



Notice of a meeting of Cabinet

Tuesday, 16 November 2010

6.00 pm

Municipal Offices, Promenade, Cheltenham, GL50 9SA

Membership	
Councillors:	Colin Hay (Cabinet Member Corporate Services), Steve Jordan (Leader of the Council), Andrew McKinlay (Cabinet Member Sport and Culture), John Rawson (Cabinet Member Built Environment), Malcolm Stennett, Klara Sudbury (Cabinet Member Housing and Safety), John Webster (Cabinet Member Finance and Community Development) and Roger Whyborn (Cabinet Member Sustainability)

Agenda

SECTION 1 : PROCEDURAL MATTERS

- 1. APOLOGIES**
- 2. DECLARATIONS OF INTEREST** (Pages 1 - 2)
- 3. MINUTES OF THE LAST MEETING** (Pages 3 - 12)
- 4. PUBLIC QUESTIONS AND PETITIONS**

SECTION 2 :THE COUNCIL

There are no matters referred to the Cabinet by the Council on this occasion

SECTION 3 : OVERVIEW AND SCRUTINY COMMITTEES

There are no matters referred to the Cabinet by Scrutiny Committees on this occasion

SECTION 4 : OTHER COMMITTEES

There are no matters referred to the Cabinet by other Committees on this occasion

**SECTION 5 : REPORTS FROM CABINET MEMBERS
AND/OR OFFICERS**

- | | |
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| 5. STRATEGIC COMMISSIONING
Report of the Chief Executive | (Pages 13 - 54) |
| 6. REVIEW OF NORTH PLACE & PORTLAND STREET
DEVELOPMENT BRIEF & CIVIC PRIDE URBAN DESIGN
FRAMEWORK
Report of the Cabinet Member Built Environment | (Pages 55 - 310) |

SECTION 6 : BRIEFING SESSION

- Leader and Cabinet Members

7. BRIEFING FROM CABINET MEMBERS

**SECTION 7 : DECISIONS OF CABINET MEMBERS AND
OFFICERS**

Member decisions taken since the last Cabinet meeting

**SECTION 8 : ANY OTHER ITEM(S) THAT THE LEADER
DETERMINES TO BE URGENT AND REQUIRES A
DECISION**

Contact Officer: Rosalind Reeves, Democratic Services Manager, 01242 774937
Email: democratic.services@cheltenham.gov.uk

Public Information

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CHEL TENHAM BOROUGH COUNCIL

CABINET

DATE:

DECLARATION OF INTEREST

NAME _____

You are asked to complete this form if you intend to declare an interest in connection with any item on this agenda.

Please hand any completed form to the committee administrator at the meeting.

You are reminded that you are still required to declare your interest orally at the commencement of the committee's consideration of the matter.

Agenda item	*Personal interest	*Prejudicial Personal interest	Nature of interest

* The Council's Code of Members Conduct explains what is a 'Personal Interest' and a 'Prejudicial Interest'. The Code is set out in Part 5A of the Council's Constitution.

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Cabinet

Tuesday, 26th October, 2010

6.00 - 7.20 pm

Attendees	
Councillors:	Colin Hay (Cabinet Member Corporate Services), Steve Jordan (Leader of the Council), Andrew McKinlay (Cabinet Member Sport and Culture), John Rawson (Cabinet Member Built Environment), Klara Sudbury (Cabinet Member Housing and Safety), John Webster (Cabinet Member Finance and Community Development) and Roger Whyborn (Cabinet Member Sustainability)

Minutes

1. APOLOGIES

None received

2. DECLARATIONS OF INTEREST

Councillor McKinlay declared a personal interest in Agenda item 9 as a member of the board of trustees responsible for fund raising for the Art Gallery and Museum development.

Councillor Sudbury declared a personal interest in Agenda item 6 as a committee member of LEGLAG (Leckhampton Green Land Action Group) as the fields LEGLAG are campaigning to save from development could be a potential source for allotment land.

Councillor C Hay declared a personal interest in Agenda item 6 as his wife was an allotment holder.

Councillor Webster declared a personal interest in Agenda item 13 as a customer of The Stable company.

3. MINUTES OF THE LAST MEETING

Resolved that the minutes of the meeting of 21 September 2010 were approved as a correct record.

4. PUBLIC QUESTIONS AND PETITIONS

None received.

5. REVISED RIPA PROCEDURAL GUIDE

The Cabinet Member Corporate Services introduced the report. The report explained that the policy and procedures for the council's use of the Regulatory Powers Act (RIPA) were considered by Cabinet in April 2010. They requested that Economy and Business Improvement Overview and Scrutiny Committee (EBI) be asked to look at the revised policy and procedure and to give their views on the document. There was a report on the use of the RIPA powers by the Office of Surveillance Commissioners in May and their recommendations were also taken into account.

EBI considered the revised guide on the 19 July 2010 and made a number of suggestions which were incorporated and subsequently reconsidered by them on 20 September 2010 and they recommended that the revised procedures be approved subject to the requirement for necessity and proportionality set out in paragraph 1.3 of the report.

A member commended the report and considered that the council was right to exercise constraint in the use of the new powers.

The Leader thanked the scrutiny committee for their input and welcomed their ongoing review of when the powers were used by the council.

RESOLVED THAT:

1. The RIPA procedural guide be approved.

6. ALLOTMENT STRATEGY 5 YEAR REVIEW

The Cabinet Member Sustainability introduced the report. He advised that the current allotment strategy "Food For Thought" 2005 – 2015 was approved by Cabinet in 2005. This report and the accompanying appendices set out the progress made over the last five years and set new actions for the remaining five years. An analysis of supply and demand had been undertaken in order to assist the council in identifying a reasonable level of provision to meet future need. The three key areas that needed to be addressed were the increasing demand from the public, the new legal responsibility for parishes to provide allotments in parished areas and a history of cheap provision of allotments. He highlighted the recent press coverage which had suggested that the council would be spending up to £500,000 on allotments. He emphasised that this money would only be spent if it was from ring-fenced allotments funds. For example if the Midwinter sale went ahead, the council would have a legal obligation to spend some of the proceeds on providing allotments. The council would be looking to move to a position where allotments were self financing in revenue terms within the context of the strategy.

The Cabinet Member Finance and Community Development welcomed the increase in allotment rents as a move towards them being self financing in the future. Referring to the recent press coverage he was concerned about the use of the word "quirk" when referring to allotments and he hoped that the Echo could correct this in their report of this meeting.

The Cabinet Member Built Environment hoped that the sale of Midwinter would go ahead at some point and it would then be appropriate to invest some of the money in allotments and bring unused pieces of land back into public use.

The Cabinet Member Sustainability was asked whether there were any limitations on the use of Section 106 monies for allotments and was he concerned about the capacity of the parish councils to meet their obligations regarding the provision of allotments in parished areas.

In response, he acknowledged that the use of Section 106 monies was a complex area of legislation and further investigations were underway. The Assistant Director Operations reassured members that officers had already engaged with the five parish councils in the borough and were working closely with them. The emphasis would be on partnership working to provide allotment provision across the town, working within the legal constraints on the use of finances.

Another member suggested that although environmental and sustainable issues and transition towns were referred to in the appendices, they were not given sufficient emphasis in the body of the report. The Cabinet Member Sustainability acknowledged the point but emphasised that transition towns was a key part of his remit which he was actively involved in.

The Leader commended the excellent work that had been done in providing more capacity for allotments in the town over the last few years.

RESOLVED THAT:

1. The progress made against the action plan (contained in Appendix 4 to this report) during the first five years be noted and commitment made to the revised action plan for the next five years.
2. The analysis and methodology contained in Appendix 3 to this report for the provision of new allotments to meet current and future demand be approved.
3. The principle of a revised charging structure for allotments (as set out in Appendix 2 to this report) be approved and the Assistant Director Operations (in consultation with the Cabinet Member Sustainability) be authorised to finalise the details of the new charging structure, in time to enable implementation for 1st January 2010.

7. QUARTERLY BUDGET MONITORING REPORT

The Cabinet Member for Finance and Community Development introduced the report which updated Members on the Council's current financial position for 2010/11 based on the monitoring exercise at the end of August 2010. The report covered the Council's revenue, capital, treasury management and the housing revenue account. The report identified any known significant variations (minimum £10,000) to the 2010/11 original budget and a position statement on major schemes.

The Cabinet Member highlighted the projected overspend in the order of £800,000. This was a legacy of the recession and was due to the increased cost of concessionary fares, a decrease in income from land charges and car parking and falling interest rates. The Cabinet had been working with the Senior Leadership Team to address this. A recruitment freeze was now in place and a rigorous approach had been adopted for future approval for any recruitment requests and officers had also been instructed to reduce their spend on supplies and services to essentials for the rest of the year. These measures were very important if there were not to be more cuts in services in 2011/12.

RESOLVED THAT:

1. The contents of this report including the key projected variances to the original 2010/11 budget identified at this stage and the potential projected overspend of £801,700 for the financial year 2010/11 be noted.
2. If, following the more detailed monitoring process currently being undertaken as part of the budget setting process for 2011/12, the potential overspend is confirmed, the Cabinet will take corrective action to ensure that the Council delivers services within the overall net budget for the year.

8. BUDGET STRATEGY AND PROCESS

The Cabinet Member for Finance and Community Development introduced the report which proposed a broad strategy and outlined a process for setting the budget, housing rents and council tax for 2011/12. It outlined a number of principles that need to be established at this stage to enable budget preparation to commence.

He advised that the figures in the report had been based on a cut in Government support of 25% over the period of the MTFS. This had been borne out by the announcement in the Comprehensive Spending Review (CSR) which set out a 26% reduction over four years. The CSR also confirmed financial support for councils to support the freeze in council tax over the next four years but he awaited the final details of the settlement. He indicated that he was not hopeful that the £1 million additional cost to the council of concessionary fares would be paid back.

Referring to the timetable, he announced that a provisional Cabinet meeting had been included for the 21 December 2010. The settlement figures from Government were expected in early December but this provisional date would be contingency if there was any delay.

RESOLVED THAT:

1. The budget setting timetable at Appendix 2 be approved subject to the inclusion of an additional, provisional Cabinet meeting on 21 December 2010.

2. The estimated funding gap for 2011/12 of £2.6m at Appendix 3, based upon a freeze in council tax increase be noted.
3. The budget strategy outlined in section 5 be approved.

9. ART GALLERY AND MUSEUM DEVELOPMENT SCHEME

The Cabinet Member Sport and Culture introduced the report which had been circulated separately from the agenda. The report set out the current financial position of the Art Gallery and Museum Development Scheme. The Art Gallery & Museum fundraising campaign had achieved funding commitments of £4,527,800 towards the Development Scheme total of £6.3m - leaving an outstanding shortfall of £1,772,200.

The report explained that the Art Gallery & Museum was working on a second-round bid to the Heritage Lottery Fund (HLF) for £750k; and further funding applications / approaches for £475k through the Development Trust. The aim was to reach a total of £5,750,000, for construction to start from spring 2011.

The submission of the second-round stage HLF bid was due by the end of November 2010 – and a decision on the outcome will be announced during March 2011. Recent changes with the Heritage Lottery has resulted in the need to ensure the fundraising campaign either secures or underwrites £5,550,000 of which council underwrites £1,022m, – before the second-round application can be submitted.

It is unlikely that the funding level required by HLF will be secured by November. Therefore, Cabinet was being asked to determine which of the options identified within the report it wished to pursue; in light of the changed position of HLF.

The Leader welcomed the members of the public who had attended the meeting for this item. He invited Graham Lockwood as chairman and Margaret Austin as a member of the fundraising Development Trust for the AG&M, to address the meeting.

Mr Lockwood emphasised the importance of the development scheme to the town. It would attract more visitors to the AG&M by providing improved facilities and would facilitate the development of that area of Cheltenham. The project had received support both locally and throughout the county. He explained that the role of the Development Trust was to access sources of funding which may not be accessible to the council. To date they had raised £2 million which was a major achievement. However he emphasised that this amount was made up of time-limited commitments of funding rather than the money itself. It was important to secure these existing commitments and to be in the best possible position to secure the balance from the HLF and this was why the underwriting by the Council was so important. A public commitment of support by the Cabinet would also provide greater opportunities for the trust to seek additional funding support from other trusts and individuals.

Ms Austin was also keen to stress the importance of retaining the existing commitments which once lost may never be regained. These commitments had been secured on the basis of the current scheme and there was a risk of losing

them if the scheme was changed at this point. She acknowledged that it is a difficult time for fundraising but advised that since the report had been written, the trust had secured another £100,000 of funding and raising additional funds would be easier once people could see the development happening. The AG&M would boost the economy of Cheltenham and would therefore be good for the town.

Mr Edward Gillespie was also invited to speak as the chairman of the Summerfield Trust. The trust had made a considerable pledge to the development and had worked very closely with council officers. The Summerfield Trust had made the decision on the basis that the new AG&M would make a big difference to the town.

Another member of the public reminded members of the experiences of Salford and Gateshead where the new art Gallery developments had a real uplifting effect on the community.

In response to a question from a member, the Museum, Arts and Tourism Manager, confirmed that if the HLF bid was successful it would be for the full amount of £750,000.

The Cabinet Member Sport and Culture commended the development trust for their support and enthusiasm and their achievements to date in fundraising for the scheme. Referring to the options listed in the report, he considered that with option 1, which would close the AG&M from 1 January 2011, there would be too high a risk that it might never be re-opened. He favoured option 2 which would delay the closure until 31st March 2011 when the outcome of the HLF decision would be known. If the trust was able to achieve the fundraising more quickly, than it may be possible to get the bulk of the funding in place in advance of the HLF announcement.

In response to a question from a member he acknowledged that there was a potential risk of losing some of the funding commitments if the Council went for option 2 rather than option 1, but on balance it was still the lowest risk option.

The Leader advised that he had received a letter of support from the Chamber of Commerce for option 1. He sympathised with their view but it was not possible for the Council to commit to the underwriting of the funds prior to the budget setting process for 2011/12. In his view option 2 was favourable as options 3, 4 and 5 would all require the current scheme to be abandoned and to start again from scratch.

The Cabinet Member Built Environment felt the development was a golden opportunity to provide a significant community resource and information Centre and increased access to an important mediaeval part of the town in St Mary's churchyard. He was in support of proceeding carefully as close to the original brief as possible in order to secure the funding already committed.

The Cabinet Member Finance and Community Development supported option 2 but pointed out that the final decision on underwriting must lie with Council. He advised that the difficulties in proceeding with the development in the current financial climate should not be underestimated. He commended the funding commitments that had already been achieved but urged the fund raisers to seek

wider support from the population of Cheltenham. He pointed out that the summer public consultation on the budget had indicated both positive and negative support for the development.

Other members supported the development and commended everybody involved for their efforts to date in getting the development to this stage.

RESOLVED THAT:

1. Option 2 be pursued as the best option
2. The Cabinet supports the underwriting of any shortfall to the £5,550,000 up to a maximum of £922,000 and Cabinet recommend to Council that this is agreed as part of the budget process for 2011/12.

10. INTERNAL AUDIT PARTNERSHIP EXPANSION

The Cabinet Member Corporate Services introduced the report. In 2009 the council agreed to establish an audit partnership with Cotswold District Council which would deliver savings for both councils and more importantly a resilient audit service. He said that the audit partnership between Cheltenham and Cotswold had been working very well.

Work had been ongoing over the last few months to develop a business case for extending the partnership to West Oxfordshire District Council. The proposal was to initially work with an enhanced version of the Cheltenham & Cotswold Audit Partnership Memorandum of Understanding, with a view that over the next twelve months work would be ongoing to develop a full transfer framework which best meets the aims and objectives of the partnership, which would need to be approved by Council. Although the savings were relatively modest he still considered it was an excellent way to proceed and one which benefit the people of Cheltenham.

He advised that the Audit Committee had considered the proposal and their comments were included in the report.

RESOLVED THAT:

1. The inclusion of West Oxfordshire into the current Cotswold and Cheltenham Shared Internal Audit service be approved
2. Authority be delegated to the Assistant Chief Executive in consultation with the Leader and Chief Finance Officer, to revise the existing Memorandum of Understanding as approved by the Borough Solicitor to be effective from 1 November 2010.
3. Proposals for the development of a full transfer framework be brought back with a view that a s101 agency agreement is in place by November 2011.

11. SINGLE ADVICE CONTRACT WAIVER

The Cabinet Member Finance and Community Development introduced the report. The report advised that the Single Advice Contract; awarded following a tendering process in 2007, for a three year contract period for provision of advice services to Cheltenham residents; was due to cease in March 2011. If the council was to continue to procure these services based on current arrangements then the opportunity to explore the business case and potentially participate in a county commissioning process would be missed.

Under Rule 3.7 of the Council's Contract Rules, contracts with an aggregate value of over £50,000 must be subjected to a Tender Procedure, with a minimum of three written tenders being sought. However, waivers can be agreed in certain circumstances. Under Rule 9.1 i) of the Contract Rules a Waiver must be agreed by Cabinet for contracts over £50,000.

The Leader commented that it seemed a very sensible approach in the circumstances.

RESOLVED THAT:

1. For the reasons set out in this report, a Waiver under Rule 9.1 i) of the Contracts Rules in respect of the Single Advice Contract for a period of one year until March 2012 be agreed.
2. Authority be delegated the AD Community Services, in consultation with the Cabinet Member Finance and Community development, to enter into any necessary documentation as approved by the Borough Solicitor and Monitoring Officer.

12. CABINET BRIEFINGS

The Cabinet Member Corporate Services advised that four local authorities had now signed up to the GO programme which was excellent news. He also commended the work that had been done in revising the committee report procedures and the introduction of the Modern.Gov system which was due to be implemented on the website this week. This would provide enhanced facilities for the public, members and officers in accessing democratic information.

13. CABINET MEMBERS DECISIONS

The Leader announced a decision he had made regarding the allocation of the remaining community pride funds. Cabinet on 21 September 2010 approved a list of projects to be funded through the community pride fund and also delegated authority to the Leader of the Council to determine how best to allocate a remaining sum of £10,080 across five projects. His decision was as follows:

- The Stable Company - £1,500
- St. Margarets Hall Users Group - £3,396
- Leckhampton with Warden Hill Parish Council - £4,184
- Charlton Kings Parish Council - £1,000

In addition, following a review of community pride awards made in previous years, he announced that £17,000 of unclaimed funds would be returned to the general fund to support the council's budget position for 2010-11.

Chairman

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Cheltenham Borough Council

Cabinet 16 November 2010

Proposals for a Strategic Commissioning Council and supporting organisation structure (Report under Section 4 Local Government and Housing Act 1989)

Accountable member	Full Council
Accountable officer	Chief Executive
Accountable scrutiny committee	Economy and Business Improvement
Ward(s) affected	None directly at this stage

Significant decision	Yes
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Executive summary	<p>This report was prepared for Staff and Support Services Committee and sets out the Chief Executive's formal proposals for a Strategic Commissioning Council together with the supporting organisational structure. The strategic business case for the introduction of formalised strategic commissioning is included at Appendix A to this report. The proposed Council structure to deliver formalised strategic commissioning has been developed from the findings and recommendations of an external review of the current senior management structure of the Council and can be found at Appendix B to this report. The restructuring process guidance and proposed timeline is included at Appendix C to this report and it is intended that the new structure (phase 1) takes effect on 1st April 2011.</p> <p>The proposals were approved by Staff and Support Services Committee on 28 October 2010 and an extract from the minutes of that meeting are included in Appendix E to this report.</p> <p>This report is being brought to Cabinet to enable formal Cabinet input to the proposals to be considered by Council on 13th December.</p>
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Recommendations	<p>That Cabinet :</p> <ol style="list-style-type: none"> 1. Endorses the Chief Executive's proposals for a Strategic Commissioning Council and supporting new Council structure as set out in this report and in Appendices A and B 2. Recommends that Council approves the Chief Executive's proposals for a Strategic Commissioning Council and supporting new Council structure as set out in this report and in Appendices A and B
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<p>Financial implications</p>	<p>The proposed restructuring of the Senior Leadership Team resulting from a move to become a commissioning council will generate annual revenue savings which will be delivered in phases. A summary of the net annual savings, based on a projection of employment costs of the new structure, is as follows:</p> <p>2011/12 £144,000 (deletion of 2FTE's – wef 1/4/11)</p> <p>2012/13 £198,000 (deletion of additional 1FTE – wef 1/10/12 net of de-commissioning costs)</p> <p>2013/14 onwards £213,000 (full year annual saving)</p> <p>There are potentially de-commissioning costs of c£45k over the period of implementation which, compared to the savings made, result in a payback of 0.3 years.</p> <p>Contact officer: Mark Sheldon mark.sheldon@cheltenham.gov.uk 01242 264123</p>
<p>Legal implications</p>	<p>The Chief Executive, as the Council's Head of Paid Service, has a statutory responsibility to report to the Council on proposals for fundamentally changing the way in which the Council is structured and organised to deliver its services to its customers. Any such proposals must ultimately be determined by full Council. Staff & Support Services Committee has played a role in supporting the Chief Executive in the exercise of his responsibility and can make recommendations to the full Council on matters for which the full Council is responsible.</p> <p>As many of the day to day council functions are the responsibility of the Leader and Cabinet it is important to ensure that the Leader and Cabinet are fully engaged in any decisions made in due course which directly affect the delivery of those functions.</p> <p>As the processes for introducing and embedding a Strategic Commissioning Council move forward, it is likely that significant legal support will be required, particularly in respect of the following: procurement advice and drafting of contracts, HR and structural/organisational issues, governance arrangements, constitutional issues including changes to Part 3 of the Constitution in respect of roles and responsibilities of officers and members.</p> <p>Contact officer: Peter Lewis peter.lewis@tewkesbury.gov.uk 01684 272012</p>

HR implications (including learning and organisational development)	<p>There are potential redundancy and financial implications associated with the proposed reduction of Assistant Director posts. The costs (and associated savings) are contained within the Strategic Business Case at Appendix A. A redundancy is a form of dismissal. Any dismissal (and appointment) of Assistant Directors must be undertaken in accordance with the Council's Employment Rules and the Local Authorities (Standing Orders)(England) Regulations 2001. Within CBC Assistant Directors are designated as Deputy Chief Officers and the Regulations require the appointment/dismissal committee to include at least one Cabinet Member. At CBC the new Appointments Committee is being set up to deal with appointments and dismissals (and other employment matters) in respect of Chief and Deputy Chief Officers. The Employment Rules require consultation with each Cabinet Member before an appointment/dismissal takes place. Whilst the Appointments Committee has to refer appointment/dismissal of the Head of Paid Service, Chief Finance (s151) Officer and Monitoring Officer to Council for final approval, on this occasion, in order to avoid unreasonable delay, it is recommended that the Appointments Committee (or appropriate sub-committee) makes the final decision in respect of the s151/Assistant Director Resources post.</p> <p>Contact officer: Julie McCarthy julie.mccarthy@cheltenham.gov.uk 01242 264186</p>
Key risks	<p>The key risks are as set out in Appendix D to this report which is the updated risk matrix from the report to Council on 28 June 2010</p>
Corporate and community plan Implications	<p>The corporate and community plans anticipate the progressive adoption of commissioning methodologies and the achievement of outcomes and objectives would be facilitated by the proposals in this report.</p>
Environmental and climate change implications	<p>None directly arising from this report</p>

1. Background

- 1.1 The Staff and Support Service Committee considered reports on the 25 February 2010 and then (post borough elections) on 27 May 2010 on a possible change in approach so that the Council applies strategic commissioning disciplines consistently across the organisation. This would involve engagement with citizens, communities and partners to better achieve citizen focused outcomes whilst at the same time generating financial savings.
- 1.2 On 28 June 2010 full Council considered a report on strategic commissioning including feedback from this committee and resolved to confirm agreement to the principle of becoming a strategic commissioning council as well as agreeing that this committee would provide oversight to a programme to take the principles forward with the advice and support of a cross-party member group. At that meeting I indicated that a business case for taking a strategic commissioning approach would be produced for this committee and full Council's further consideration. The strategic business case for the introduction of a Strategic Commissioning Council is now attached as Appendix A.
- 1.3 The cross-party member group has been set up and has met twice.
- 1.4 As the previous reports made clear, structural changes were necessary as a consequence of the move to a strategic commissioning approach. In order to understand better the structural options that we might use to best take forward the new approach I sought **advice from Eighty Twenty**

Insight, a firm we had previously engaged to support us on our sourcing strategy work. Their report was prepared with the involvement of partner agencies, senior staff and after discussion with the cabinet. As it runs to 69 pages I have not attached it to this report but it is available on the following web-link <http://www.cheltenham.gov.uk/sltstructure>.

- 1.5** My proposals for structural reorganisation are set out in Appendix B and follow closely the recommendations in the Eighty Twenty Insight report. If adopted my recommendations would reduce the number of Assistant Directors by two in Phase 1 (with an implementation date of 1 April 2011) with a further reduction of a post in Phase 2 (where the target implementation date would be 1 October 2012). This would reduce the number of Assistant Directors from the current 8.5 down to 6.5 after Phase 1 and then to 5.5 after Phase 2 (ignoring the uncertain impact on numbers of any shared services posts which may be created). When fully implemented this would produce an estimated annual saving of £213,000 in salary costs plus on-costs.
- 1.6** The principal areas where my proposals differ from the Eighty Twenty Insight recommendations are: -
 - 1.6.1** I propose that we treat democratic services and elections as not being areas for sharing with other councils – at least for the present
 - 1.6.2** Functions such as customer services, street cleaning, economic development and tourism have been added in for completeness
 - 1.6.3** The point at which services move from one directorate to another has been changed in a couple of instances in order to minimise disruption to ongoing service delivery.
- 1.7** Clearly if the structural reorganisation is to progress it will need to be properly and carefully handled and constitutionally will need to involve elected members as affected posts are at Assistant Director level. Appendix C sets out the necessary procedural steps with a proposed timeline and it is suggested that the newly constituted Appointments Committee (or appropriate sub-committee) deals with appointment and dismissal arrangements to deliver the new structure. Formal consultation with those staff affected by the proposals would begin following approval by Staff & Support services Committee as set out in more detail in Appendix C.

2. Reasons for recommendations

- 2.1** The reasons for seeking to adopt a strategic commissioning approach are set out in the reports referred to in 1.1 and 1.2 above but essentially come down to a strong focus on understanding the needs of Cheltenham and its people in designing outcomes for public services, seeking to work much more closely (including sharing budgets where appropriate) with other parts of the public service and making objective, transparent, evidence based decisions about how services should be provided and by whom.
- 2.2** For the reasons set out in the previous reports I believe that by using a strategic commissioning approach we can improve the outcomes for people who rely on the council and the wider public sector whilst at the same time creating opportunities for financial savings. The structural changes proposed facilitate this approach and, incidentally, deliver modest savings from the leaner senior officer structures which are needed to run an efficient and effective commissioning organisation. Furthermore, the proposed changes allow for the council's senior officer structures to evolve further through the active pursuit of other delivery options such as charitable trusts or shared services; in this way they secure a solid and affordable top level structure to tackle the service and fiscal challenges which will face us over the next few years.
- 2.3** More specifically the separation of commissioning from provider activities allows service change and development to be driven transparently by the needs of citizens and service users and by partnership opportunities rather than the internal needs of the service provider. Contestability (i.e. the comparison of quality and cost across a range of possible provider options) will be best

achieved by giving the commissioning responsibility to officers who do not have a direct career or financial interest in the outcome.

3. Alternative options considered

- 3.1** Clearly one alternative option is not to reorganise around strategic commissioning principles but to maintain existing ways of doing business by providing most services in house and considering in an ad-hoc way any shared service or similar opportunities that may arise. The difficulty here is that we cannot always be certain that we are addressing service change in proper priority order or finding the optimum solution to deliver the defined citizen outcomes. This has been less of a problem as central support activities have been under consideration, but when front line services are being considered the need for a strong citizen outcome focus is vital. There is also a danger of neglecting full consideration of the impact on the cost base of retained support services if we progressively move front line services into alternative delivery models.
- 3.2** Further, should a strategic commissioning approach be driving the structural changes – as I am proposing, there are clearly a range of structural alternatives which have, at the core, a separation of commissioner and provider and might thus be regarded as fit for purpose. Indeed my indicative structure set out in the 25 February 2010 report to this committee and repeated in my report to Council on 28 June 2010 identified three fixed commissioning blocks whereas I am now proposing only two, more fluid blocks for commissioning activity. The ‘hub’ I originally proposed for central support activity has now been replaced with a ‘resources’ function separate from a ‘commissioning support’ function. Arguably there is no right or wrong solution to the structural choices available but I have largely adopted the ideas presented by Eighty Twenty Insight which do have the significant virtue of weaving the programme sponsorship role of the two strategic directors more explicitly into the commissioning arrangements as well as potentially offering greater financial savings than originally envisaged.

4. Consultation and feedback

- 4.1** As part of the Eighty Twenty Insight work in preparing their report the senior leadership team and the (pre-August) Cabinet were involved in workshops and discussions. Key partner organisations have been involved via the Cheltenham Strategic Partnership and/or through interviews. The feedback from these processes is set out in the Eighty Twenty Insight report.
- 4.2** I met with the trade unions (Unison and GMB) on 19 August 2010 to discuss possible structural changes building on a previous discussion about strategic commissioning. Their view was as follows – “the local Trade Unions have worked positively with the Council and its Officers over the past few years to ensure that the changes deemed necessary for the deliverance of Council services have been approached in an open and professional manner. This approach has delivered a change programme based on best practice and value for money whilst maintaining the core jobs and services within the Council’s direct labour team. As we approach this difficult period in local service delivery due to the central Government’s financial cuts, it is imperative that this established approach to change continues under the new criteria of ‘commissioning.’ The local Trade Unions are committed to continuing to work with the Council to find the best possible way to deliver these services, balancing the Government’s reduction in financial support, statutory service requirements, local community expectation and the inevitable changes in the structure and capacity of the Council as we move forward through the coming period of uncertainty.”
- 4.3** Economy and Business Improvement Overview and Scrutiny Committee discussed the issue of Strategic Commissioning at its meeting on 20 September 2010 and raised questions on various aspects including the cohesiveness of plans given the various initiatives currently being pursued by the council, the extent of partners’ commitment to working with the council on joint commissioning and pooling budgets, the importance of the public being able to hold providers accountable and be able to seek redress for a substandard service and the potential tension between achieving value for money through outsourcing and avoiding the inflexibility of long term contractual commitments. It was explained that an external report had been commissioned in

order to independently examine the structural options available. As a result of the meeting the risk register has been revisited to enhance risk identification and mitigation in relation to strategic commissioning. The Committee has asked for further reports on examples of commissioning best practice in other local authorities and evidence that steps taken in Cheltenham can deliver and are delivering savings.

- 4.4** The cross-party member group has been set up in order to provide guidance and feedback on emerging proposals and to advise on the impact on members. At its first meeting on 23 September it reviewed the restructuring proposals and the outline commissioning process, raising a number of questions about the roles of members and member committees and asking whether there would be an additional workload for Assistant Directors and Service Managers. These issues will be followed up in future meetings.
- 4.5** Appendix C contains restructuring process guidance and a timeline which indicates the steps and timescales for an ongoing consultation process with staff affected by the proposed changes.

5. Performance management –monitoring and review

- 5.1** The process of development of a strategic commissioning approach in the way the council operates is being run as a major change programme with the performance and monitoring arrangements and the risk assessment and mitigation processes that this implies.
- 5.2** Should the proposals be approved the cross-party member group and the Economy and Business Improvement Overview and Scrutiny Committee have agreed to a continuing role in monitoring the implementation and the effectiveness of the changes proposed.

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Appendices :

- A. Strategic Business Case
- B Proposed Structural Changes
- C Restructuring Process Guidance and Timeline
- D Risk Register
- E Extract from the minutes of Staff and Support Services Committee 28 October 2010

Background information:

Previous reports to this committee on 25 February and 27 May 2010 and report to Council on 28 June 2010

‘Senior Management Structure Review’ – Eighty Twenty Insight report into the Council’s management structure in the light of its adoption of a Strategic Commissioning approach, dated 19 August 2010, available at <http://www.cheltenham.gov.uk/sltstructure>.



DOCUMENT COVER SHEET

Programme	: Strategic Commissioning
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Changes History

Release	Date	Description
0.1	09-May-2010	Initial draft for review and comment
0.2	September 2010	For consultation with the Strategic Commissioning programme board.
0.3	12 October 2010	Amendments following programme board consultation
0.4	18 October 2010	Including further minor amendments. Submitted for approval to Staff and Support Services Committee

Changes Planned

The document will be kept under review and modified as appropriate.

References

28th October report to Staff and Support Services Committee – 'Suggested structure to support a Strategic Commissioning Council' – and its appendices

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1. Introduction

- 1.1. This is the strategic business case for Cheltenham Borough Council's Strategic Commissioning programme. Its format is based upon the standard adopted by the Office of Government Commerce.
- 1.2. The programme's vision is:
"By April 2012 we will lead our community by taking a commissioning approach. We will be driven by the needs of people and place, in order to improve wellbeing, the economy and the environment, and use resources efficiently and effectively"
- 1.3. The business case explains how the programme will contribute to the delivery of the council's strategy and states its objectives, benefits, critical success factors and financial implications.
- 1.4. The business case also evaluates whether the objectives and benefits are achievable and describes other options considered.

2. Strategic fit

Supporting the council's financial strategy

- 2.1. Cheltenham Borough Council has generally performed well in delivering high quality public services at a reasonable cost. However the environment for delivering public services is changing and a particular challenge is the severe financial restraint which is likely to be imposed on local government by central government.
- 2.2. In the last two years the 'bridging the gap' programme has been successful in delivering savings without overly damaging services. However the latest projections indicate a gap of £4.7M over the next 5 years (based on an assumed 25% cut in central government funding). There is now a limited amount of further saving which can be made without challenging the range of services provided and the way in which they are delivered.
- 2.3. Adopting a strategic commissioning approach provides a structured and systematic method for determining priorities based on needs and intended outcomes.
- 2.4. Following such a process may mean that many services will not necessarily (as at present) be provided through a directly employed workforce, but neither is it presumed that sharing of services, outsourcing or the creation of 'not for profit' vehicles would always be preferred. Strategic Commissioning dictates that the delivery mechanisms chosen will depend on an evidence-based judgement as to how best to meet the needs of citizens or service users.

Delivering community outcomes

- 2.5. In keeping with its duties to engage citizens, lead its communities, and find new and more effective ways to deliver high quality services, the Council has adopted an outcomes-based approach:
"Working to secure value for money and deliver the best possible outcomes that meet the needs of our citizens, communities and service users"
- 2.6. Rather than focus on narrow performance measures or outputs, the Council has identified a series of broad outcomes.
- 2.7. Strategic Commissioning emphasises the primacy of community outcomes and is therefore very much aligned with the Council's approach.

Working with partners to meet customer needs

- 2.8. When services are redesigned it is important that citizens, service users and council tax payers are the focus of the service specification process. It is also important that we work closely with partners to achieve the outcomes which have been jointly agreed for the town.
- 2.9. The Council recognises that many outcomes demand a partnership-based approach to service planning;
"Some of these outcomes we will be able to deliver by ourselves, but for many other outcomes we will have to work in partnership with other organisations."
- 2.10. The essence of Strategic Commissioning is that firstly through a thorough planning process involving partners and stakeholders (including users) the outcomes for any functional area are defined clearly; then a range of options for provision are considered to best achieve those defined outcomes. This should facilitate the transformation of services where warranted in order to achieve the defined outcomes.

