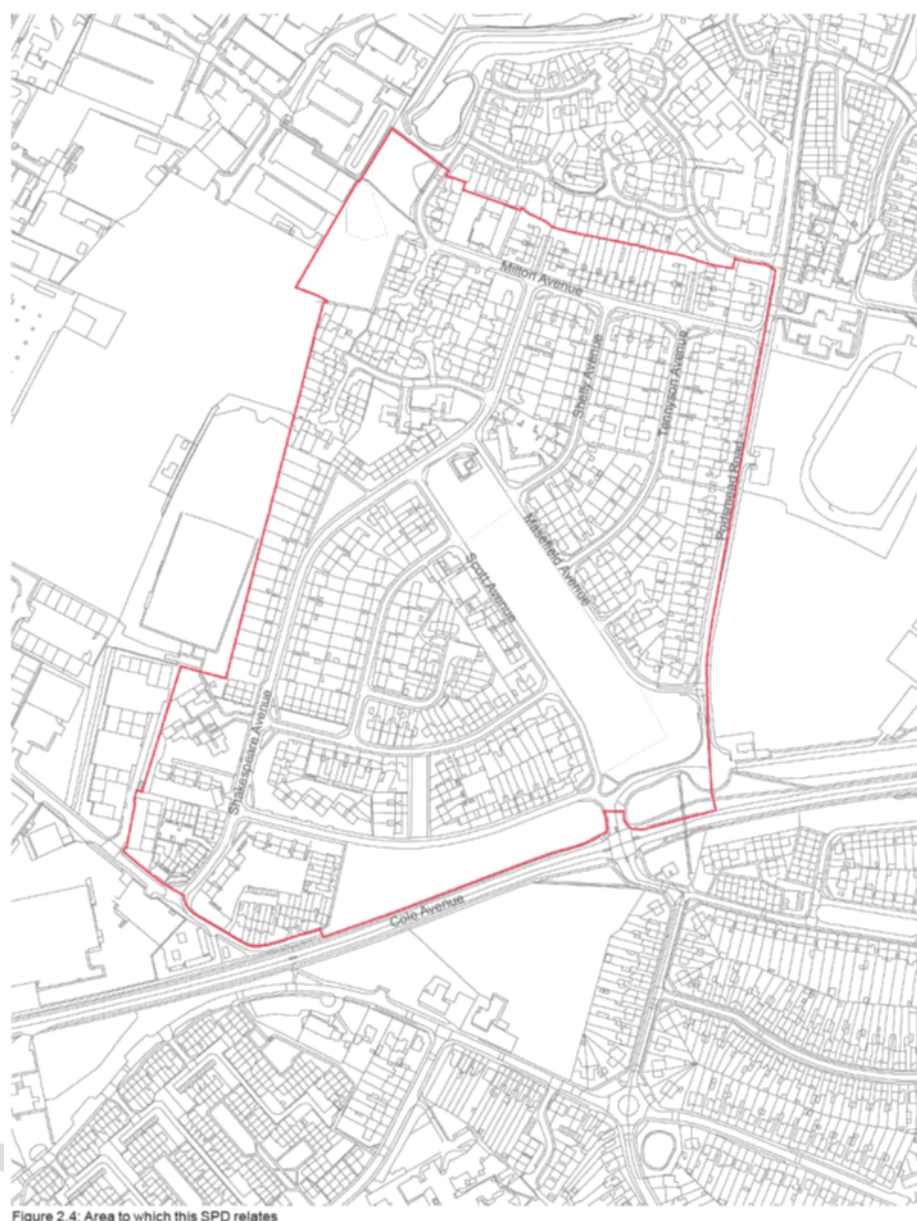


Figure 2.4: Area to which this SPD relates

- 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. However, it is important that the SPD looks beyond the estate itself as connections with the wider area in terms of walking routes, green links and design approach are important to ensure that high quality regeneration is delivered.
- 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.

Figure 2.5 Strategic context diagram

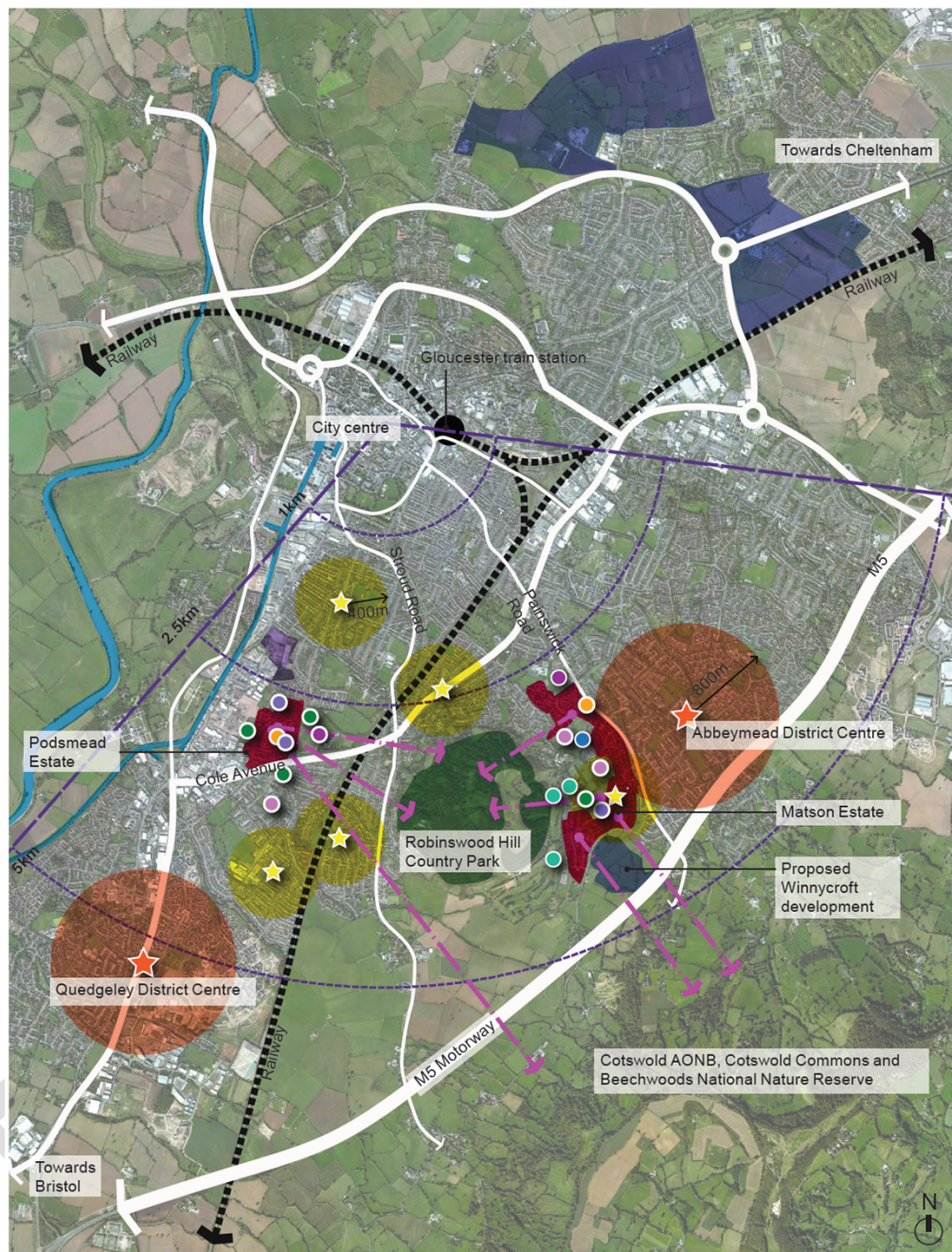


Figure 2.5: Strategic context diagram

KEY

- District centre
- Local centre
- Distance to local or district centre

- Strategic housing allocations
- Proposed development at Tuffley Crescent

Non-residential uses

- Community
- Primary School
- Secondary School
- Health
- Leisure
- Sports
- Local shop

Wider access and connectivity

2.1.3 Podsmead has multiple vehicular accessibility and regular bus services to the city centre. The railway station is located in the city 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 accessed from Podsmead via the A38 to the south and via A38 / A417 to the north. Junction 11a is approximately 8.8 kilometres away from the centre of Podsmead and Junction 12 is approximately 6.4 kilometres (actual driving distance, not a straight line).

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. The city centre is 3.3km away.
- 2.1.6 Local residents who responded to the consultation felt that there were insufficient shops and services to meet their needs. Particularly health services.

Views

- 2.1.7 Podsmead enjoys views to Robinswood Hill Country Park.



Figure 2.6: Contrasting building scales overlooking the central green space on the corner of Masefield 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



Fig 2.11: Active frontage addressing the street



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

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.
- There is a large amount of passive open space which contributes to the feeling of openness across the estate.
- The neighbourhood is in close proximity to employment land, local schools and private green spaces





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 it doesn't 'belong' to anyone



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

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 2.18: 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

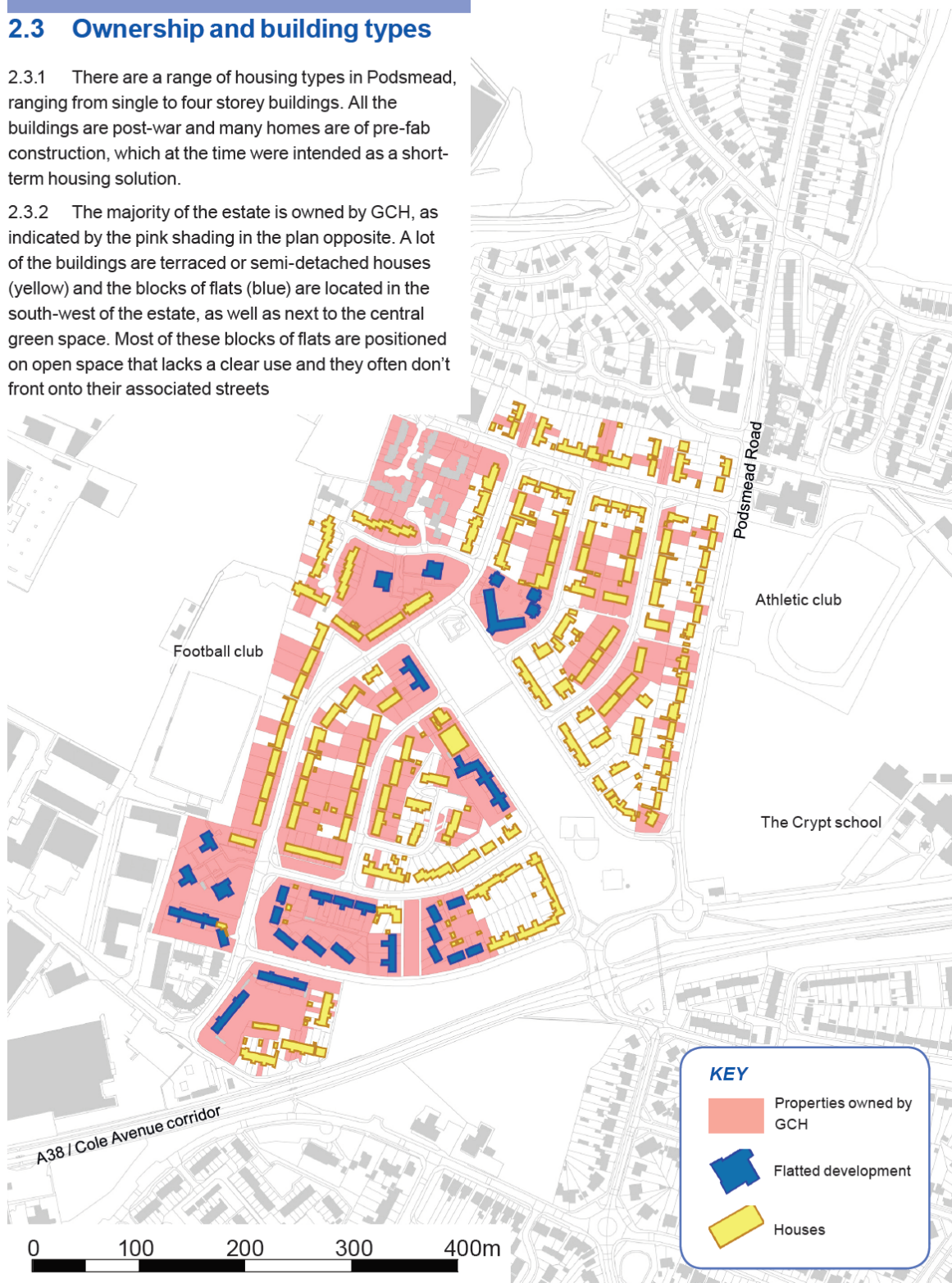


Fig 2.19: GCH ownership and building types diagram

* Source: GCH 2017

Fig 2.19: 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 Masefield Avenue

2.3 Ownership and building types

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- 2.3.2 A large amount 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