National strategic drivers

- 2.11. The role of councils as 'agents of place' as set out in the Lyons Inquiry's recommendations for local government can be summarised as:
- (a) Strong governance and leadership through the Local Strategic Partnership
 - (b) Developing a shared vision set out in the local Sustainable Community Strategy.
 - (c) The involvement of local people
- 2.12. The 'Total Place' initiative was announced as part of the Treasury's Operational Efficiency Programme (OEP) alongside the 2009 Budget, stating that all parts of Government, including councils, could make £9 billion in annual savings from:
- "back office operations and IT, collaborative procurement, asset management and sales, property and local incentives and empowerment"
- 2.13. Pilots started in June 2009, examining how public services and agencies in the locality can pool strategic effort and budgets. One of the intended outcomes of the project was to explore ways in which business, voluntary and public sector bodies can work together to provide a wide range of public services.
- 2.14. Although it is likely that the term 'Total Place' will not be retained, aspects of these themes have been pursued further through the new Government's commitment to the concepts of 'Big Society', 'radical devolution' and 'localism'. In its submission to the new Government, the Local Government Association has proposed 'place-based budgeting' which would require:
- "the integrated strategic commissioning of services from the public, private and voluntary sectors"

Programme Vision

- 2.15. In response to the local and national strategic drivers described above, the council's Senior Leadership team has adopted the following vision for the Strategic Commissioning programme:
- "By April 2012 we will lead our community by taking a commissioning approach. We will be driven by the needs of people and place, in order to improve wellbeing, the economy and the environment, and use resources efficiently and effectively"

Key Benefits

The following paragraphs explain the key benefits that can be realised by the Strategic Commissioning programme.

- 2.16. Better outcomes for citizens as a result of:
- (a) Intended outcomes being based on a thorough understanding of the needs and aspirations of people who rely or might in the future rely on the Council, perhaps because they live, work or learn here or because they are visitors. In addition we must identify the needs which support Cheltenham as a place - for example a strong local economy, an attractive environment or physical regeneration.
 - (b) Clear and specific outcome statements about what the end result would be of delivering a particular service, project or initiative. The focus will be on what the service is intended to achieve rather than how the service operates or what inputs are required by the service.
 - (c) Clear prioritisation which ensures that resources are used to best effect
- 2.17. A contribution to bridging CBC's medium term financial gap. A detailed assessment of the financial impact is included in section 4 of this business case.

- 2.18. Together with our partners we will create consistent structures and approaches in support of place-based commissioning, enabling partners to develop a shared view of outcomes and on how to pool and apply resources more effectively and efficiently.
- 2.19. We will develop the market for delivering services, thus providing more options and increased competition. This may mean, for example, enabling the voluntary and community sector to build capacity and capability or setting up innovatory shared services amongst existing public sector providers.

Key risks

- 2.20. A risk analysis, including the actions which will be taken to mitigate risks, is attached as Appendix D to the 28th October report to Staff and Support Services Committee – 'Suggested structure to support a Strategic Commissioning Council'.

Critical Success Factors

The critical success factors of the programme are listed below:

- 2.21. A consistent approach to commissioning in use by the council and its commissioning partners by April 2012.
- 2.22. An organisation structure, which is capable of providing effective support to commissioning exercises, in place at the council's senior leadership level by April 2011.
- 2.23. A knowledge and skills development programme in place for members and employees, which enables the council to secure the opportunities presented by commissioning, defined by January 2011 and delivered during 2011/12.

Individual commissioning exercises, supported by the factors listed above, will themselves define success factors appropriate to their particular context. These may include:

- 2.24. Achievement of defined community outcomes
- 2.25. Cost savings contributing to the Medium Term Financial Strategy
- 2.26. A growth in the number of organisations able to deliver services to the public.

3. Options appraisal

The Council has considered the following main options:

- 3.1. Option 1 - Retain the Council's and partners' existing methods of service delivery.
- 3.2. Option 2 – Continue to commission services in an ad-hoc way without restructuring the organisation or identifying the specific competences, capability and skills needed to become an effective commissioner.
- 3.3. Option 3 - Restructure the organisation to realign the professional functions on which commissioning relies and put in place a senior management team with the appropriate accountability, competences, capability and leadership skills needed to successfully transition the Council to become an effective commissioner.
- 3.4. It is recommended that option 1 and 2 are discounted and that the Council proceeds with option 3. The rationale for this recommendation is set out below.

Option 1 – Retain existing delivery models

- 3.5. There are a number of consistent threads across several decades of policy making, and by successive governments, that challenge traditional approaches to public service. The view is that the business of local government should not purely be the delivery of services at the cheapest cost. Instead public services and other relevant organisations in a locality should pool strategic effort and budgets to deliver outcomes that best meet the needs and preferences of the community (citizens and place). This view is clearly aligned with the underlying principles of commissioning.
- 3.6. Furthermore, the new Government is considering a recent submission from the Local Government Association which has proposed 'place-based budgeting' and requires 'the integrated strategic commissioning of services from the public, private and voluntary sectors'. Given this political driver, the fact that more and more relevant organisations are making commissioning central to their overall corporate management and that the Council itself accepts that it will ultimately deliver better outcomes and provide better value for money in the context of constrained public sector finances, the 'no change' option has been discounted.

Option 2 – Continue ad-hoc commissioning without changing the organisation or developing competencies

- 3.7. Research by EightyTwenty Insight has highlighted that although there is now widespread adoption of commissioning practices in local government, there has been relatively little change to senior management structures and roles. As such, posts responsible for commissioning rarely have direct control of the functions required to manage the commissioning process. Furthermore, the senior management structure is designed with little reference to the key requirements (competence, capability and skills) of being an effective commissioner.
- 3.8. These authorities are therefore imposing a commissioning philosophy on a conventional management structure and risk blurring accountability and weakening the capacity and disciplines needed for effective commissioning.
- 3.9. Additionally, they are less able to deliver the cultural change which is fundamental to the adoption of a strategic approach to commissioning, an approach which requires commissioners and providers to maintain an open mind to the possibility of change to the delivery models currently in place.
- 3.10. Furthermore, an ad-hoc approach to commissioning means that outcomes and services cannot easily be addressed in priority order or resourced consistently with priority needs.
- 3.11. These risks are mitigated by discounting option 2 and implementing option 3.

- 3.12. In summary, the Council will increase the likelihood of becoming an effective commissioner of outcomes by restructuring the organisation to realign the professional functions on which commissioning relies and putting in place a senior management team with the requisite accountability, competences, capability and leadership skills.

Option 3 – Take a systematic approach to restructuring the organisation, developing practices and processes, and extending competencies

- 3.13. The benefits and costs of this approach are set out elsewhere in this business case.
- 3.14. Alternative models for the restructured organisation have been considered and external objective advice taken on the best approach. These are discussed in section 3 of the 28th October report to Staff and Support Services Committee – ‘Suggested structure to support a Strategic Commissioning Council’.

4. Financial assessment

This section outlines the financial impacts of the Strategic Commissioning programme.

Senior leadership team savings

- 4.1. The change to a strategic commissioning authority results in a revised Senior Leadership Team management structure with fewer staff at a senior level. Savings are delivered in phases and are summarised below:
- (a) 2011/12 £144,000 (deletion of 2FTE's – wef 1/4/11)
 - (b) 2012/13 £198,000 (deletion of additional 1FTE – wef 1/10/12 net of de-commissioning costs)
 - (c) 2013/14 onwards £213,000 (full year annual saving)

Potential costs

- 4.2. Around £5,000 of the Corporate Training Budget 2011-12 will be channelled into commissioning development support. No further additional funding has been identified at this time. With budgets under significant pressure, it is proposed that development will be designed and delivered through an in-house programme for leaders and managers, building on the significant investment already made in SLT and Service Managers through the Achieve Breakthrough leadership programme. It is anticipated that SLT and Service Managers will in turn use their knowledge to support and coach members in understanding and adapting to their changing roles. Accreditation will be sought for the commissioning development programme, working closely with university colleagues, to add even more value. Free seminars (e.g. CIPFA run) and events will be accessed where possible and knowledge pooled and shared. External funding sources will be monitored and accessed if available and appropriate, subject to a clear business case.
- 4.3. Current best estimates suggest an average internal staff requirement of about 10-11 FTE for the lifetime of the programme. Around 7-8 FTE will be required to deliver the core framework whilst the balance will support early commissioning exercises for Leisure and Culture and Sustainable Communities.

Longer term savings

- 4.4. Given the financial outlook for the public sector, it is evident that current delivery models are not sustainable i.e. that the council cannot continue to deliver services at today's level with significantly reduced budgets.
- 4.5. Whilst it is difficult to quantify savings from commissioning, evidence from the Torbay model (supported by Grant Thornton) suggests that 10-15% of operational budgets may be saved as a result of a commissioning exercise. In Cheltenham we are looking in 2011 to undertake commissioning exercises for leisure and cultural services and for our planning and related services. If we were to assume that this level of commissioning is sustainable within the council's resources and that the Torbay figures are justified, an annual saving of between £0.8M p.a. and £1.2M p.a. might be achieved and will grow as a result of future commissioning exercises.
- 4.6. The figures above should be seen as indicative. At this early stage it is difficult to guarantee a profile of savings resulting from a commissioning programme since it may take the council in many directions including pooling budgets with other organisations, being commissioned by others or using our reduced budget to commission outcomes for our communities from others. Equally there will be costs arising from commissioning including decommissioning, procurement and legal costs. However, it is possibly more likely that outcomes will have a better chance of being delivered through commissioning in a period of significantly reduced budgets. And a strategic approach to commissioning, rather than an ad-hoc opportunistic approach,

is likely to make a substantial contribution both to the achievement of community outcomes and a sustained reduction in spend.

5. Achievability

EightyTwenty Insight has conducted an independent readiness assessment in relation to a number of key factors influencing the achievability of the Council becoming an effective commissioner. The findings and corresponding recommendations from the assessment are incorporated in the following paragraphs:

Effectiveness of Partnership Working

- 5.1. The Council's plans and strategies are designed to deliver broad outcomes that require the Council to work in partnership to achieve success. The council has invested time and effort in collaborative working and is considered by its partners to be committed, open and positive. The Cheltenham Strategic Partnership is well-supported by partners and provides a sound platform for the development of a 'place-based' and localist approach to delivering improved outcomes and value-for-money. As the Cheltenham Strategic Partnership is supportive of the approach to work in partnership to commission services, EightyTwenty Insight considers the council to be well placed in taking this forward, subject to it implementing the recommendations in respect of the senior management structure and in particular the role of AD Commissioning.

Senior Management Arrangements

- 5.2. An assessment of the readiness of the Council's senior management arrangements to meet the requirements of strategic commissioning, drawing on comparisons with developments in other authorities and the size of the Council's current senior management structure with those of other district councils has identified a need to implement a new management structure. A proposed management structure has been designed to support a strategic commissioning framework in which the Council will be able to work closely with its partners to achieve the outcomes that will ensure a sustainable and successful future for Cheltenham and builds on the successes and potential of the current arrangements. It is recommended that the proposed management structure is implemented.

Stakeholder Views and Support

- 5.3. EightyTwenty Insight has conducted interviews and workshops with Cabinet Members, partners and members of the SLT and have found positive levels of support for the introduction of strategic commissioning and the opportunities that commissioning would present. The positive support from key stakeholders is essential if the council is to successfully transition to become an effective commissioner.

Evidence of Effective Commissioning

- 5.4. There is already widespread adoption of commissioning practices in the public sector. With regard to local government particularly, the following councils have been identified as commissioners: Torbay Council, Brighton and Hove City Council, London Borough of Barnet as well as in County Council specific services. The council has shown a willingness to learn the lessons from early adopters through its contacts with Torbay Council and research undertaken to date and by the scheduling of early commissioning projects with the intention of sharing the lessons learnt internally.
- 5.5. Locally, evidence for the potential of commissioning comes from the Supporting People programme. Co-commissioning, by councils, health and probationary services across Gloucestershire, of housing-related support services for vulnerable people since 2003 has led to:
 - (a) Pooled costs reducing from £29.2M in 2004/5 to £22.5M in 2009/10

- (b) Improved health, housing and social care outcomes through the co-ordinated administration of the delivery and development of service models, for example:
 - (i) Increased 'floating' support services (support at their home location of choice)
 - (ii) All contracts achieve minimum standards and VFM
 - (iii) Outperforming targets for key national indicators
 - (iv) 4000 people supported in 2008/9
- (c) The development of financial models which allow the financial benefits of pooling resources to commission future services to be evidenced.

Capacity, Capability, Skills and Learning

- 5.6. EightyTwenty Insight has identified a skills gap and developed an outline management development programme for the Senior Leadership Team. Once this programme has been delivered, the Senior Management of the Council will have the necessary proficiency to lead the Council through the transition to become effective commissioners of outcomes.
- 5.7. The Commissioning Programme is designed to allow the Council to learn from ongoing commissioning projects, for example the current initiatives in both Leisure and Culture and in Sustainable Communities are testing and improving the core approaches to process design, working with partners, and learning and development.

Plans and Strategies

- 5.8. The Council's plans and strategies are designed and aligned to deliver broad outcomes that require the Council to work in partnership to achieve success. In order to support the outcomes-based, partnership approach, the Council included an improvement action in its Corporate Strategy to 'develop an approach to commissioning of services'.
- 5.9. This improvement action has developed into the Commissioning Programme which is one of the Council's major corporate programmes, and as such, its effective delivery is clearly a high priority for the Council.

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Appendix B – Recommended Senior Management and Service Structure

Generally I have accepted and adopted the broad structural recommendations from the Eighty Twenty Insight report, namely: -

- A two phase approach with the second phase being implemented about 18 months after phase one so as to facilitate transition during a period of considerable change on several fronts
- Allowing scope for the structure to evolve during that 18 month period depending on the outcome of the GO programme and other shared service opportunities
- Strategic directors become generic lead commissioners each carrying a portfolio of citizen or community outcomes to commission
- Adoption of the now fairly standard role of resources (assistant) director to link together resource responsibility for money, people, property and other assets
- Support for commissioning activity, ranging from programme management to procurement to citizen and community engagement, is provided from a single support service headed by an (assistant) director for commissioning
- The provider side activities are divided into three operational businesses each headed by an existing (assistant) director

I have made some changes of detail to the recommended accountabilities and functions based on the following considerations: -

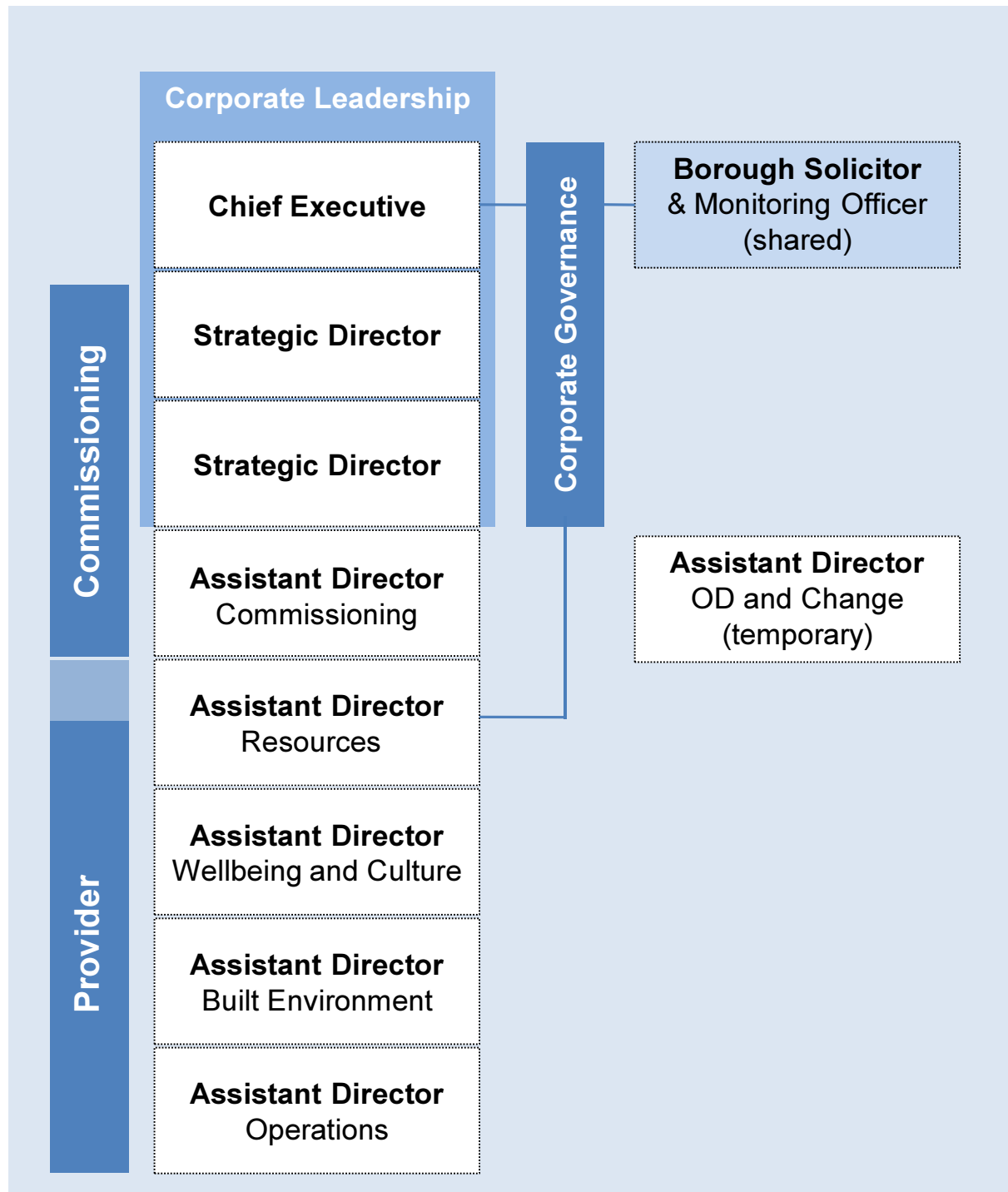
- We should try to avoid moving responsibility for a service area more than once if it can be avoided, but otherwise moving a function sooner rather than later is preferred
- The concept of a shared service for either democratic services or elections is as yet untested and for this reason these functions should not be put into the same category as services already identified for sharing
- Specific reference to the CBH client function which makes the function seem anomalous has been replaced with a more general reference to 'strategic client functions'
- Certain functions which had been left out have now been added in for completeness

Finally, the terminology for posts may need to be reconsidered at some point so that they are more descriptive of the roles and responsibilities that people carry. I have not yet suggested new titles in order to make it easier to read across from existing posts.

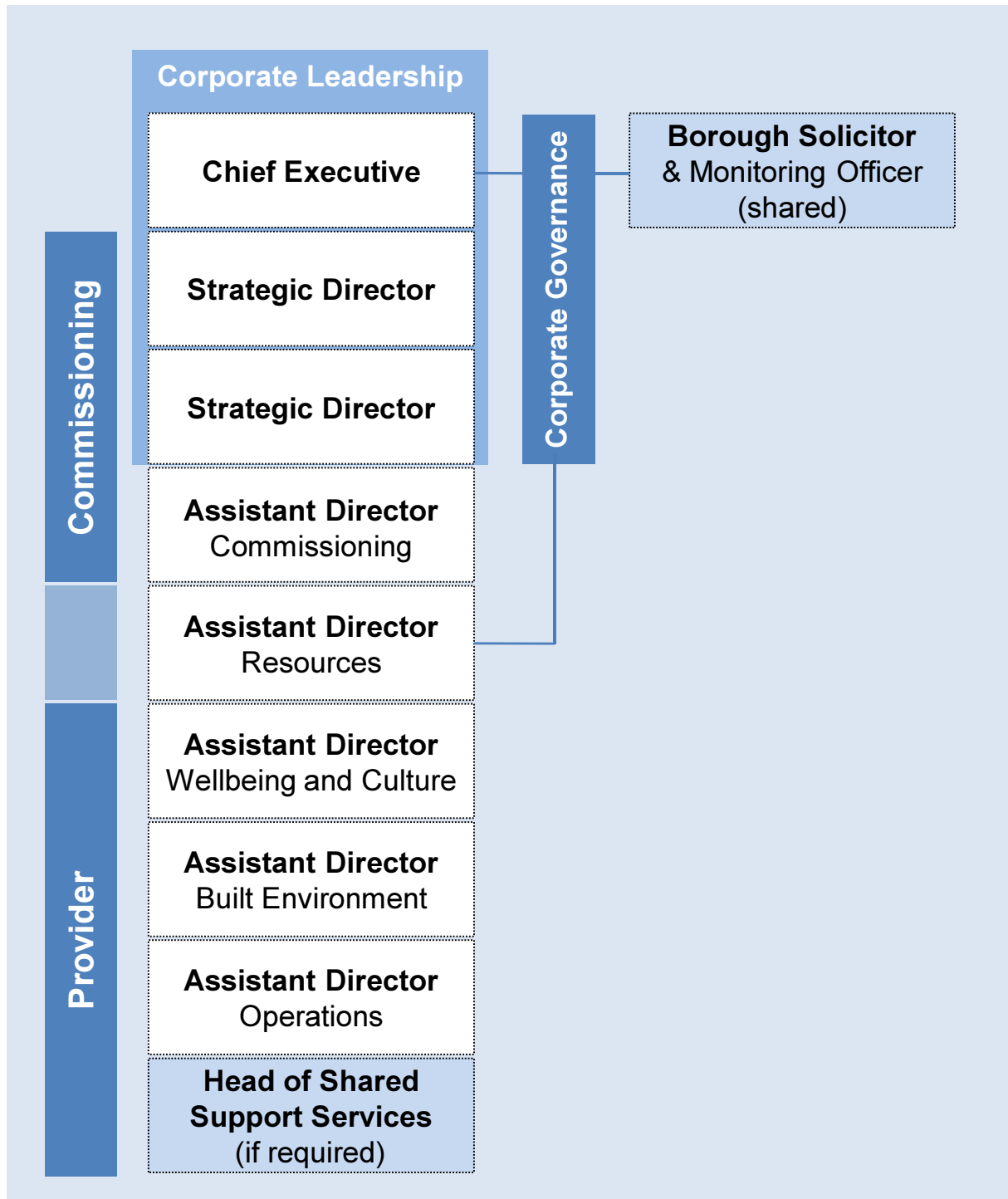
Current Structure



Proposed Structure (Phase 1)



Proposed Structure (Phase 2)



PROPOSED STRUCTURE – PHASE 1

KEY REVISED ACCOUNTABILITIES AND FUNCTIONS

Post	Key Accountabilities	Functions Managed
Strategic Director	<ul style="list-style-type: none"> • Strategic change • Portfolio of outcomes • Partnership and contract governance • Deputising for the Chief Executive 	Strategic matrix management of : <ul style="list-style-type: none"> • Programme teams. • Partnership facilitation and development • Contract and agreement performance review
AD Commissioning	<ul style="list-style-type: none"> • Commissioning and partnership support 	<ul style="list-style-type: none"> • Policy and research • Communications and community engagement • Strategic land use • Partnership and contract management (inc procurement and strategic client functions) • Partnership support • Programme management • Service development • Oversight of governance • Democratic services • Elections
AD OD and Change (temporary post)	<ul style="list-style-type: none"> • Change support 	<ul style="list-style-type: none"> • HR Strategy and Organisational Development • Health and Safety • Shared service facilitation • Transactional HR
AD Resources	<ul style="list-style-type: none"> • Strategic resource management • Creation of shared support services 	<ul style="list-style-type: none"> • Strategic finance (including s151) • Internal Audit • Property and Asset Management • Other support services until shared services established: <ul style="list-style-type: none"> ○ ICT ○ Revenues ○ Benefits ○ Transactional Finance ○ Customer Services

Post	Key Accountabilities	Functions Managed
AD Built Environment	<ul style="list-style-type: none"> • Provider side management 	<ul style="list-style-type: none"> • Development Control • Building Control • Urban Design • Integrated Transport and Parking • Housing enabling and strategic housing • Economic Development
AD Wellbeing & Culture	<ul style="list-style-type: none"> • Provider side management 	<ul style="list-style-type: none"> • Leisure @ • Healthy communities • Culture, Arts and Entertainment • Tourism
AD Operations	<ul style="list-style-type: none"> • Provider side management 	<ul style="list-style-type: none"> • Waste and Recycling • Street and other Cleaning • Landscape Services • Parks development • Cemeteries and Crematorium • Fleet Services • Public Protection

PROPOSED STRUCTURE – PHASE 2

KEY REVISED ACCOUNTABILITIES, ACTIVITIES AND FUNCTIONS

Post	Key Accountabilities	Functions Managed
Strategic Director	<ul style="list-style-type: none"> • Strategic change • Portfolio of outcomes • Partnership and contract governance • Deputising for the Chief Executive 	Strategic matrix management of : <ul style="list-style-type: none"> • Programme teams. • Partnership facilitation and development • Contract and agreement performance review
AD Commissioning	<ul style="list-style-type: none"> • Commissioning and partnership support 	<ul style="list-style-type: none"> • Policy and research • Communications and community engagement • Strategic land use • Partnership and contract management (inc procurement and strategic client functions) • Partnership support • Programme management • Service development • Oversight of governance • Democratic Services • Elections
AD Resources	<ul style="list-style-type: none"> • Strategic resource management 	<ul style="list-style-type: none"> • Strategic finance (including s151) • Internal Audit • Property and Asset Management • HR Strategy and Organisational Development and Health and Safety • Other support service functions unless transfer to shared service division or to another partner.
AD Built Environment	<ul style="list-style-type: none"> • Provider side management 	<ul style="list-style-type: none"> • Development Control • Urban Design • Integrated Transport and Parking • Housing enabling and strategic housing • Economic Development

Post	Key Accountabilities	Functions Managed
AD Wellbeing & Culture	<ul style="list-style-type: none"> • Provider side management 	<ul style="list-style-type: none"> • Leisure @ • Healthy communities • Culture, Arts and Entertainment • Tourism
AD Operations	<ul style="list-style-type: none"> • Provider side management 	<ul style="list-style-type: none"> • Waste and Recycling • Street and other Cleaning • Landscape Services • Parks development • Cemeteries and Crematorium • Fleet Services • Public Protection
Head of Shared Support Services (if required - may be more than one post depending on the extent and range of shared services)	<ul style="list-style-type: none"> • Shared support service delivery 	<ul style="list-style-type: none"> • If CBC is responsible for extensive Centres of Excellence, eg: <ul style="list-style-type: none"> ○ ICT ○ Revenues ○ Benefits ○ Transactional Finance ○ Transactional HR ○ Customer Services ○ Building Control

Appendix C – Restructuring process guidance and timeline

Building and costing the business case for change

- Job roles in scope have been graded/re-graded as required using HAY Group method (which carried out the review of senior officer grades in 2009) and consistent with the Council's approach to job evaluation. Two roles were viewed as having changed significantly - AD Resources and AD Commissioning. No change of grade is recommended for AD Commissioning, however the AD Resources role has been evaluated at a higher grade than current AD level. The proposed grades and salary levels have also been market tested as part of the process.
- In formulating proposals for restructuring, it has been necessary to identify the posts/employees likely to be affected and obtain appropriate costing information including salaries, redundancy, training and early retirement costs.
 - Where posts are deemed 'at risk' HR have costed potential redundancy payments and where applicable pension costs obtained from the County Pensions team.
 - Payback options have been factored into the proposed savings.
- The process of restructuring has been planned to a timetable based on the informal phases and formal stages explained below.

Who has authorisation to approve a new structure?

- A fundamental change to how the Council is organised and structured is authorised by Council on a report received from the Chief Executive (section 4 report).

Preparing for Consultation

- Write and/or amend the job descriptions and person specifications for all roles in the new structure. ALL roles in scope MUST be graded/re-graded – this has been completed by HAY Group and is consistent with the Council's approach to job evaluation.
- Grades have been established – and a revised budget position agreed with the Chief Finance Officer to inform the Chief Executive's report
- The impact of change to each employee has been assessed. The impact could be any one of the following:

No change – No change to the post and the present post holder will continue to perform their current role.

Slot – No significant change to job role and the grade remains the same as the employee's previous job. Automatic appointment of current post holder because the duties and responsibilities are substantially the same. Posts so offered would be considered as suitable alternatives.

Ring fence for prior consideration – There has been significant change to the existing post and the post has been re-graded to a higher/lower grade; or

The post is potentially redundant and the employee occupying the post is 'at risk' of redundancy. This includes situations where the requirements of the Council for employees to undertake work of a particular kind have diminished and/or have ceased, and the number of full-time equivalents required for a particular post has therefore diminished or ceased.

In such circumstances, where new or additional posts have been created, employees 'at risk' will be ring fenced and given 'prior consideration' for these posts. This may involve a selection process if there are more employees than posts available.

At risk of redundancy - no suitable alternative - The post is potentially redundant. The employee occupying the post is 'at risk' of redundancy and no suitable alternative posts are proposed in the new structure. The employee will need to be placed on the redeployment register.

The initial view is that impact could be as follows:

Current Post	Impact of change	Proposed Post(s)
Strategic Director	Slot	Strategic Director
Strategic Director	Slot	Strategic Director
Assistant Director – Built Environment	Slot	Assistant Director – Built Environment
Assistant Director – Wellbeing & Culture	Slot	Assistant Director – Wellbeing & Culture
Assistant Director – Operations	Slot	Assistant Director – Operations
Assistant Director – HR & OD	Slot	AD OD & Change – Post to be deleted in second phase
Chief Finance Officer	At Risk - Ring Fence	Assistant Director Resources Assistant Director Commissioning
Assistant Chief Executive	At Risk - Ring Fence	Assistant Director Resources Assistant Director Commissioning
Assistant Director – CA&ST	At Risk - Ring Fence	Assistant Director Commissioning
Borough Solicitor	Out of Scope – Shared Service with TBC	N/A
Assistant Director – Community Service	Out of Scope as Post Holder has formally tendered their notice to retire Dec 2010	N/A

Informal consultation

An additional step – an informal consultation phase was built into this review.

The aims of the additional step were:

- To allow the Chief Executive and Eighty Twenty Insight to meet with and seek SLT's feedback on the draft proposals – this happened with the majority of SLT members on 11 August 2010 and this was followed up with individual meetings with those not able to attend on that day.
- To update the report and feed initial comments into the draft Section 4 report for Cabinet and SSSC.
- To update TU's on the proposed changes at an early stage – this meeting happened on 19 August 2010.

Commence formal consultation with recognised TUs and employees

Stage one of the formal consultation processes

(which commences once S&SSC has given support to the restructuring proposals)

Recognised Trade Unions

- There is no set period for collective consultations where redundancy involves less than 20 employees, but 30 days consultation period is recommended.
- Trade Unions will be written to, enclosing current and proposed structure charts, present and new job descriptions and person specifications, timescales and an invitation to a meeting.

Employees

- All employees affected will be issued with a letter confirming the proposals, consultation arrangements and how the proposals may affect them personally.
- Letters have been prepared to go out to SLT members as soon as S&SSC has made its decision. Structure charts and job descriptions/person specifications will be enclosed with the letters.
- The Chief Executive will arrange to meet with the affected employees to brief them on the proposals, the business case for these, and the process to be followed. The meeting can be on an individual or group basis.

Letters will advise employees of one of the following:

- Likely to be **NO CHANGE** to current role in the structure – **No change** Likely to be **LITTLE OR NO SIGNIFICANT CHANGE** to the current role - **Slot**
- Likely to be **SIGNIFICANT CHANGE** to current role and/or **number of FTE's required** for the post are likely to **DIMINISH - Ring Fence for prior consideration; 'At Risk' of Redundancy**
- Likely to be **NO SUITABLE ALTERNATIVE** posts proposed in the new structure – **'At Risk' of Redundancy**.
- Following the initial individual meeting, the Chief Executive will offer to meet with the affected employees at a 1-2-1 meeting. Employees may request to have a workplace colleague or their TU representative with them at the meeting (this is permitted).
- The Chief Executive will be supported by HR, as required, at the 1-2-1 meetings.

Stage two of the formal consultation processes

Following the consultation period:

- Allow time to consider all feedback gathered during this exercise before finalising the structure. In consequence the section 4 report may need to be revised before it is finalised for the Council meeting in December 2010.
- Job roles in scope will be re-visited to ensure any changes that have been adopted as a result of the consultation have not had a significant impact on the grades of posts in the proposed structure.
- The Chief Executive will then meet with the affected employees and Trade Unions to announce the structure to be proposed in the section 4 report for full Council.

***Stage three of the formal consultation processes
(to commence after council approves the proposed restructuring)***

- The Chief Executive will confirm to SLT members any appointment process/selection methods for new posts (ring-fencing, slotting, interviews/selection centres etc).
- The Chief Executive will write to all affected employees to confirm the new structure and how they are affected.
- There will be a process to appoint to the new role/roles which will be in accordance with the Council Constitution/Council requirements.
- Serve redundancy notices (as and if necessary).
- Action necessary HR paperwork for changes.
- HR to action changes to payroll and establishment lists.