2.4 Summary of technical issues

- 2.4.1 The analysis that has informed this SPD has included:
- open space and landscape: the amount, quality, function and character;
 - transport: brief analysis of access and movement for vehicles, public transport, pedestrians and cyclists;
 - engineering: ground conditions, utilities and flood risk; and
 - historic environment.

Open space and landscape

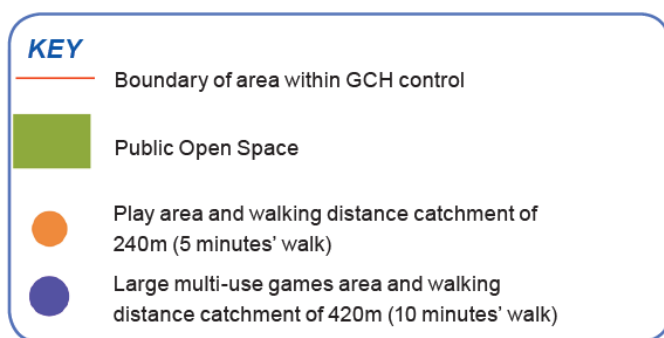
- 2.4.2 In summary, the key issues and opportunities are:

- 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 open space at Milton Avenue has been identified as a European Structural and Investment Funding (ESIF) bid area. Funds will be spent by the council to enhance biodiversity in this area.
- 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.

Fig 2.24: Diagram of Public Open Spaces within Study Area



Fig 2.24: Diagram of Public Open Spaces within Study Area



Transport

2.4.3 A full transport assessment will be required. A non-technical desktop study was undertaken focusing on access and linkages. In summary, the initial issues and opportunities are:

- There are several street connections within the study area. However, while access to local facilities and bus stops is generally 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 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
- From an urban design perspective the 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 are narrow streets and a large amount of on-street parking which residents report creates congestion and conflict between neighbours. 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.
- Surrounding main highway junctions have identified capacity issues.

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 lias clay 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). New development should avoid building over 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.
- 2.4.11 A Townscape Character Assessment of the area including full details of Listed Buildings within or adjacent to the area and Local List candidates can be found online at: <https://www.gloucester.gov.uk/media/3376/tca-report-part-2.pdf> This document identifies the Hawksley BL8 bungalows, which are aluminium clad pre-fabricated bungalows, as candidates for Local Listing and recommends that consideration be given to designating the areas with the highest concentration of Hawksley BL8 bungalows as a conservation area.

2.9 Opportunities

- 2.5.1 Figure 2.25 overleaf sets out the 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, providing facilities for local residents and improving the appearance of the entrance;
 - enhance the quality and accessibility of open spaces to ensure everyone of all ages and abilities can enjoy the health and wellbeing benefits, and improve green linkages between them;
 - provide opportunities for pedestrian and cycle linkages to Bristol Road and to recent housing development to the north;
 - increase tree planting across the estate; and
 - improve pedestrian and cycle linkages to Tuffley and Crypt School.



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 Pre-Submission version of the Gloucester City Plan 2011 - 2031 (City Plan) was approved for consultation and submission at the Council meeting held on 26 September 2019. On the basis of the stage of preparation that the plan has reached, and the consistency of its policies with the NPPF, the emerging policies of the plan can be afforded at limited to moderate weight in accordance with paragraph 48 of the NPPF.
- 3.1.3 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.
- 3.1.4 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 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 City Plan specifically addresses the regeneration of former local authority housing estates, stating that the Council will consider applications favourably where the following criteria are met:

Policy A3: Estate regeneration

1. The physical condition of the housing stock is poor (i.e. the dwellings are substandard, or demonstrably not fit for purpose in the short-medium term); and/or
2. There is an area-specific socio-economic justification for re-development led regeneration, considered alongside alternative options for re-modelling or refurbishment;

If the criteria above are met, proposals must then meet the following:

3. The proposal has been properly master-planned; and
4. The existing strengths of the locality, both the built and natural environment and the community assets, are identified and positively improved upon as part of any regeneration; and
5. The local community has been actively engaged in shaping the proposals; and
6. The proposal provides suitable type and tenure housing choices to meet the needs of existing residents and the needs of the wider city; and
7. The proposal promotes strong and thriving communities by providing community facilities, open spaces, retail and other economic opportunities at an appropriate level to meet the needs of the existing and expanded community; and
8. The proposal can demonstrate that development led regeneration delivers positive socio- economic benefits for existing residents; and
9. The proposal 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.' Applications will need to demonstrate that suitable highway mitigation can be achieved.
- 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 states 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 the City Plan Policy A5: Specialist Housing and A6: Accessible and adaptable homes.
- 3.2.5 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. The City Plan, through its whole plan viability assessment, demonstrates that a 25% affordable housing level is achievable
- 3.2.6 A key principle of any regeneration of Podsmead would therefore be to broaden the mix of housing types to reflect the needs of existing residents and the wider city. A site specific local housing needs assessment would need or be undertaken to understand the needs within each phase of development.
- 3.2.7 This SPD does not prescribe the mix of dwelling sizes, types and tenures. 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.
- City Plan Policy E5: Green Infrastructure: Building with Nature supports INF3, and requires development proposals to contribute towards the provision, protection and enhancement of Gloucester's Green Infrastructure Network. Major development proposals will be designed in accordance with 'Building with Nature' standards.
- 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 The emerging City Plan reflects existing policy by seeking to protect open space and playing fields, Policy C3: Public open space, playing fields and sports facilities, states that spaces will be protected from redevelopment to alternative uses, in whole or in part, unless it can be demonstrated that:

1. There is an excess of provision in the local area, there is no current or planned future demand for such provision and that there would be no overall shortfall; or
2. The open space, playing field or facility can be replaced by alternative provision of an equivalent or better quality and quantity in an accessible and appropriate location to the community where the loss would occur; or
3. The proposal is ancillary development that would enhance existing facilities and not reduce or prejudice its ongoing use; or
4. The proposal affects land that is not suitable, or incapable, of forming an effective part of the open space, playing field or facility and its loss would not prejudice the ongoing use of the remainder of the site for that purpose.

3.3.3 The City Plan seeks to protect trees and hedgerows and, in the case of an unavoidable significant adverse impact on trees, woodlands and hedgerows, the developer must provide for measurable biodiversity net gain on site, or if this is not possible:

1. At nearby Green Infrastructure projects/areas; or
2. In suitable areas of parks, open spaces, verges; or
3. Through the restoration or creation of traditional orchards, prioritising sites

- identified as opportunities for increasing the connectivity of the ecological network; or
4. As new or replacement street trees.

Development which would result in the loss of irreplaceable habitats such as Ancient Woodland, Ancient Trees and veteran trees will not be permitted except in wholly exceptional circumstances.

- 3.3.4 City Plan Policy E8: Development affecting Cotswold Beechwoods Special Area of Conservation states that development will not be permitted where it would be likely to lead directly or indirectly to an adverse effect upon the integrity of the Cotswold Beechwoods Special Area of Conservation (SAC) (alone or in combination), and the effects cannot be mitigated. In order to retain the integrity of the SAC, and to provide protection from recreational pressure, all development that results in a net increase in dwellings will be subject to Habitats Regulations Assessment for likely significant effects. Any development that has the potential to lead to an increase in recreational pressure on the SAC will be required to identify any potential adverse effects and provide appropriate mitigation. This will be in accordance with the SAC mitigation and implementation strategy or through a Habitats Regulations Assessment.
- 3.3.5 City Plan Policy E5: Green Infrastructure: Building with Nature supports INF3, and requires development proposals to contribute towards the provision, protection and enhancement of Gloucester's Green Infrastructure Network. Major development proposals will be designed in accordance with 'Building with Nature' standards.
- 3.3.6 The 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.
- 3.3.7 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. Space for new development within the estate is limited, and as such it is anticipated that there may be proposed development on some of the existing open space within Podsmead.
- 3.3.8 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 fact that the area has good provision of open space is not in itself a justification for the loss of open space. The approach to open space and landscape will need to comply with policy by:
- Providing a replacement or alternative provision of an equivalent or better quality and quantity in an accessible and appropriate location;
 - demonstrate, including evidence of engagement with relevant local community groups and partner organisations, why the facility is no longer required and, as appropriate, how, when and where suitable local replacement facilities will be provided;
 - improving play provision;

- 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; and
- where appropriate have the approval of Sport England.

3.4 Design and sustainability

3.4.1 The ambition should be to enhance what is already good about Podsmead, so that it becomes a high-quality place 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
- JCS Policy SD12: Affordable Housing, also requires that homes are designed to be tenure blind.

3.4.2 In addition, guidance set out in the Designing Safer Places (2008) interim adoption SPD is important to the regeneration of the estates:

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;
- create streets that are welcoming and safe for pedestrians and cyclist of all ages and abilities encouraging people to choose to move;
- 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 that promotes green active travel choices; and
- designing high quality buildings that transform the image of Podsmead.

3.4.4 The City Plan includes the following design policies which reflect existing policy and national guidance:

- Policy A1: Effective and efficient use of land and buildings
- Policy C1: Active design and accessibility
- Policy C7: Fall prevention from taller buildings
- Policy E5: Green Infrastructure: Building with Nature
- Policy F1: Materials and finishes
- Policy F2: Landscape and planting
- Policy F3: Community safety
- Policy F6: Nationally Described Space Standards
- Policy G2: Charging infrastructure for electric vehicles
- Policy G3: Cycling
- Policy G4: Walking

3.5 Community Facilities and Economic Development

- 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.
- 3.5.2 Where existing community facilities are identified for redevelopment they should be re-provided prior to their loss. The aim should be to re-provide 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.
- 3.5.3 Engagement with the community and Policy B1: Employment and skills plans from the City Plan, shall be used to ensure every reasonable opportunity is taken to help local people make the most of their existing skills, engage in training, learn new skills and build their economic potential.

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;
 - National Design Guide 2019;
 - the Gloucester Local Plan (1983) saved policies;
 - the adopted Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS) (December 2017);
 - the Presubmission Gloucester City Plan 2011 to 2031;
 - relevant policies from the 2002 Second stage Deposit City of Gloucester Local Plan (adopted for development control purposes);
 - 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 and Sport England. 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;

¹ The Manual has been temporarily revoked until account can be taken of the DfT's Inclusive Transport Strategy.

- an Environmental Statement, where screening has identified that one is required;
- Habitats Regulation Assessment;
- traffic surveys, modelling, and Transport Assessment demonstrating that any highway impact can be accommodated or adequacy mitigated;
- ecological surveys and reports;
- Phasing Strategy;
- Rehousing Strategy;
- Housing need assessment for each phase;
- Open space audit;
- Community strategy;
- Economic development plan;
- 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. Principles of new development

4.1.1 The principles for new development have been developed from the analysis of the study area, the policy framework, and the opportunities set out in Chapter 2, and are:

- Redevelopment is focused on sites with the lowest quality existing buildings and principally in the ownership of GCH or the city council, to ensure development is deliverable.
- New development is used to better define and enclose the central open space, giving the estate a strong and readily identifiable character.
- Creating a high-quality civic space associated with the mixed-use development at the gateway to the site.
- High quality mixed-use development is proposed. This should be located so that it is highly visible, so having a high impact in changing the image and identity of Podsmead and creating viable services. The mix of uses is not prescribed, but a proportion of the ground floor could 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
- Mixed-use development may also include ancillary B1: Business.
- Upper floors within any mixed-use development shall predominantly be residential
- Densities should generally increase at key gateways.

4.1.2 Where there is a demonstrable need for existing community facilities, they must be re-provided prior to their loss to provide continuity of provision. This may include temporary community facilities prior to permanent facilities. Facilities will be located within the Podsmead community and not in Blackbridge Sports Hub.

4.2 Open Space

- 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. Increase tree planting across the estate
- Enhancing the biodiversity defined focus areas and across the site to provide overall improvements and net gain.
- Creating a landscape buffer to A38 Cole Avenue that reinforces the green character of the wider area.
- Make the most of opportunities to green existing streets to help connect open spaces and create attractive walking routes.

4.3 Routes and linkages

4.3.1 The overall principle is 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:

- Undertake a fully evidenced study of the main routes into Podsmead and redesign where necessary the gateway into the estate in a manner that creates a simple more defined and legible arrangement. Designs shall reduce any identified congestion created by the current layout from school and bus traffic.
- 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;
- 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;
- Improve pedestrian and cycle links across Cole Avenue to Tuffley, to Crypt School and north to new residential developments; and
- Improve connections between Podsmead and the sports facilities to the east of Podsmead Road;

4.3.2 The suitability of these principles will need to be evidenced through a full highways assessment and in consultation with the Highways Authority through the preapplication process.

4.4 Urban Design

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; and
- 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.

Key corners

- Buildings 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 chapter 4, 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' that 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.

5.2.3 Designing routes for people first creates attractive streets that people are more like to want to walk or cycle along. Attractive streets provide an opportunity for tree planting and vegetation which maximise health and wellbeing, biodiversity and connectivity to the green infrastructure network.



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.

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5.2.4 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

5.2.5 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.

5.2.6 *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.

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

5.2.8 *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

5.2.9 The Principles for New Development in Chapter 4 sets out an estate-wide strategy for improving the connectivity for pedestrians and cyclists in Podsmead. 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 to the routes an improved feeling of security, and make users of the route feel safer through a well-maintained environment;
- improve lighting (using evenly spaced white LED 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.

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

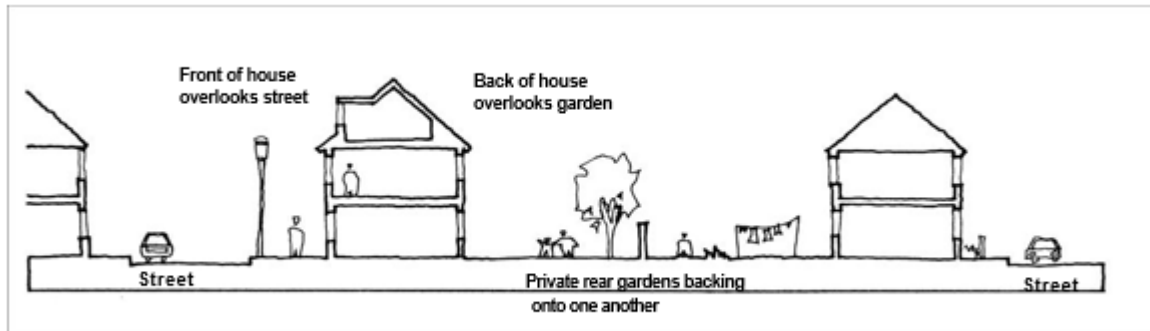


Fig 5.4: A clear distinction between public fronts of buildings and private backs is critical to creating a safe and secure place.



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

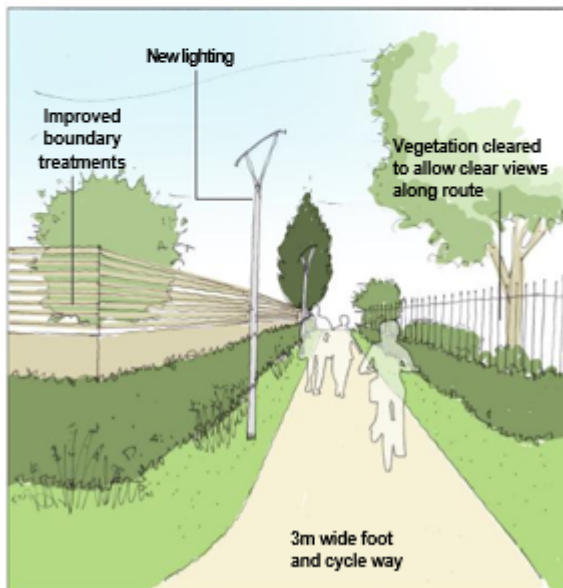


Fig 5.6: Sketch section showing improvements based on key design principles

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

GREEN SPACES

Creating character

5.2.10 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, 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.

5.2.11 In designing green spaces, designers should confirm their intended overall role and function in the context of a masterplan 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?
- 5.2.12 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.
- 5.2.13 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.
- 5.2.14 Development will be required to be built in accordance with Building with Nature as set out in Policy E5: Green Infrastructure: Building with Nature.

Spaces and buildings working together.

- 5.2.15 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;
 - 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.



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

Car Parking

Introduction

5.2.16 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

5.2.17 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.

5.2.18 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



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

Fig 5.16 Integral garage positively designed into façade with habitable rooms providing ground floor overlooking to the street and an active frontage. <<PHOTO TO BE ADDED>>

Fig 5.16: <<IMAGE TO BE REPLACED AS NO ACTIVE GROUND FLOOR FRONTAGE>>

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

Integrating garages

5.2.19 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 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

5.2.20 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. Undercroft parking may also be considered acceptable where an active frontage can be created to the street. 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 suggests 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

5.2.21 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.

5.2.22 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:

- 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

5.2.23 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.

5.3 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.



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

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

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.

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.

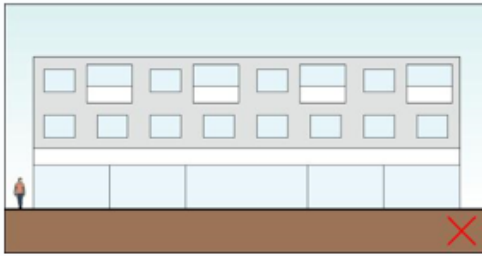


Fig 5.20: How not to do it: the ground floor and upper floors do not relate to one another architecturally

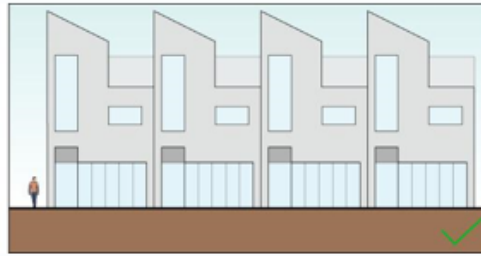


Fig 5.21: Designing the ground and upper floor uses as an integrated building



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

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

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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. Gardens should be provided at a variety of sizes to meet a variety of needs.

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 functional and useable balconies or terraces should be provided.

5.3.11 People should feel safe and proud to walk into their home. Communal spaces in flats should be well maintained and designed to be attractive rather than just functional. During the consultation residents expressed that they would like flats to have more storage both for bicycles and prams, but also space within kitchens to be able to prepare, cook and store fresh food.

EXTERNAL APPEARANCE

Materials and detailed design

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

5.3.13 Consideration needs to be given to owner occupied or private rented properties that are not redeveloped. In order to provide an overall cohesive appearance to the wider regeneration a package of refurbishments should be considered for owners.

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

5.3.15 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.

PODSMEAD



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

WILEY

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

Bin stores and other detailed elements

5.3.16 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.

5.3.17 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. Space should also be provided for prams and mobility scooters;
- light fittings should relate to the overall design approach for the building: avoid 'heritage' designs on a contemporary building and vice versa;
- 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



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.

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.

Accessibility

5.3.18 In accordance with JCS Policy SD4 new development should provide access for all potential users, including people with disabilities, to buildings, spaces and the transport network, to ensure the highest standards of inclusive design.

5.3.19 As set out in JCS Policy SD11 and City Plan Policy A6 housing should be designed to be designed to be accessible and adaptable as far as such an approach is compatible with the local context and other planning policies.

Future proofing

5.3.20 New development need to be flexible enough to respond to future changes in use, lifestyle, demography and climate change. 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. Open spaces, SUDs and planting will need to be designed to adapt to changes in the climate.

5.3.21 Homes will need to have provision for electric vehicle charging points in accordance with the City Plan Policy G2.

5.3.22 As a result of regeneration and the implementation of the employment skills plan and economic action plan, deprivation in Podsmead may reduce and the economic situation may improve for some residents. When designing highways consideration shall be given to the potential future increase in work vans and car ownership.

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 the case for regeneration to demonstrate that the physical condition of the housing stock is poor (i.e. the dwellings are substandard, or demonstrably not fit for purpose in the short-medium term); and/or There is an area-specific socio-economic justification for re-development led regeneration, considered alongside alternative options for re-modelling or refurbishment;
- developing policy compliant outline and detailed designs for the regeneration in consultation with 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, in consultation with the Council's housing team, to agree on any relocation;
- EIA Screening Opinion; 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 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 a 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.

6.3 Rehousing

6.3.1 In order to meet its duty under the Equality Act 2010 the council will need to understand in detail the needs of the residents moving from Podsmead into each phase of the development and ensure that every resident is suitable housed. A site-specific Local Housing

Needs Assessment will be required to inform the Phasing Strategy. This will provide details of who will be displaced and what their housing needs are. Full details of how these needs will be addressed by the development phase will be provided as part of the planning application.

- 6.3.2 A Rehousing Strategy will be required which provides full details of how any potentially displaced residents will be rehoused. This will include the right to remain in the neighbourhood and a right to return to the area. The Rehousing Strategy will set out compensation and rehousing options for tenants, freeholders and leaseholders.

6.4 Community Audit and Strategy

- 6.4.1 Podsmead has an active and proud community. A Community Strategy will be required to capture an understanding of the existing community assets including the people, skills, buildings and spaces Podsmead already has to offer. Details will be provided about how these will be protected and positively enhanced as part of the regeneration. The council would encourage developers and stakeholders to work with the community to capture the record the culture of Podsmead as it goes through its regeneration journey. In the spirit of Asset Based Community Development where appropriate local people should be trained to capture and present this information.