Risk identified		Risk owner	Impact score (1-4)	Likelihood score (1-6)	Current risk score (1 - 24)	Managing the risk: Control / mitigating action	Responsible officer	Deadline
Risk ref ¹	Risk description							
1	If the council does not adopt a commissioning approach to assess need and to agree and prioritise outcomes there is a risk that it is unable to deliver significant savings without unstructured service reduction, leading to substantial negative impacts on citizens	Mark Sheldon (BtG)	4	3	12	Establish savings and prioritized outcomes as a clear target output from any commissioning exercise. Ensure the rationale for a commissioning approach is clearly articulated.	Mark Sheldon	Continuing to October 2012
3	If the process of moving towards a commissioning council is not properly programme and project managed there is a risk that it could impact on service delivery in the short term by diverting resources from other work	Andrew North	3	3	9	Resource the programme appropriately using MSP disciplines planning the resource needs so that capacity or skills shortages are addressed in advance. Continue to develop the council's resource management approach and the role of the Senior Leadership Team is resolving any conflicts.	Ken Dale (Programme Manager) & Jackie Tavener (Business Change Manager) Senior Leadership Team	Continuing to October 2012
4	If knowledge and skills about commissioning are not developed within the organization, there is a risk that services will not be commissioned or delivered in the right way which may impact on flexibility and/or costs	Amanda Attfield	4	3	12	Knowledge programme for relevant officers/members developed and delivered Skills for business development programme developed and delivered Inclusion of a temporary AD role (Organisational	Jan Bridges	March 2012

¹ Missing risk references may occur where risks have been removed (as no longer valid) or incorporated in other risks

Risk identified		Risk owner	Impact score (1-4)	Likelihood score (1-6)	Current risk score (1 - 24)	Managing the risk: Control / mitigating action	Responsible officer	Deadline
Risk ref ¹	Risk description							
						Development & Change) to support the transition.		
5	If the move towards commissioning is not communicated effectively with customers and stakeholders there is a risk that it is perceived to a bureaucratic exercise and impact on the councils reputation	Jane Griffiths	3	3	9	Consistent and effective messages related through all existing networks and partnerships and ensure buy-in. Link the process clearly into the wider Glos Conference commissioning process. Evidence and publicise VFM returns.	Katie Sandey	Continued involvement of customers and stakeholders in the way in which commissioning approach is implemented to April 2011
6	If partner organizations are not sufficiently 'bought into' the process then there is a risk that the commissioning work will be done in isolation and potential savings and effective delivery of outcomes will be reduced	Andrew North	4	4	16	Effective engagement with the VCS through the VCS forum, plus other partners through CSP and thematic partnerships. The objective of 'place-based' project is to engage partners and create alignment. Ensure that joint funding is subject to use of proper commissioning disciplines	Richard Gibson	Continuing to October 2012
7	If the process of moving to a commissioning environment is not handled effectively then there is a risk that it could impact on employee and member motivation	Amanda Attfield	3	3	9	Change management and HR processes are in place Regular employee and member updates will take place. A member and employee skills development programme is being created.	Julie McCarthy	April 2012
8	If the commissioning approach does	Amanda Attfield	3	3	9	Define the Commissioning	Julie	April 2011

Risk identified		Risk owner	Impact score (1-4)	Likelihood score (1-6)	Current risk score (1 - 24)	Managing the risk: Control / mitigating action	Responsible officer	Deadline
Risk ref ¹	Risk description							
	not clearly specify roles (including commissioner / provider roles), responsibilities and accountabilities then there is a risk that responsibilities and accountabilities could be blurred or duplicated which would impact on service delivery, costs and customer satisfaction					structure, process and roles Describe new roles – job descriptions and person specifications Make revisions to any existing roles and consult job holder/s Learn from other authorities who have adopted commissioning Monitor realization of benefits	McCarthy Business Change Manager (Jackie Tavener)	
10	If the council does not adapt best practice from elsewhere to suit a two tier area there is a risk that the commissioning approach may not be fit for purpose, it may not deliver the outcomes expected and / or it may increase costs.	Andrew North	3	3	9	We are learning from other examples and adapting to our own context. Ensure effective processes. Adopt a dynamic risk management approach.	Future AD Commissioning (if role approved)	Ongoing to October 2012
11	If capacity to lead and manage the changes, at the same time as implementing major change (i.e. a new ERP system), is not secured, then the benefits from Commissioning and the ERP system may not be fully realized, and morale and motivation may be impacted adversely – affecting existing SLT, members and service managers	Andrew North	4	4	16	Consider senior level capacity carefully when approving reductions in employees. Inclusion of a temporary AD role (Organisational Development & Change) to support the transition. Consider any further resource which may be needed.	Amanda Attfield Senior Leadership	April 2012

Risk identified		Risk owner	Impact score (1-4)	Likelihood score (1-6)	Current risk score (1 - 24)	Managing the risk: Control / mitigating action	Responsible officer	Deadline
Risk ref ¹	Risk description							
						Continue to develop the council's resource management approach and the role of the Senior Leadership Team is resolving any conflicts.	Team	
12	If commissioning results in the fragmented provision of services then the outcome may be a disjointed service to customers and consequent impacts on the council's reputation and costs	Pat Pratley / Jackie Tavener	4	2	8	All commissioning projects will need to consider how customers will access services in a way which is easy, coherent and 'joined-up' with other council and partner provided services. Introduce controls within commissioning process.	John Steed	Continuing to October 2012
13	If commissioning results in a fragmented organisation then the outcome may be a loss of the values which bind the organisation together	Andrew North / Amanda Attfield	4	2	8	The principle of working together needs to be inherent in the new structures and processes. The values of the council should influence the choice of delivery option and the acceptability of any provider Values, competencies and consultation being built into commissioning toolkit and HR strategy.	Amanda Attfield	Continuing to October 2012
14	If commissioning leads to a reduction in the number of direct jobs and services at the council, trade union support may reduce or	Amanda Attfield	3	3	9	Seek to involve the unions at all stages of decision making processes and keep them fully briefed. Regular briefings at	Amanda Attfield	Ongoing throughout programme and future

Risk identified		Risk owner	Impact score (1-4)	Likelihood score (1-6)	Current risk score (1 - 24)	Managing the risk: Control / mitigating action	Responsible officer	Deadline
Risk ref ¹	Risk description							
	be lost.					Joint Liaison Forum and Joint Consultative Committee.		commissioning exercises
15	If we are tied into a contract for a number of years and unable to react to changing circumstances then additional costs or failure to deliver outcomes may result.	Andrew North	3	3	9	Each commissioning exercise will need to consider, evaluate and deal with this risk.	Peter Lewis	Ongoing throughout programme and future commissioning exercises
16	If commissioning results in a more diverse provision of services then member influence over service delivery may be reduced.	Andrew North	3	3	9	Create appropriate governance including roles for members. Engage the cross-party members group in consideration of governance approach.	Future AD Commissioning (if role approved)	Ongoing throughout programme and future commissioning exercises
17	The potential shared service arrangements which require commitment to a partnership arrangement for a minimum period may limit the deliverability of savings through commissioning	Andrew North	3	3	9	Ensure legal agreements for shared services allow for flexibility over sharing arrangements	Peter Lewis	Ongoing throughout programme and future commissioning exercises
18	If commissioning results in a more diverse provision of services then the council's corporate governance arrangements may be less effective.	Andrew North	3	3	9	Statutory officers together with the council's senior officers ensure that the Code of Corporate Governance and other governance arrangements reflect the practicalities of the commissioning programme and individual commissioning projects.	Future AD Commissioning (if role approved)	Ongoing throughout programme and future commissioning exercises

<i>Residual risk score</i>	<i>Risk Management view</i>
16 – 24	Must be managed down to reduce risk scores as soon as possible, or prepare a contingency plan or action
7 – 15	Seek to improve the risk score in the short/medium term or establish a contingency plan
0 – 6	Tolerate and monitor within the project.

Extract from the Minutes of Staff and Support Services

Thursday, 28th October, 2010

6.00 - 7.45 pm

Attendees	
Councillors:	Steve Jordan (Chairman), Garth Barnes, Nigel Britter, Jackie Fletcher, Rob Garnham (Vice-Chair), Les Godwin, Colin Hay, John Rawson and Duncan Smith
Also in attendance:	

Minutes

1. APOLOGIES

Councillors Wendy Flynn and Heather McLain had given their apologies.

The Chairman advised that Councillor Webster would not be attending as had he, there would have been 4 Cabinet Members on the committee.

2. DECLARATIONS OF INTEREST

The Assistant Director – Human Resources and Organisational Development declared a personal and prejudicial interest in agenda item 5, given that she directly affected by the changes proposed within the report.

3. STRATEGIC COMMISSIONING

Having declared an interest, the Assistant Director – Human Resources and Organisational Development excused herself from the meeting.

The Chief Executive introduced the report as circulated with the agenda. This committee had considered two earlier reports (Feb 2010 / May 2010) on Strategic Commissioning and as such, efforts had been made to reduce the amount of information contained within the report, but given that it would be referred onto Council, a certain level of detail had been necessary.

The initial reports had been philosophical about what Strategic Commissioning could achieve, this report set out proposals for a Strategic Commissioning Council and the supporting organisational structure.

Consultation with trade unions, the Economy and Business Improvement O&S Committee, key partners and Members through seminars and the cross-party working group, had resulted in feedback varying from “it’s just good management” to “this will fundamentally affect the way members work”.

The full year annual saving as a result of the proposed restructure of the Senior Leadership Team would be £213,000, as set out in item 4 of the Strategic Business Case (Appendix A). Additional savings could be made by applying

commissioning methodology, for example an indicative figure of 10-15% of the operational budgets could achieve an annual saving of £0.8 and £1.2 million, based on the Torbay model.

He then concentrated on the proposed restructure and reminded members that he had recommended changes to the Senior Leadership Team structure to this committee in November 2008 regarding the former Deputy Chief Executive's retirement, along with 3 others.

He was confident that this had been a success for the organisation and often wondered how 4 additional Strategic Directors had been required, though he did feel that there was still scope for further restructuring.

Appendix B set out the structure being proposed by the Chief Executive.

Subject to agreement the aim was to implement Phase 1 by April 2011, resulting in a reduction from 8.5 Assistant Directors (the Monitoring Officer was counted as half a post, given that it was shared with Tewkesbury Borough Council), to 6.5.

Phase 2 would see that further reduced by 1 Assistant Director (AD) post and was envisaged for implementation by October 2012.

The Head of Shared Services was marked as 'if required' as it very much depended on the extent and range of shared services.

The proposals identified significant changes, especially to those AD's directly affected by the changes.

Appendix C contained key points for consideration and he was very grateful to HR and Finance for their input.

The retirement of the AD Community Services would leave one redundant AD and could result in 2 having to apply for 1 post. As such, there clearly needed to be a process for involving members if there were competition for posts.

In summary the Chief Executive felt confident that this was the appropriate structure for the future, accepting it was lean, but fit for purpose and long term, would offer capacity to transform services whilst retaining community focus.

In addition to this, the Cabinet Member Corporate Services offered his opinion. The report adequately set out the structure, but he felt that members could benefit from clarity about their roles. He accepted that Strategic Commissioning could take many forms and it depended on the size and scope of the services being considered, members needed to be aware of the process and when and how they would be involved.

The following responses were given to questions from members of the committee;

- Were the proposed structure agreed, it would be flexible, so if a subsequent decision discounted Strategic Commissioning, the process could stop and the structure evolve.

At this point Councillor Garnham excused himself and left.

- Redundancy costs had not been included as they would vary dramatically from service to service and staff would be redeployed where possible, so there were too many variables to include any figures. Members were reminded that pension costs would be one of many factors in forming a decision.
- Hay Group had looked at the AD pay and grading and made certain recommendations, the suggestion was that they would not change but perhaps the Resources role would.
- There was still a lot to be done, but the structural change needed to go ahead of strategic commissioning. The structure was a sensible one for the future and would not be agreed until December at Council. In the meantime members were able to suggest changes, etc and by agreeing the recommendations this evening, were not tying their hands.
- If an AD was redeployed elsewhere in the Council at a lower grade, they would, like all employees, benefit from pay protection for 12 months only. There would also have to be a clear business case for doing this, but at the moment there was no way of knowing if this would be necessary. There was a legal obligation to offer posts to members of staff who were being displaced.

At this point Councillor Fletcher excused herself and left.

- The external cost of the process to date was £16,000 for the Eighty Twenty Insight report and £6,000 for Hay. The internal costs were not separately accounted and some projects were already in place and going forward to produce savings.

The Chairman felt that it was an evolving process. Were, the new structure being proposed solely to generate savings he would be unable to support it, but genuinely felt that strategic commissioning was the right route to take.

He felt that it was the best way for the Council to deal with the current financial climate, systematically looking at what services it delivered and how to do it better.

A process for member involvement needed to be agreed and whilst this was not the only approach available, it was as good as any and offered flexibility – nothing was set in stone and there was scope for change.

If Council agreed the recommendation to dissolve the Staff and Support Services Committee in December, items such as this would be reviewed by a working group established by Council and/or Cabinet, who would make recommendations rather than a decision, but ultimately the final decision would continue to sit with Council.

The Chairman advised that this item had been added to the forward plan for discussion by Cabinet in November.

Upon a vote it was

RESOLVED (4 For / 3 Abstentions) that;

- 1. The Chief Executive's proposals for a Strategic Commissioning Council and supporting new Council structure as set out in the report and in Appendices A and B be approved.**
- 2. The formal consultation (stages 1 and 2 as set out in Appendix C) on the proposed new structure be undertaken with affected employees and the recognised trade unions be agreed.**
- 3. The committee recommends that Council –**
 - (i) Approved the Chief Executive's proposals for a Strategic Commissioning Council and supporting new Council structure as set out in the report and in Appendices A and B.**
 - (ii) Notes that formal consultation (stage 3 as set out in Appendix C) on the proposed new structure will be undertaken with employees.**
 - (iii) Requests the newly constituted Appointments Committee or appropriate sub-committee to conduct and complete any necessary recruitment or redundancy processes at Assistant Director level (including the section 151 officer) and to agree such terms and conditions of appointment or dismissal as may be necessary in order to facilitate the new structure.**

Cheltenham Borough Council

Cabinet – 16th November 2010

Review of North Place & Portland Street Development Brief and Cheltenham Civic Pride Urban Design Framework SPD

Accountable member	CLlr Rawson – Cabinet Member for the Built Environment
Accountable officer	Tracey Crews – Spatial Planning Manager, Cheltenham & Tewkesbury
Accountable scrutiny committee	Economy & Business Improvement Overview & Scrutiny Committee
Ward(s) affected	SPD - All Development Brief – St Paul’s & Pittville
Key Decision	No
Executive summary	<p>On 27th July 2010 Cabinet approved a consultation exercise on the proposed revisions of the North Place and Portland Street Development Brief and its associated technical appendix; the Cheltenham Civic Pride Urban Design Framework Supplementary Planning Document (SPD). These revisions were considered necessary by the Cheltenham Development Task Force in order to reflect current market conditions and enable greater flexibility in the type and mix of uses that could be accommodated on the site.</p> <p>Consultation formally took place between 23rd August and 1st October 2010 and the comments have now been considered and the documents revised accordingly. The key changes are set out under paragraph 4.3 of this report. A full schedule of the comments received and the proposed changes to each document is provided at Appendix A (for the SPD) and Appendix B (for the Development Brief).</p>
Recommendations	<p>I therefore recommend that Cabinet</p> <p>(i) approves the revisions to the following documents:</p> <ul style="list-style-type: none"> • Cheltenham Civic Pride Urban Design Framework Supplementary Planning Document • North Place and Portland Street Development Brief <p>(ii) recommends the adoption of the revised documents to full Council.</p>

Financial implications	<p>None arising from this report</p> <p>Contact officer: Mark Sheldon, mark.sheldon@cheltenham.gov.uk, 01242 264123</p>
Legal implications	<p>The Cabinet has responsibility for initiating reviews of planning policy documentation. The revised documents must then be processed in accordance with the statutory procedures. It is then for Cabinet to make formal recommendations to full Council which makes the final decision as to adoption of planning policy.</p> <p>Contact officer: Jonathan Noel, jonathan.noel@teWKesbury.gov.uk, 01242 775117</p>
HR implications (including learning and organisational development)	<p>Employees and Trade Unions will need to be kept informed of progress, in particular in relation to employee car parking at North Place.</p> <p>Contact officer: Amanda Attfield, amanda.attfield@cheltenham.gov.uk, 01242 264186</p>
Key risks	See Risk Summary at Appendix D
Corporate and community plan Implications	As highlighted in the report to Cabinet on the 27 th July 2010, the only implication for the corporate or community plans is regarding the reduction in the affordable housing requirement; from 50% in the 2008 version of the Development Brief; to a minimum of 40%. However, this figure is now in line with the existing affordable housing policy HS4 from the Cheltenham Borough Local Plan.
Environmental and climate change implications	The revised Development Brief includes the addition of a 6 bay bus node which was not included in the 2008 version. There are positives and negatives from an environmental and climate change perspective. The inclusion of a bus node could encourage more people to use public transport, thereby increasing its sustainability. This has to be balanced against potential carbon-based emissions from waiting buses. However, the overall number of buses will not increase, they will be merely relocated from Royal Well so whilst there is potentially a minimal local environmental impact, there is no increase in emissions across the borough.

1. Background

- 1.1** The purpose of this report is to seek approval for the revisions to the Cheltenham Civic Pride Urban Design Framework SPD (which contains the North Place and Portland Street Development Brief as a technical appendix) following the consultation exercise undertaken from 23rd August to 1st October 2010. In addition, the report seeks the recommendation of Cabinet to full Council for the adoption of the revised documentation as a Supplementary Planning Document (SPD).
- 1.2** As set out in the report to Cabinet of the 27th July 2010, the adopted Development Brief is a technical appendix to the Cheltenham Civic Pride Urban Design Framework SPD – an adopted part of Cheltenham’s Local Development Framework (LDF). As such, any change to the Brief needs to be reflected in the parent SPD – which effectively summarises all the work of the Civic Pride project. Furthermore, any review of either document is subject to statutory requirements for the preparation of SPDs and is subject to public consultation.
- 1.3** The adopted SPD was also subject to a Sustainability Appraisal in accordance with the Strategic Environmental Assessment Directive, which assessed the sustainability impacts of the SPD and the Development Brief. As a consequence of the revisions to these documents, a revised Sustainability Appraisal was undertaken for the proposed changes to the Development Brief only. Consultation took place into the Sustainability Appraisal at the same time as the SPD and Development Brief. No significant changes were made to the Sustainability Appraisal following this process.
- 1.4** The key changes to the Development Brief for consultation included;
- Review of specific list of land uses
 - Reduction in affordable housing from 50% to a minimum of 40% to reflect Local Plan policy HS4 (affordable housing) and current market conditions
 - Inclusion of a 6 bay bus node
 - Plans amended to reflect flexibility in land uses
- 1.5** The changes to the SPD only reflect any amendments made to the Development Brief so are minor.
- 1.6** The consultation process is now complete and the key revisions following this consultation are set out under paragraph 4.3 of this report. A full schedule of the comments received and the proposed changes to each document is provided at Appendix A (for the SPD) and Appendix B (for the Development Brief) and Appendix C (for the amended plan referred to in both documents).

2. Reasons for recommendations

- 2.1** Once the revised SPD is adopted it will be used as a material consideration in the determination of planning and related issues. More specifically the revised North Place and Portland Street Development Brief will enable greater flexibility and deliverability as the basis for a planning application for these key sites.

3. Alternative options considered

- 3.1** Following receipt of advice from The Cheltenham Development Task Force, officers considered not revising the Development Brief but upon analysing the current market position and seeking further validation from independent specialist property consultants, it was considered that this

could lead to further delays in the site being developed.

4. Consultation and feedback

- 4.1** Consultation formally took place between 23rd August and 1st October 2010 in line with the Council's Statement of Community Involvement. In summary, there were a total of approximately 15 respondents making approximately 87 individual comments in total. There were a number of representations of support for the proposed revisions to provide greater flexibility in the mix and types of uses that could be accommodated and, therefore, increase the deliverability of the site. There was also support for the retention of the high design and sustainability aspirations for the site. The revisions gained the support of Natural England, English Heritage and the Environment Agency.
- 4.2** The full schedule of comments is provided at Appendices A and B.
- 4.3** The proposed amendments to both documents as a result of the consultation can be summarised as follows:
- provide more clarity about the types of 'town centre uses' that could be acceptable.
 - set out that parking provision will need to be agreed with the planning and highway authorities and based on evidence of need for the development.
 - set out that parking needs to take into account the needs of the evening economy and also to be designed with safety and security considerations.
 - include the requirement that development should incorporate crime prevention and 'Secured by Design' principles.
 - better clarification of access arrangements to the site to be provided.
 - emphasise that high quality improvements are required to St. Margarets Road, the streetscene and pedestrian and cycle movements.
 - set out that access and working hours should be restricted during construction to protect neighbours' amenity.
 - include establishing a green corridor to help to link to the Promenade and Pittville Park and providing links for pedestrians, cyclists and biodiversity.
 - include the possibility of changing Portland Street to two-way working (subject to modelling) and providing streetscene improvements.
 - incorporation of additional land on Warwick Place into the area of the brief (see Appendix C).

Task Force Recommendations

- 4.4** The Task Force noted the positive actions by the planning team in undertaking the public consultation and were complimentary over the quality of the analysis received and recommended that the report be accepted.

5. Performance management –monitoring and review

- 5.1** The Cheltenham Development Task Force Board manages the wider project but not issues

relating to planning which remain the responsibility of the Borough Council as Planning Authority. Regular reporting takes place to the Council's Operational Programme Board by the Task Force Managing Director.

6. Next Steps

- 6.1** If Cabinet agrees the recommendations, the SPD and Brief will go to Council on 13th December as part of the Cabinet Minutes for approval. This will see the documents formally adopted as part of the Local Development Framework and become a material consideration on determining planning applications.
- 6.2** In addition to these planning elements, there are several other items on the critical path that must be addressed before these major sites can be taken to the market. These include; the conclusion of the archaeological works recently undertaken; the production of a PPS5 (Planning Policy Statement 5: Planning for the Historic Environment) statement concerning historical context and; the appointment of professional advisers. It is believed that all of these steps will be in place by January 2011. On this basis and recognising the OJEU (Official Journal of the European Union) procurement rules the timetable would allow for the identification of a preferred bidder by late autumn 2011.

Report author	Tracey Crews, Spatial Planning Manager, Cheltenham & Tewkesbury, 01242 264382 or 01684 272089 tracey.crews@cheltenham.gov.uk or tracey.crews@tewkesbury.gov.uk
Appendices	<p>A Response Report Civic Pride SPD</p> <p>B Response Report North Place & Portland Street Development Brief</p> <p>C Amended Plan</p> <p>D Risk Assessment</p>
Background information	<p>1 Revised Cheltenham Civic Pride Urban Design Framework SPD (post- consultation amendments – for adoption)</p> <p>2 Revised North Place & Portland Street Development Brief (post- consultation amendments – for adoption)</p> <p>3 Revised North Place & Portland Street Development Brief Sustainability Appraisal (post-consultation amendments)</p> <p>4 Response Report Sustainability Appraisal</p> <p>5 Cabinet Report 27th July 2010</p>

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Appendix A - Civic Pride SPD Comments & Recommendations

Preface

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
Rose Freeman (The Theatres Trust)	Para.3.3: we support the Economic Objective To enhance the town's reputation as a national centre of culture It is important to sustain the cultural dimension of a town's centre. In this phase of economic downturn the cultural offer and cultural services could be seen as an easy hit and their budgets reduced or cut altogether - such cultural vandalism would prove a false economy.		Comments noted. However, Para 3.3 is not part fo the consultation. No further action.	No change.	12
Wm Morrison Supermarkets Plc	Morrisons generally welcomes the Council's revised pragmatic approach to the development of this site.		Noted	No change.	15
Margareta Mojzisova	The proposed change in land use would have no impact on the delivery of the site. In summary, our previous comments for the SPD remain the same as those already outlined in our previous letter and we have no objection to the proposed changes within the revised SPD.		Noted.	No change.	16

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
Mark Murphy (Gloucestershire Constabulary)	Various comments on paragraphs 3.17, 3.19, 3.29, 3.30, 3.32, 3.35, 3.36, 3.46, 3.47.		None of these paragraphs form part of the consultation, which is focussed on a few paragraphs where consequential amendments are suggested as a result of changes to the North Place/Portland Street development brief.	No change.	17
Mrs Julia Bishop	No comment.		Noted	No change	22
mgr	The existing car parks are adjacent to a residential home and two storey houses. It is inappropriate and unfair to the existing dwellings to build five storey buildings on the site. Any buses must be positioned well away from Monson avenue and Northfield passage.		Comment refers to Para 3.37 of the SPD, which is a summary of the North Place/Portland Street Development Brief. Design Principle B states that 5-storey development <u>may</u> be acceptable on main streets only (St Margaret's Terrace is at 5-storeys); it also states that only upto 3-storeys maximum is likely to be acceptable on the sensitive northern and western edges.	No change	6

Figure 10: North Place Development Principles

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
Jeremy Williamson	Figure 10 - needs revising to ensure accuracy of land ownerships		Agree. Land ownership details have now been clarified on North Place and land at Warwick Place is now considered to be part of the Brief's area.	Amend Figure 10 to correctly identify land at North Place and Warwick Place as within the Brief's area.	9

3.37 Land Use

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
Rose Freeman (The Theatres Trust)	We suggest that town centre land uses should reflect PPS4.	Office and retail should not be deleted, and leisure and the arts should also be included.	Comment noted. Amend para 3.37 to give examples of potential uses.	Amend para 3.37 to read "The site should be mixed town centre uses including residential (including a minimum of 40% <u>affordable dwellings</u>), <u>commercial</u> (e.g. <u>office</u> , <u>retail</u> etc.), <u>leisure</u> , <u>arts</u> , <u>bus</u> interchange and public spaces...."	10

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
Wm Morrison Supermarkets Plc	For the avoidance of doubt the SPD should clarify the range of commercial uses which are acceptable on North Place/Portland Street site. For example convenience retail development could be appropriate given proximity to a town centre gateway and scope for foodstore to generate linked town centre trips, fostering vitality and viability.		Comment noted. Amend para 3.37 to give examples of potential uses.	Amend para 3.37 to read "The site should be mixed town centre uses including residential (including a minimum of <u>40% affordable dwellings</u>), commercial (e.g. office, retail etc.), leisure, arts, bus interchange and public spaces..."	13
Mark Murphy (Gloucestershire Constabulary)	Add the following to the end of the paragraph: "...Any building or landscape design should apply the principles of Crime Prevention through Environmental Design (CPTED) and Secured by Design (SBD)."		Comment noted. This part of the SPD is intended as a summary of the North Place/Portland Street Development Brief - a comment on the need to follow secure design principles is more appropriate in that document.	No change. Incorporate comments on security by design into North Place/Portland Street Development Brief.	18
Jeremy Williamson	Para 3.37 Land use needs clarification as does not fully accord with brief. Words such as residential and commercial should be followed by clarifying comments e.g. (including 40% affordable) and (potentially office, retail etc)		Comment noted. Amend para 3.37 to give examples of	Amend para 3.37 to read "The site should be mixed town centre uses including residential	5

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
			potential uses and clarify affordable housing need.	<u>(including 40% affordable dwellings), commercial (e.g. office, retail etc.), leisure, arts, bus interchange and public spaces...etc."</u>	

3.38 Transport

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Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
Wm Morrison Supermarkets Plc	Given the uncertainty regarding the nature and form of the development on the site, alternatives to North Place as a means of access		Agree that access opportunities should not be restricted to North Place - subject to modelling, there are likely to be other opportunities on Portland Street and other locations. However, the Highway Authority's view is that the introduction of a new junction onto the Cheltenham Northern Relief Road (St Margaret's Road) would introduce further delays and congestion to an existing vital transport corridor and vehicular access to the site here is unlikely to be acceptable. Additionally, choice of access points will not be allowed to compromise urban design objectives which are seeking the creation of vibrant streets and spaces, good pedestrian linkages and enhanced street scene. Portland Street would remain	Amend 3.38 to read "There are a variety of access opportunities to the site. However, the Highway Authority's view is that the introduction of a new junction onto St Margaret's Road would introduce further delays and congestion to an existing vital transport corridor and vehicular access to the site here is unlikely to be acceptable. Additionally, choice of access points will not be allowed to compromise urban design objectives which are seeking the creation of vibrant streets and spaces, good pedestrian linkages and enhanced street scene. Portland Street would remain	14

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
	should be incorporated into the documents.		around the site does not compromise urban design objectives which are seeking the creation of vibrant streets and spaces, good pedestrian linkages and enhanced street scene. Suggest specific reference to North Place is deleted, but that the concern about congestion and urban design issues is identified.	part of the existing road network to ensure access and permeability. There is a major opportunity to enhance the quality and appearance of <u>both St Margaret's Road and Portland Street</u> . Also, improving junctions will help pedestrian and traffic movement and thus address existing congestion. <u>Any access proposals to the site will be subject to modelling."</u>	
Dave Woodward	How will access to the Albion House Social Club be maintained during and after work on North Place and Boots Corner. What will be the route to the car park.		Access to properties on North Street will continue to be along North Street - which will have bus priority and access for service vehicle and frontagers.	No change.	21

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
Jeremy Williamson	Para 3.38 Transport. Whilst the main vehicular access will be from North Place may be desirable, alternatives will be considered and subject to traffic modelling for impact		Agree that access opportunities should not be restricted to North Place - subject to modelling, there are likely to be other opportunities on Portland Street and other locations. However, the Highway Authority's view is that the introduction of a new junction onto the Cheltenham Northern Relief Road (St Margaret's Road) would introduce further delays and congestion to an existing vital transport corridor. Additionally, it is important that provision of access points around the site does not compromise urban design objectives which are seeking the creation of vibrant streets and spaces, good pedestrian linkages and enhanced street scene. Suggest specific reference to North Place is deleted, but that the concern about congestion and urban design issues is identified.	Amend 3.38 to read " <u>There are a variety of access opportunities to the site. However, the Highway Authority's view is that the introduction of a new junction onto St Margaret's Road would introduce further delays and congestion to an existing vital transport corridor and vehicular access to the site here is unlikely to be acceptable. Additionally, choice of access points will not be allowed to compromise urban design objectives which are seeking the creation of vibrant streets and spaces, good pedestrian linkages and enhanced street scene. Portland Street would remain part of the existing road network to ensure access and permeability. There is a major opportunity to enhance the quality and appearance of both St Margaret's Road and Portland Street. Also, improving junctions will help pedestrian and traffic movement and thus address existing congestion. Any access proposals to the site will be subject to modelling.</u> "	8

3.39 Parking

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
Gloucestershire County Council	Car parking: PPS3 - Housing (June 2010) states in paragraph 51 that Local Planning Authorities should, with stakeholders and communities, develop residential parking policies for their areas, taking account of expected levels of car ownership, the importance of promoting good design and the need to use land efficiently. The SPD and technical appendix refer to a residential car parking requirement of 0.8 per dwelling. However, no evidence is provided to back this level.	Evidence is required on the type of dwelling, provision of parking (on site or on street), controlled or uncontrolled, along with the availability (or otherwise) of additional public car parking etc. It should be a requirement that individual developers set out the evidence base to back up the level of provision proposed. This should be done in liaison with the LPA and the Highway Authority. It is therefore premature, to include the level of 0.8 per dwelling in the development brief.	Agree.	Delete existing paragraph 3.39i) and replace with: " <u>Residential parking levels will be agreed with the planning and highway authorities and will be based on evidence related to the need of accommodation provided and the availability of parking in and around the development overall.</u> "	1
Rose Freeman (The Theatres Trust)	Not specific to North Place but generally regarding town centre parking arrangements, we would like to emphasise that the economics of evening cultural and entertainment venues are reliant on audiences being able to get to the venue by car and public transport and being able to park their cars and bikes safely.	We would strongly urge any policies concerned with parking provision to consider the presence of theatres, cinemas and evening leisure facilities and especially to retain the Regent Arcade car park.	Agree.	Amend 3.40 by adding the following at the end of the paragraph: " <u>Public parking will need to positively consider the needs of the evening economy in terms of charging regimes, opening and closing times etc.</u> "	118
Mark Murphy (Gloucestershire Constabulary)	Redraft the 2nd and 3rd sentences to read: "...Residential and commercial parking should be designed to provide safe and secure areas for both person and		Agree.	Amend paragraph 3.40 by amending the 2nd sentence as	19

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
	vehicle, offering well lit spaces with good natural surveillance. This parking can be provided on street in secure, overlooked locations..."			follows: "...location of parking. Residential and commercial parking will be designed to provide safe and secure areas for both person and vehicle, offering well lit spaces with good natural surveillance. This parking can be provided on-street in secure, overlooked locations. Undercroft parking..."	

3.41 Sustainability

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
Mark Murphy (Gloucestershire Constabulary)	Add the following to the end of the paragraph: "... to assist in achieving in both environmental standards the design should incorporate Crime Prevention and Secured by Design."		Agree.	Amend last sentence of paragraph 3.41 to read: "...The development should aim to achieve at least Level 5 of the Code for Sustainable Homes and "very good" under the BREEAM environmental building standards; to assist in achieving each	20

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
				<u>standard design should incorporate Crime Prevention and Secured by Design."</u>	

Report run at 2 Nov 2010 14:48:48. Total records: 18.