6.5 Economic Action Plan

- 6.5.1 As part of the masterplanning process an Economic Action Plan shall be developed. Regeneration is an opportunity for meaningful local economic change. Just building new homes in Podsmead will not solve its deprivation issues. Consideration shall be given to supporting local businesses through the phasing and regeneration, providing training, jobs and opportunities, creating new business shops and services for local people run by local people.

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Matson Supplementary Planning Document Version 3

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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 Matson, 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 Matson comprises of a mix of housing tenures. GCH's properties are primarily social rented tenure, while other properties are owner occupied or privately rented. Whilst all of GCH's properties meet decent homes standards, the quality of construction and design of the built environment reflect the estates age and offers a range of opportunities for improvement and improved quality of life, alongside opportunities for economic and social regeneration. Matson has a strong sense of community and the area benefits from views of the countryside and Robinswood Hill. There is an overall green and open feel to the estate.
- 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 and response report.

1.2 Vision and guiding principles

- 1.2.1 The aim of regeneration is to enhance the appearance and quality of the estate while also protecting and growing the sense of pride in the community and reducing deprivation by:
- providing homes to meet the needs of local people and provide additional homes to meet the needs of the wider city;
 - creating greener cleaner communities and improving the quality and use of open space;
 - improving local shops and amenities for residents;
 - Improving social and economic opportunities for residents.
- 1.2.2 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 provide homes to meet the needs of local people in terms of tenure, type and accessibility.
 - The regeneration will deliver quality homes which are safe, warm, affordable and environmentally friendly.
 - Residents' desires to remain in their community are accommodated. Consideration will be given to both the impact of the loss of the existing home and of the impact of moving on residents.
 - Connect and integrate Matson with the wider area.
 - Utilise the community's economic development plan 'The Power of Three'.
- 1.2.3 This SPD provides guidance that reflects the above principles and aims to capture the benefits of new development and regeneration.

1.3 Structure of the SPD

1.3.1 This SPD is structured as follows:

- Chapter 2: The Estate 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 Matson 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: Key Principles of New Development. This chapter sets out the overall suggested coordinating principles within which individual outline and detailed planning applications could be designed. The Key Principles are set out in four themes:
 - 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 Matson.
- 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



Figure 2.1: Typical housing in Matson

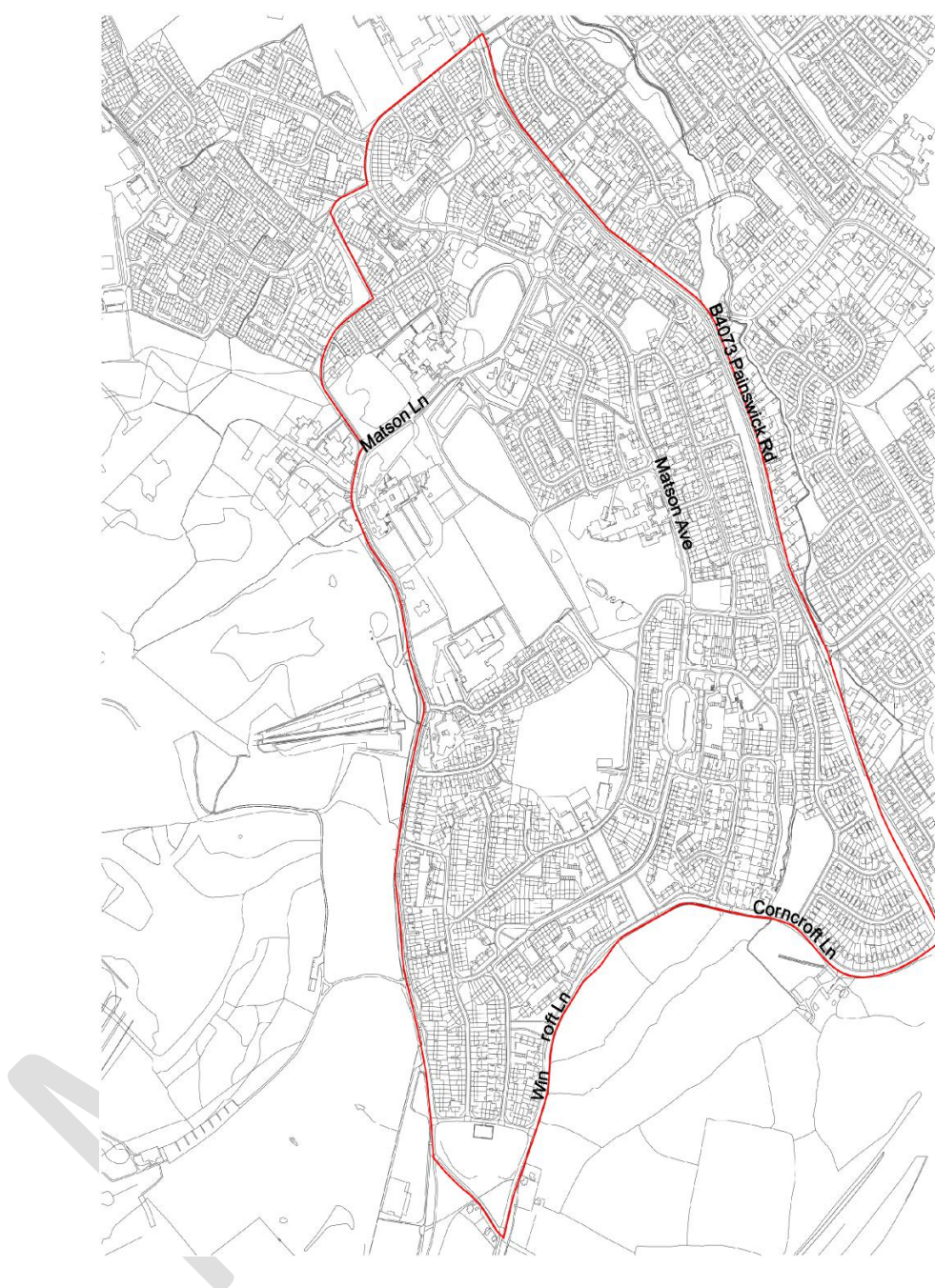


Figure 2.2: View towards Cotswolds



Figure 2.3: View towards Robinswood Hill

Figure 2.4: Area to which this SPD relates



- 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. For example, the private housing and open space around Haycroft Drive will not change as a result of this SPD. However, it is important that the SPD looks beyond the estate itself as connections with the wider area in terms of walking routes, green links and design approach are important to ensure that high quality regeneration is delivered.
- 2.1.2 Figure 2.5 overleaf shows the location and context of Matson in relation to Gloucester as a whole. Matson is located approximately 4km to the south of Gloucester City Centre. Robinswood Hill Country Park is nearby.

Figure 2.5 Strategic Context Diagram

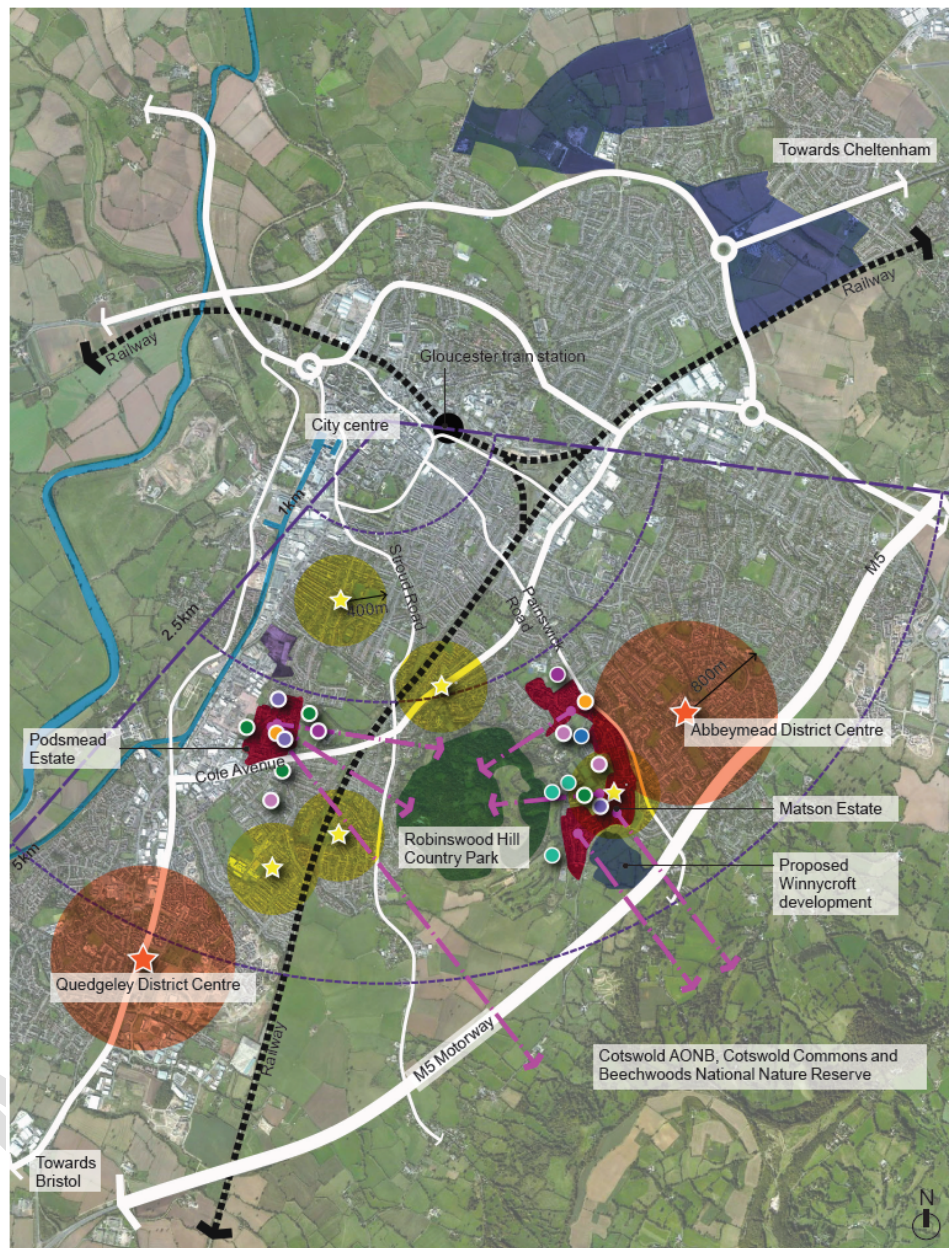


Figure 2.5: Strategic context diagram

KEY

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

Wider access and connectivity

2.1.3 Matson has multiple vehicular accessibility and regular bus services to the city centre. The railway station is located in the city centre, which provides direct links to several cities including Cheltenham, Bristol and London.

- 2.1.4 Matson is physically close to the M5, but access to it requires driving either northwards to Junction 11A or southwards to Junction 12. These junctions are approximately 6.6km and 9.5 km respectively from the centre of Matson (actual driving distance, not a straight line).

Local facilities

- 2.1.5 There are a number of local facilities in Matson including shops, community centres, schools and churches. There is however no supermarket in Matson and residents expressed through consultation that they have a lack of access to healthy food choices. The central area of the neighbourhood is situated within 0.8km of Abbeymead District Centre.

Views

- 2.1.6 Matson 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 Matson.

Uses

- 2.1.7 Planning permission has been granted for a significant new housing development adjacent to the estate at the Winnycroft allocation just south of Matson. This will provide 420 homes with a further 250 homes being considered. It will be important to ensure that the new homes are integrated within the wider neighbourhood of Matson. There is an opportunity to improve linkages between the two areas which would help to support the existing local centre, schools and services in Matson.



Figure 2.6: Matson Park with equipped play



Fig 2.7: Example of existing community facilities in Matson: St Augustine's Church

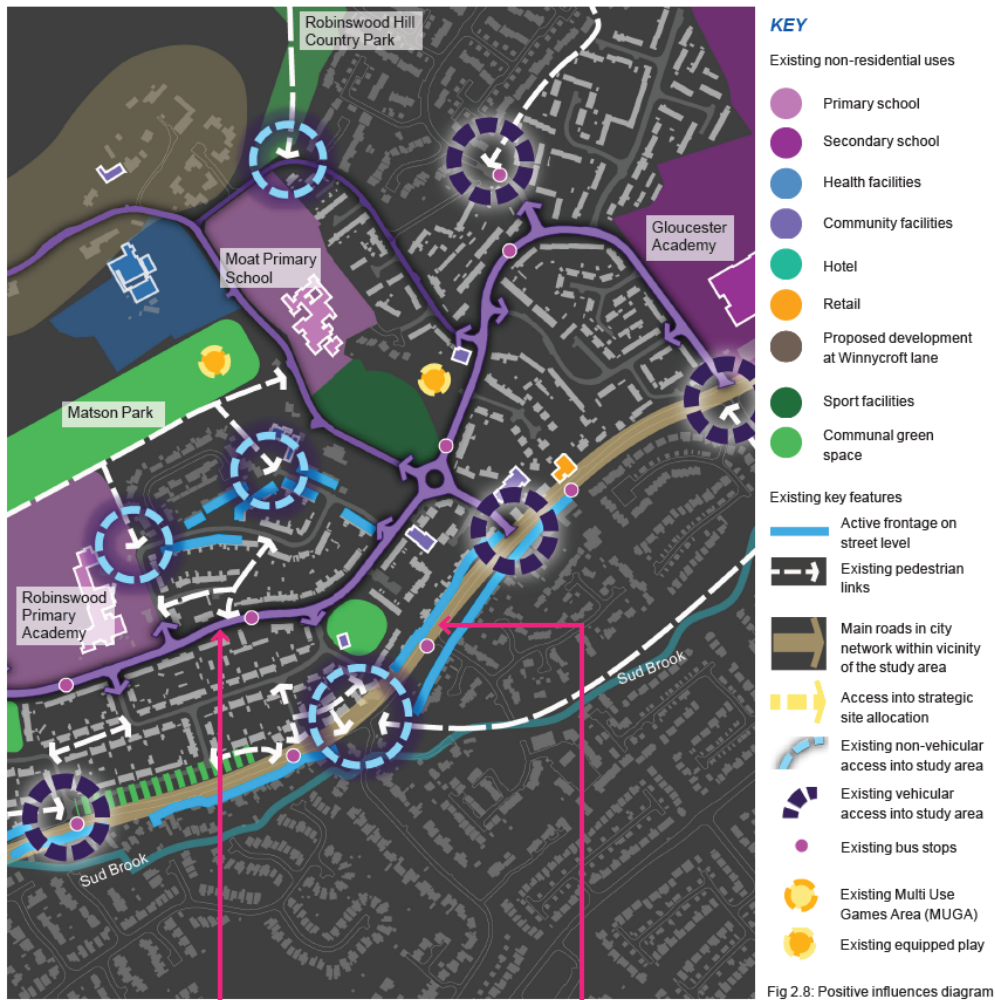
2.2 Urban design analysis

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 2.8 overleaf sets out the positive urban design influences for Matson, which in summary are:

- The estate is located next to Painswick Road, which is a key route into the city centre.
- Matson Avenue creates an important north/ south link that serves most of the neighbourhood.
- A variety of non-residential and community facilities bring some activity to Matson estate, e.g. health, education and leisure facilities, along with the local library.
- The neighbourhood has some shops that are well located in the local centre.
- Matson estate is located on the edge of a Country Park that provides an interesting range of local outdoor activities.
- There are good views out to the surrounding countryside, especially towards the Cotswold Area of Outstanding Natural Beauty to the south-east.
- Matson Park is of good quality, centrally located and provides two of the three equipped play areas.
- A key landscape characteristic is the mature and veteran oak trees, often forming key landmarks within the estate. No other area of Gloucester has as many veteran oak trees.
- There is a large amount of passive open space which contributes to the feeling of openness across the estate.
- The new development at Winnycroft Lane will add further community facilities to the area that all residents can benefit from. It has the potential to bring new residents to the area, generating demand for services.
- There are some established links to Painswick Road and into wider area for vehicles and pedestrians.
- There are bus routes that run along Matson Avenue and close by.



Negative urban design influences

2.2.3 Figure 2.13 overleaf sets out the negative urban design influences for Matson, which in summary are:

- Parts of the estate, particularly in the north and south appear cut off from direct links to Matson Avenue, particularly where there are cul-de-sacs.
- Links between Matson Avenue to Painswick Road are minimal and, except for Matson Lane and Norbury Avenue, are indirect and poorly overlooked.
- 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.

- Cul-de-sacs characterise residential pockets that are furthest away from the centres
- Neither Matson Park nor Robinswood Country Park entrances are obvious, open or well overlooked.
- Several open spaces lack definition and purpose and are often subject to fly-tipping and anti-social behaviour.
- Community facilities are located throughout the estate, but do not sit directly next to each other to ease accessibility.
- The local centre is dated and of poor quality with underutilised space.
- Whilst new development at Winnycroft may bring benefits, there is also a risk that the development could 'turn its back' on Matson resulting in two very separate communities.

MATSON

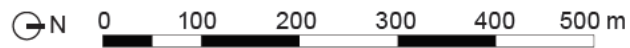




Fig 2.13: Negative influences diagram



Fig 2.16 Matson turns its back onto Painswick Road



Fig 2.17: Pedestrian links are hard to find

<<REMOVE ARROW ACROSS MOAT SCHOOL>>

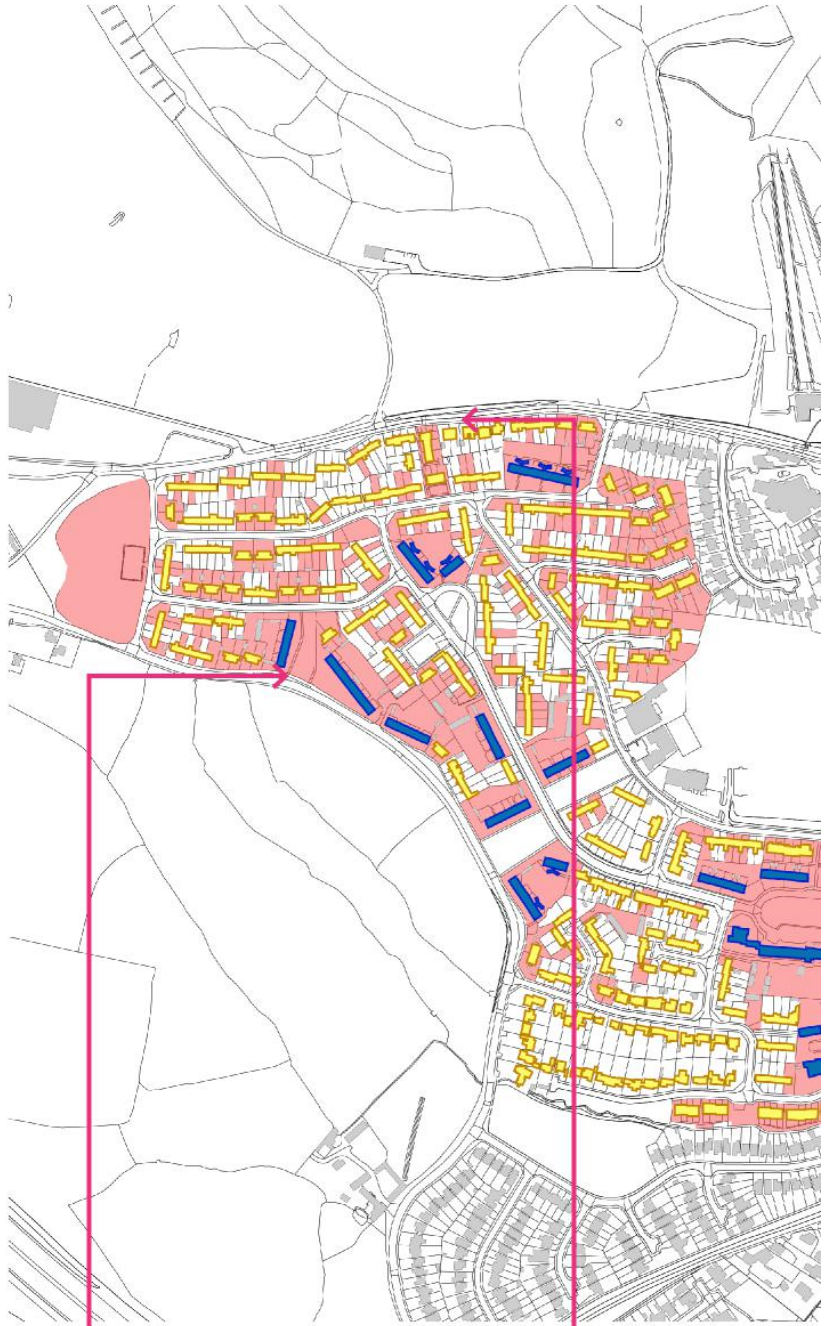
2.3 Ownership and building types

- 2.3.1 Most of the buildings in Matson have a very similar style and are typically two storey houses and maisonettes or four storey pre-fab blocks of flats. Their character does not vary much across the estate, nor define clear central areas of gateways. There are pockets of contemporary new housing, which stand out in comparison to the original estate homes.