Appendix B - Civic Pride North Place & Portland Street Development Brief Comments & Recommendations

Preface

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
LB	My 86 yr old Nana lives at Dowty House. Although mention is made in the DPD of Dowty House - very little further mention is made. Given that the premises is occupied by elderly & infirm residents, & given that they already suffer considerable noise intrusion since the building of the car park & brewery complex - I believe that the DPD should make considerably more provision & mandatory requirements for any developer within the infrastructure delivery planning to ensure minimal impact on Dowty House & its residents. Please consider this matter fully.	As above - requirements for developers to present proposals for ensuring quality of life & work for residents & staff at Dowty House	Agree.	Add new paragraph 5.3 " <u>Any planning consent will be accompanied by a condition restricting hours of working and access arrangements during construction in areas close to residential properties in order to protect residential amenity.</u> "	1
Rachael Bust (The Coal Authority)	No comment.		Noted	No Change	13
Stephen Bareham	We would like to offer our support and participation in this process and suggest that a representative of the congregation be included in some way at key points in the process going forward.		Noted	No change	27

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
Wm Morrison Supermarkets Plc	Generally welcome revised approach.		Noted	No change	56

Background

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
Jeremy Williamson	Para 1.4 amend "on" to build "upon" the regency heritage		Agree	Para 1.4 Amend to read " ...project is to build <u>upon</u> the regency heritage ..."	61

Changing Circumstances

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
Simon Steele-Perkins (Strategic	It is stated in the documents that specialist property advisors have questioned the deliverability of the 2008 development brief. There is no evidence however that the revised proposals incorporated within the draft		Evidence of the on the question of deliverability is provided in a letter to	No change.	20

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
Land Partnerships)	documentation are deliverable either. In particular the requirement for 40% affordable housing where there is currently no Homes and Communities Agency grant funding available will render this site unviable, secondly the removal of the requirement for a substantial commercial office building on the site will remove the opportunity for a pre-let anchor tenant which could have provided funding for much of the development.		<p>the Council from s advisers GVA Grimley dated 1st June 2010. Its detailed contents are confidential. However it concludes: "...I have concerns that the development Brief adopted in July 2008 is not deliverable in its current format but that by compromising the thrust of the brief to a more commercial solution many of the other ambitions could be realised."</p> <p>The requirement for 40% affordable housing on the site is a Development Plan requirement and must be the objective of the Council for this site given the finding of the Housing Needs Survey (2009). The issue of Home and Communities Agency funding is a matter of negotiation</p> <p>The Brief does not remove the need for a "substantial commercial office building". It is drafted in a manner which would allow such a proposal to come forward and specifically states</p>		

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
			(1.7d) that speculative office development, although a limited opportunity, is not ruled out.		
Simon Steele-Perkins (Strategic Land Partnerships)	There remain various other obstacles to the successful delivery of this site, all of which were discussed at Public Inquiry in Cheltenham 2 years ago including land ownership, development costs, delivery timetable, availability of funding, requirement for off-site infrastructure and technical issues associated with underground car parking.		Many of these issues are challenges, rather than obstacles. The brief has been redrafted in part to offer opportunities to address some of them. Ground investigation work over the past 2 years suggests that underground parking may be an option.	No Change	22
Jeremy Williamson	Para 1.7 d ensure ties in with para 3.37 of SPD - Words such as residential and commercial should be followed by clarifying comments eg (including 40% affordable) and (potentially office, retail etc).		Comment noted. Amend para 1.7d to give examples of potential uses.	Amend para 1.7d by adding the following sentence " <u>Consequently, the Brief introduces opportunities for a wider range of commercial development on the site (e.g. office, retail etc.) along with a range of</u>	62

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
				<u>other potential</u> <u>uses.</u> "	

Main Objectives

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
wraith	1.10 g ii - Greening The Promenade: agree		Noted	No change as a result of this comment.	14
Stephen Bareham	We are pleased to see that one of your primary objectives for this project is to "create a series of high quality public spaces which enhance the setting of Holy Trinity Church" and that this framework appears sensitive to the important position of Trinity as part of the local community. We are encouraged by the inclusion of public spaces and the suggestion that Trinity Church with its social and community interest would be an integral focal point. We would very much like to be involved with the development of this concept and ensure that our own aspirations for		Noted	No change.	25

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
	development and expansion are aligned with the potential of this project.				
Stephen Clarke (Cheltenham Civic Society)	Cheltenham Civic Society welcomes in general the revision to the brief for North Place and Portland Street and sees it as an improvement to the original. We believe that the key features of the scheme must be the establishment of a green corridor connecting Pittville with the centre of the town, improvements to St Margaret's Road with improved crossings and improved streetscape, and recognition of existing architectural features. This requirement should be more clearly defined within the brief and within the main objectives. The requirement for high quality sustainable contemporary architecture in these areas, complementary to the existing Regency style of the town, is clearly stated as a key feature of the whole scheme.	We believe that the key features of the scheme must be the establishment of a green corridor connecting Pittville with the centre of the town, improvements to St Margaret's Road with improved crossings and improved streetscape, and recognition of existing architectural features. This requirement should be more clearly defined within the brief and within the main objectives.	Agree	Amend 1.10d by deleting existing and replacing with " <u>Delivers series of spaces on St Margaret's Road which improve pedestrian movements and streetscene and creates a vibrant, safe street.</u> " Amend 1.10g ii by deleting existing and replacing with " <u>establish a green corridor linking the town's two historic promenades (The Promenade and Pittville Park).</u> " Add new 1.10h " <u>Preserves and</u>	5

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
Stephen Clarke (Cheltenham Civic Society)	<p>Portland Street is the historical connection between Pittville and the town and the northern approach to the town. We suggest that the emphasis for Portland Street is as a green avenue with 2-way traffic, a wide pedestrian tree-lined pavement and a distinct cycle path with some planting beds and space for public art, making Portland Street into a northern "Promenade". We feel that the pictures in the SPD do not represent our aspirations for a largely residential street. The style should as far as is possible be continued into St Margaret's Road. We feel that building to 5 storeys is only acceptable where the street is wide, in proportion to the height.</p>		<p>Comments noted.</p> <p>There is no reason why enhancements should not include the greening of Portland Street. However, this should not negate the desire to improve North Street/North Place - which is a direct northern axial extension of the Promenade - with views to the scarp. It is a long-established objective in the Civic Pride Urban Design Framework which had support through the project's consultation.</p> <p>Notwithsatnding this, the vision of Portland Street</p>	<p><u>enhances the existng historic architecture."</u></p> <p>Amend para 2.15(i) to read: "There is a further opportunity to provide strong active building frontages and space along St.Margaret's Road and Portland Street, <u>either of which could be developed as boulevards or tree-lined avenues."</u></p> <p>Amend para 2.15(k) to by adding the following: "<u>Subject to traffic modelling, Portland Street may also have the potential for a radical reconsideration of</u></p>	7

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
			<p>as a residential-lined, 2-way, green avenue is an attractive proposition. It will need additional work through the traffic model but should not be lost in the Brief as an opportunity.</p> <p>Agree with comment that 5-storey development should only be accommodated where the street is wide enough.</p>	<p><u>traffic management arrangements, such as 2-way working, which coupled with streetscene enhancements may help to create significant improvements in movement, activity and character."</u></p> <p>Amend Design Principle E (Streets and Spaces) (g) by the addition of the following sentence "<u>Portland Street could be similarly improved by better landscape, traffic management and enclosure by buildings and uses which humanise and vitalise it."</u></p>	

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
Stephen Clarke (Cheltenham Civic Society)	We welcome the requirement for public space and would particularly support this for the green corridor rather than just a square emphasising Holy Trinity Church. Public space would obviously be a good candidate for underground public parking.		Noted.	No change	9

Planning

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
Jeremy Williamson	Para 2.3 slightly confusing - is it 40 or 50%		Amend para 2.3 to make clear that the affordable housing requirement on the site is 40%.	Amend the end of Para 2.3 to read: "...The overarching housing issue to address on the site is the delivery of affordable housing. The Council now considers this is best reflected in Policy HS 4 a generic housing policy which requires a <u>minimum of 40% affordable housing and it will be seeking this level of provision through the development of the site.</u> "	63

Land Ownership

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
Jeremy Williamson	Para 2.6 amend land ownership to reflect GCC ownership		Land at Warwick Place in GCC ownership is to be included in the site are of the Brief.	Amend Plan 2 to include land in GCC ownership at Warwick Place within the Brief.	64

Flood Risk

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
Margareta Mojzisova	The proposed change in land use would have no impact on the delivery of the site. Our previous comments for the SPD remain the same as those already outlined in our previous letter and we have no objection to the proposed changes within the revised SPD.		Noted	No change.	60

Analysis

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
James Dorer	Following discussions with the Borough Council, Gloucestershire County Council hereby agrees and represents that the land shown on the attached plan (at Warwick Place) should henceforth be included in		Agreed	Amend Plan 2 to identify GCC land at	12

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
	the red line defining the redevelopment area shown on Plan 2: Analysis and Opportunities in the above document.			Warwick Place as being within the Development Brief boundary.	
Simon Steele-Perkins (Strategic Land Partnerships)	Several of the desire lines etc shown on the development principles plan cross land in third party ownership.		The desire lines are intended to be indicative. Agree that one does appear cross third-party land.	Amend Plan 2 so that the main "pedestrian access" line across the site is contained within the boundary of the Brief.	24

Opportunities

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
Mark Murphy (Gloucestershire Constabulary)	Text should be amended to include the requirements of Crime Prevention and increase	Amend 2.15b to read "The site is in a strategically important location on the edge of Cheltenham's town centre on two major routes. It provides a key opportunity to form a new northern gateway to the town centre.	Agree security by design is an important urban design principle, particularly in the development of this town centre site. However, it is not considered appropriate to	Add new paragraph (h) to Design Principle C "Design Quality" to read: " <u>The design and layout of streets, spaces and buildings - including the bus interchange and car parking - will create safe and secure environments. Streets and spaces will be active and vibrant.</u> "	28

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
	the need for Designing Out Crime.	Redevelopment of this site also provides an excellent opportunity to expand the core of the town centre, by creating a new focus for the town north of the High Street which offering a safer environment with good natural surveillance, street lighting appropriate routes for increased pedestrian movement."	include large number of statements on security in each relevant paragraph of the Brief, as suggested by the Gloucestershire Constabulary. There are a number of brief references to the creation of safe streets and spaces throughout the document. It is considered that these should remain but be backed by a general statement in Design Principle C - "Design Quality".	<u>They will be enclosed by buildings which provide active edges and natural surveillance. There will be a structure to urban blocks, which maximises security of private spaces and service areas. Spaces and streets will meet Crime Prevention Through Environmental Design standards and buildings will meet Secured by Design standards. The development will incorporate the principles set out in Safer Places and, where appropriate, incorporate the requirements of Counter Terrorism mitigation."</u>	
Mark Murphy (Gloucestershire Constabulary)	Amend text to include the requirements of Crime Prevention and increase the need for Designing Out Crime.	Amend 2.15fi to read "Public car park for about 300 cars which promote safety and security" there is an opportunity to consider placing parking underground as one of a number of options."	Agree security by design is an important urban design principle, particularly in the development of this town centre site. However, it is not considered appropriate to include large number of statements on security in each relevant paragraph of the Brief, as suggested by the Gloucestershire Constabulary.	Add new paragraph (i) to Design Principle C "Design Quality" to read: "The design and layout of streets, spaces and buildings - including the bus interchange and car parking - will create safe and secure environments. Streets and spaces will be active and vibrant. They will be enclosed by buildings which provide active edges and natural surveillance. There will be a structure to urban blocks, which maximises security of private spaces and service areas. Spaces and streets will meet	29

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
			There are a number of brief references to the creation of safe streets and spaces throughout the document. It is considered that these should remain but be backed by a general statement in Design Principle C - "Design Quality".	Crime Prevention Through Environmental Design standards and buildings will meet Secured by Design standards. The development will incorporate the principles set out in Safer Places and, where appropriate, incorporate the requirements of Counter Terrorism mitigation."	
Mark Murphy (Gloucestershire Constabulary)	Amend text to include the requirements of Crime Prevention and increase the need for Designing Out Crime.	Amend 2.15hii to read "provides high quality public spaces demonstrating Crime Prevention through Environmental Design (CPTED), considerate pedestrian movement and various options of security"	Agree security by design is an important urban design principle, particularly in the development of this town centre site. However, it is not considered appropriate to include large number of statements on security in each relevant paragraph of the Brief, as suggested by the Gloucestershire Constabulary. There are a number of brief references to the creation of safe streets and spaces throughout the document. It is considered that these should	Add new paragraph (i) to Design Principle C "Design Quality" to read: "The design and layout of streets, spaces and buildings - including the bus interchange and car parking - will create safe and secure environments. Streets and spaces will be active and vibrant. They will be enclosed by buildings which provide active edges and natural surveillance. There will be a structure to urban blocks, which maximises security of private spaces and service areas. Spaces and streets will meet Crime Prevention Through Environmental Design standards and buildings will meet Secured by Design standards. The development will incorporate the principles set out in Safer Places and, where appropriate,	30

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
			remain but be backed by a general statement in Design Principle C - "Design Quality".	incorporate the requirements of Counter Terrorism mitigation."	
Wm Morrison Supermarkets Plc	Para 2.15f(ii) - clarify that the Brief is not only looking for B1 uses and that other employment generating uses such as retail will be acceptable.	Alter "employment" to "employment-generating".	Agreed	Amend Para 2.15f(ii) to refer to " <u>employment-generating uses</u> ".	57
Wm Morrison Supermarkets Plc	Morrison's consider convenience retail to be a suitable development for the site.	Para 2.15f - amend to indicate that this is not an exhaustive list of potential uses.	Agree	Amend 2.15f delete "including"; add " <u>the following uses are required on the site, other uses may be appropriate where they contribute to the objectives of the brief:</u> "	58

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
Jeremy Williamson	Box 2.15 k Typo		Correct typo.	Amend Para 2.15 (part) to read: "... and to enhance the road corridor in St Margaret's Road...	66

Land Use

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
wraith	Portland St/North Place: Too many shops and cafes already in the town. Repeating the Brewery a mistake as it is struggling already.		The Brief has been drafted to not exclude the potential for uses such as retail, rather than specifically promote them. Any retail proposal will be subject to normal checks and balances, including an assessment of its relationship to other uses. The right proposal in this location could have positive impacts on the Brewery.	No change	16
wraith	3.2 a - Too many flats near town centre already.		The Council considers that a mixed use scheme which includes an element of residential use will create a vibrant and safe development on this important edge of centre site. The brief does not specify flats and Para 2.15fi states that the type	No change.	17

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
Simon Steele-Perkins (Strategic Land Partnerships)	Given the extreme shortage of employment land in and around Cheltenham it is critical that this site is not simply developed for some low density housing with an attractive environment. This would appear to be the only likely consequence of the flexibility which has been built into the revised development brief. Creating and maintaining employment (in the form of		of housing will reflect the requirements of the 2009 Housing Needs Study. Agree with comment that "Creating and maintaining employment ... facilities on this important town centre site must be an essential pre-requisite for housing." The Brief is drafted to promote a mixed use development which delivers an active and vibrant adjunct to the town centre. It is clear from para 1.7c that some of the concerns regarding the previous version of the Brief arise from the difficulty of achieving medium density housing on contaminated land, not withstanding concerns regarding the deliverability of a heavily housing-dependant regeneration. Additionally, the value of employment is identified in 1.7d; and 3.2b identifies commercial development as a component of the mix of uses. The streets and spaces in this part of the town are extremely poor in design quality and that impacts on the character and vitality of the area; as such the creation of "an attractive environment" is an important element in	No change	21

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
	commercial, retail and leisure) facilities on this important town centre site must be an essential pre-requisite for housing.		the redevelopment of the sites and evidence shows design and environmental quality will have beneficial impacts on the economy of the town and land values.		
Mark Murphy (Gloucestershire Constabulary)	Amend text to include the requirements of Crime Prevention and increase the need for Designing Out Crime.	Amend 3.2 (Land Use) to read "The site is suitable for a range of mixed town centre and edge of centre uses which will help to secure the sustainability of the wider site, considering the effects of crime and itâ€™s emission of green house gases. This Brief does not specify the full range of acceptable uses; it will be for the developer to justify proposed uses in terms of an ability to deliver the various objectives of the Brief and the wider Civic Pride documentation. However, the following are the explicit requirements of the Council: a Residential units achieving Secured by Design (SBD) â€“ with 40% affordable housing (see policy HS4 of the Local Plan) Crime Prevention	Agree security by design is an important urban design principle, particularly in the development of this town centre site. However, it is not considered appropriate to include large number of statements on security in each relevant paragraph of the Brief, as suggested by the Gloucestershire Constabulary. There are a number of brief references to the creation of safe streets and spaces throughout the document. It is considered that these should remain but be backed by a general statement in Design Principle C - "Design Quality".	Add new paragraph (i) to Design Principle C "Design Quality" to read: "The design and layout of streets, spaces and buildings - including the bus interchange and car parking - will create safe and secure environments. Streets and spaces will be active and vibrant. They will be enclosed by buildings which provide active edges and natural surveillance. There will be a structure to urban blocks, which maximises security of private spaces and service	31

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
		and SBD should be used throughout the design process of all dwellings including ... d About 300 public car parking spaces which provide safety and security â€“ potentially underground... e New landscaped public squares and spaces which have been designed with the principles of CPTED"		areas. Spaces and streets will meet Crime Prevention Through Environmental Design standards and buildings will meet Secured by Design standards. The development will incorporate the principles set out in Safer Places and, where appropriate, incorporate the requirements of Counter Terrorism mitigation."	
Jeremy Williamson	Land use 3.2b - should this specify minimum 100 units for consistency with Para 2.3		Agree	Amend Para 3.2 a to read: "Residential units - <u>a minimum of 100 units with a minimum of 40% affordable housing</u> (see policy HS4 of the Local Plan)"	67
Ian Manning	Stagecoach sees no workable or desirable place for a bus interchange		The intention is to provide an alternative facility for services currently using	No change.	70

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
	divorced from the town centre by the inner ring road, it remains opposed to this decision and will not make use of it if built. Stagecoach only have a terminating service at Royal Well and would simply find a suitable stand for this whilst it has no intention of diverting any of its other services via a remote "node" dressed up by non-specialists when the aim of public transport is to provide attractive direct links to and from town centre locations.		Royal Well. It is noted that Stagecoach only makes use of Royal Well as a terminus and can easily move this to another stop. The advice of the County Council's Public Transport Officer is that other bus and coach providers - particularly those operating either country or national services - need continued provision for services which do not need to immediately access the town centre and a node at North Place/Portland Street will serve this purpose.		

Design Principles

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
Mark Murphy (Gloucestershire Constabulary)	Amend text to include the requirements of Crime Prevention and increase the need for Designing Out Crime.	Amend 3.3 A to read "Beacon" sustainability solutions are a key Civic Pride objective and public ownership of this site presents a unique opportunity to secure exemplar standards of sustainability, any design should consider the implications of crime on the town's Carbon footprint."	Agree security by design is an important urban design principle, particularly in the development of this town centre site. However, it is not considered appropriate to include large number of statements on security in each relevant paragraph of the Brief, as suggested by the Gloucestershire Constabulary. There are a number of brief references to the creation of safe streets and spaces throughout the document. It is considered that these should remain but be backed by a general statement in Design Principle C - "Design Quality".	Add new paragraph (i) to Design Principle C "Design Quality" to read: "The design and layout of streets, spaces and buildings - including the bus interchange and car parking - will create safe and secure environments. Streets and spaces will be active and vibrant. They will be enclosed by buildings which provide active edges and natural surveillance. There will be a structure to urban blocks, which maximises security of private spaces and service areas. Spaces and streets will meet Crime Prevention Through Environmental Design standards and buildings will meet Secured by Design standards. The development will incorporate the principles set out in Safer Places and, where appropriate, incorporate the requirements of Counter Terrorism mitigation."	32

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
Mark Murphy (Gloucestershire Constabulary)	Amend text to include the requirements of Crime Prevention and increase the need for Designing Out Crime.	Amend 3.3B to read "The site requires the creation of a coherent and cohesive block structure, street hierarchy and design philosophy which incorporates CPTED and SBD."	Agree security by design is an important urban design principle, particularly in the development of this town centre site. However, it is not considered appropriate to include large number of statements on security in each relevant paragraph of the Brief, as suggested by the Gloucestershire Constabulary. There are a number of brief references to the creation of safe streets and spaces throughout the document. It is considered that these should remain but be backed by a general statement in Design Principle C - "Design Quality".	Add new paragraph (i) to Design Principle C "Design Quality" to read: "The design and layout of streets, spaces and buildings - including the bus interchange and car parking - will create safe and secure environments. Streets and spaces will be active and vibrant. They will be enclosed by buildings which provide active edges and natural surveillance. There will be a structure to urban blocks, which maximises security of private spaces and service areas. Spaces and streets will meet Crime Prevention Through Environmental Design standards and buildings will meet Secured by Design standards. The development will incorporate the principles set out in Safer Places and, where appropriate, incorporate the requirements of Counter Terrorism mitigation."	33
Mark Murphy (Gloucestershire Constabulary)	Amend text of para 3.3 E to include the requirements of Crime	Amend Para 3.3E to read "The site will deliver a series of vibrant streets and spaces bounded by active building frontages in order to ensure an interesting and safe public realm. They will enhance the setting of	Agree security by design is an important urban design principle, particularly in the development of this town	Add new paragraph (i) to Design Principle C "Design Quality" to read: "The design and layout of streets, spaces and buildings - including the bus interchange and car	34

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
	Prevention and increase the need for Designing Out Crime.	Holy Trinity Church; link the towns two historic promenades (The Promenade and Pittville Park); link the site and the Brewery development; and mark significant focal points within the site. These areas and surrounding streets should be designed within the guidelines of CPTED and SBD, incorporating the 7 attributes as listed in the Safer Places publication and considering the requirements of Counter Terrorism mitigation"	centre site. However, it is not considered appropriate to include large number of statements on security in each relevant paragraph of the Brief, as suggested by the Gloucestershire Constabulary. There are a number of brief references to the creation of safe streets and spaces throughout the document. It is considered that these should remain but be backed by a general statement in Design Principle C - "Design Quality".	parking - will create safe and secure environments. Streets and spaces will be active and vibrant. They will be enclosed by buildings which provide active edges and natural surveillance. There will be a structure to urban blocks, which maximises security of private spaces and service areas. Spaces and streets will meet Crime Prevention Through Environmental Design standards and buildings will meet Secured by Design standards. The development will incorporate the principles set out in Safer Places and, where appropriate, incorporate the requirements of Counter Terrorism mitigation."	

Design Principle A - Sustainability

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
Mark Murphy (Gloucestershire Constabulary)	Amend text of to include the requirements	Amend text of Design Principle A (Sustainability) to read: a Development will incorporate a range of	Agree security by design is an important urban design principle, "Design Quality".	Add new paragraph (i) to Design Principle C "Design Quality" to read: "The design and	35

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
	of Crime Prevention and increase the need for Designing Out Crime.	sustainable design and construction techniques, for example... vii crime prevention techniques to reduce the Carbon footprint"	particularly in the development of this town centre site. However, it is not considered appropriate to include large number of statements on security in each relevant paragraph of the Brief, as suggested by the Gloucestershire Constabulary. There are a number of brief references to the creation of safe streets and spaces throughout the document. It is considered that these should remain but be backed by a general statement in Design Principle C - "Design Quality".	layout of streets, spaces and buildings - including the bus interchange and car parking - will create safe and secure environments. Streets and spaces will be active and vibrant. They will be enclosed by buildings which provide active edges and natural surveillance. There will be a structure to urban blocks, which maximises security of private spaces and service areas. Spaces and streets will meet Crime Prevention Through Environmental Design standards and buildings will meet Secured by Design standards. The development will incorporate the principles set out in Safer Places and, where appropriate, incorporate the requirements of Counter Terrorism mitigation."	
Mark Murphy (Gloucestershire Constabulary)	Amend text of Design Principle A to include the requirements of Crime Prevention and increase the need for	Amend text of Design Principle A (Sustainability) to read: b Roof gardens and green walls will announce the area's sustainability credentials and may become a public viewing gallery, with views across the town, and to Cleeve Hill. Green walls will soften any blank	Agree security by design is an important urban design principle, particularly in the development of this town centre site. However, it is not considered appropriate to include large number of statements on security in each relevant paragraph of the	Add new paragraph (i) to Design Principle C "Design Quality" to read: "The design and layout of streets, spaces and buildings - including the bus interchange and car parking - will create safe and secure environments. Streets and spaces will be active and vibrant. They will be enclosed by buildings which provide active edges and natural surveillance. There will be a	36

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
	Designing Out Crime.	or inactive elevations (such as a decked car park, or end wall). But designed in a way to reduce Anti Social Behaviour, graffiti, vandalism and remove any climbing aids.	Brief, as suggested by the Gloucestershire Constabulary. There are a number of brief references to the creation of safe streets and spaces throughout the document. It is considered that these should remain but be backed by a general statement in Design Principle C - "Design Quality".	structure to urban blocks, which maximises security of private spaces and service areas. Spaces and streets will meet Crime Prevention Through Environmental Design standards and buildings will meet Secured by Design standards. The development will incorporate the principles set out in Safer Places and, where appropriate, incorporate the requirements of Counter Terrorism mitigation."	37
Mark Murphy (Gloucestershire Constabulary)	Amend text of Design Principle A to include the requirements of Crime Prevention and increase the need for Designing Out Crime.	Amend text of Design Principle A (Sustainability) to read: "c Any development should be designed to a minimum Level 4 Code for Sustainable Homes as a minimum with a commitment to increase this across the site where viable or BREEAM Very Good as a minimum, using SBD accreditation to achieve the required scoring"	Agree security by design is an important urban design principle, particularly in the development of this town centre site. However, it is not considered appropriate to include large number of statements on security in each relevant paragraph of the Brief, as suggested by the Gloucestershire Constabulary. There are a number of brief references to the creation of safe streets and spaces throughout the document. It is considered that	Add new paragraph (i) to Design Principle C "Design Quality" to read: "The design and layout of streets, spaces and buildings - including the bus interchange and car parking - will create safe and secure environments. Streets and spaces will be active and vibrant. They will be enclosed by buildings which provide active edges and natural surveillance. There will be a structure to urban blocks, which maximises security of private spaces and service areas. Spaces and streets will meet Crime Prevention Through Environmental Design standards and buildings will meet Secured by Design standards. The development will incorporate the	

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
			these should remain but be backed by a general statement in Design Principle C - "Design Quality".	principles set out in Safer Places and, where appropriate, incorporate the requirements of Counter Terrorism mitigation."	
Mark Murphy (Gloucestershire Constabulary)	Amend text of Design Principle A to include the requirements of Crime Prevention and increase the need for Designing Out Crime.	Amend text of Design Principle A (Sustainability) to read: "e Materials should be sourced locally wherever possible and procured from sustainable sources, any feature should be designed to allow for a speedy replacement following damage or vandalism"	Agree security by design is an important urban design principle, particularly in the development of this town centre site. However, it is not considered appropriate to include large number of statements on security in each relevant paragraph of the Brief, as suggested by the Gloucestershire Constabulary. There are a number of brief references to the creation of safe streets and spaces throughout the document. It is considered that these should remain but be backed by a general statement in Design Principle C - "Design Quality".	Add new paragraph (i) to Design Principle C "Design Quality" to read: "The design and layout of streets, spaces and buildings - including the bus interchange and car parking - will create safe and secure environments. Streets and spaces will be active and vibrant. They will be enclosed by buildings which provide active edges and natural surveillance. There will be a structure to urban blocks, which maximises security of private spaces and service areas. Spaces and streets will meet Crime Prevention Through Environmental Design standards and buildings will meet Secured by Design standards. The development will incorporate the principles set out in Safer Places and, where appropriate, incorporate the requirements of Counter Terrorism mitigation."	38

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
Mark Murphy (Gloucestershire Constabulary)	Amend text of Design Principle B to include the requirements of Crime Prevention and increase the need for Designing Out Crime.	Amend text of Design Principle B (Structure) to read: "a The current split of the site along North Street offers an opportunity to consider the creation of two distinct character zones â€ though there may be other contextually sensitive layouts. The development should be considered as an entirety with design codes, master planning and outline planning applications avoiding the temptation to break the area into land parcels"	Agree security by design is an important urban design principle, particularly in the development of this town centre site. However, it is not considered appropriate to include large number of statements on security in each relevant paragraph of the Brief, as suggested by the Gloucestershire Constabulary. There are a number of brief references to the creation of safe streets and spaces throughout the document. It is considered that these should remain but be backed by a general statement in Design Principle C - "Design Quality".	Add new paragraph (i) to Design Principle C "Design Quality" to read: "The design and layout of streets, spaces and buildings - including the bus interchange and car parking - will create safe and secure environments. Streets and spaces will be active and vibrant. They will be enclosed by buildings which provide active edges and natural surveillance. There will be a structure to urban blocks, which maximises security of private spaces and service areas. Spaces and streets will meet Crime Prevention Through Environmental Design standards and buildings will meet Secured by Design standards. The development will incorporate the principles set out in Safer Places and, where appropriate, incorporate the requirements of Counter Terrorism mitigation."	39
Mark Murphy (Gloucestershire Constabulary)	Amend text of Design Principle B to include the requirements of Crime Prevention	Amend text of Design Principle B (Structure) to read: "c A perimeter block approach to new development on the site, which builds on the surrounding historic form and assists in reinforcing	Agree security by design is an important urban design principle, particularly in the development of this town centre site. However, it is not considered appropriate to include large	Add new paragraph (i) to Design Principle C "Design Quality" to read: "The design and layout of streets, spaces and buildings - including the bus interchange and car parking - will create safe and secure environments. Streets and spaces will be active and vibrant. They will	40

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
	and increase the need for Designing Out Crime.	the secure boundary of each dwelling, will help to create a clear hierarchy of spaces and a clear distinction between private and public space. It will also present an opportunity to complete currently fractured building lines along Portland Street and North Place."	number of statements on security in each relevant paragraph of the Brief, as suggested by the Gloucestershire Constabulary. There are a number of brief references to the creation of safe streets and spaces throughout the document. It is considered that these should remain but be backed by a general statement in Design Principle C - "Design Quality".	be enclosed by buildings which provide active edges and natural surveillance. There will be a structure to urban blocks, which maximises security of private spaces and service areas. Spaces and streets will meet Crime Prevention Through Environmental Design standards and buildings will meet Secured by Design standards. The development will incorporate the principles set out in Safer Places and, where appropriate, incorporate the requirements of Counter Terrorism mitigation."	41
Mark Murphy (Gloucestershire Constabulary)	Amend text of Design Principle C to include the requirements of Crime Prevention and increase the need for Designing Out Crime.	Amend text of Design Principle C (Design Quality) to read: "c The design process will be based on place-making â€“ developing the vision for the site envisaged through the other Civic Pride Strategies before moving to detailed design of buildings, traffic management regimes and crime prevention design principles"	Agree security by design is an important urban design principle, particularly in the development of this town centre site. However, it is not considered appropriate to include large number of statements on security in each relevant paragraph of the Brief, as suggested by the Gloucestershire Constabulary. There are a number of brief references to the creation of safe	Add new paragraph (i) to Design Principle C "Design Quality" to read: "The design and layout of streets, spaces and buildings - including the bus interchange and car parking - will create safe and secure environments. Streets and spaces will be active and vibrant. They will be enclosed by buildings which provide active edges and natural surveillance. There will be a structure to urban blocks, which maximises security of private spaces and service areas. Spaces and streets will meet Crime Prevention Through Environmental Design standards and	

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
			streets and spaces throughout the document. It is considered that these should remain but be backed by a general statement in Design Principle C - "Design Quality".	buildings will meet Secured by Design standards. The development will incorporate the principles set out in Safer Places and, where appropriate, incorporate the requirements of Counter Terrorism mitigation."	
Mark Murphy (Gloucestershire Constabulary)	Amend text of Design Principle C to include the requirements of Crime Prevention and increase the need for Designing Out Crime.	Amend text of Design Principle C (Design Quality) to read: "d Streets and spaces will establish the structure for the development of the site and they must be well considered both strategically and in detail, using a landscape-led approach which applies CPTED principles to all areas. Detailed landscape plans will be required with planning applications."	Agree security by design is an important urban design principle, particularly in the development of this town centre site. However, it is not considered appropriate to include large number of statements on security in each relevant paragraph of the Brief, as suggested by the Gloucestershire Constabulary. There are a number of brief references to the creation of safe streets and spaces throughout the document. It is considered that these should remain but be backed by a general statement in Design Principle C - "Design Quality".	Add new paragraph (i) to Design Principle C "Design Quality" to read: "The design and layout of streets, spaces and buildings - including the bus interchange and car parking - will create safe and secure environments. Streets and spaces will be active and vibrant. They will be enclosed by buildings which provide active edges and natural surveillance. There will be a structure to urban blocks, which maximises security of private spaces and service areas. Spaces and streets will meet Crime Prevention Through Environmental Design standards and buildings will meet Secured by Design standards. The development will incorporate the principles set out in Safer Places and, where appropriate, incorporate the requirements of Counter Terrorism mitigation."	42

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
Mark Murphy (Gloucestershire Constabulary)	Amend text of Design Principle C to include the requirements of Crime Prevention and increase the need for Designing Out Crime.	Amend text of Design Principle C (Design Quality) to read: "e In order to help create an identity and sense of place the materials used in buildings, streets and spaces will be high quality, resistant to attack or abuse and long lasting. For streets and spaces, the Public Realm Strategy sets out a set of requirements for street furniture, surface materials, lighting and other elements."	Agree security by design is an important urban design principle, particularly in the development of this town centre site. However, it is not considered appropriate to include large number of statements on security in each relevant paragraph of the Brief, as suggested by the Gloucestershire Constabulary. There are a number of brief references to the creation of safe streets and spaces throughout the document. It is considered that these should remain but be backed by a general statement in Design Principle C - "Design Quality".	Add new paragraph (i) to Design Principle C "Design Quality" to read: "The design and layout of streets, spaces and buildings - including the bus interchange and car parking - will create safe and secure environments. Streets and spaces will be active and vibrant. They will be enclosed by buildings which provide active edges and natural surveillance. There will be a structure to urban blocks, which maximises security of private spaces and service areas. Spaces and streets will meet Crime Prevention Through Environmental Design standards and buildings will meet Secured by Design standards. The development will incorporate the principles set out in Safer Places and, where appropriate, incorporate the requirements of Counter Terrorism mitigation."	43
Mark Murphy (Gloucestershire Constabulary)	Amend text of Design Principle C to include the requirements of Crime Prevention	Amend text of Design Principle C (Design Quality) to read: "g The quality of detailing will be important to the success of the proposals and should reflect the need for crime prevention. The submission	Agree security by design is an important urban design principle, particularly in the development of this town centre site. However, it is not considered appropriate to include large	Add new paragraph (i) to Design Principle C "Design Quality" to read: "The design and layout of streets, spaces and buildings - including the bus interchange and car parking - will create safe and secure environments. Streets and spaces will be active and vibrant. They will	44

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
	and increase the need for Designing Out Crime.	of detailed plans, sections and elevations will be required for selected elements as part of detailed planning applications."	number of statements on security in each relevant paragraph of the Brief, as suggested by the Gloucestershire Constabulary. There are a number of brief references to the creation of safe streets and spaces throughout the document. It is considered that these should remain but be backed by a general statement in Design Principle C - "Design Quality".	be enclosed by buildings which provide active edges and natural surveillance. There will be a structure to urban blocks, which maximises security of private spaces and service areas. Spaces and streets will meet Crime Prevention Through Environmental Design standards and buildings will meet Secured by Design standards. The development will incorporate the principles set out in Safer Places and, where appropriate, incorporate the requirements of Counter Terrorism mitigation."	
Jeremy Williamson	Design Principle A (b) - amend "will" to "may/could" - too explicit at this stage		Agree, use of " will" is too positive prior to detailed design stage, but there should be an aspirational requirement to announce green credentials as part of the development.	Amend Design Principle A - Sustainability - para (b) "Roof gardens and green walls <u>should</u> be used to announce the area's sustainability credentials..."	68

Design Principle D - Movement

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
Stephen Clarke (Cheltenham Civic Society)	Whilst we agree that there should be no increase in the number of access points from St Margaret's Road we feel it unnecessary to restrict access to the existing North Place but rather allow developers to determine their own access point.		Agree that access opportunities should not be restricted to North Place - subject to modelling, there are likely to be opportunities on Portland Street and other locations. It is the Highway Authority's view is that the introduction of a new junction onto the Cheltenham Northern Relief Road (St Margaret's Road) would introduce further delays and congestion to an existing vital transport corridor. Additionally, it is important that provision of access points around the site does not compromise urban design objectives which are seeking the creation of vibrant streets and spaces, good pedestrian linkages and enhanced street scene. Suggest specific reference to North Place is deleted, but that the concern about congestion and	Amend Design Principle D(f) (page 17) to read " <u>There are a variety of access opportunities to the site. The Highway Authority's view is that the introduction of a new junction onto St Margaret's Road would introduce further delays and congestion to an existing vital transport corridor and vehicular access to the site here is unlikely to be acceptable. Additionally, choice of access points will not be allowed to compromise urban design objectives which are seeking the creation of vibrant streets and spaces, good pedestrian linkages and enhanced street scene. Access proposals will be subject to modelling. All streets within the site will be designed to a maximum of 20mph.</u> "	10

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
Stephen Clarke (Cheltenham Civic Society)	In general we agree with the parking requirements and restrictions with the following reservation. Restricting parking to 0.8 places per unit does not seem to reflect current behaviour concerning car ownership and would seem to lead to excessive street parking elsewhere, adding to streetscape clutter. We support the concept of underground parking where feasible.		urban design issues is identified.	Design Principle D - Movement - Delete existing bullet (g)(i) and replace with: <u>"Residential parking levels will be agreed with the planning and highway authorities and will be based on evidence related to the need of accommodation provided and the availability of parking in and around the development overall."</u>	11
			Agree. There is a move away from specific parking standards towards an evidence base for parking provision. Evidence is required on the type of dwelling, provision of parking (on site or on street), controlled or uncontrolled, along with the availability (or otherwise) of additional public car parking etc. It should be a requirement that individual developers set out the evidence base to back up the level of provision proposed. This should be done in liaison with the LPA and the Highway Authority. It is therefore premature, to include the level of 0.8 per dwelling in the development brief. Note		

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			support for underground parking. On-street car parking can usefully activate streets and make efficient use of streets without cluttering if properly managed.		
wraith	Design Principle D e - North Place/ Portland Street is too far out of the town centre to be the hub for coaches and busses - most users are elderly, infirm, students and poor.		Disagree. Portland Street is a similar distance from the core of the town centre as the current bus interchange at Royal Well and is better connected to the strategic road network. Additionally, it is a comparatively less constrained than Rooyal Well in terms of landscape & townscape sensitivity, shape etc. and offers better opportunities for the development of a bus hub.	No change.	15
wraith	Design Principle D (g & h) - Car park to be either underground or planted with trees and built into the public space in curves and circles, not squares.		Agree there are a number of options for the provision of car parking, these include underground and on-street. For	Amend Design Principle D (h)(i) to read "On-street or in <u>public spaces</u> - in secure, overlooked...etc.)	18

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
Gloucestershire County Council	Car parking: PPS3 - Housing (June 2010) states in paragraph 51 that Local Planning Authorities should, with stakeholders and communities, develop residential parking policies for their areas, taking account of expected levels of car ownership, the importance of promoting good design and the need to use land efficiently. The SPD and technical appendix refer to a residential car parking requirement of 0.8 per dwelling. However, no evidence is provided to back this level.	Evidence is required on the type of dwelling, provision of parking (on site or on street), controlled or uncontrolled, along with the availability (or otherwise) of additional public car parking etc. It should be a requirement that individual developers set out	<p>clarity, public space could be introduced as an additional option. It is in appropriate to detail exactly the form (curved, square etc.) which would be suitable prior to a detailed scheme being available.</p> <p>Agree. There is a move away from specific parking standards towards an evidence base for parking provision towards an evidence based approach. This should be reflected in the Brief.</p>	<p>Design Principle D - Movement - Delete existing bullet (g)(i) and replace with: <u>"Residential parking levels will be agreed with the planning and highway authorities and will be based on evidence related to the need of accommodation provided and the availability of parking in and around the development overall."</u></p>	2

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
		<p>the evidence base to back up the level of provision proposed. This should be done in liaison with the LPA and the Highway Authority. It is therefore premature, to include the level of 0.8 per dwelling in the development brief.</p>			
Simon Steele-Perkins (Strategic Land Partnerships)	<p>The revised requirement to incorporate a bus interchange will simply add to the costs.</p>		<p>There is inevitably a cost associated with the provision of a bus interchange. However, the siting of an interchange has long been criticised as a missing element from the wider Civic Pride project and this site's location on the bus spine and on the town's strategic highway network is a</p>	<p>No change.</p>	23

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
			good position for such a use. It is appropriate on a large site of this nature that strategic infrastructure of this sort is sought.		
Stephen Bareham	Our main concern with these proposals which we would hope would be addresses as this project progresses would be an assurance of adequate parking provision. Trinity currently has capacity in its main church building for approximately 800. In addition to this we have multi-purpose facilities across Trinity Lane which are capable of hosting concurrent events for several hundred people, involving a wide range of community engagement activity. Although the use of our buildings is concentrated on Sundays, all of our facilities are heavy used during the week with activity most days and evenings. It is essential that the ability for our congregation and the local community to have direct access to the church, not only through public transport and pedestrian access by also by car. The congregation		Note concerns over parking, however, the COuncil does not consider that there will be shortage of parking for Trinity Church as a result of the Brief. Following development of the site there will be at least three car parks within 400m of the Trinity Church - Portland Street (Brief requires 300 spaces minimum); Brewery (350 spaces); Henrietta Street (120). These will provide in the region of 770 off-street within a 5 minute walk, with other town centre car parks a close-by. In addition, town centre buses and Park & Ride stop within 300m.	No change.	26

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
	are already penalised through the expansion of Sunday parking charges and increased on-street parking restrictions and we would want to have reassurance that this wouldn't be exacerbated through these plans.				
Mark Murphy (Gloucestershire Constabulary)	Amend text of Design Principle D to include the requirements of Crime Prevention and increase the need for Designing Out Crime.	Amend text of Design Principle D (Movement) to read: "c All streets will provide access for pedestrians and disabled people in a safe and attractive and crime free environment with plenty of seating so that the less able can rest en route. Shared surface streets in particular will be designed so that the visually impaired can use	Agree security by design is an important urban design principle, particularly in the development of this town centre site. However, it is not considered appropriate to include large number of statements on security in each relevant paragraph of the Brief, as suggested by the Gloucestershire Constabulary. There are a number of brief references to the creation of safe streets and spaces throughout the document. It is considered that these should remain but be backed by a general statement in Design Principle C - "Design Quality".	Add new paragraph (i) to Design Principle C "Design Quality" to read: "The design and layout of streets, spaces and buildings - including the bus interchange and car parking - will create safe and secure environments. Streets and spaces will be active and vibrant. They will be enclosed by buildings which provide active edges and natural surveillance. There will be a structure to urban blocks, which maximises security of private spaces and service areas. Spaces and streets will meet Crime Prevention Through Environmental	45

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
		them safely and confidently."		Design standards and buildings will meet Secured by Design standards. The development will incorporate the principles set out in Safer Places and, where appropriate, incorporate the requirements of Counter Terrorism mitigation."	
Mark Murphy (Gloucestershire Constabulary)	Amend text of Design Principle D to include the requirements of Crime Prevention and increase the need for Designing Out Crime.	Amend text of Design Principle D (Movement) to read: "d Routes through the site will accommodate calmed cycling movement "providing convenient and safe links to the emerging wider network of cycle routes and addressing severance by major roads	Agree security by design is an important urban design principle, particularly in the development of this town centre site. However, it is not considered appropriate to include large number of statements on security in each relevant paragraph of the Brief, as suggested by the Gloucestershire Constabulary. There are a number of brief references to the creation of safe streets and spaces throughout the document. It is	Add new paragraph (i) to Design Principle C "Design Quality" to read: "The design and layout of streets, spaces and buildings - including the bus interchange and car parking - will create safe and secure environments. Streets and spaces will be active and vibrant. They will be enclosed by buildings which provide active edges and natural surveillance. There will be a structure to urban blocks, which maximises security of	46

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
		around the site. Cycle parking will be well overlooked, easily accessible, fitted with a "Sold Secure" ground anchors and some will be covered."	considered that these should remain but be backed by a general statement in Design Principle C - "Design Quality".	private spaces and service areas. Spaces and streets will meet Crime Prevention Through Environmental Design standards and buildings will meet Secured by Design standards. The development will incorporate the principles set out in Safer Places and, where appropriate, incorporate the requirements of Counter Terrorism mitigation."	
Mark Murphy (Gloucestershire Constabulary)	Amend text of Design Principle D to include the requirements of Crime Prevention and increase the need for Designing Out Crime.	Amend text of Design Principle D (Movement) to read: "h There are a variety of options for the location of parking, each option should be designed to encourage safety and security... etc."	Agree security by design is an important urban design principle, particularly in the development of this town centre site. However, it is not considered appropriate to include large number of statements on security in each relevant paragraph of the Brief, as suggested by the Gloucestershire Constabulary.	Add new paragraph (i) to Design Principle C "Design Quality" to read: "The design and layout of streets, spaces and buildings - including the bus interchange and car parking - will create safe and secure environments. Streets and spaces will be active and vibrant. They will be enclosed by buildings which provide	47

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
			There are a number of brief references to the creation of safe streets and spaces throughout the document. It is considered that these should remain but be backed by a general statement in Design Principle C - "Design Quality".	active edges and natural surveillance. There will be a structure to urban blocks, which maximises security of private spaces and service areas. Spaces and streets will meet Crime Prevention Through Environmental Design standards and buildings will meet Secured by Design standards. The development will incorporate the principles set out in Safer Places and, where appropriate, incorporate the requirements of Counter Terrorism mitigation."	
Mark Murphy (Gloucestershire Constabulary)	Amend text of Design Principle D to include the requirements of Crime Prevention and increase the need for Designing Out Crime.	Amend text of Design Principle D (Movement) to read: "i Residential cycle parking will be at 2 spaces per unit in convenient location, secured with appropriate	Agree security by design is an important urban design principle, particularly in the development of this town centre site. However, it is not considered appropriate to include large number of	Add new paragraph (i) to Design Principle C "Design Quality" to read: "The design and layout of streets, spaces and buildings - including the bus interchange and car parking - will create safe and	48

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
		ground anchors and offering a dry locations shelter."	statements on security in each relevant paragraph of the Brief, as suggested by the Gloucestershire Constabulary. There are a number of brief references to the creation of safe streets and spaces throughout the document. It is considered that these should remain but be backed by a general statement in Design Principle C - "Design Quality".	secure environments. Streets and spaces will be active and vibrant. They will be enclosed by buildings which provide active edges and natural surveillance. There will be a structure to urban blocks, which maximises security of private spaces and service areas. Spaces and streets will meet Crime Prevention Through Environmental Design standards and buildings will meet Secured by Design standards. The development will incorporate the principles set out in Safer Places and, where appropriate, incorporate the requirements of Counter Terrorism mitigation."	
Wm Morrison Supermarkets Plc	The brief should allow for alternative access other than North Place provided these can be justified in highway terms.		Agree that access opportunities should not be restricted to North Place -	Amend Design Principle D(f) (page 17) to read " <u>There are a variety of access opportunities</u> "	59

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
			<p>subject to modelling, there are likely to be opportunities on Portland Street and other locations. It is the Highway Authority's view is that the introduction of a new junction onto the Cheltenham Northern Relief Road (St Margaret's Road) would introduce further delays and congestion to an existing vital transport corridor. Additionally, it is important that provision of access points around the site does not compromise urban design objectives which are seeking the creation of vibrant streets and spaces, good pedestrian linkages and enhanced street scene. Suggest specific reference to North Place is deleted, but that the concern about congestion and urban design issues is identified.</p>	<p>to the site. <u>The Highway Authority's view is that the introduction of a new junction onto St Margaret's Road would introduce further delays and congestion to an existing vital transport corridor and vehicular access to the site here is unlikely to be acceptable. Additionally, choice of access points will not be allowed to compromise urban design objectives which are seeking the creation of vibrant streets and spaces, good pedestrian linkages and enhanced street scene.</u> Access proposals will be subject to modelling. All streets within the site will be designed to a maximum of 20mph."</p>	

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
Stephen Clarke (Cheltenham Civic Society)	We have concerns about the placement of the bus Interchange in Portland Street with its associated facilities such as toilets, kiosk and taxi rank. We suggest that the bus interchange is in North Place, possibly adjacent to the car park. It is unclear as to what the purpose of the 6 bay bus node is. (Technical Appendix 1.7 e, 1.10 c, 2.15 f iii, 3.2 c, Design Principle D e) We assume that this is not intended to replace similar facilities and dropping off points for the out of town services within the town centre, but rather provide additional facilities for north Cheltenham. We hope that the intention is to make the use of public transport much more integrated and easier to use and not to spread the interchange far and wide across the town, making it difficult to use more than one route to make a journey.		A bus node location on Portland Street relates well to the bus spine. The intention is to cater for "rural" and national services, displaced from Royal Well. The intention is to improve facilities for public transport users.	No change.	6

Design Principle E - Streets and Spaces

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
wraith	<p>Design Principle E - How about creating another park; playgrounds for children, teenagers and adults (have you seen the 'seniors' playground in Hyde Park, London?); a planted maze such as at the Rococo Garden in Painswick; a skating rink; allotments; a 'city' or school farm (e.g. like Cardinal Wiseman school in Coventry)? Few of these will make money so maybe not to be considered. Do you know something called One Planet Living?</p> <p>www.oneplanetliving.org</p> <p>They are involved in some interesting community development projects in London working with BioRegional Development Group and the WWF.</p>		<p>It is not appropriate for the Brief to incorporate this level of detail. The brief is seeking high quality spaces and vibrant uses and any of these suggestions might be suitable, dependant on the details submitted for any scheme.</p>	No change.	19
Mark Murphy (Gloucestershire Constabulary)	<p>Amend text of Design Principle E to include the requirements of Crime Prevention and increase the</p>	<p>Amend text of Design Principle E (Streets and Spaces) to read: "b The new buildings enclosing the</p>	<p>Agree security by design is an important urban</p>	<p>Add new paragraph (i) to Design Principle C "Design Quality" to</p>	49

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
	need for Designing Out Crime.	streets and spaces will take their cue from surrounding historic development and make a positive contribution to on-street activity and passive surveillance. Street frontages will include main entrances at regular intervals and active rooms. In order to help activate frontages, encourage natural surveillance and protect amenity, private rooms, such as bedrooms and bathrooms will not be permitted on ground floor street frontages."	design principle, particularly in the development of this town centre site. However, it is not considered appropriate to include large number of statements on security in each relevant paragraph of the Brief, as suggested by the Gloucestershire Constabulary. There are a number of brief references to the creation of safe streets and spaces throughout the document. It is considered that these should remain but be backed by a general statement in Design Principle C - "Design Quality".	read: "The design and layout of streets, spaces and buildings - including the bus interchange and car parking - will create safe and secure environments. Streets and spaces will be active and vibrant. They will be enclosed by buildings which provide active edges and natural surveillance. There will be a structure to urban blocks, which maximises security of private spaces and service areas. Spaces and streets will meet Crime Prevention Through Environmental Design standards and buildings will meet Secured by Design standards. The development will incorporate the principles set out in Safer Places and, where appropriate, incorporate the requirements of Counter Terrorism mitigation."	
Mark Murphy (Gloucestershire Constabulary)	Amend text of Design Principle E to include the requirements of Crime Prevention and increase the	Amend text of Design Principle E (Streets and Spaces) to read: "c To encourage safe streets, cafes	Agree security by design is an important urban	Add new paragraph (i) to Design Principle C "Design Quality" to	50

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
	need for Designing Out Crime.	will be encouraged to spill out onto streets by increasing the depth of the paving, residential development will have opportunities for personalised space on street frontage (balconies, front gardens etc) in an effort to promote ownership and create defensible spaces."	design principle, particularly in the development of this town centre site. However, it is not considered appropriate to include large number of statements on security in each relevant paragraph of the Brief, as suggested by the Gloucestershire Constabulary. There are a number of brief references to the creation of safe streets and spaces throughout the document. It is considered that these should remain but be backed by a general statement in Design Principle C - "Design Quality".	read: "The design and layout of streets, spaces and buildings - including the bus interchange and car parking - will create safe and secure environments. Streets and spaces will be active and vibrant. They will be enclosed by buildings which provide active edges and natural surveillance. There will be a structure to urban blocks, which maximises security of private spaces and service areas. Spaces and streets will meet Crime Prevention Through Environmental Design standards and buildings will meet Secured by Design standards. The development will incorporate the principles set out in Safer Places and, where appropriate, incorporate the requirements of Counter Terrorism mitigation."	
Mark Murphy (Gloucestershire Constabulary)	Amend text of Design Principle E to include the requirements of Crime Prevention and increase the	Amend text of Design Principle E (Streets and Spaces) to read: "e To engender a strong sense of	Agree security by design is an important urban	Add new paragraph (i) to Design Principle C "Design Quality" to	51

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
	need for Designing Out Crime.	place and community cohesion, streets should be designed as outdoor rooms accommodating variety activity (variously - movement, parking, quiet relaxation, children's play and social activity). As indicated earlier, a strong landscape structure is required to create attractive streets and spaces. Natural surveillance and CPTED should be encouraged through these spaces and incorporated in the use of abundant tree and shrub planting, opportunities for public art and high quality surface materials."	design principle, particularly in the development of this town centre site. However, it is not considered appropriate to include large number of statements on security in each relevant paragraph of the Brief, as suggested by the Gloucestershire Constabulary. There are a number of brief references to the creation of safe streets and spaces throughout the document. It is considered that these should remain but be backed by a general statement in Design Principle C - "Design Quality".	read: "The design and layout of streets, spaces and buildings - including the bus interchange and car parking - will create safe and secure environments. Streets and spaces will be active and vibrant. They will be enclosed by buildings which provide active edges and natural surveillance. There will be a structure to urban blocks, which maximises security of private spaces and service areas. Spaces and streets will meet Crime Prevention Through Environmental Design standards and buildings will meet Secured by Design standards. The development will incorporate the principles set out in Safer Places and, where appropriate, incorporate the requirements of Counter Terrorism mitigation."	
Mark Murphy (Gloucestershire Constabulary)	Amend text of Design Principle E to include the requirements of Crime Prevention and increase the	Amend design Principle E (Streets and Spaces) to read: "h iii incorporate robust hard and soft landscaping,	Agree security by design is an important urban	Add new paragraph (i) to Design Principle C "Design Quality" to	52

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
	need for Designing Out Crime.	demonstrating crime prevention principles through layout and street furniture, providing areas of sun and shade and enabling flexibility of use (including quiet space, performance, meetings, social activity, play, and through pedestrian movement). "	design principle, particularly in the development of this town centre site. However, it is not considered appropriate to include large number of statements on security in each relevant paragraph of the Brief, as suggested by the Gloucestershire Constabulary. There are a number of brief references to the creation of safe streets and spaces throughout the document. It is considered that these should remain but be backed by a general statement in Design Principle C - "Design Quality".	read: "The design and layout of streets, spaces and buildings - including the bus interchange and car parking - will create safe and secure environments. Streets and spaces will be active and vibrant. They will be enclosed by buildings which provide active edges and natural surveillance. There will be a structure to urban blocks, which maximises security of private spaces and service areas. Spaces and streets will meet Crime Prevention Through Environmental Design standards and buildings will meet Secured by Design standards. The development will incorporate the principles set out in Safer Places and, where appropriate, incorporate the requirements of Counter Terrorism mitigation."	
Jeremy Williamson	Design Principle E h ii add potentially to start of sentence		Disagree - any new space marking a northern	No change.	69

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
			gateway to the town which is part of a link between the Promenade and Pittville and which addresses Portland Street must establish an enhanced setting for Holy Trinity Church. If the space is beyond the Church's immediate location it will need have an impact along Portland Street which achieves this.		

Information

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
Mark Murphy (Gloucestershire Constabulary)	Amend text of Para 4.1 Developer Contributions to include the requirements	Amend Para 4.1 to read: "4.1. Developer contributions will be expected to: a Provide on-site affordable housing in line with local policy and	Agree security by design is an important urban design principle, particularly in the development of this town centre site. However, it	Add new paragraph (i) to Design Principle C "Design Quality" to read: "The design and layout of streets, spaces and buildings - including the bus interchange and car parking - will create safe	53

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
	of Crime Prevention and increase the need for Designing Out Crime.	fully accredited with Part 1 and Part 2 of Secure by Design; ...etc."	is not considered appropriate to include large number of statements on security in each relevant paragraph of the Brief, as suggested by the Gloucestershire Constabulary. There are a number of brief references to the creation of safe streets and spaces throughout the document. It is considered that these should remain but be backed by a general statement in Design Principle C - "Design Quality".	and secure environments. Streets and spaces will be active and vibrant. They will be enclosed by buildings which provide active edges and natural surveillance. There will be a structure to urban blocks, which maximises security of private spaces and service areas. Spaces and streets will meet Crime Prevention Through Environmental Design standards and buildings will meet Secured by Design standards. The development will incorporate the principles set out in Safer Places and, where appropriate, incorporate the requirements of Counter Terrorism mitigation."	
Mark Murphy (Gloucestershire Constabulary)	Amend text of Para 4.1 Developer Contributions to include the requirements of Crime Prevention and increase the need for Designing Out Crime.	Amend Para 4.1 to read: "4.1. Developer contributions will be expected to: d Provide play space and equipment appropriate for the siteâ€™s residential space and potentially provision of an outdoor gym. These facilities need to be designed to reduce the risk of damage, inappropriate use and Anti	Agree security by design is an important urban design principle, particularly in the development of this town centre site. However, it is not considered appropriate to include large number of statements on security in each relevant paragraph of the Brief, as suggested by the Gloucestershire Constabulary. There are a number of brief references to the creation	Add new paragraph (i) to Design Principle C "Design Quality" to read: "The design and layout of streets, spaces and buildings - including the bus interchange and car parking - will create safe and secure environments. Streets and spaces will be active and vibrant. They will be enclosed by buildings which provide active edges and natural surveillance. There will be a structure to urban blocks, which maximises security of private spaces and service areas. Spaces and streets will meet Crime Prevention Through Environmental	54

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
		Social Behaviour. This provision is likely to be linked to the cost of developing new public realm and streetscape; ...etc."	of safe streets and spaces throughout the document. It is considered that these should remain but be backed by a general statement in Design Principle C - "Design Quality".	Design standards and buildings will meet Secured by Design standards. The development will incorporate the principles set out in Safer Places and, where appropriate, incorporate the requirements of Counter Terrorism mitigation."	

Information

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
Mark Murphy (Gloucestershire Constabulary)	Amend text of Para 5.2 to include the requirements of Crime Prevention and increase the need for Designing Out Crime.	Amend Para 5.2a to read: "a A Design and Access Statement illustrated with concept diagrams and sketches explaining the design principles on which the development is based and how these are reflected in its layout, density, scale, landscape, visual appearance and relationship to the town centre. Statements must be compliant with the Communities and Local Government's Guidance on information requirements and validation", particularly Paragraph 132 which states "Design and access statements for outline and detailed applications should therefore	Agree security by design is an important urban design principle, particularly in the development of this town centre site. However, it is not considered appropriate to include large number of statements on security in each relevant paragraph of the Brief, as suggested by the Gloucestershire	Add new paragraph (i) to Design Principle C "Design Quality" to read: "The design and layout of streets, spaces and buildings - including the bus interchange and car parking - will create safe and secure environments. Streets and spaces will be active and vibrant. They will be enclosed by buildings which provide active edges and natural surveillance. There will be a structure to urban blocks, which maximises security of private spaces	55

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
		demonstrate how crime prevention measures have been considered in the design of the proposal and how the design reflects the attributes of safe, sustainable places set out in Safer Places- the Planning System and Crime Prevention and the CABE guidance on design and access statements."	Constabulary. There are a number of brief references to the creation of safe streets and spaces throughout the document. It is considered that these should remain but be backed by a general statement in Design Principle C - "Design Quality".	and service areas. Spaces and streets will meet Crime Prevention Through Environmental Design standards and buildings will meet Secured by Design standards. The development will incorporate the principles set out in Safer Places and, where appropriate, incorporate the requirements of Counter Terrorism mitigation."	

Planning Context

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
Gloucestershire County Council	Travel Plans: Appendix 1 of the development brief refers to Cheltenham Borough Council's Travel Plan SPG. This SPG is considered to be out of date. It is proposed that it is more relevant to refer in the development brief, to seeking advice on travel plans directly from the Highway Authority.	It is proposed that it is more relevant to refer in the development brief to seeking advice on travel plans directly from the Highway Authority.	Agree.	Design Principle D - Movement - Add additional sentence to the end of the introductory paragraph to read: " <u>In order to address how sustainable travel is delivered on the development, it is likely that there will be</u>	3

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
				a requirement for a travel plan - advice is available from the <u>Highway Authority</u> ."	

Biodiversity

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
Gloucestershire County Council	It is noted that section 3.41 of the SPD is now called 'Sustainability' and the scope of approach is beneficially widened. The Technical Appendix promotes sustainable design which could provide opportunities for biodiversity gain. On page 23 the developer guidance should be expanded to mention: ? linkage to existing green space in surrounding areas as well as just provision of green space within the site itself ? support for personalised green space that would be managed by people to benefit flora and fauna This is because these items have been picked up in the SA (see below) but not mentioned in the Technical Appendix. In March 2008 the County's Biodiversity Officer made comments on the SA supporting the Cheltenham Civic Pride Urban	This is to be supported and needs to be reflected in the content of the Technical Appendix (see above). For Option 1 (the revised proposal being consulted on) Table 4.2 mentions green roofs and a green wall along the exposed sections of a multi-storey car park. SuDSs (of which green walls and roofs could be integrated into) are highlighted which could achieve some modest biodiversity benefits across this built up site. The management of personalised green space for the benefit of flora and fauna is also referenced as an opportunity. It is unclear however	Page 23 is an extract from an Environment Agency letter of April 2008, appnended for information. It would not be appropriate to amend it. However, the points regarding linkages to existing green	Amend Design Principle B - Structure para (c) by the addition of the following: " <u>..The layout of streets and spaces should contribute to the strategic context of green spaces around the site and seek to encourage links - both in terms of</u>	4

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
	Design Framework. Referring to these we are pleased to see that these recommendations have been almost entirely taken up in the SA that accompanies the current consultation. In section 2.6.1 it is stated: A number of green and open spaces are situated beyond the site but are not well linked. There is an opportunity to link some of these green spaces together through the provision of green spaces as part of the redevelopment of this site.	how this might be promoted by the Borough Council although it fits in well with the Council's statutory biodiversity duty. The County's Biodiversity Officer recommends the following minor addition is made to the new SA document: Page 18 add in a new framework for delivering priority habitats and species in England (2008)	space and use of personalised green space are well made and need to be incorporated in the brief - probably as part of Design Principle B - Structure (existing green space) and Design Principle E - Streets and Spaces (personalised green space).	<u>pedestrian and cycle movement and for the benefit of biodiversity.</u> " Amend Design Principle E - Streets and Spaces para (e) by the addition of the following: " ... <u>This will be supported by the opportunity to personalise private outdoor spaces, and there should be an opportunity for this on all residential properties.</u> "	

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
Jeremy Williamson	Para 2.11 Just to note that separate analysis being undertaken.		Land at Warwick Place in GCC ownership is to be included in the site are of the Brief.	Amend Plan 2 to include land in GCC ownership at Warwick Place within the Brief.	65

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Plan 2: Site Analysis and Opportunities



Threshold between Dowty House and the site needs to be addressed to respect residential amenity.

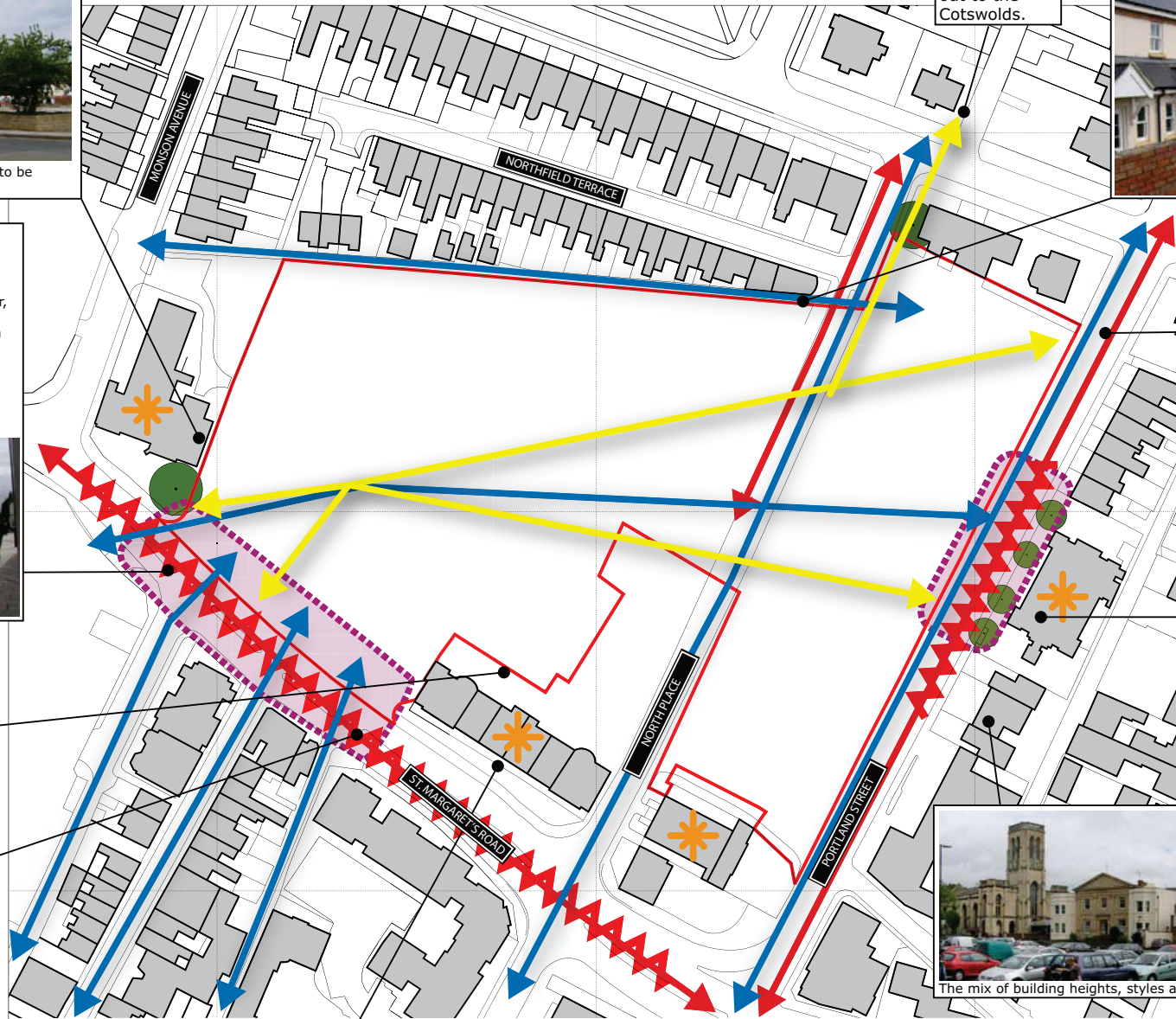


Proposals to address vehicular, pedestrian and cyclist circulation within the wider town centre context, plus potential connections to the town centre.



Currently used for residential parking.

Proposals need to consider St Margaret's Road and traffic flow, particularly crossing points and linkages with the town centre.



Consider views out to the Cotswolds.



Northfield Passage is a pedestrian route with a mix of frontages and rear gardens. Proposals will need to consider this boundary and threshold.



Potential for better pedestrian and cyclist linkages to Pittville Park to the north.



Development to address key Regency and Church frontage along Portland Street.



The mix of building heights, styles and densities surrounding the site should be considered.



St Margaret's Terrace (Grade II* listed) and adjacent buildings to east currently back onto site. St Margaret's Terrace is one of the only terraces in Cheltenham whose rear has formal symmetry. Little of the original rear gardens survive. Thresholds between proposals and residential amenity will need to be addressed.



Indicative only, do not scale

- land in public ownership
- existing buildings
- significant tree

- landmark
- vehicular access
- pedestrian access

- existing severance
- view in/out
- public space opportunity

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The risk				Original risk score (impact x likelihood)			Managing risk				
Risk ref.	Risk description	Risk Owner	Date raised	I	L	Score	Control	Action	Deadline	Responsible officer	Transferred to risk register
1.01	Failure to re-adopt revised SPD may result in there being no redevelopment of the site	GL/JW		3	2	6	Accept	Role of Task Force key to success			

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Local development framework

CHELTENHAM

Local development framework

**CHELTENHAM CIVIC PRIDE URBAN DESIGN
FRAMEWORK**

2010 Revision

SUPPLEMENTARY PLANNING DOCUMENT

Adopted

December 2010

Cheltenham Borough Council

www.cheltenham.gov.uk

Cheltenham Civic Pride Urban Design Framework - Supplementary Planning Document -

Preface

Original 2008 Preface

The draft Supplementary Planning Document was approved for consultation by Cheltenham Borough Council Cabinet on 12 February 2008.

It was published on Monday 3rd March 2008 and can be viewed electronically via the following link http://www.cheltenham.gov.uk/site/scripts/documents_info.php?documentID=670&pageNumber=2

A hard copy of the Supplementary Planning Document together with supporting documentation can be accessed at all Cheltenham libraries, neighbourhood centres and the Municipal Offices.

The draft Supplementary Planning Document was subject to public consultation between 3rd March and 28th April 2008. Following consideration of representations received it was adopted by Cheltenham Borough Council on 28th July 2008 as a Supplementary Planning Document within the Local Development Framework (LDF) and will be a material planning consideration when the Borough Council determines any relevant planning applications.

2010 Revision Preface

The economic slump and other factors have led to questions as to whether it is possible to effectively deliver the North Place and Portland Street Development Brief – a Technical Appendix to this SPD adopted as part of it in July 2008. This is a conclusion which has been reached by the Cheltenham Development Task Force which was set up by the Council and its partners to drive forward the Civic Pride programme and bring key regeneration sites forward for Cheltenham.

While there is a commitment to retain the principles embodied within the 2008 document the fixed interpretation – particularly the range of uses - needs to be made more flexible in the light of changing circumstances.

In order to incorporate the changes into the statutory planning framework, this Cheltenham Civic Pride Urban Design Framework SPD and its Technical Appendix - North Place and Portland Street Development Brief have been amended and readopted. They were put through the adoption process jointly. Both were subject to a consultation which ran between 23rd August and 1st October and were adopted by Cheltenham Borough Council on 13th December 2010.

Revisions to this SPD were only made in respect of changes necessary as a consequence of

2010 Revision – Schedule of changes	
Figure 10	replaced
Paragraphs 3.37 to 3.42	revised

those made to the Technical Appendix. These are in the following sections:

The documents form part of the Cheltenham Civic Pride Urban Design Framework SPD sitting within the Council's Local Development Framework and are each a material planning consideration when the Borough Council determines any relevant planning applications.

For further information contact the Council's Built Environment Division:

Phone	01242 264328
E-mail	builtenvironment@cheltenham.gov.uk
In writing	Cheltenham Borough Council, Municipal Offices, Promenade, Cheltenham, Gloucestershire, GL50 1PP

Documents can be viewed on-line at www.cheltenham.gov.uk/urbandesign.

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Cheltenham Civic Pride Urban Design Framework - Supplementary Planning Document -

1. Introduction

1.1 Civic Pride is a project to boost the local economy of Cheltenham through an enhancement of its town centre streets and public spaces. Cheltenham Borough Council, together with Gloucestershire County Council and the South West Regional Development Agency (the Partnership) have jointly funded a consultancy study with four main parts:

- i) Urban Design Strategy
- ii) Transport Strategy
- iii) Public Realm Strategy
- iv) Development proposals for three sites

This study is called the
Cheltenham Civic Pride Urban Design Framework



What is an Urban Design Framework?

1.2 An Urban Design Framework (UDF) is a collection of documents that will help to guide decisions on the planning and development of our town centre. The UDF is a comprehensive study that seeks to address various issues. These include how to make the town more attractive, how to make the transport system more efficient and how to support sustainable lifestyles, making it easier for people in Cheltenham to live and work in a more sustainable way.

1.3 The UDF must also consider that the proposed improvements to the town centre will not be funded through grants. This is because Cheltenham, due to its relative affluence, is not a national priority for central government intervention. It is therefore intended that improvements will be funded through the redevelopment of three council owned sites:

Jargon Buster

What is Public Realm?

The parts of a village, town or city (whether publicly or privately owned) that are available without charge for everyone to use or see, including streets, squares and parks.

What is Urban Design?

Urban design involves the design of buildings, public spaces, landscapes and streets. It considers how these different elements work together and then creates guidance and processes to guide successful development.

What is Planning?

In England and Wales, the planning system details what can be built and where. It sets down the principles and regulations that help to protect the environment in our towns, cities and countryside.

1.4 Royal Well, North Place/Portland Street and St. James Square. The UDF must therefore consider the commercial viability of developing these sites, whilst still adhering to the urban design, transport and sustainability objectives of the project.

A Balanced Project

1.5 The UDF has to balance the different agendas described above before arriving at its final proposals. This has sometimes involved compromising certain objectives and trading-off others, in order to create an overall framework for improvement that will not only make the town centre more attractive and accessible for its residents, visitors and businesses, but will also be the basis of a project framework that is realistic to deliver. A simple analogy would be that of a table. Each of the four strands of the UDF is like the leg of a table - if one of the legs is taken away the table becomes unstable.