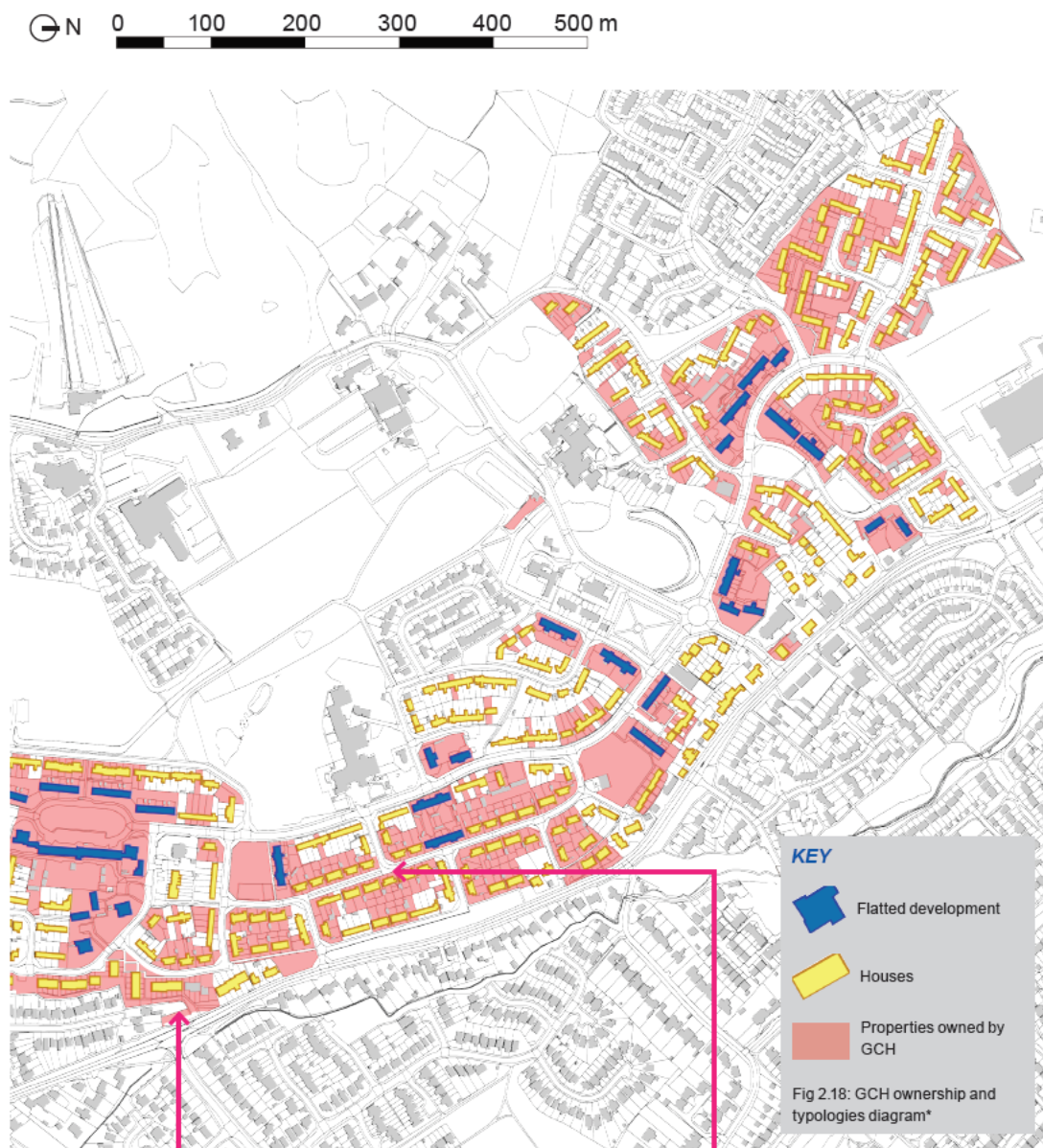
- 2.3.2 A large amount of the estate is owned by GCH, as indicated by the pink shading in the plan opposite. Most of the buildings are terraced or semi-detached houses (yellow) and the blocks of flats (blue) are dotted all throughout the estate, and generally next to or along Matson Avenue. Most of these blocks of flats are positioned on open space that lacks a clear use and they often don't front onto their associated streets.

<<Ownership plan to be updated by GCH – inaccurate>>

MATSON



<<



* Source: GCH 2017

<<LABEL CHANGE TO Figure2.22: Existing maisonnettes>>

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: brief analysis of access and movement for vehicles, public transport, pedestrians and cyclists;
- engineering: ground conditions, utilities and flood risk; and
- historic environment.

Open space and landscape

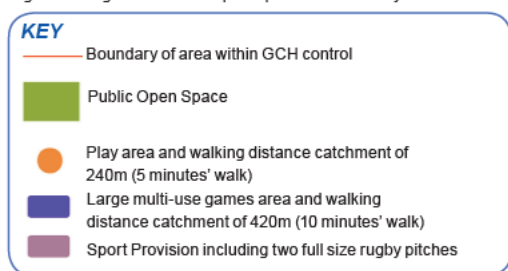
2.4.2 In summary, the key issues and opportunities are:

- There are 21 designated public open spaces across the Matson and Robinswood Ward, including Robinswood Hill Country Park. Excluding the country park this equates to approximately 40ha of open space of which 13.56ha are in Matson.
- The quantity of open space across the ward is well above Gloucester's Open Space Standards however, sports pitch and play provision falls below the required quantity standard. This is evident in the nature of many open spaces within Matson, where flat grassed areas dominate and there is little equipped play. There is an opportunity to improve play provision within Matson.
- Areas of Matson have historic grazing rights that allow sheep to roam freely throughout the estate. The sheep are unique and are only in this one area of the city, making them part of the distinctive character of Matson. Landscape design and planting will need careful consideration to accommodate the sheep.
- There are some significant mature and veteran trees, some of which are subject to Tree Preservation Orders (TPOs). The trees are a key part of Matson's character, and should be retained as part of any redevelopment.
- The JCS Landscape Characterisation Assessment and Sensitivity Analysis (Sept 2013) identifies the area around Robinswood Hill to the west of Matson as being a 'High Sensitivity' landscape, and part of the southern area of Matson as being a 'Medium Sensitivity' landscape. Development will need to be sensitive to the wider landscape setting.
- The JCS Green Infrastructure Strategy identifies opportunities to improve the pedestrian links with Robinswood Hill through signage and interpretation. It also identifies an existing Green Corridor along Sud Brook. There is an opportunity to create improvements and link this to the wider green network.
- Key Nature Reserve and Wildlife sites are located at the foot of Robinswood Hill. Again, there is an opportunity to link these to the wider green network.

Fig 2.23: Diagram of Public Open Spaces within Study Area



Fig 2.23: Diagram of Public Open Spaces within Study Area



<<Figure 2.23 is missing a play area and a pitch. GCH will update. 'large' will also be removed from the key>>

Transport

2.4.3 A full transport assessment will be required. A non-technical desktop study was undertaken focusing on access and linkages. In summary, the initial issues and opportunities are:

- Whilst the north-south Matson Avenue provides several connections, east-west movement is limited for all transport modes. The Moat Primary School and Painswick Road are particularly strong barriers to this east-west movement. Opportunities to improve connections for all modes should be developed.
- Matson residents are within reasonable walking and cycling distance to local primary and secondary schools and local amenities. There is an opportunity to improve the attractiveness of existing pedestrian routes and create new pedestrian and cycle links.
- There are generally good bus services. However, residents have reported some issues with the service, especially in the morning and evening peak. Price is also a barrier to some residents with the bus operator not accepting bus passes and cheaper tickets before 9am.

- The entry points / gateways to Matson are not easy to understand, and this contributes to the lack of an identifiable character and legibility.
- Matson Avenue is constrained in places and restricts the efficiency of the bus services. It can get congested at school drop-off / pick-up times.
- There are narrow streets and a large amount of on-street parking which residents report creates congestion and conflict between neighbours. 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.
- The adjacent site at Winnycroft has planning permission, and the main vehicular access will be off Winnycroft Lane. It is essential that any regeneration of the southern part of Matson links positively with the new arrangement.
- Surrounding main highway junctions have identified capacity issues.

Engineering

- 2.4.4 Ground conditions: The majority of the estate is underlain by the Lower Lias which is expected to be suitable for the support of a shallow foundation solution for low rise / light weight residential buildings.
- 2.4.5 A study of historical testing for contamination in the area shows that the majority of area is below contamination thresholds for residential development. Some sites within the study area have shown localised near surface elevated contamination. Any planning applications should include appropriate ground conditions report and - where necessary - propose mitigation.
- 2.4.6 Utilities: The estate is well served by electricity, gas, telecommunication network (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). New development should avoid building over these.
- 2.4.7 Flood risk: The estate area is in Flood Zone 1 and is at low risk of flooding from surface water and groundwater. 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

- 2.4.7 The Matson ward developed primarily in the post-war era. It was heavily populated during the Medieval Period. Two moated sites survive from this time and are designated Scheduled Monuments, one of which is located adjacent to the estate.
- 2.4.8 The estate contains some significant archaeological remains, especially around the Matson Moated site. Undeveloped parts of the estate have the potential to contain previously unknown below ground archaeological remains. Developed parts of the estate (areas occupied by existing buildings and structures such as roads) are unlikely to contain surviving archaeological remains.

- 2.4.9 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. Where any development is proposed adjacent to the Matson Moated site (a Scheduled Monument) early consultation with Historic England should be sought.
- 2.4.10 A Historic Environment Assessment (HEA) for the Former Selwyn School site which is located adjacent to Matson Park is available online at:
https://www.gloucester.gov.uk/media/1087/sub41_former_selwyn_school_site.pdf
The HEA proposes no development within the grounds of the site.
- 2.4.11 A Townscape Character Assessment including full details of Listed Buildings within or adjacent to the area and Local List candidates can be found online at:
<https://www.gloucester.gov.uk/media/3376/tca-report-part-2.pdf>

2.5 Opportunities

- 2.5.1 Figure 2.24 overleaf sets out the opportunities that have informed this SPD. In summary these are:
- improve the Local Centre with the opportunity to locate high density development in this area;
 - improve existing and create new east-west links;
 - enhance the quality and accessibility of open spaces to ensure everyone of all ages and abilities can enjoy the health and wellbeing benefits and improve green linkages between them;
 - improve the legibility and quality of gateways into and within Matson, creating better linkages to the wider area;
 - the approved and submitted planning applications at Winneycroft, which will increase investment into the area, generate demand for existing services and provide new facilities;
 - increase tree planting across the estate;
 - improve pedestrian and cycle links within the site and to the surrounding area, particularly to services on the west of the estate (Robinwood Hill, Ski Centre, Hotel and Matson Lane) and to the new Winneycroft development.; and
 - remove the hardstanding on Sneedhams Green and reinstate it as a green space.

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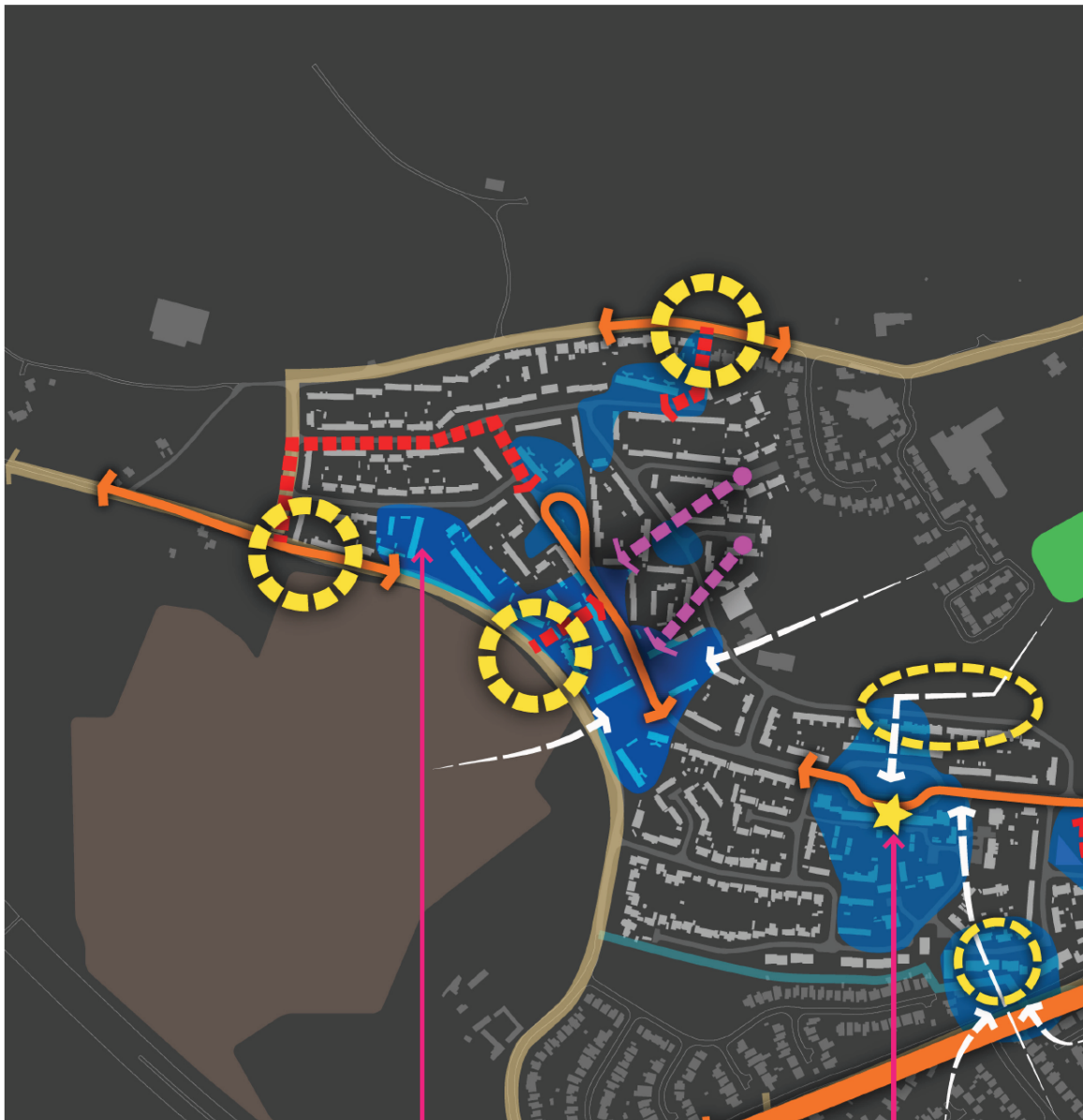


Fig 2.25: Flatted blocks with active frontages



Fig 2.26: Local centre that promotes pedestrianised movement around local shops



Fig 2.27: Opposite



<<GCH TO ADD STREET NAMES TO FIGURE 2.24 Opportunities diagram>>
 <<Add arrows for opportunity to connect to Robinswood Hill and Matson Lane>>
 <<Orange arrow not on Key>>

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).
- 3.1.2 The Pre-Submission version of the Gloucester City Plan 2011 - 2031 (City Plan) was approved for consultation and submission at the Council meeting held on 26 September 2019. On the basis of the stage of preparation that the plan has reached, and the consistency of its policies with the NPPF, the emerging policies of the plan can be afforded limited to moderate weight in accordance with paragraph 48 of the NPPF.
- 3.1.3 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 (2018). A list of the 'Endorsed Relevant Policies 2018' and 'Partial Relevant Policies' are published on GCC's website.
- 3.1.4 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 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 Matson:
- 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 Matson 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-development 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 City Plan specifically addresses the regeneration of former local authority housing estates, stating that the Council will consider applications favourably where the following criteria are met:

Policy A3: Estate regeneration

1. The physical condition of the housing stock is poor (i.e. the dwellings are substandard, or demonstrably not fit for purpose in the short-medium term); and/or
2. There is an area-specific socio-economic justification for re-development led regeneration, considered alongside alternative options for re-modelling or refurbishment;

If the criteria above are met, proposals must then meet the following:

3. The proposal has been properly master-planned; and
4. The existing strengths of the locality, both the built and natural environment and the community assets, are identified and positively improved upon as part of any regeneration; and
5. The local community has been actively engaged in shaping the proposals; and
6. The proposal provides suitable type and tenure housing choices to meet the needs of existing residents and the needs of the wider city; and
7. The proposal promotes strong and thriving communities by providing community facilities, open spaces, retail and other economic opportunities at an appropriate level to meet the needs of the existing and expanded community; and
8. The proposal can demonstrate that development led regeneration delivers positive socio- economic benefits for existing residents; and
9. The proposal 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.' Applications will need to demonstrate that suitable highway mitigation can be achieved.
- 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 states 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 the City Plan Policy A5: Specialist Housing and A6: Accessible and adaptable homes.
- 3.2.5 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. The City Plan, through its whole plan viability assessment, demonstrates that a 25% affordable housing level is achievable.
- 3.2.6 A key principle of any regeneration of Matson would therefore be to broaden the mix of housing types to reflect the needs of existing residents and the wider city. Public consultation highlighted that residents feel access for older people is an issue, the current flats in Matson have no lifts, and that there is a local need for more family sized accommodation as there are no four-bedroom properties on the estate. A specific local housing needs assessment would need to be undertaken to understand the needs within each phase of development.

- 3.2.7 This SPD does not prescribe the mix of dwelling sizes, types and tenures. 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 Matson includes areas designated as open space, and the estate sits within a wider landscape and open space setting. The key JCS 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 SD7, which requires development proposals to conserve and, where appropriate, enhance the setting of the Cotswold Area of Outstanding Natural Beauty (AONB).
- 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.
- 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.

- 3.3.2 The emerging City Plan reflects existing policy by seeking to protect open space and playing fields, Policy C3: Public open space, playing fields and sports facilities, states that spaces will be protected from redevelopment to alternative uses, in whole or in part, unless it can be demonstrated that:

1. There is an excess of provision in the local area, there is no current or planned future demand for such provision and that there would be no overall shortfall; or
2. The open space, playing field or facility can be replaced by alternative provision of an equivalent or better quality and quantity in an accessible and appropriate location to the community where the loss would occur; or
3. The proposal is ancillary development that would enhance existing facilities and not reduce or prejudice its ongoing use; or
4. The proposal affects land that is not suitable, or incapable, of forming an effective part of the open space, playing field or facility and its loss would not prejudice the ongoing use of the remainder of the site for that purpose.

- 3.3.3 The City Plan seeks to protect trees and hedgerows and, in the case of an unavoidable significant adverse impact on trees, woodlands and hedgerows, the developer must provide for measurable biodiversity net gain on site, or if this is not possible:

1. At nearby Green Infrastructure projects/areas; or
2. In suitable areas of parks, open spaces, verges; or
3. Through the restoration or creation of traditional orchards, prioritising sites identified as opportunities for increasing the connectivity of the ecological network; or
4. As new or replacement street trees.

Development which would result in the loss of irreplaceable habitats such as Ancient Woodland, Ancient Trees and veteran trees will not be permitted except in wholly exceptional circumstances.

- 3.3.4 City Plan Policy E8: Development affecting Cotswold Beechwoods Special Area of Conservation states that development will not be permitted where it would be likely to lead directly or indirectly to an adverse effect upon the integrity of the Cotswold Beechwoods Special Area of Conservation (SAC) (alone or in combination), and the effects cannot be mitigated. In order to retain the integrity of the SAC, and to provide protection from recreational pressure, all development that results in a net increase in dwellings will be subject to Habitats Regulations Assessment for likely significant effects. Any development that has the potential to lead to an increase in recreational pressure on the SAC will be required to identify any potential adverse effects and provide appropriate mitigation. This will be in accordance with the SAC mitigation and implementation strategy or through a Habitats Regulations Assessment.
- 3.3.5 City Plan Policy E5: Green Infrastructure: Building with Nature supports INF3, and requires development proposals to contribute towards the provision, protection and enhancement of Gloucester's Green Infrastructure Network. Major development proposals will be designed in accordance with 'Building with Nature' standards.
- 3.3.6 The 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.
- 3.3.7 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. Space for new development within the estate is limited and as such it is anticipated that there may be proposed development on some of the existing open space within Matson.
- 3.3.8 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 fact that the area has good provision of open space is not in itself a justification for the loss of open space. The approach to open space and landscape will need to comply with policy by:
- Providing a replacement or alternative provision of an equivalent or better quality and quantity in an accessible and appropriate location;
 - demonstrate, including evidence of engagement with relevant local community groups and partner organisations, why the facility is no longer required and, as appropriate, how, when and where suitable local replacement facilities will be provided;
 - improving play provision;
 - 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; and
 - where appropriate have the approval of Sport England.

3.4 Design and sustainability

3.4.1 The ambition should be to enhance what is already good about Matson, so that it becomes a high-quality place to live and work. 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
- JCS Policy SD12: Affordable Housing, also requires that homes are designed to be tenure blind.

3.4.2 In addition, guidance set out in the Designing Safer Places (2008) interim adoption SPD is important to the regeneration of the estates:

3.4.2 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;
- create streets that are welcoming and safe for pedestrians and cyclist of all ages and abilities encouraging people to choose to move;
- 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 that promotes green active travel choices; and
- designing high quality buildings that transform the image of Matson.

3.4.4 The City Plan includes the following design policies which reflect existing policy and national guidance:

- Policy A1: Effective and efficient use of land and buildings
- Policy C1: Active design and accessibility
- Policy C7: Fall prevention from taller buildings
- Policy E5: Green Infrastructure: Building with Nature
- Policy F1: Materials and finishes
- Policy F2: Landscape and planting
- Policy F3: Community safety
- Policy F6: Nationally Described Space Standards
- Policy G2: Charging infrastructure for electric vehicles
- Policy G3: Cycling
- Policy G4: Walking

3.5 Community Facilities and Economic Development

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.

- 3.5.2 Where existing community facilities are identified for redevelopment, where possible, they should be re-provided prior to their loss. The aim should be to re-provide 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.
- 3.5.3 The community's own Power of Three economic development strategy should be used alongside the requirements of Policy B1: Employment and skills plans from the City Plan, to ensure every reasonable opportunity is taken to help local people make the most of their existing skills, engage in training, learn new skills and build their economic potential.

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;
- National Design Guide;
- the Gloucester Local Plan (1983) saved policies;
- the adopted Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS) (December 2017);
- the Presubmission Gloucester City Plan 2011 to 2031;
- relevant policies from the 2002 Second stage Deposit City of Gloucester Local Plan (adopted for development control purposes);
- 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;
- Health Impact Assessment.

- 3.6.2 Applicants should hold pre-application discussions with Gloucester City Council and statutory consultees, including Gloucestershire County Highways and Sport England. 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;
- Habitats Regulation Assessment;
- traffic surveys, modelling, and Transport Assessment demonstrating that any highway impact can be accommodated or adequacy mitigated;

¹ The Manual has been temporarily revoked until account can be taken of the DfT's Inclusive Transport Strategy.

- Travel Plan;
- ecological surveys and reports;
- Phasing Strategy,
- Rehousing Strategy;
- Housing need assessment for each phase;
- Open space audit;
- Community strategy;
- Economic development plan;
- heritage assessment; and
- townscape and landscape visual impact.

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

4. Principles of new development

4.1.1 The principles for new development have been developed from the analysis of the study area, the policy framework, and the opportunities set out in Chapter 2, and are:

- Redevelopment is focused on sites with the lowest quality existing buildings and principally in the ownership of GCH or the city council, to ensure development is deliverable.
- Densities should generally increase at key gateways to the north and south (at the northern end of Matson Lane and off Winneycroft Lane to the south) and in the centre, so creating an urban form that is easy to understand, reinforces key nodes and facilitates travel by non-car modes.
- The existing local centre could be redeveloped or refurbished, to provide a stronger heart to the community. Options for the creation of a new community hub to reinforce its role in the community and bring greater life to the centre should be investigated.
- The mixed-use centre is intended to have non-residential uses on the ground floor (e.g. shops) and mostly residential on upper floors. The uses within the mixed-use centre are not prescribed, but may include:
 - A2: professional services
 - A3: restaurants and cafés
 - A4: drinking establishments
 - A5: hot food takeaways
 - D1: non-residential institutions, such as a health centre or library
- The mixed-use centre may also include ancillary B1: Business.