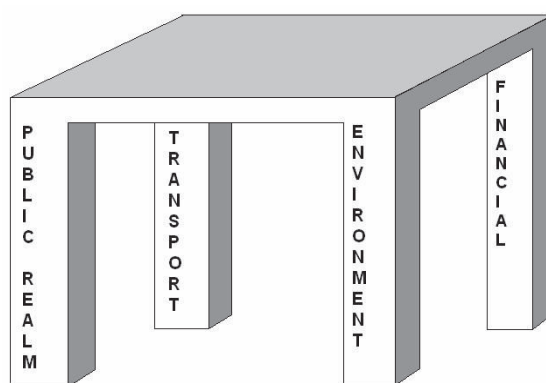


Figure 1: Urban Design Framework

2. The Project

Basic Facts

2.1 The funding for the UDF has come from the South West Regional Development Agency SWRDA, Cheltenham Borough Council and Gloucestershire County Council. The consultancy firm Halcrow was commissioned in May 2006 to produce the UDF.

2.2 Following consultation and adoption by Council, the Cheltenham Civic Pride Urban Design Framework has become a Supplementary Planning Document (SPD) within the Local Development Framework (LDF). This means that it will become an important or 'material' consideration in planning decisions. Details of what this means are explained below:

Planning Context:

2.3 The Planning and Compulsory Purchase Act came into force in 2004 and set out significant changes to be made to the planning system. It requires the existing Cheltenham Borough Local Plan to be replaced with a new style of development plan known as a Local Development Framework (LDF).

2.4 The Cheltenham Borough Council LDF will be one of the most important series of documents published by the Council. It deals with development, helping to conserve the special environment of Cheltenham and identifying land which will be needed for future development. The policies set out in the LDF will influence decisions on planning applications and support the council's proposals for managing traffic in the town¹.

2.5 The LDF is a folder of local development documents that outlines how planning will be managed in Cheltenham. For an indication of its structure see figure 2 below. The Civic Pride Urban Design Framework will be a Supplementary Planning Document (SPD) within the LDF². Supplementary Planning Documents expand or add details to policies laid out in development plan documents.

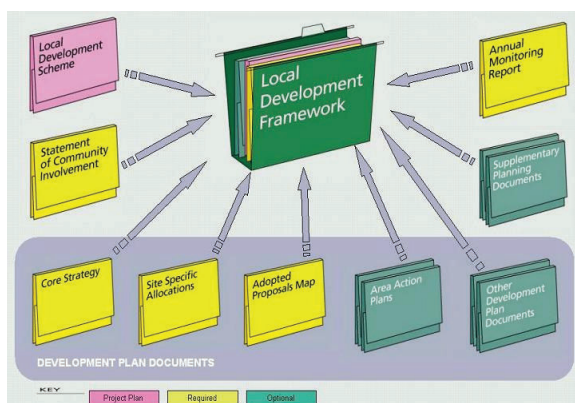


Figure 2: LDF structure

2.6 There are a number of relevant local plan policies to which this SPD relates. These can be viewed via the following link:

<http://www.cheltenham.gov.uk/libraries/templates/thefuture.asp?FolderID=59>

Principal local plan policies include:

- Core policies CP1 – CP7 – sustainable development
- Policy PR2 – land allocated for mixed use development

¹ Transport issues affecting Cheltenham are comprehensively covered in The Local Transport Plan (LTP). The LTP is administered by Gloucestershire County Council.

² For more information about the LDF process visit the planning portal at <http://www.planningportal.gov.uk/uploads/ldf/ldfguide.html>

The Consultants' Reports

2.7 As part of the UDF the consultants have produced a number of reports. These are listed below. The purpose of this report is to summarise the main themes in the consultants' reports and clarify the policy of the Council. The consultants' reports will be referenced in this document as technical appendices. Owing to the length of the technical appendices these reports are available online at the Cheltenham Borough Council website³.

- i) Civic Pride Urban Design Framework SPD (this document)

Technical Appendices

- ii) Civic Pride Baseline Study – Halcrow July 2006
- iii) Urban Design Strategy (UDS) - Halcrow October 2006
- iv) Public Realm Strategy (PRS) - Halcrow Jan 2008
- v) Transport Strategy (TS) - Colin Buchanan October 2006
- vi) Traffic Impact Assessment (TIA) - Colin Buchanan March 2007
- vii) North Place & Portland Street Development Brief (NPDB) - Halcrow Jan 2008; Revised 2010
- viii) Royal Well Development Brief (RWDB) - Halcrow Jan 2008
- ix) Sustainability Appraisal (SA) – Halcrow Feb 2008
- x) Strategic Environmental Assessment (SEA) – Halcrow Feb 2008 (incorporated into SA document)

How the proposals have been formed

2.8 The work of the consultants has been monitored and regularly reviewed by two different groups. These are an Officer Working Group (OWG) and a Member Steering Group (MSG). The OWG is a multi disciplinary group consisting of experts from the three different partners. It meets monthly to offer technical advice to the consultants. The MSG contains a member from each of the three political parties in Cheltenham and the Gloucestershire County Council Lead Cabinet Member for Environment and Community. It meets on a regular basis and acts as a sounding board to help guide Civic Pride policy.

2.9 The proposals in this report are a summary of the professional views of the consultants, modified where appropriate by the guidance of the Officer Working Group and Member Steering Group. The technical appendices consist entirely of the consultants work and support this document. The features of the Civic Pride Urban Design Framework SPD are as follows.

³ www.cheltenham.gov.uk/urbandesign

3. Civic Pride Urban Design Framework

Baseline Study:

3.1 The first task for the consultants was to produce a baseline study that defined the objectives of the project. This study built on the work of an unadopted 2001 Cheltenham Urban Design Framework⁴ and incorporated the SWRDA Civic Pride Initiative objectives⁵. The main objectives of the Civic Pride Project can be summarised as follows:

3.2 **Environmental Objectives:** To provide a context for decisions on urban design, planning, transportation, street scene and maintenance issues that will produce high quality and imaginative public realm. To deliver an exemplar sustainable solution to provide benefits for people living, visiting and working in the town.

3.3 **Economic Objectives:** To stimulate economic development within the town centre. To link economic growth to skills retention and development. To enhance the town's reputation as a national centre of culture and encourage investment in the leisure, tourism and retail sectors.

3.4 **Transport Objectives:** To set the context for reducing town centre traffic impact, improving accessibility for walking, cycling, disabled people, public transport users and businesses. To provide the context for the provision of accessible and safe public car parking and for integrating local, regional and national bus and coach nodes. To establish a basis for reclaiming street space in order to introduce public realm enhancements.

3.5 **Property Objectives:** To provide the context for decisions on the development of the three sites.



3.6 Following the baseline study the consultants produced three distinct strategies: an Urban Design Strategy, Public Realm Strategy and Transport Strategy. They also produced development briefs for Royal Well and North Place/Portland Street⁶. The main features of these strategies and development briefs are as follows:

Urban Design Strategy (UDS):

⁴ The 2001 Urban design Framework (Latham Architects) was effectively a study for further work or feasibility study that informed the present piece of work.

⁵ <http://www.southwestrda.org.uk/what-we-do/regeneration/civic-pride.shtm>

⁶ St. James Square has been taken out of the statutory consultation process and will be consulted on separately

3.7 The UDS is a strategic framework to ensure that individual projects and interventions are not conceived of as isolated schemes, but rather, contribute to a coherent urban design structure for the town. Key features include:

3.8 **Urban Structure:** Cheltenham should have a more integrated and permeable town structure (figure 3). Boots Corner should have pedestrian priority so that it forms the heart of the town as the intersection of two important pedestrian/shopping axes; the medieval High Street and regency Promenade. The North/South promenade route should be extended north from Boots Corner to North Place and then Pittville Park. This would allow Albion Street area to be regenerated in line with the DPDS retail study⁷. This will also help with the regeneration of North Cheltenham. Gateways to the town centre, such as Tewkesbury Road, London Road and Gloucester Road should be made more attractive and marked by landmarks. The River Chelt should be celebrated where possible (UDS p 22).

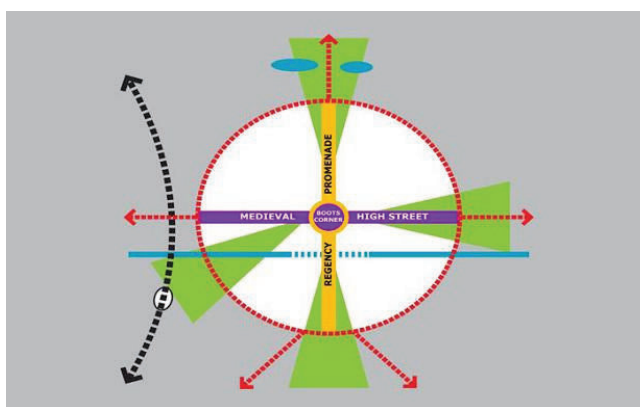


Figure 3: Urban Design Structure

3.9 **Green Structure:** A green corridor connecting Montpellier Park with Pittville Park should be created, encouraging a promenading theme to reflect Cheltenham's spa town past. Increased planting where possible in new public squares, on St. Margaret's Road, on buildings and on town centre approaches and gateways (UDS p26).

3.10 **Public Spaces:** There are opportunities for new or enhanced public spaces at Boots Corner, North Place, Royal Well/Crescent Place, Montpellier Walk, Imperial Square, Winchcombe Street/Regent Arcade & Brewery/St. Georges Place. (UDS p25). The main priorities for the creation of new public spaces are Boots Corner, North Place and Royal Well. A high standard of design and finish will be expected at these sites.

⁷ Cheltenham Retail and Leisure Study, DPDS Consulting, December 2006

3.11 Streetscape Improvements: There should be

more shared space in the town centre where possible. Street clutter, such as superfluous signs, lampposts and street furniture should be reduced where possible. Buses should be discouraged from laying over or stopping for unnecessarily long times. Improved materials should be used wherever possible (further details in Public Realm Strategy below) (UDS p29).

3.12 Quarters Concept: Cheltenham town centre has seven distinct but overlapping quarters. The UDS sets out general principles for land use and design parameters that could help to target public intervention, inward investment and marketing within each of these quarters (UDS p41)⁸.

Transport Strategy:

3.13 The consultants analysed Cheltenham's transport network and proposed four traffic management schemes. These schemes modified the existing road network in order to allow the public realm improvements identified in the UDS and PRS. Two preferred schemes were tested using the Gloucestershire Highways 'SATURN' Transport Model⁹. The findings of this modelling process were detailed in the Traffic Impact Assessment Report (section 3.19). The main features of the two schemes tested are set out below:

3.14 Phase I: removes vehicle traffic from Boots Corner, Royal Well Rd and North Street. These roads will remain open to public transport and taxis (TS p22)¹⁰.

Jargon Buster 2

What is Streetscape?

The elements within and along the street that define its appearance, identity, and functionality, including adjacent buildings and land uses, street furniture, landscaping, trees, highway, and pavement treatments.

What is Shared Space?

Shared space is the design, management and maintenance of public spaces which reduces the adverse effects of conventional traffic engineering. It is based on the observation that individuals' behaviour in traffic is more positively affected by the environment of the public space than it is by conventional traffic control devices (signals, signs, road markings, etc) & regulations.

What is Street Furniture?

Street furniture includes bus shelters, litter bins, seating, lighting, railings and signs. It includes any structure in and near to the highway.

⁸ The detailed design and implementation of the Civic Pride projects will preserve and enhance the character of the Conservation Area in a manner compatible with the relevant Character Area Appraisal.

⁹ The Central Severn Vale SATURN Model is a strategic traffic assignment modelling facility and provides a detailed picture of Cheltenham's town centre vehicle movements.

¹⁰ In the Transport Strategy 2006, Phase 1 is referred to as 'Do Minimum, Phase II is Option 2

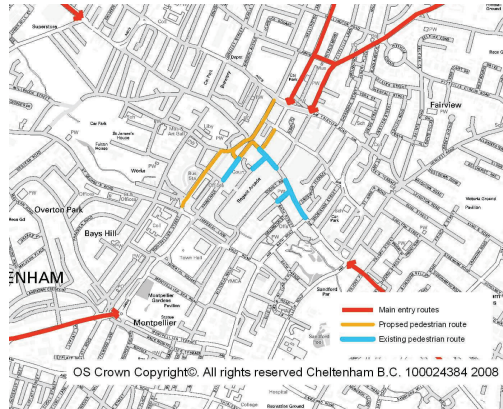


Figure 4: Transport Strategy Phase I (Larger scale image at appendix II)

3.15 Phase II: Phase II is based on Phase I but it takes the key objective of reducing traffic in the town centre further, by removing the remaining section of the inner ring road formed by Bath Road and Oriel Road (TS p24). The strategic traffic currently using this route would be dispersed on to other roads around the town centre. However, Phase II is not to be pursued at this time, as it does not currently have the backing of the Highway Authority (GCC). It will remain a possible future option or second phase, subject to funding, planning policy and the support of the Highway Authority.

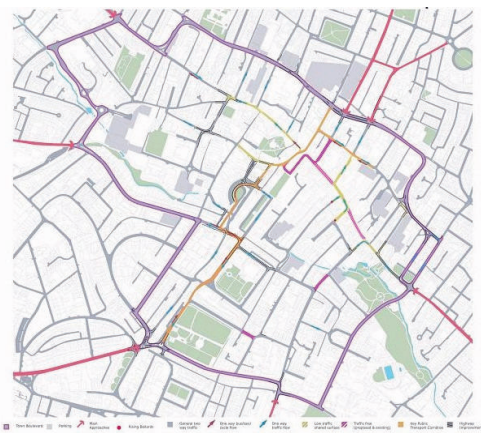


Figure 5: Transport Strategy Phase II

3.16 Public Transport: Crucial to the Transport Strategy, and something included in both phases, is the creation of a two-way public transport spine running from north to south. This will allow a rationalisation of the bus network, with operator cost savings and more efficient routes for customers. This is in line with the Council's Sustainable Community Strategy (TS p45).

3.17 Cycling: A mesh of cycle routes could be established across the town centre with interchanges at approximately 300m centres. This was a philosophy adopted in Delft in Holland which is widely seen as an exemplar in Europe. Streetscape and design improvements such as removal of street clutter could assist in reducing on-street cycle accident rates and will improve the cyclist's experience.

3.18 **Parking:** As Civic Pride is reliant on developing existing surface car parks, there may be a reduction in parking capacity in future years¹¹. This is however subject to many factors and needs to be weighed against the advantages of developing these car parks which will achieve significant economic and social benefits that outweigh any potential issues arising from a loss of capacity¹².

3.19 **Mitigation:** Mitigation measures are being investigated to offset any future shortfall in parking capacity, these include:

- i) *Park and Ride* – There are plans to expand the number of spaces at Arle Court Park and Ride and to create new facilities at Uckington and Shurdington. Cheltenham Racecourse will continue to provide a park and ride facility.
- ii) *Improved public transport* – The transport strategy will increase the attractiveness of public transport to the town centre, by encouraging quicker and more frequent bus services. The availability of free public transport for the elderly has already had some impact in reducing the demand for town centre parking.
- iii) *Retaining and improving existing car parks* – An appropriate level of parking capacity will be retained at North Place/Portland Street car park and there is the possibility of increasing the capacity of other town centre car parks through sensitive development¹³.
- iv) *Provision of seasonal spaces* – CBC and GCC are actively investigating the possibility of using the car parks of large local firms at weekends to provide additional parking at peak times such as Christmas and during festivals.



Figure 6: Example of multi-storey car park (left) overlooking public space

¹¹ Physical counts of car park usage on both a typical shopping day and during the busy Christmas period were carried out. These studies demonstrated that there is currently an over provision of public parking in Cheltenham town centre.

¹² The specific location for disabled parking is a level of detail that will be worked out at the planning stage. There is no plan to reduce the overall number of town centre disabled parking places. There may be opportunity to increase the number of spaces. There maybe some reassignment of disabled parking locations.

¹³ For example, decking could be 'wrapped' with single aspect uses to reduce visual impact.

3.20 Transport Contributions: The Council has an adopted SPG on development contributions towards transport infrastructure cost. The Civic Pride SPD establishes a higher materials specification than the Transport Contributions SPG had envisaged within the town centre. Accordingly where the Transport SPG triggers a contribution towards work, which the Civic Pride requires to be at an enhanced level, the contribution will be enhanced accordingly to enable the Civic Pride specification to be implemented.

Traffic Impact Assessment (TIA):

3.21 The consultants tested the two proposed traffic schemes (Phase I and Phase II) using the SATURN Transport Model. It was expected that this could demonstrate a displacement of traffic on the network when sections of the inner ring road were blocked to normal traffic. The results of the modelling are set out in the TIA report (appendix) - in summary it can be noted that:

3.22 **Phase I:** The model demonstrated no significant build up of traffic in any particular road. There is a significant decrease of traffic in the town centre. Displaced traffic will be evenly distributed across the road network. With traffic management improvements on St Margaret's Road and junction improvements on Albion Street, Phase I could be accommodated within the existing road network (TIA p20).

3.23 **Phase II:** The model showed a greater reduction in town centre traffic, but there would be significant increases in traffic at peak times in certain parts of the road network. Additional road improvements would be required at Lansdown Road/Montpellier Walk junction and Bath Road/Montpellier Terrace. These junction improvements would create a significant capital cost (TIA p33).

3.24 Key Outputs of Phase I:

- i) Allows re-development of Boots Corner, Royal Well and Albion Street
- ii) Improved and more 'pedestrian friendly' town centre
- iii) Allows streetscape improvements and the creation of high quality public spaces
- iv) Impetus for regeneration of west High Street through increased pedestrian footfall

3.25 Key Outputs of Phase II:

- i) Outputs as per Phase I, plus:
- ii) Allows streetscape improvements to Oriel Road/Bath Road.

3.26 **Transport Conclusion:** Due to the results of the TIA and after consultation with the Highway Authority it is proposed that Phase I is the transport option that is the most realistic to implement in the short term. Phase II is reserved as a possible future option subject to Gloucestershire Highways support, further feasibility studies and funding being identified.

Public Realm Strategy (PRS):

3.27 The PRS builds on the work of the UDS and Transport Strategy by providing a more detailed rationalisation of CBC and GCC's approach to both the management of and intervention in the public realm. It sets out a cohesive approach to unifying elements such as signage, lighting, public art, street furniture and materials across a hierarchy of different street types (figure 7 and figure 8). The main features of the PRS are as follows:

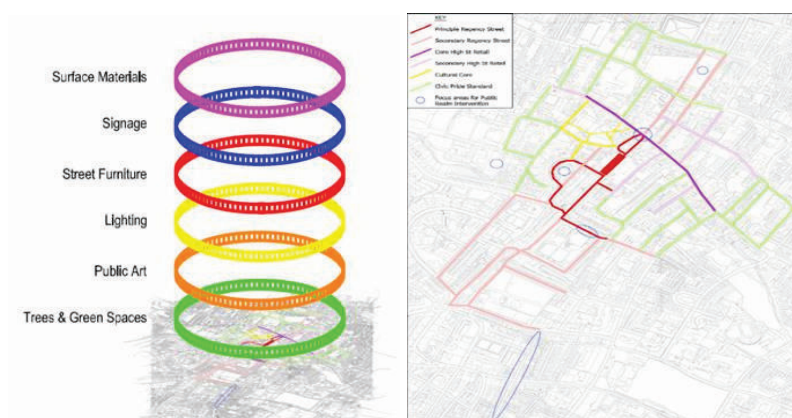


Figure 7: Public Realm: Thematic Approach

Figure 8: Street Types (appendix ii)

3.28 **Materials:** The report builds on the UDS quarter approach by suggesting a hierarchy of different paving materials and laying techniques for different quarters. For example, the cultural core streets should have 400-900mm random length high quality natural stone paving and principal regency area streets a 600mm random length yorkstone slab¹⁴ (PRS p10). An appropriate maintenance budget for enhanced materials must be considered.



3.29 **Direction and Location Signage:** Signs should be clear and accessible but not dominating the streetscape; only located where relevant; reinforcing a qualitative statement about the value of the public realm; not following a specific period style in order to unify historical and modern developments; and using specifically designed 3D maps to display easily recognisable landmarks. Signs could be colour coded by quarter and should use a bespoke and contemporary design (PRS p11).

¹⁴ The exact choice of materials is subject to Highway Authority approval.

- 3.30 **Street furniture:** Street furniture, including seats, benches, bins, bollards, cycle racks, bus shelters and tree surrounds, should not reflect any heritage style or imitate a point in history. The materials used should be durable and vandal proof. The designs should be simple, stylish, elegant and versatile (PRS p13).



Figure 9: Quality distinctive environment

- 3.31 **Lighting:** Lighting of the public realm will enhance the town after dark by providing a clear sense of place and vibrancy, whilst proving a safe environment for all users of the town centre. Where possible lighting should be upgraded to more sustainable contemporary styles. Lighting of significant buildings during festivals will improve legibility. Any new lighting should use low carbon LED technology (PRS p14).
- 3.32 **Public Art:** Public Art should establish a coherent pattern to understand the town. This should be expressed through quarters, gateways, linkages and movement. Gateways are possible locations for public art and lettering and paving materials can also be used. One major piece is better than many unsuccessful ones (PRS p16).
- 3.33 **Decluttering:** The PRS sets out the principle of rationalising street furniture and signage and removing unnecessary street clutter (PRS p7).

North Place and Portland Street Development Brief:

- 3.34 The consultants have produced a development brief to guide the redevelopment of North Place and Portland Street. This will be submitted to the market with an invitation to tender for development proposals. The main principles of the development brief are as follows:



- 3.35 **Urban Design:** There is a key opportunity to form a northern gateway to the town centre. Focussed on a high quality civic square addressing Holy Trinity Church to the east of the site and becoming a magnet/destination area north of the High Street. Clear pedestrian linkage to the Brewery and High Street through a strong east-west diagonal link between Dowty House and Holy Trinity Church. This should exploit the meeting of geometries and views of these historic buildings. (NPDB p10).

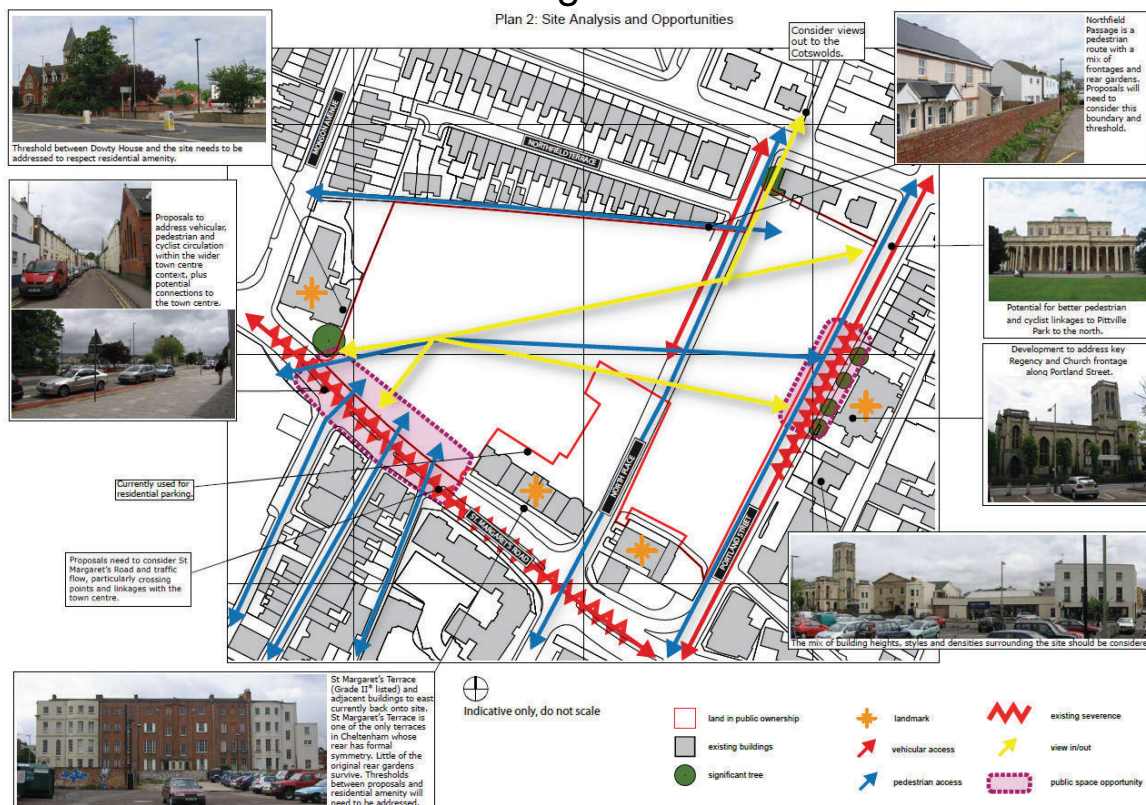


Figure 10: North Place Development Principles (appendix ii)

3.36 There is an opportunity to create a striking contemporary northern extension to the town centre using high quality materials and design and public art. There should be increased planting to continue the green corridor from the Promenade to Pittville Park using the new space in front of the Church to shift the axis. There should be shared space on North Place. There is an opportunity for landmark building on south west portion of site.

3.37 **Land Use:** The site should be mixed town centre uses, including residential (including a minimum of 40% affordable dwellings), commercial (e.g. office, retail etc.), leisure, arts, bus interchange, parking and public spaces. Residential should be a mix of apartments and townhouses and must conform to Cheltenham Borough Council's existing planning policies. The residential units can have a maximum of five storeys.

3.38 **Transport:** There are a variety of access opportunities to the site. However, the Highway Authority's view is that the introduction of a new junction onto St Margaret's Road would introduce further delays and congestion to an existing vital transport corridor and vehicular access to the site here is unlikely to be acceptable. Additionally, choice of access points will not be allowed to compromise urban design objectives which are seeking the creation of vibrant streets and spaces, good pedestrian linkages and enhanced street scene. Portland Street would remain part of the existing road network to ensure access and permeability. There is a major opportunity to enhance the quality and appearance of both St Margaret's Road and Portland Street. Also, improving junctions will help pedestrian and traffic movement and thus address existing congestion. Any access proposals to the site will be subject to modelling. (NPDB p17).



3.39 **Parking:** The site needs to provide car parking for the following:

- i) Residential parking levels will be agreed with the planning and highway authorities and will be based on evidence related to the need of accommodation provided and the availability of parking in and around the development overall.
- ii) About 300 public car parking spaces.¹⁵
- iii) Other uses will be provided with limited parking to meet their essential operational and service requirements only. It is expected that any office parking would be available at weekends for public parking.

3.40 There are a variety of options for the location of parking. Residential and commercial parking will be designed to provide safe and secure areas for both person and vehicle, offering well lit spaces with good natural surveillance. This parking can be provided on-street in secure, overlooked locations. Undercroft parking is acceptable if the buildings in which it is located provide active frontages. Underground public parking may be acceptable subject to the suitability of ground conditions. Decked parking may also be acceptable if suitably designed and screened, for example with green walls and/or single aspect development to provide active edges. Rear parking courts in residential and general commercial areas are not acceptable as they create insecure intrusions into the core of blocks and are inefficient in their use of space (NPDB p17). Adopted parking solutions will be expected to respect the Council's ambition for quality public realm and development that enhances the character of the town. Public parking will need to positively consider the needs of the evening economy in terms of charging regimes, opening and closing times etc.

3.41 **Sustainability:** There is an opportunity to incorporate a range of sustainable design and construction techniques into the development, including maximise the 'due south' orientation of new buildings, using the diagonal axis as a key structuring element, thereby improving passive solar gain and low-carbon energy systems. Green roofs on buildings on the civic building and green walls to improve air quality and screen car park development are examples of best practice. Opportunities to create exemplar eco build will be actively

¹⁵ The St. Margaret's SPG (adopted 1999) sets a target of 800 parking spaces for the North West portion of the town centre. As the NCP and High Street car park provide approximately 500 spaces there is a need for at least 300 spaces at North Place and Portland Street.

encouraged. The development should aim to achieve at least Level 5 of the code for Sustainable Homes and 'very good' under the BREEAM environmental building standards; to assist in achieving each standard design should incorporate Crime Prevention and Secured by Design. (NPDB p15)¹⁶.

- 3.42 **Constraints:** Land adjoining existing residential areas must be carefully considered. Sensitive consideration must be given to Holy Trinity Church & St. Margaret's Terrace (grade II*) in terms of heights, setbacks, development intensity and elevational treatments. English Heritage consent will be required for this development.

Royal Well Development Brief:

- 3.43 The consultants have produced a development brief to guide the redevelopment of Royal Well. This will be submitted to the market with an invitation for development proposals. The main principles of the development brief are set out below:



Figure 11: Concepts for Royal Well

- 3.44 **Urban Design:** The Royal Well site creates an opportunity for a unique development utilising the existing landmark architecture, public space, trees and green space. There is a chance to better integrate the currently 'hidden' public space into the town centre; creating a new "destination" and creating links to the cultural quarter at Clarence Street. Improving the rear of the Municipal Offices will enhance the setting of the historic Royal Crescent. The removal of through traffic will enable Royal Well to become a pedestrian dominated space. An improved Royal Well will also act as a new town centre gateway for people accessing the town centre on foot or cycling via the Honeybourne Line (RWDB p 16).

¹⁶ New developments should conform to Cheltenham Borough Council Supplementary Planning Guidance "Waste Minimalisation in Development Projects" Sept 2006.

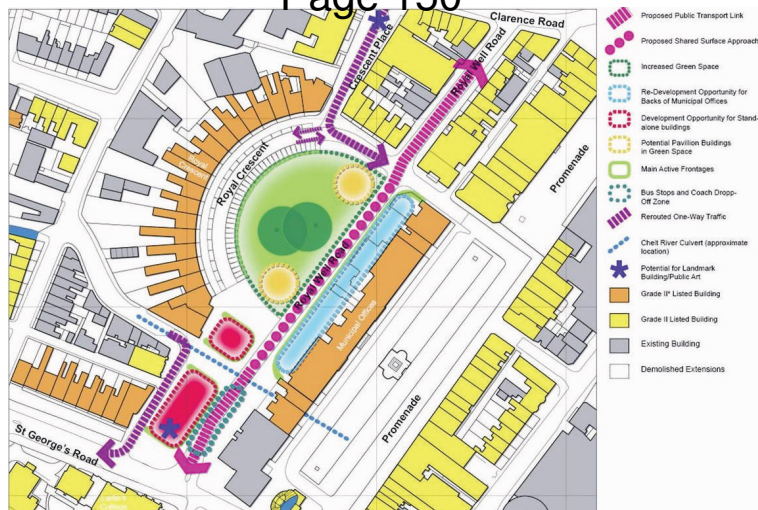


Figure 12: Royal Well Development Principles (appendix ii)

3.45 Land Use: Mixed use development with potential for leisure, retail and residential uses (RWDB p9). The scale and form of development to the rear of the Municipal Offices will be dependent on English Heritage approval and will be subject to an in depth conservation management plan (currently being commissioned).

3.46 Transport: As Royal Well Road forms an important part of the North-South bus spine it is proposed that the road will be closed to all normal vehicular traffic, but will remain accessible to public transport, taxis, cyclists and walkers. This will help to improve permeability in the town centre. However, because one of the principal drivers for the redevelopment of this important site is that an attractive new public space is created, the location of bus stops is an important consideration (RWDB p15).

3.47 It is proposed that a more thorough analysis of the most suitable locations for the various types of bus and coach services across the town centre be undertaken (town, country and national). However, the initial analysis has identified four options for the coach station: 1) Coach drop off point remains at current location but is rationalised and given sensitive design treatment. 2) Coach station moved to alternative site. 3) No specific coach station. Coaches drop off where appropriate e.g. National Express on the Promenade, day trips outside the Town Hall, country buses along the bus spine - lay offs discouraged within the town centre area. 4) Coaches pick up/drop off at Park and Ride.

3.48 Parking: The current private parking along Crescent Place will remain, but the public car park at Chapel Walk will be removed and redeveloped. It is unlikely that there will be opportunities for the creation of significant amounts of new car parking within Royal Well. There will also be limited opportunities related to the new building. However, in line with sustainable transport policies and due to enhanced public transport access, the Council will discourage parking for non-residential uses. In any event, residential parking will not be permitted to exceed an average of 0.8 spaces per unit. Underground car parking is unlikely to be possible owing to the location of the site within the floodplain, but it would be considered if a technical solution could be identified which was acceptable to the Environment Agency.

3.49 **Environment:** The retention of the London Plane trees on Royal Well green is essential.

There should be careful consideration of potential flood risk and the development proposal should demonstrate the application of sustainable development principles and provision of “beacon” sustainable solutions (RWDB p13).

3.50 **Constraints:** The River Chelt culvert runs east to west in the south of the site. In order to retain access to the culvert no development is permitted above and within eight metres either side of the culvert. The site is currently in flood risk zone 3. A site specific Flood Risk Assessment is required to ascertain the extent of the highest risk sections of the site. English Heritage permission will be required for any new building to rear of the Municipal Offices. There is a need to retain views of the Ladies College, Chapel and Royal Crescent.

Appendix One: Source of additional information

Contacts

Cheltenham Borough Council Planning

Urban Design &	Wilf Tomaney	01242 264145
Landscape	Claire Stenson	01242 264191
Planning Policy	Tracey Crews	01242 264382
North Place Development Control	Ian Crohill	01242 264249
Royal Well Development Control	Martin Chandler	01242 774940
Conservation	Karen Radford	01242 775218
Building Control	Iain Houston	01242 264293

Gloucestershire Highways	Amanda Lawson-Smith	01452 425609
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Cheltenham B.C. Housing Enabling	Lois Taylor	01242 774718
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Cheltenham B.C. Legal	Jonathan Noel	01242 775117
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Environment Agency	Ruth Clare	01684 864383
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Appendix Two: Larger scale diagrams

Figure 4: Transport Strategy Phase I

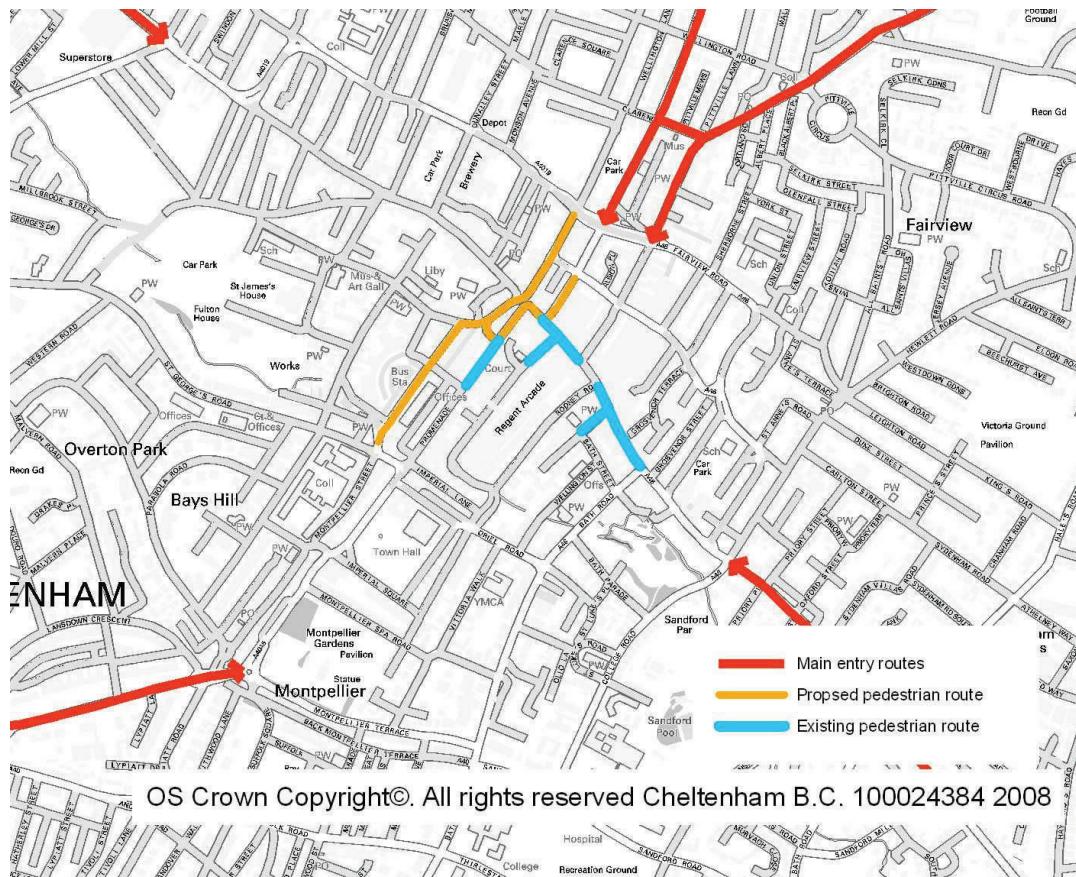


Figure 7: Public Realm: Thematic Approach



Figure 8: Street Types

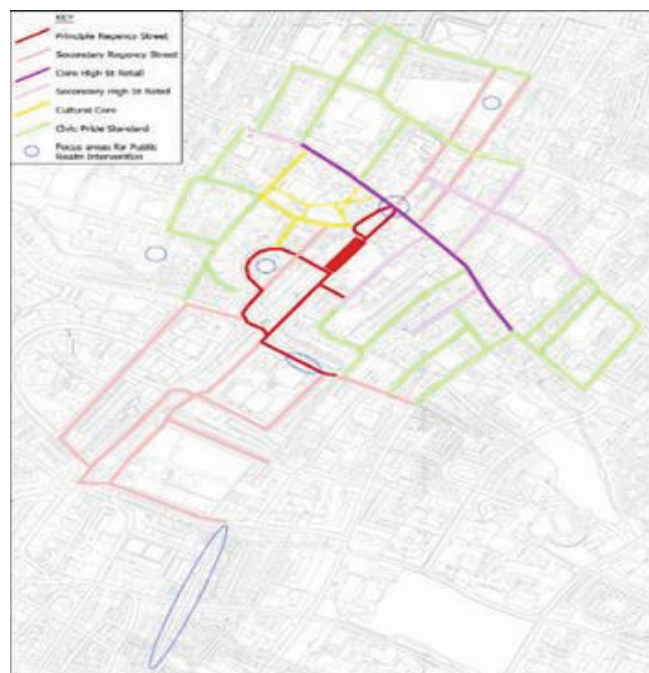


Figure 10: North Place Development Principles

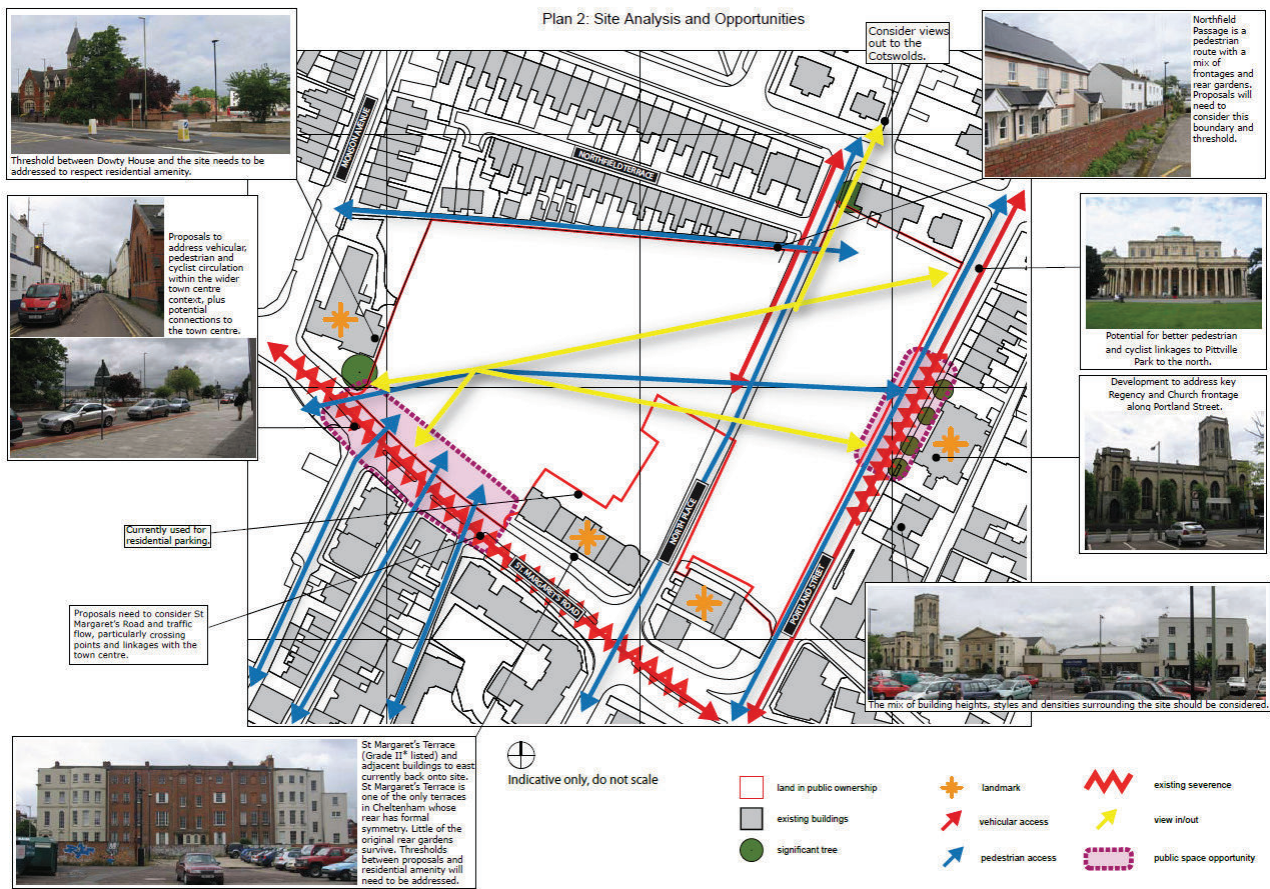
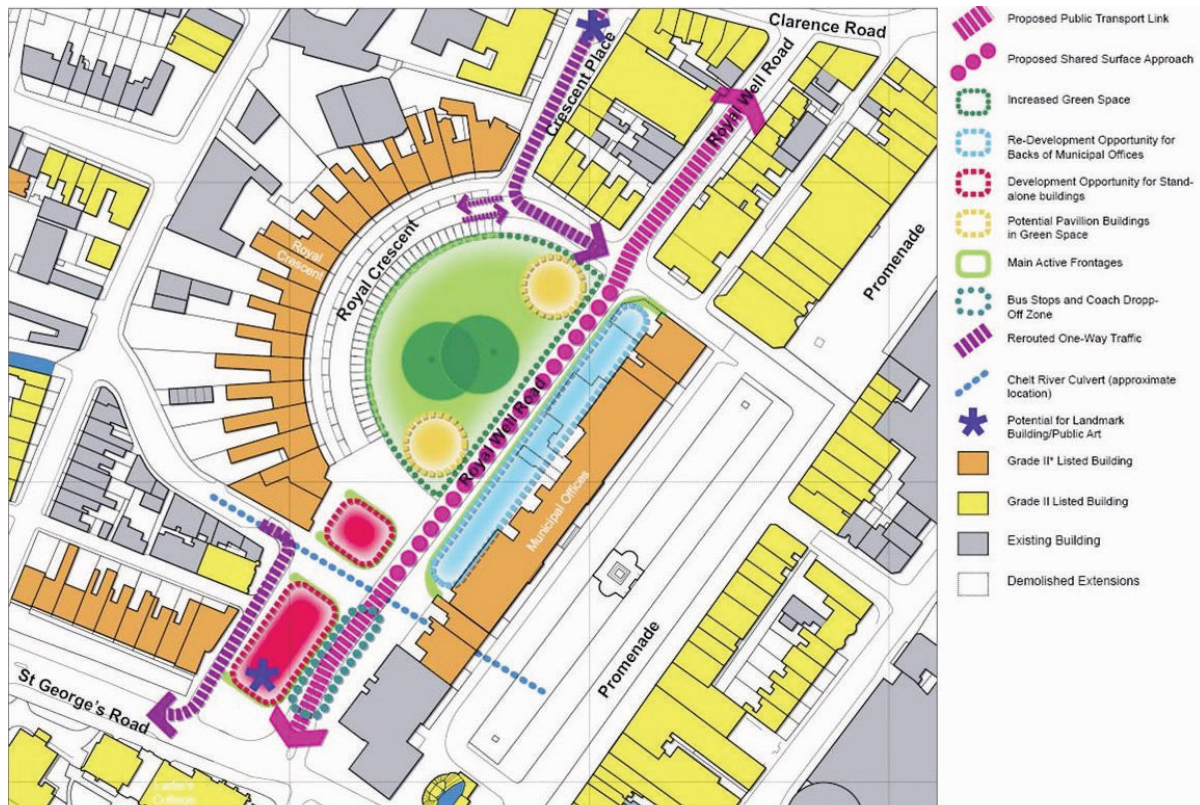


Figure 12: Royal Well Development Principles



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Cheltenham Civic Pride Urban Design Framework

**Cheltenham Borough Council
South West Regional Development Agency
Gloucestershire County Council**

Technical Appendix:

North Place and Portland Street Development Brief

2010 Revision

Adopted - December 2010

On 28th July 2008 the North Place and Portland Street Development Brief was adopted by Cheltenham Borough Council as a technical appendix to the Civic Pride Urban Design Framework Supplementary Planning Document (SPD) within the Local Development Plan (LDF).

The economic slump and other factors have led to questions as to whether the Brief, as adopted, can effectively be delivered. This is a conclusion which has been reached by the Cheltenham Development Task Force which was set up by the Council and its partners to drive forward the Civic Pride programme and bring key regeneration sites forward for Cheltenham.

So, whilst there is an absolute commitment to retain the principles embodied within the 2008 document the fixed interpretation – particularly the range of uses - needs to be made more flexible in the light of changing circumstances.

This Brief has been revised to reflect both these changes and a changing statutory planning framework. Consequential changes have also been made to the SPD.

This Development Brief is a Technical Appendix to the Civic Pride Urban Design Framework SPD. Both the revised Brief and the revised SPD were adopted by Cheltenham Borough Council Cabinet on 13th December 2010.

Both were subject to a consultation which ran between 23rd August and 1st October.

The documents form part of the Cheltenham Civic Pride Urban Design Framework SPD sitting within the Council's Local Development Framework and are each a material planning consideration when the Borough Council determines any relevant planning applications.

For further information contact the Council's Built Environment Division:

- Phone 01242 264328
- E-mail builtenvironment@cheltenham.gov.uk
- In writing Cheltenham Borough Council,
Municipal Offices,
Promenade,
Cheltenham,
Gloucestershire, GL50 1PP

Documents can be viewed on-line at www.cheltenham.gov.uk/urbandesign.

1. Introduction

Background

- 1.1. This Development Brief forms part of the Cheltenham Civic Pride Urban Design Framework (UDF) prepared for the South West Regional Development Agency (SWRDA), Cheltenham Borough Council (CBC) and Gloucestershire County Council (GCC). These three bodies are now partners in the Cheltenham Development Task Force, along with the Homes and Communities Agency.
- 1.2. Once approved, this development brief will form a Supplementary Planning Document (SPD) within Cheltenham's Local Development framework (LDF) and will be a material consideration when the Borough Council in its role as Local Planning Authority determines any planning applications for the site.
- 1.3. Cheltenham is a thriving town set at the foot of the Cotswold scarp. It grew significantly in the late 18th /early 19th centuries when it was a popular spa resort. It was developed as a number of set-piece estates to a masterplan. This left an extensive legacy of Regency buildings and formal gardens. However, the streets in its core are frequently dominated by vehicular traffic and the traffic management paraphernalia which accompanies it. Pedestrian access to, and in some cases within, the town centre is often difficult, with many routes being cut by the town's two ring roads. In addition a number of prominent sites are underused and have a negative impact on the quality of the street scene.
- 1.4. **The principal aim of the Civic Pride project is to build upon the regency heritage of the town by revitalising the street scene, including the buildings, streets and spaces in order to bolster the town's economy.**
- 1.5. The UDF process has analysed transport, economic, environmental and land-use issues affecting the town in order to create strategies to achieve this aim. Part of the project focuses specifically on the redevelopment of council owned sites to be promoted as exemplars of sustainable development. North Place and Portland Street car parks form one of these sites.
- 1.6. The key Civic Pride documents set out below, establish the context for this Development Brief. Together with this brief and its companion for the Royal Well site they make up the UDF and development on this site must comply with their various proposals.

Masterplan Report	Halcrow Group Ltd	September 2007
Public Realm Strategy	Halcrow Group Ltd	March/December 2007
Transport Strategy	Colin Buchanan	April 2007
Phase 2 Scenario Testing	Halcrow Group Ltd, Nisbet LLP and King Sturge	December 2006
Urban Design Strategy	Halcrow Group Ltd	October 2006
Baseline Report	Halcrow Group Ltd	October 2006

- 1.7. The following key factors have impacted upon potential future uses:
- a. An independent market re-appraisal by specialist property advisers which questions whether the Brief, as adopted in 2008 is deliverable in the current market conditions
 - b. The decreasing likelihood of the creation of a new build Civic Hub in the austere economic climate that we now find ourselves
 - c. Further site analysis including ground investigation work because of localised contamination resulting from the site's use as a coach station raises challenges for the medium density housing.
 - d. The opportunity for speculative office build is perceived as limited, however the Borough Council does not wish to rule it out if it is deliverable. Furthermore, Joint Core Strategy's emerging Employment Land Review recognises the value to economic investment of area-specific regeneration which improves the quality of the environment. Consequently, the Brief introduces opportunities for a wider range of commercial development on the site (e.g. office, retail etc.) along with a range of other potential uses.
 - e. Following recent detailed transport modelling work there has been an examination of opportunities to relocate Royal Well bus bays, currently serving the national coaches and rural services to the town. These bays, when relocated, will cater for services with a stopping time of no longer than 20 minutes. It is proposed that these bays are located at the southern end of the North Place/Portland St site, and will be in addition to the stops located along the proposed "bus spine" which will cater for the urban services.
- 1.8. The need to reappraise the development brief for this site is not unique and there is evidence that several sites across the Borough are being reconsidered as a result of the challenging financial circumstances being faced by landowners and developers alike.

Purpose of the Brief

- 1.9. This Development Brief sets out the Council's planning requirements for development of the site in order to secure high quality, sustainable, mixed-use development that will also preserve and enhance the special character of Cheltenham. The Brief aims to provide flexibility to enable developers to bring forward innovative design proposals for the site, once the basic design and sustainability parameters have been met.

Main Objectives

- 1.10. The Council wants development on the site to satisfactorily resolve issues of design, layout, use, access, car parking and street scene. Proposals will be in accordance with the policies of the existing Local Plan together with national planning policy guidance (see Appendix). It will provide mixed use development which:

- a Is an exemplar of sustainable development and design quality in both building form and street scene
- b Creates a vibrant mixed-use hub acting as a catalyst for regeneration north of the High Street
- c Encourages the use of sustainable transport modes
- d Delivers series of spaces on St Margaret's Road which improve pedestrian movements and streetscene and creates a vibrant, safe street.
- e Maintains about 300 town centre public car parking spaces to support the retail attraction of the town centre
- f Creates town centre streets and spaces which are pleasant, safe and vibrant with their own sense of place
- g Creates a series of high quality public spaces which
 - i. enhances the setting of Holy Trinity Church
 - ii. establish a green corridor linking the town's two historic promenades (The Promenade and Pittville Park).
 - iii. addresses the pedestrian severance between St Margaret's Road and the Brewery by delivering clear pedestrian connections
 - iv. mark significant focal points within the site
- h Preserves and enhances the existing historic architecture.

2. Development Context

- 2.1. Since the adoption of the Brief in 2008, much of the contextual information has been up dated. This section contains information which is current as at July 2010.

Location

- 2.2. The site consists of two extensive surface car parks on cleared sites about 250 metres north of the High Street (Plan 1). Together they total about 2.1 ha. Generally, to the north, west and east of the site are historic residential suburbs; to the south and east is town centre related development.

Planning

- 2.3. The site is allocated for mixed use development under Policy PR2 of the Cheltenham Borough Local Plan. The uses identified in the Plan are housing with a minimum 100 units, including 50 affordable dwellings; public car parking; public open space; and other possible public uses. Since the Plan's adoption in 2006 market conditions have changed significantly and there is detailed evidence to guide the most appropriate type of development, for example in the Housing Needs Assessment (2009). The overarching housing issue to address on the site is the delivery of affordable housing and the Council now considers this is best reflected in Policy HS 4 a generic housing policy which requires a minimum of 40% affordable housing and it will be seeking this level of provision through the development of the site.
- 2.4. The site is within the Central Conservation Area and is covered by the Old Town Character Appraisal and Management Plan, an adopted SPD.
- 2.5. Both of these documents form part of the statutory planning framework for the site. A list of the most relevant planning documents and policies is appended: they will be used to determine planning and related applications for the development of the site.

Land Ownership

- 2.6. The land is owned by Cheltenham Borough Council (CBC), with a stopped up road (Warwick Place) in the south of the site owned by Gloucestershire County Council (GCC).

Historic Context

- 2.7. The location of the site within the Central Conservation Area gives the site a status as a designated heritage asset within Planning Policy Statement 5. This document requires all parties (potential developers and planning authority) to understand the significance of heritage assets both in terms of this particular site and the significance of nearby heritage assets and their settings. A separate heritage assessment for the site is being prepared independently to assist with the interpretation and assessment of any future proposals, to enable "the understanding of significance" requirements of PPS5 to be fulfilled. This analysis will assess the following characteristics:
- The heritage significance of the site, being a site located with the conservation area
 - The significance of nearby assets and the contribution of their setting;
 - The general character and distinctiveness of the local buildings, spaces public realm and the landscape;
 - Landmarks and other features that are key to a sense of place;
 - The diversity or uniformity in style, construction, materials, detailing, decoration and period of existing buildings and spaces;

- The topography;
 - Views both into and from the site and its surroundings;
 - Green landscape;
 - The current and historic uses in the area and the urban grain.
- 2.8. Historically the sites were principally dominated by two uses. The majority of the area of North Place car park was the site of a large detached 19th century house with large landscaped gardens until the construction of the Black & White coach station. The house was subsequently demolished and the garden used as coach parking and then a car park. The site of Portland Street car park was Victorian housing of mixed quality around an internal lane until demolished in the latter half of the 20th century. In terms of street layout - North Place and Portland Street existed on their current lines; St Margaret's Road extended only as far as North Street in the east, with the east-west route involving a dog-leg along Warwick Place until its extension as part of the construction of the northern relief road in the 1980's. The maps of 1884 and 1902 provide some helpful visual clues as to the historic layout.
- 2.9. The site lies within the Central Conservation Area and although it has no structures within the curtilage there are buildings within close proximity that are listed as II*, II or alternatively noted on the Index of Buildings of Local Interest.

Archaeology

- 2.10. The Gloucestershire County Council Archaeology area summary (a desk based survey) for the car parks carried out in 2001 identified the following potential for archaeological finds.
- “The Desk Based Assessment identified a field boundary and trackway which may be pre-medieval, a probable medieval field system, a terrace of buildings dating to at least 1800, small scale building development covering a period between 1806 and 1855, and a C20 coach station and car parks. Any C19 buildings with cellars will have destroyed evidence of earlier activity. The Desk Based Assessment identified an area which appears to have remained largely undeveloped through the C19 and C20, where it is possible that earlier features and deposits will have survived. {Source Work 6468.}”*
- 2.11. This analysis suggests that the likelihood of any earlier features surviving on Portland Street is remote given that this area was previously Victorian housing with cellars. However there are elements of North Place that may have survived relatively undisturbed and where further analysis and investigation would be appropriate.

Flood Risk

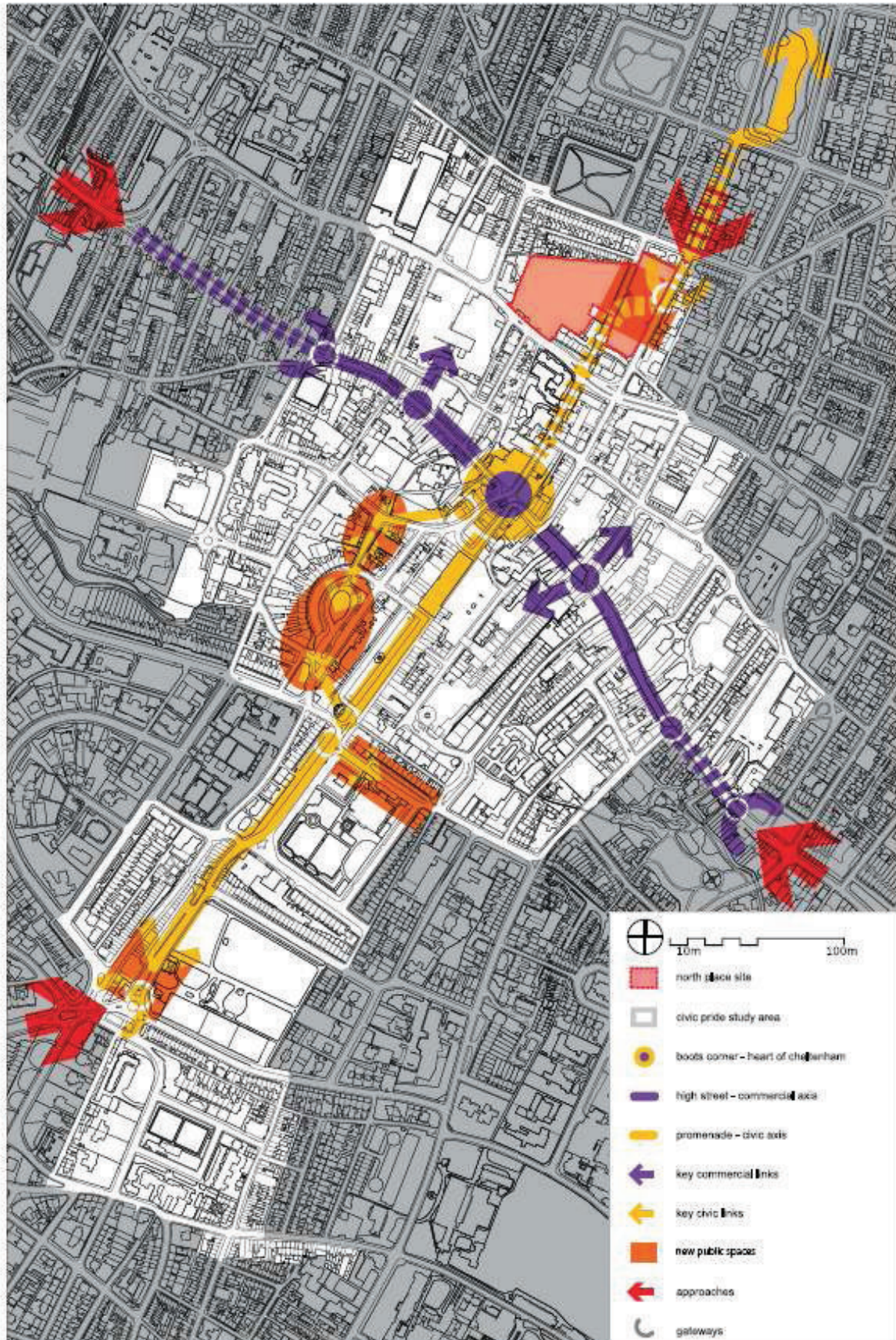
- 2.12. Flood risk is recognised as a significant issue for Cheltenham residents following the events of 2007. As such this site will be considered as Stage 2 of the Strategic Flood Risk Assessment, the findings of which are expected in Autumn 2010. An extract from the Environment Agency in response to the initial brief is at Appendix 2. From the response analysis it is evident that with an appropriate approach and well developed strategy the site can realise a significant number of the strategic aims set out in the original Development Brief. The greening helps support the biodiversity, whilst underground car parking can be achieved so long as due regard is made to the water table and aquifer.



1884 Map



1902 Map



Plan 1: Site Location

Analysis

2.13. Plan 2 gives an analysis of the site and its surroundings. The main points are

- a The site is a flat cleared brownfield site, with little of aesthetic value – a few semi mature trees are set on the Portland Street and St Margaret's Road boundaries.

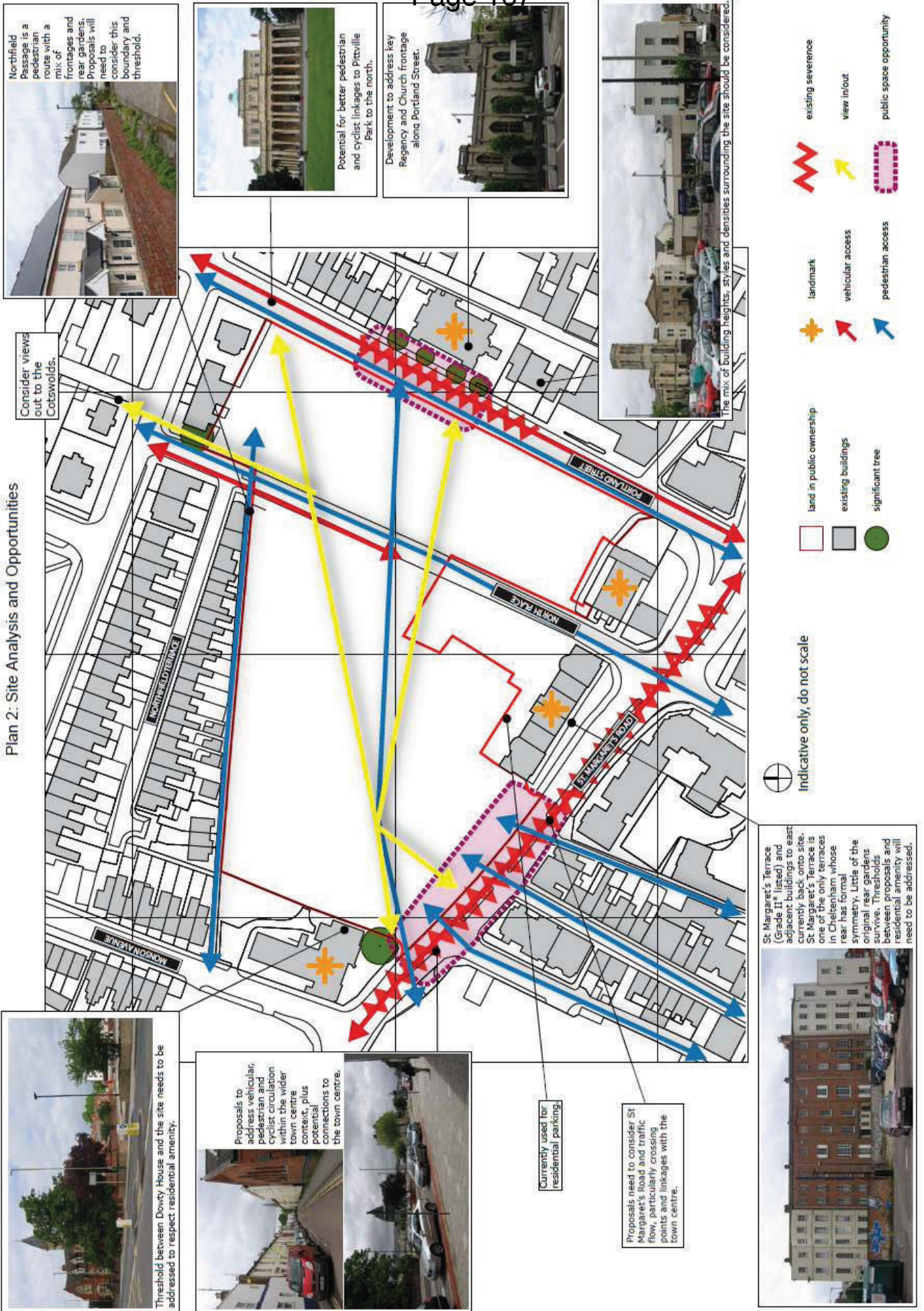
Movement

- b St. Margaret's Road is part of the orbital northern relief road and heavily trafficked at peak times. The considerable amount of paraphernalia associated with managing traffic on St Margaret's Road has a negative impact on the quality of the street;
- c Portland Street is historically the main northern approach to the town centre, though at this point it is currently one-way out of town with a contra-flow in-bound bus lane. It is heavily trafficked;
- d North Place splits the site;
- e Warwick Place is decommissioned highway used for parking as part of the neighbouring health club and is an unsightly edge to the site which should be incorporated into the redevelopment;
- f A number of important pedestrian routes come into and pass through the site – linking the town centre, the Brewery, Pittville Park and northern residential suburbs;
- g The site is well located for most bus routes in the town.

Neighbouring development

- h The site is addressed by the rear of predominantly residential buildings at Northfield Terrace and Clarence Square to the north, St Margaret's Terrace to the south and Dowty House to the west;
- i Across Portland Street to the east is a mix of building styles, heights and uses (residential, religious, commercial);
- j The Brewery, a recent retail development, is across St Margaret's Road to the south west;
- k A number of key neighbouring buildings are listed and the site is within the Central Conservation Area.

Plan 2: Site Analysis and Opportunities



St Margaret's Terrace (Grade II* listed) and adjacent buildings to east currently back onto site. St Margaret's Terrace is one of the only terraces in Cheltenham whose rear has formal symmetry. Little of the original rear gardens survive. Thresholds between proposals and residential amenity will need to be addressed.



Constraints

2.14. Plan 2 gives an analysis of the site and its surroundings. The main points are:

- a The amenity of adjacent residential uses needs to be protected
- b There is a requirement to consider the adjacent Listed Buildings and their settings, in particular Holy Trinity Church and St Margaret's Terrace rear elevation
- c There are a number of views across the site to Holy Trinity Church, St Mary's Church and to the Cotswolds
- d St Margaret's Road and Portland Street experience heavy traffic flows and have few opportunities for pedestrian crossing;
- e The site may contain archaeological remains
- f There is a need to retain about 300 public car parking spaces on the site in some form
- g The site has limited localised contamination resulting from former use as a coach station.

Opportunities

2.15. Plan 2 identifies some of the site's opportunities.

- a Public consultation on various elements of the Civic Pride Urban Design Framework, demonstrated significant support for the approaches outlined in this brief - notably support for mixed use development on North Place/Portland Street, addressing pedestrian severance from the town centre and delivering high quality streets and public spaces. The redevelopment of this site offers an opportunity to build on that support.
- b The site is in a strategically important location on the edge of Cheltenham's town centre on two major routes. It provides a key opportunity to form a new northern gateway to the town centre. Redevelopment of this site also provides an excellent opportunity to expand the core of the town centre, by creating a new focus for the town north of the High Street.
- c As a cleared brownfield site, with few redeeming features, the site is a blank canvas for a major new development, with its own sense of place and the opportunity to create bespoke spaces and streets.
- d The site has the potential for the development of blocks on a strong east-west orientation, providing a good opportunity for an environmentally sustainable development with a low carbon footprint.
- e The location within the historic fabric of the town and its well developed block structure establishes a strong framework with the potential to build a network of urban blocks, streets and spaces – see PPS5 historic context statement
- f The site offers the opportunity to provide a mix of suitable town centre and edge of centre uses. The following uses are required on the site, other uses may be appropriate where they contribute to the objectives of the brief:

- i. Residential development which reflects the findings of the Housing Needs Study (2009)- with a minimum of 40% affordable units
- ii. Employment-generating uses
- iii. A 6 bay bus node for local and national buses.
- iv. Public car park for about 300 cars – here, there is an opportunity to consider placing parking underground as one of a number of options.
- g The site should realise Civic Pride Urban Design Strategy objectives around the provision of new public space and pedestrian linkages between the Promenade and Pittville Park
- h The site also offers an opportunity to create internal linkages and viewing corridors and a series of high quality public spaces which
 - i. enhances the setting of Holy Trinity Church
 - ii. provides high quality public spaces
 - iii. link the towns two historic promenades (The Promenade and Pittville Park)
 - iv. addresses the pedestrian severance between St Margaret's Road and the Brewery by delivering clear pedestrian connections
 - v. mark significant focal points within the site
- i There is a further opportunity to provide strong active building frontages and space along St Margaret's Road and Portland Street either of which could be developed as boulevards or tree-lined avenues.
- j There are wider views of the Cotswold Scarp and town centre churches which, if retained, could enhance the structure and layout of the development.
- k There is the potential to radically re-consider traffic management arrangements and to enhance the road corridor in St Margaret's Road. This would help to address the problem of pedestrian severance, improving linkages to the town centre and creating a pleasant street in line with the various strategic objectives of the Civic Pride Urban Design Framework. Subject to traffic modelling, Portland Street may also have the potential for a radical reconsideration of traffic management arrangements, such as 2-way working, which coupled with streetscene enhancements may help to create significant improvements in movement, activity and character.

3. Development Principles

- 3.1. This section details the land use and design requirements for the development of the North Place and Portland Street sites. They emerge not only from the analysis of the sites, but from the principles established in the other parts of the Civic Pride Urban Design Framework. As such **this section needs to be read in conjunction with the Civic Pride Urban Design Strategy, Transport Strategy and Public Realm Strategy**. Plan 4 illustrates the broad principles.