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

4.2 Open Space

- retaining or providing new green space, creating linkages to adjacent open spaces where possible to create connected green infrastructure.
- providing new / improved play facilities evenly distributed across the area.
- enhancing the biodiversity in defined focus areas and across the site to provide overall improvements and net gain.
- retaining and integrating existing trees where possible, and replacing any trees lost to development.
- increasing tree planting across the estate.

- making the most of opportunities to green existing streets to help connect open spaces and create attractive walking routes.
- creating a civic space within the local centre, incorporating existing trees.

4.3 Routes and linkages

4.3.1 The overall principle is to reinforce Matson Avenue's role as the main spine road, so that it looks and feels more important than other streets within the estate. Other principles include:

- Improving the connectivity of the estate as a whole for pedestrians, cyclists and vehicles by creating a network of new and improved routes;
- Connecting Matson Avenue to Winnycroft Lane and the proposed Winnycroft development, and so extending the primary neighbourhood route into any future extension of Matson;
- A new vehicle link connecting Painswick Road to Garnalls Road and Underhill Road. including the opening up and improvement of the access into Matson Park;
- Improve pedestrian linkages to services on the western side of Matson including Robinswood Hill, the ski centre, hotel and Matson Lane in general;
- Improving the east-west pedestrian routes linking to Painswick Road next to Prinknash Road and St. Peter's Road. This should be considered in terms of high-quality finishes, landscaping, improved street lighting and widening, where possible; and
- Connecting the estate more positively into the wider area by creating attractive 'gateways' at key access points through improved public realm and open space, and - where appropriate - new buildings overlooking and defining the gateways.

4.3.2 The suitability of these principles will need to be evidenced through a full highways assessment and in consultation with the Highways Authority through the preapplication process.

4.4 Urban Design

Building frontages

- Create strong building frontages onto Matson Avenue, making them as continuous as possible in the higher density and mixed-use areas;
- Create positive building frontages at the key gateway points around Banebury and Penhill Road in the north and Winnycroft Lane in the south;

- Where proposed densities are lower and the character of the existing surrounding buildings is suburban, frontages may be more broken up and less continuous; and
- Where new buildings are proposed next to new or existing open space, their frontages must define and overlook the open space, with active uses at ground floor.

Development blocks and building form

- Like the frontages, development blocks and building form should get smaller and more broken up towards the edges of Matson, particularly in the south where it interfaces with the countryside;

Key corners

- Along Matson Avenue new buildings will be visually prominent along the street, and it is important that their design responds to this prominence in creating high quality design. Corners are especially important - 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 could 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 guidance for the design of buildings, streets and open spaces at the Matson 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 chapter 4, 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' that 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.

5.2.3 Designing routes for people first creates attractive streets that people are more like to want to walk or cycle along. Attractive streets provide an opportunity for tree planting and vegetation which maximise health and wellbeing, biodiversity and connectivity to the green infrastructure network.

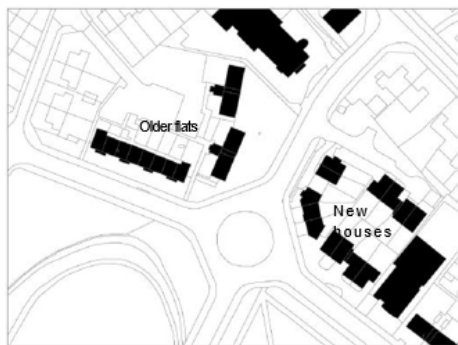


Fig 5.1: The new houses onto the roundabout developed recently do a much better job of relating to the street than the older flats.



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.

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5.2.4 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

5.2.5 Streets within Matson 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.

5.2.6 *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.



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

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

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

5.2.8 *Design for ease of maintenance:* This will be achieved 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

5.2.9 The Principles for New Development in Chapter 4 sets out an estate-wide strategy for improving the connectivity for pedestrians and cyclists in Matson. 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 to the routes an improved feeling of security, and make users of the route feel safer through a well-maintained environment;
- improve lighting (using evenly spaced white LED 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.



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

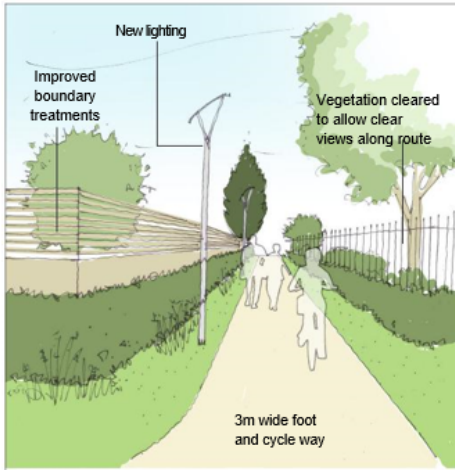


Fig 5.6: Sketch section showing improvements based on key design principles

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

GREEN SPACES



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

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

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

Creating character

5.2.10 There is an opportunity to create a distinctive character within Matson through the improvement of existing open spaces and the creation of new ones. Chapter 4 sets out the

overall suggested approach to green open spaces for Matson, 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.

5.2.11 In designing green spaces, designers should confirm their intended overall role and function in the context of a masterplan 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?

5.2.12 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.

5.2.13 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.

5.2.14 Development will be required to be built in accordance with Building with Nature as set out in Policy E5: Green Infrastructure: Building with Nature.

Spaces and buildings working together

5.2.15 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;
- 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

5.2.16 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

5.2.17 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.

5.2.18 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



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

Fig 5.16 Integral garage positively designed into façade with habitable rooms providing ground floor overlooking to the street and an active frontage. <<PHOTO TO BE ADDED>>

Fig 5.16: <<IMAGE TO BE REPLACED AS NO ACTIVE GROUND FLOOR FRONTAGE>>

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

Integrating garages

5.2.19 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 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

5.2.20 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. Undercroft parking may also be considered acceptable where an active frontage can be created to the street. 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 suggests 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

5.2.21 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.

5.2.22 All new streets at Matson 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:

- 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

5.2.23 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.

5.3 Building Design

- 5.3.1 The aim of this SPD is to secure the regeneration of the Matson 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 Matson 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.



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

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

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 Matson 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.

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 Matson. 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.

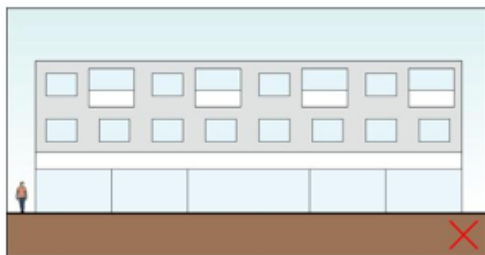


Fig 5.20: How not to do it: the ground floor and upper floors do not relate to one another architecturally

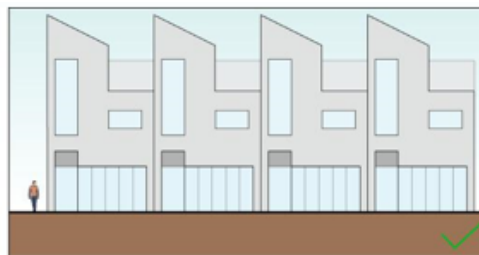


Fig 5.21: Designing the ground and upper floor uses as an integrated building



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

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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. Gardens should be provided at a variety of sizes to meet a variety of needs.
- 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 functional and useable balconies or terraces should be provided.
- 5.3.11 People should feel safe and proud to walk into their home. Communal spaces in flats should be well maintained and designed to be attractive rather than just functional. During the consultation residents expressed that they would like flats to have more storage both for bicycles and prams, but also space within kitchens to be able to prepare, cook and store fresh food.

EXTERNAL APPEARANCE

Materials and detailed design

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

- 5.3.13 Consideration needs to be given to owner occupied or private rented properties that are not redeveloped. In order to provide an overall cohesive appearance to the wider regeneration a package of refurbishments should be considered for owners.
- 5.3.14 These principles should inform the design of all development at Matson.
- 5.3.15 Render is locally distinctive to Matson and 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.

MATSON



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

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 <<Replace with rendered building image>>

Bin stores and other detailed elements

5.3.16 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;
- aerials and satellite dishes;
- flues and ventilation ducts; and
- gutters and pipes.

5.3.17 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 aerials;
- 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. These should also provide space for prams and mobility scooters;
- light fittings should relate to the overall design approach for the building: avoid 'heritage' designs on a contemporary building and vice versa;
- 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



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.

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.

Accessibility

5.3.18 In accordance with JCS Policy SD4 new development should provide access for all potential users, including people with disabilities, to buildings, spaces and the transport network, to ensure the highest standards of inclusive design.

5.3.19 As set out in JCS Policy SD11 and City Plan Policy A6 housing should be designed to be designed to be accessible and adaptable as far as such an approach is compatible with the local context and other planning policies.

Future proofing

5.3.20 New development need to be flexible enough to respond to future changes in use, lifestyle, demography and climate change. 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. Open spaces, SUDs and planting will need to be designed to adapt to changes in the climate.

5.3.21 Homes will need to have provision for electric vehicle charging points in accordance with the City Plan Policy G2.

5.3.22 As a result of regeneration and the implementation of the employment skills plan, economic action plan and Power of Three economic strategy, deprivation in Matson may reduce and the economic situation may improve for some residents. When designing highways consideration shall be given to the potential future increase in work vans and car ownership.

6. Delivery

6.1 Introduction

6.1.1 The delivery of any regeneration at Matson 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 the case for regeneration to demonstrate that the physical condition of the housing stock is poor (i.e. the dwellings are substandard, or demonstrably not fit for purpose in the short-medium term); and/or There is an area-specific socio-economic justification for re-development led regeneration, considered alongside alternative options for re-modelling or refurbishment;
- developing policy compliant outline and detailed designs for the regeneration in consultation with 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, in consultation with the Council's housing team, to agree on any relocation;
- EIA Screening Opinion; 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 Phasing for any regeneration of Matson will be complex and will need to be developed in detail as part of 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 a 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.

6.2.2 Phasing should be designed to make the most of timely opportunities such as the connection with the Winnycroft development to the south.

6.3 Rehousing

- 6.3.1 In order to meet its duty under the Equality Act 2010 the council will need to understand in detail the needs of the residents moving from Matson into each phase of the development and ensure that every resident is suitably housed. A site-specific Local Housing Needs Assessment will be required to inform the Phasing Strategy. This will provide details of who will be displaced and what their housing needs are. Full details of how these needs will be addressed by the development phase will be provided as part of the planning application.
- 6.3.2 A Rehousing Strategy will be required which provides full details of how any potentially displaced residents will be rehoused. This will include the right to remain in the neighbourhood and a right to return to the area. The Rehousing Strategy will set out compensation and rehousing options for tenants, freeholders and leaseholders.

6.4 Community Audit and Strategy

- 6.4.1 Matson has an active and proud community. A Community Strategy will be required to capture an understanding of the existing community assets including the people, skills, buildings and spaces Matson already has to offer. Details will be provided about how these will be protected and positively enhanced as part of the regeneration. The council would encourage developers and stakeholders to work with the community to capture the record the culture of Matson as it goes through its regeneration journey. In the spirit of Asset Based Community Development and the Power of Three community economic development strategy, where appropriate local people should be trained to capture and present this information.

6.5 Economic Action Plan

- 6.5.1 As part of the masterplanning process an Economic Action Plan shall be developed building upon the principles of the community's own strategy The Power of Three. Regeneration is an opportunity for meaningful local economic change. Just building new homes in Matson will not solve its deprivation issues. Consideration shall be given to supporting local businesses through the phasing and regeneration, providing training, jobs and opportunities, creating new business shops and services for local people run by local people.

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