Land Use

- 3.2. The site is suitable for a range of mixed town centre and edge of centre uses which will help to secure the sustainability of the wider site. This Brief does not specify the full range of acceptable uses; it will be for the developer to justify proposed uses in terms of an ability to deliver the various objectives of the Brief and the wider Civic Pride documentation. However, the following are the explicit requirements of the Council:
- a Residential units – a minimum of 100 units with a minimum of 40% affordable housing (see policy HS4 of the Local Plan)
 - b Commercial development that enhances the economic offer of the town centre particularly where it provides significant job creation and training opportunities, local supply chains, a reduction in travel miles for goods and/or the potential to secure organisations with a demonstrable commitment to corporate social and environmental responsibility
 - c Six bay bus node with facilities for local and national services with ancillary services including toilets, refreshments and, possibly ticket and management space. There is not likely to be a long-stay lay-over requirement for coaches
 - d About 300 public car parking spaces – potentially underground
 - e New landscaped public squares and spaces

Design Principles

- 3.3. The site will require sensitive planning and design. Set out below are a series of headline design principles which are detailed in turn in the boxes which follow.
- A “Beacon” sustainability solutions are a key Civic Pride objective and public ownership of this site presents a unique opportunity to secure exemplar standards of sustainability.
 - B The site requires the creation of a coherent and cohesive block structure, street hierarchy and design philosophy.
 - C High quality design is essential. Proposals will respond positively to the site’s historic context, avoiding pastiche and delivering a style which is clearly “of its time”. They will establish a sense of place. Sustainable movement links and important views through and beyond the site will integrate with the rest of the town. Design processes will contribute positively to placemaking and the creation of an attractive and distinct place.
 - D Sustainable movement choices will be maximised including the integration of enhanced pedestrian linkages between the town centre, the site itself and other parts of the town to the north
 - E The site will deliver a series of vibrant streets and spaces bounded by active building frontages in order to ensure an interesting and safe public realm. They will enhance the setting of Holy Trinity Church; link the towns two historic promenades (The Promenade and Pittville Park); link the site and the Brewery development; and mark significant focal points within the site

Design Principle A Sustainability

- a Development will incorporate a range of sustainable design and construction techniques, for example;
 - i passive solar design
 - ii heat exchange and natural ventilation systems
 - iii utilisation of high thermal mass construction techniques
 - iv high standards of insulation
 - v low-carbon or renewable energy systems
 - vi measures to reduce water consumption and promote water re-use
- b Roof gardens and green walls should be used to announce the area's sustainability credentials and may become a public viewing gallery, with views across the town, and to Cleeve Hill. Green walls will soften any blank or inactive elevations (such as a decked car park, or end wall).
- c Any development should be designed to a minimum Level 4 Code for Sustainable Homes as a minimum with a commitment to increase this across the site where viable or BREEAM Very Good as a minimum.
- d Surface water runoff will be minimised (current levels of runoff will not be increased) using sustainable urban drainage systems – for example landscaped areas, permeable surface, green roofs etc
- e Materials should be sourced locally wherever possible and procured from sustainable sources.
- f Sustainable waste management is required and must be a basic principle of the design. Developers will be required to submit a waste minimisation statement.

g Design Principle B Structure

- a The current split of the site along North Street offers an opportunity to consider the creation of two distinct character zones – though there may be other contextually sensitive layouts.
- b New streets should be aligned along important view corridors. There is an opportunity to create a focus with views to the Brewery and Dowty House tower to the west; church spires to the south (St Mary's and St Gregory's in particular); and Holy Trinity to the west. Any opportunities to retain glimpsed views of the Cotswold scarp should be retained.
- c A perimeter block approach to new development on the site, which builds on the surrounding historic form, will help to create a clear hierarchy of spaces and a clear distinction between private and public space. It will also present an opportunity to complete currently fractured building lines along Portland Street and North Place. The layout of streets and spaces should contribute to the strategic spaces around the site and seek to encourage links - both in terms of pedestrian and cycle movement and for the benefit of biodiversity.
- d Housing densities will demonstrate efficient use of land and respect impacts on neighbours.
- e Buildings of up to 5 storeys in height may be acceptable on main streets. However, heights are likely to be a maximum of 3 storeys on the northern and western edges in order to minimise the impact on neighbouring development.

- a The new development will take cues from, and respond positively to, the site's historic context in a manner which delivers a set of buildings, streets and spaces which are clearly of their time. Pastiche building designs will not be permitted.
- b As a publically owned site, the design process will bring together private and public sector professionals from a range of skills working as a team from concept to implementation. Engagement with stakeholders will be key. A quality audit system will ensure Civic Pride objectives are being met.
- c The design process will be based on placemaking – developing the vision for the site envisaged through the other Civic Pride Strategies before moving to detailed design of buildings and traffic management regimes.
- d Streets and spaces will establish the structure for the development of the site and they must be well considered both strategically and in detail using a landscape-led approach. Detailed landscape plans will be required with planning applications.
- e In order to help create an identity and sense of place the materials used in buildings, streets and spaces will be high quality and long lasting. For streets and spaces, the Public Realm Strategy sets out a set of requirements for street furniture, surface materials, lighting and other elements.
- f With a few notable exceptions, Cheltenham is not a town of individual iconic buildings and, in the main, proposals for the site should avoid such approaches. However, the detailed layout may offer opportunities to use distinct building forms and elements to mark an important corner or approach.
- g The quality of detailing will be important to the success of the proposals. The submission of detailed plans, sections and elevations will be required for selected elements as part of detailed planning applications.
- h The design and layout of streets, spaces and buildings - including the bus interchange and car parking - will create safe and secure environments. Streets and spaces will be active and vibrant. They will be enclosed by buildings which provide active edges and natural surveillance. There will be a structure to urban blocks, which maximises security of private spaces and service areas. Spaces and streets will meet Crime Prevention Through Environmental Design standards and buildings will meet Secured by Design standards. The development will incorporate the principles set out in Safer Places and, where appropriate, incorporate the requirements of Counter Terrorism mitigation.

Design Principle D Movement

The Civic Pride Transport Strategy sets a structure for strategic movement throughout the town. St Margaret's Road will take orbital traffic; Portland Street is a radial approach to the town centre. This establishes the context for movement within and around the site. The Strategy is currently under-going further modelling, the results of which are not yet available – potential developers are advised to check the latest situation with the Borough Council. In order to address how sustainable travel is delivered on the development, it is likely that there will be a requirement for a travel plan - advice is available from the Highway Authority.

- a The development of the site will encourage sustainable transport choices by adopting a hierarchy where ease of movement by pedestrians and disabled people is a first priority, then cyclists, public transport users, essential service vehicles and finally private cars.
- b An improved pedestrian environment is required on St. Margaret's Road and Portland Street - addressing areas of pedestrian severance and improving links between the town centre (Boots Corner, Pittville Street, Lower High Street and the Brewery), the site and the north of Cheltenham. Each street will be given a strong landscape structure with spaces and tree planting. The design will help to calm traffic speeds and ease congestion – the current traffic light regime will be reviewed. These treatments will facilitate the pedestrian link between the town's two traditional promenades (The Promenade and Pittville Park).
- c All streets will provide access for pedestrians and disabled people in a safe and attractive environment with plenty of seating so that the less able can rest en route. Shared surface streets in particular will be designed so that the visually impaired can use them safely and confidently.
- d Routes through the site will accommodate calmed cycling movement - providing convenient and safe links to the emerging wider network of cycle routes and addressing severance by major roads around the site. Cycle parking will be well overlooked, easily accessible and some will be covered.
- e Portland Street will accommodate a 6-bay bus node for local and national services, to include appropriate interchange and support facilities. It may include supporting taxi provision.
- f There are a variety of access opportunities to the site. The Highway Authority's view is that the introduction of a new junction onto St Margaret's Road would introduce further delays and congestion to an existing vital transport corridor and vehicular access to the site here is unlikely to be acceptable. Additionally, choice of access points will not be allowed to compromise urban design objectives which are seeking the creation of vibrant streets and spaces, good pedestrian linkages and enhanced street scene. Access proposals will be subject to modelling. All streets within the site will be designed to a maximum of 20mph.
- g The site needs to provide for car parking as follows:
 - i Residential parking levels will be agreed with the planning and highway authorities and will be based on evidence related to the need of accommodation provided and the availability of parking in and around the development overall.
 - ii About 300 public car parking spaces will be provided
 - iii Other commercial and retail uses will be provided with limited parking to meet their essential operational and service requirements only.

- h There are a variety of options for the location of parking.
 - i On-street or in public spaces – in secure, overlooked locations, suitably integrated in an attractive street-scene
 - ii Undercroft – subject to the creation of active frontages on ground floors
 - iii Underground – subject to suitable ground conditions
 - iv Multi-storey – subject to suitable screening with green walls or single aspect development to activate edges.
- Rear parking courts in residential and general commercial areas are not acceptable as they create insecure intrusions into the core of blocks and are inefficient in use of space.
- i Residential cycle parking will be at 2 spaces per unit in convenient, secure, dry locations.

Design Principle E Streets and Spaces

Other parts of the Civic Pride Urban Design Framework establish a vision and principles for the design and layout of streets which are attractive, avoid clutter and accommodate a variety of functions – including movement, social and recreational activity. The design and implementation of streets and spaces this site will comply with the all elements of the Urban Design Framework.

- a The site offers an opportunity to create a striking contemporary northern extension to the town centre using high quality materials and the integration of public art. The continuation of a green corridor from the Promenade up to Pittville Park is required through new tree planting combined with an integrated public art and lighting design.
- b The new buildings enclosing the streets and spaces will take their cue from surrounding historic development and make a positive contribution to on-street activity and passive surveillance. Street frontages will include main entrances at regular intervals and active rooms. In order to help activate frontages and protect amenity, private rooms, such as bedrooms and bathrooms will not be permitted on ground floor street frontages.
- c To encourage safe streets, cafes will be encouraged to spill out onto streets and spaces and residential development will have opportunities for personalised space on street frontage (balconies, front gardens etc).
- d Boundary treatments will be clear and identifiable and should demarcate private areas from those accessible to the public. For residential buildings, the treatment should provide privacy and security whilst maintaining natural surveillance. Commercial uses should front directly onto public space where possible, with little requirement for boundary or threshold treatment.
- e To engender a strong sense of place and community cohesion, streets should be designed as outdoor rooms accommodating variety activity (variously - movement, parking, quiet relaxation, children's play and social activity). As indicated earlier, a strong landscape structure is required to create attractive streets and spaces. There will be abundant tree and shrub planting, opportunities for public art and high quality surface materials. This will be supported by the opportunity to personalise private outdoor spaces, and there should be an opportunity for this on all residential properties.
- f Within the site, North Place and any new streets will be designed as shared streets allowing easy movement of pedestrians, cyclists and vehicles.

- g There is an aspiration that St Margaret's Road will see the introduction of structural tree planting, new surfacing and the creation of a series of landscaped spaces. Street clutter in the form of highway infrastructure will be minimised as part of the design process. The street will be humanised - accommodating orbital traffic, but delivering a strong pedestrian presence to calm traffic movement. Designs should reflect this aspiration as they meet this edge. Portland Street could be similarly improved by better landscape, traffic management and enclosure by buildings and uses which humanise and vitalise it
- h A new public space will mark the northern gateway into Cheltenham and connect the historic Regency promenades of Montpellier and Pittville. The square will:
 - i establish a suitable setting for buildings including the bus node
 - ii establish an enhanced setting for Holy Trinity Church – taking a cohesive surface treatment across Portland Street which accommodates through vehicular traffic but leaves open opportunity for the extension of the main square's activities at appropriate times
 - iii incorporate robust hard and soft landscaping, providing areas of sun and shade and enabling flexibility of use (including quiet space, performance, meetings, social activity, play, and through pedestrian movement)

4. Developer Contributions

- 4.1. Developer contributions will be expected to:
 - a Provide on-site affordable housing in line with local policy;
 - b Make appropriate provision for infrastructure and other public services including community facilities and education;
 - c Make provision for Green Travel Plans and other sustainable transport options;
 - d Provide play space and equipment appropriate for the site's residential space and potentially provision of an outdoor gym. This provision is likely to be linked to the cost of developing new public realm and streetscape;
 - e Provide for the enhanced materials required under the Public Realm Strategy

5. Planning and Related Applications

- 5.1. The process identified in the Design Quality section will require that the developer will enter into pre-application discussions with the planning authority prior to the submission of a planning application.
- 5.2. All planning applications must be made in full and in addition to detailed plans, sections, elevations, detailed public realm and landscaping plans must be accompanied by:
 - a A design and access statement illustrated with concept diagrams and sketches explaining the design principles on which the development is based and how these are reflected in its layout, density, scale, landscape, visual appearance and relationship to the town centre. Statements must be compliant with the CABI guidance on design and access statements.
 - b A sustainability and energy statement, to demonstrate the sustainability credentials of proposed developments. Use of the South West Sustainability Checklist for development should be considered to promote a consistent approach to realising the opportunities of sustainable design and construction
 - c A 3-D, Sketchup model or similar
 - d A transport assessment
 - e A mitigation strategy for known and unknown ground conditions.

An archaeological field evaluation has been commissioned by the Borough Council

A site specific flood risk assessment is not currently anticipated, subject to the emerging SFRA

- 5.3. Any planning consent will be accompanied by a condition restricting hours of working and access arrangements during construction in areas close to residential properties in order to protect residential amenity.

Planning Context

A full policy review is included within the Baseline Report, covering the general policy framework that applies to the Borough and the site. All the relevant planning guidance is available on the Councils' web site. Under the Planning and Compulsory Purchase Act 2004 local plan policies are saved until replaced by relevant development plan documents. Cheltenham Borough Local Plan is currently saved indefinitely. The following core policies and proposals are relevant to a future planning application which will need to show compliance with these policies where they are relevant:

Local Plan

The site is located within the Principal Urban Area of Cheltenham. The following policies directly affect the site:

BE1-7	Conservation Areas (the site is within the Central Conservation Area)
BE8-10	Listed Buildings
RT1-RT2:	Retail Development (the site is within the Core Commercial Area)
CP1	Sustainable Development
CP2	Sequential approach to Location of Development
CP3	Sustainable Environment
CP4	Safe and Sustainable Living
CP5	Sustainable Transport
CP6	Mixed Use Development
CP7	Design
CP8	Provision of Necessary Infrastructure and Facilities
BE1	Open Space in Conservation Areas
BE2	Residential Character in Conservation Areas
BE11	Buildings of Local Importance
BE16	Buildings in Conservation Areas
BE34	Nationally Important Archaeological Remains
BE34A	Archaeological Remains of Local Importance
NE4	Contaminated Land
HS1	Housing Development
HS2	Housing Density
HS4	Affordable Housing
RC5	Development of Amenity Space
RC6	Play space in Residential Development
RC7	Amenity Space in Housing Developments
TP 6	Parking provision in Development
TP127	Development and Highway Safety
TP130	Parking provision in Development
UI 1	Development in flood zones
UI 2	Development and flooding
UI 3	Sustainable Drainage Systems
UI 4	Maintenance strips for watercourses
UI 5	Culverting of watercourses
PR 2	Land Allocated for Mixed Use Development

Supplementary Planning Guidance (SPG) and Documents (SPD)

- Cheltenham Civic Pride Urban Design Framework SPD
- Central Conservation Area Old Town Character Area Appraisal and Management Plan (Feb 2007) (SPD) which gives guidance on how the preservation or enhancement of character can be achieved.

- Travel Plans (SPG) explains the circumstances in which Travel Plans are required and advocates a package of measures tailored to sites aimed at delivering sustainable transport objectives. It also sets out matters which may be subject to planning obligation.
- Sustainable Development SPG
- Sustainable Buildings SPG
- Public Art SPG
- Affordable Housing SPG see also Cheltenham Housing Needs Study (2009)
- Sustainable drainage systems SPG
- Planning obligations – transport SPG
- Public art SPG
- Security and crime prevention SPG
- Waste Minimisation in Development Projects SPD (Gloucestershire County Council)

Local Development Scheme (LDS)

Local Plan policies are saved until formally replaced by those in the Local Development Framework (LDF). Work is ongoing collaboratively with neighbouring local authorities to prepare Gloucester, Cheltenham and Tewkesbury Joint Core Strategy. This will provide the overarching strategy for meeting the development needs of the Joint Core Strategy Area over the plan period to 2026.

Strategic Planning Guidance

The saved policies of the adopted Gloucestershire County Council Structure Plan Second Review (1999) are still valid;

- S3 Development of land within built up areas.
- S.5 Community Services and Infrastructure
- S.6 Local Character and Distinctiveness
- S.7 Environmental Quality of Development
- H.7 Affordable Housing
- T.1 New Development and the Transport System
- T.9 Public Car Parking
- EN.1 Energy Conservation
- NHE.6 Historic Environment
- RE.2 Open Space Provision

National Policy

The following national Planning Policy Statements (PPS) and Guidance (PPG) are relevant;

- PPS1 Delivering Sustainable Development
- PPS3 Housing
- PPS4 Planning for Sustainable Economic Growth
- PPS5 Planning for the Historic Environment
- PPS 10 Planning for Sustainable Waste Management
- PPS 22 Renewable Energy
- PPS 23 Planning and Pollution Control
- PPS 25 Development and Flood Risk, including SUDS guidance
- PPG 13 Transport

Extract from Environment Agency response to initial North Place & Portland Street Development Brief - 11TH April 2008

The Environment Agency supports the principle of redevelopment at this site but wishes to make the following comments. The site is shown on our maps to be located in Flood Zone 1 which is the low flood risk zone, with less than a 1 in 1000 probability of fluvial flooding in any year. We would point out that the Strategic Flood Risk Assessment (SFRA) is yet to be undertaken, which assess all forms of flooding. There is a chance the SFRA could identify other forms of flooding affecting the site. However we anticipate that the site will be suitable for any development from a flood risk perspective. Regardless of the outcome of the SFRA the management of surface water flooding will be important.

Also we welcome that the SPD incorporates sustainable design principles and the provision of “beacon” sustainable solutions for this redevelopment.

Flood Risk

The site lies outside the flood plain of the River Chelt so the only issue from a flood risk perspective would be the management of the surface water drainage. A FRA in accordance with PPS 25 that addresses the risk of flooding from surface water run-off must support the planning application. We would encourage the use of sustainable drainage systems to be incorporated within the development. The intention to carry out a FRA which addresses surface water run-off for the development of this site should be incorporated within the development brief as this is a requirement of PPS25.

Land Contamination

We have no records for this site area for the type of previous land-use which existed. The brief refers to ‘brownfield’ land; from our local knowledge, this land was previously a residential area with possible commercial use. A full Desk Study should be carried out to determine a site history. No historic landfill data is available from our records for this area, but this does not mean that this area has not been land filled, as historically Cheltenham had many local clay and sand pits across the town which have been infilled with a variety of materials. This site is located on the Cheltenham Sand and Gravels a Minor aquifer, so there is a chance that this area has been locally quarried. We have no records of contaminated land at this site, but the local authority contaminated land officer should be able to confirm this further. Therefore, the Desk Study, Conceptual Model and Site Investigation will be required to support the planning application. The SPD should acknowledge this.

In terms of the parking options ... The ‘underground’ option may encroach into the Minor aquifer of the Cheltenham Sands which has a fairly shallow water table. This would mean that any development below the water table would need to consider tankering/ dewatering of the underground structure to reduce ingress of groundwater in the basement area. Sumps may also need to be incorporated into the basement to take any water away. This would be quite a challenge from an engineering point of view and very costly. An underground basement may also divert groundwater flows and affect any local abstractions in the area and flows to the River Chelt. Our concerns are that ground water should not be adversely affected and that any contamination is removed so there is no risk of creating pollution pathways. We recommend these matters are investigated prior to deciding upon the principle of underground parking. The SPD should reflect these constraints.

The documents listed (in original Section 5.2 – Planning and Related Applications) seem fairly high level and this reflects in the language used from the list (a) to (h). In our opinion (a) and (h) are very similar in content. We would prefer the wording in (h) as a ‘land contamination assessment’ is a standard requirement which would include: desk study, site investigation, risk assessment, remediation and validation. A

land contamination assessment should confirm if the site is contaminated and then made suitable for use.

Biodiversity

The site is currently used as a car park covered by hard standing on the whole redevelopment area. By redeveloping this site we would advise you to seek opportunities to create more green space which would positively improve this part of town. We also strongly support that you incorporate the use of green roofs and walls into the design principles. These features also help to increase biodiversity in town centre.



Cheltenham Civic Pride

Supplementary Planning Document

Revised North Place Development Brief
Sustainability Appraisal Report

August 2010

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Glossary:

ACDP	Audit Commission Data Profile
AQMAs	Air Quality Management Areas
BAP	Biodiversity Action Plan
CBC	Cheltenham Borough Council
CEEQUAL	Civil Engineering Environmental Quality Assessment
DPD	Development Plan Document
GCC	Gloucestershire County Council
HMSO	Her Majesty's Stationary Office
IMD	Indices of Multiple Deprivation
JCS	Joint Core Strategy
LA	Local Authority
LDD	Local Development Document
LDF	Local Development Framework
LDS	Local Development Scheme
LPA	Local Planning Authority
MSoA	Medium Super Output Area
NAQS	National Air Quality Strategy
NIs	National Indicators

NVZ	Nitrate Vulnerability Zone
ODPM	Office of the Deputy Prime Minister
PDL	Previously Developed Land
PPP	Polices, Plans and Programmes
RSS	Regional Spatial Strategy
SA	Sustainability Appraisal
SEA	Strategic Environmental Assessment
SOA	Super Output Area
SPD	Supplementary Planning Document
SPG	Supplementary Planning Guidance
SUDS	Sustainable Urban Drainage Systems
SWRDA	South West of England Regional Development Agency
UDF	Urban Design Framework

0

Non Technical Summary

0.1

Introduction

The Cheltenham Development Task Force consisting of Cheltenham Borough Council (CBC), Gloucestershire County Council (GCC), the South West of England Regional Development Agency (SWRDA) and the Homes and Communities Agency (HCA) has been tasked with delivering the Cheltenham Civic Pride Urban Design Framework (UDF)..This involves bringing together, updating and taking forward a number of studies to form an Urban Design Framework. The UDF has analysed transport, economic, environmental and land-use issues affecting the town in order to create strategies to improve Cheltenham's public spaces. It has focussed specifically on the redevelopment of three council owned sites and how these may be promoted as exemplars of sustainable development. The aim of the project is to preserve the regency heritage of the town whilst at the same time revitalising the street scene, including the buildings, roads and open spaces. This will help Cheltenham work towards its objective of becoming the most beautiful town in England. The scheme will also seek to attract investment from the private sector to add more leading retailers and other commercial users as well as smaller independent traders to the vibrant mix of shops and services already present in the town.

Part of the UDF comprises the North Place Development Brief which was previously adopted as a Technical Appendix to the UDF in 2008. However, due to the economic slump and other factors, questions have been raised as to whether the Brief, as adopted, can effectively be delivered. Therefore, the Task Force has now generated a revised option for the North Place Development Brief and upon considering the changes; it has been decided to revise the previous Sustainability Appraisal accordingly.

The Planning and Compulsory Purchase Act (2004) requires Sustainability Appraisal (SA) to be carried out on Local Development Plan Documents (DPD), and SPDs. In addition, the Environmental Assessment of Plans and Programmes Regulations (2004) require Strategic Environmental Assessments (SEA) for a wide range of plans and programmes, including DPDs. SAs and SEAs aim to help make planning more sustainable and provide for a high level of protection of the environment. It is possible to satisfy the requirements of both pieces of legislation through a single appraisal process; an approach which is taken here.

0.2

Purpose of this SA Report

This document is purely an appraisal of the revised North Place Development Brief; the remaining sections of the original SPD remain as they were. If successful and following consultation, the revised brief shall be re-adopted as part of the SPD for the Civic Pride UDF, thereby replacing the current development brief.

This section summarises the outcome of the SA process. This appraisal report is intended to add to the transparency of the process involved in producing the Development Brief as well as improving the sustainability of decisions taken.

This report records outcomes of the assessment for both the revised options and revised draft Development Brief. The appraisal of the Development Brief was broadly based on the Appraisal Framework adopted for the Core Strategy Issues and Options Report which although has been superseded by the proposed Joint Core Strategy for Gloucester, Cheltenham and Tewkesbury, is still valid and fit for the purposes of this assessment. However, amendments have been introduced to ensure that the appraisal framework is directly relevant to the North Place site.

The sustainability objectives outlined in the Appraisal Framework have been arranged under SEA/SA topics. The topics that have been selected relate to the same topics listed in Annex I of Directive 2001/42/EC of the European Parliament on ‘the assessment of the effects of certain plans and programmes’ (the SEA Directive); and Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents, ODPM, November 2005.

This appraisal framework includes sustainability objectives and indicators. The performance of the draft Development Brief was undertaken on the basis of the predicted impact on sustainability objectives over the current baseline situation and recommendations were made as to how the sustainability of the Development Brief may be improved.

0.3

The Options:

The Options evaluated are summarised below:

North Place

Option 1: Implement the new development brief for a mixed use development with bus node

Option 2: 'Do Nothing' scenario (Adopted Development Brief - Relocation of the Municipal Offices)

Both options share a number of key sustainability features:

- They require sustainable design and construction
- They require appropriate flood defence and water management measures
- They promote mixed uses and high standard of design which respects and enhances local character and distinctiveness
- They promote traffic calming and traffic management and encourage a shift to walking, cycling and public transport usage

Both options provide new floorspace which is likely to attract inward investment and create new jobs and employment. The main differences emerge in terms of the mix of land uses proposed and the specific sustainability requirements required.

0.4

Predicting the effects of the draft Development Brief

Following the decision to revise the adopted Development Brief a new option was generated for the site. The draft Brief has been assessed against the SA Framework and the outcome is presented in this report. The key issues identified in the appraisal framework are summarised below:

The draft Development Brief would convert the uninteresting landscape of a car park into a vibrant space with a varied mixture of commercial and residential units, and act as a catalyst for regeneration north of the High Street.

The new square near Portland Street will comprise a major new civic space and focus for activity hub. This will help to stimulate inward investment and to promote civic pride and participation.

The public realm improvements and urban design qualities of the new development will make a significant contribution to the enhancement of townscape character and the conservation of cultural heritage. This will have a

positive synergistic effect on economic and social objectives by helping to attract inward investment and encourage community interaction.

The Development Brief includes a significant element of new housing provision, including an element of affordable housing, which will support housing and social objectives.

All of the redevelopment is proposed on previously developed land, which supports a wide range of sustainability objectives.

The Development Brief will significantly improve the attractiveness of walking and cycling and enhance accessibility across the town centre. This will result in positive synergistic effects between transport, health and air quality objectives

However the inclusion of significant amounts of office/commercial and residential floorspace will potentially increase travel demands and it is recommended that a green travel plan should be produced at site development stage to encourage sustainable transport initiatives, such as car sharing and car pooling, and to minimise parking provision. The proposed addition of a bus-node under one of the options may help to encourage the wider use of public transport.

Overall the Development Brief is considered to have a positive effect on sustainability objectives with no negative effects. It is recognised that increased economic activity could lead to traffic growth and car emissions with negative cumulative impacts on human health. Strategic transport measures will be required across the town centre as a whole to de-couple economic and transport growth and to promote sustainable transport choices.

0.5

Next SA steps

This revised draft SA Report, accompanying the revised draft Development Brief will undergo public consultation from 23 August 2010 to 1 October 2010. Following this the Final Development Brief accompanied with the Final SA Report will be produced for adoption. Any changes within the draft Development Brief leading the production of the final version should be reflected in the Final SA Report.

0.6

SEA Directive Requirements Checklist

Table 0.1 below summarises the requirements of the SEA Directive and indicates where they have been met in the SEA/SA process.

Table 0.1: The SEA Directive's requirements

The SEA Directive's requirements ¹	Where covered in the SEA/SA process
a) An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes	Sections 1 and 2
b) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme	Section 2
c) The environmental characteristics of areas likely to be significantly affected	Section 2
d) Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC	Section 2
e) The environmental protection objectives, established at international, Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.	Section 2
f) The likely significant effects on the environment, including on issues such as biodiversity, population, human health, & fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors.	Sections 3 and 4
g) The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme	Section 5
h) An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information	Section 4
i) a description of measures envisaged concerning monitoring	To be prepared in next

¹ As listed in Annex 1 of the SEA Directive

in accordance with Article 10

stage

j) a non-technical summary of the information provided
under the above headings.

Section 0

1

Introduction

1.1

Context

The Cheltenham Development Task Force consisting of Cheltenham Borough Council (CBC), Gloucestershire County Council (GCC), the South West of England Regional Development Agency (SWRDA) and the Homes and Communities Agency (HCA) has been tasked with delivering the Cheltenham Civic Pride Urban Design Framework (UDF). Part of this comprises the North Place Development Brief.

The North Place Development Brief was previously adopted as a Technical Appendix to the Urban Design Framework SPD produced in 2008. However, due to the economic slump and other factors, questions have been raised as to whether the Brief, as adopted, can effectively be delivered. This is a conclusion which has been reached by the Cheltenham Development Task Force which was set up by the council and its partners to drive forward the Civic Pride programme and bring key regeneration sites forward for Cheltenham.

The Task Force has now generated a revised option for the North Place Development Brief and upon considering the changes; it has been decided to revise the Sustainability Appraisal accordingly. This document is purely an appraisal of the revised North Place Development Brief; the remaining sections of the original SPD remain as they were. If successful and following consultation, the revised brief shall be re-adopted as part of the SPD for the Civic Pride UDF, thereby replacing the current development brief.

1.2

Purpose of Civic Pride

The aim of the project is to preserve the regency heritage of the town whilst at the same time revitalising the street scene, including the buildings, roads and open spaces. This will help Cheltenham work towards its objective of becoming the most beautiful town in England. The scheme will also seek to attract investment from the private sector to add more leading retailers and other commercial users as well as smaller independent traders to the vibrant mix of shops and services already present in the town.

A Development Brief was prepared for the North Place site and adopted in 2008. The site is publicly owned in the main, and has been previously identified as a site that can be taken forward for development.

This site offers a wonderful opportunity for maximum impact in terms of urban design / public realm priorities and assist in the delivery of a local plan allocation. It is high profile, both in terms of its visibility / position on approaches into the town centre, and in terms of public aspirations for Cheltenham. In regard to its size, it offers a significant opportunity for large scale redevelopment. The revised Development Brief for North Place is to be re-adopted as a Supplementary Planning Document (SPD), and therefore will be subjected to a Sustainability Appraisal (SA). The following report documents the original scoping and options appraisal stages of the SA of the original SPD as it has been agreed with the statutory consultees that a new scoping report is not required for the revised Development Brief. However, this revised SA report provides an update of the Policies, Plans and Programmes (PPPs) and the Baseline so that an up to date picture is painted. It has also been possible to identify some additional trends that were not possible at the time of the original SA, thereby improving the robustness of the assessment.

This report presents a detailed appraisal of the revised preferred option against the previous preferred option for North Place with mitigation measures and recommendations.

1.3

Preparation of Development Briefs

The council intends to re-adopt a revised Development Brief for North Place as part of the Civic Pride UDF.

PPS12; 'Local Development Frameworks' outlines the status and function of SPDs which the Development Brief will become part of. SPDs are not DPDs and do not have statutory status but are material considerations in planning applications and they must relate to DPD policies. The role of SPDs is to expand and supplement policies set out in the DPDs or saved policies in the existing Local Plan.

There are statutory procedures, which must be followed in preparing SPDs. Although not subject to independent examination by a Planning Inspector, they are subject to Sustainability Appraisal (incorporating Strategic Environmental Assessment) and consultation requirements of the Statement of Community Involvement (SCI) as well as Regulations of the Town and Country Planning

(Local Development) (England) Regulations 2004 which relate to public participation. The 2008 Planning Act removed the requirement for certain SPDs to be subject to the SA process where they do not have significant environmental implications. However, as this is an area based document which could potentially have significant environmental implications it is deemed appropriate to carry out a revised SA.

1.4

Cheltenham Borough Council's LDF

During 2006 work began on Cheltenham's LDF which was the emerging development plan for Cheltenham. Under the Government's planning reforms introduced by the Planning and Compulsory Purchase Act (2004), LDFs are to replace existing Local Plans. In 2008, Cheltenham Borough Council agreed to produce a Joint Core Strategy (JCS) with Gloucester City and Tewkesbury Borough Councils. The JCS will form part of the new LDF and will set out the strategy for the way in which land is used and will guide new development in the three authorities for a 10 to 15 year period.

The LDF will consist of a number of other Local Development Documents including a number of non-statutory Supplementary Planning Documents (SPDs), setting out detailed guidance at a more specific level.

In addition to these LDDs, CBC is also required to prepare a number of further documents as part of the LDF process, including:

- Local Development Scheme (LDS) - 3 year project plan for the preparation of the LDF, setting out key milestones in DPD production and the resources required in producing these documents.
- Statement of Community Involvement (SCI) – outlines how CBC aims to involve local communities and stakeholders in the DPD and SPD preparation process.
- Proposals Map – shows the areas to which the DPD policies relate. The existing Local Plan Proposals Map will be updated as new policies materialise.
- Annual Monitoring Report – this report will outline and monitor progress made with the preparation of Cheltenham's LDF.

1.5

Sustainability Appraisal (Incorporating SEA) of Development Briefs

Notwithstanding the specific circumstances in the aforementioned 2008 Planning Act, the Planning and Compulsory Purchase Act (2004) requires a Sustainability Appraisal (SA) of all LDDs. Sustainability Appraisals help planning authorities to fulfil the objective of contributing to the achievement of sustainable development in preparing their plans through a structured assessment of options and policies against key sustainability issues for their area.

The requirement to undertake Strategic Environmental Assessments is established in the EU by the European Directive 2001/42/EC, ‘the Assessment of the Effects of Certain Plans and Programmes on the Environment’.

The EU SEA Directive is transposed into English law by the SEA Regulations, Statutory Instrument SI 2004 No.1633 (HMSO).

The SA for the this Development Brief referred back to the original SA Scoping Report of the Core Strategy (Consultation version) which were aligned to the objectives of the Core Strategy. These objectives still remain accurate and relevant as the Joint Core Strategy develops and, therefore, do not need to be changed.

The preparation of this SA Report is the third stage of the appraisal process. In the first stage the aim is to present the baseline, identify sustainability issues and build the SA Framework. The next stage identifies and documents the predicted effects of the options developed. The results of this appraisal aids in the decision making process to identify the preferred Development Brief option. The third stage comprises the sustainability appraisal of the preferred option and identifies mitigation measures and recommendations. This report will accompany the revised draft Development Brief for consultation and refinement.

1.6

Key SA/SEA Stages

Sustainability Appraisal, incorporating Strategic Environmental Assessment has a number of process stages which have been formalised in England through the following guidance:

‘A Practical Guide to the Strategic Environmental Assessment Directive’ (ODPM, 2005).

‘Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents’ (ODPM, 2005).

These stages are detailed below:

Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope.

A1) Identifying other policies, plans and programmes, and carrying out a review of any environmental protection objectives within them. The relationships between the Development Brief and these policies, plans and programmes should be examined to allow synergies to be exploited and inconsistencies/constraints to be addressed.

A2) Collating baseline information in order to help identify environmental issues and opportunities relevant to the Development Brief site. This information will also provide the evidence base against which potential effects can be measured and assessed along with identifying any gaps in data which can then be addressed through the monitoring section of the SA/SEA.

A3) Identification of key sustainability issues and opportunities for the Development Brief. This will involve collating and documenting the outputs from Tasks A1 and A2 above in terms of potential environmental issues and opportunities that have been highlighted. Issues identified in the original Cheltenham SA LDF Scoping Report are also considered for their relevance to the Development Brief. This section will be added to throughout the SA/SEA process as more issues and opportunities become apparent; particularly during the consultation on the scope of the SA/SEA.

A4) Developing the Sustainability Appraisal Framework. The environmental protection objectives identified in A1, and the environmental issues and opportunities identified in A3 should assist in the development of a number of sustainability objectives, indicators and targets. Input from relevant stakeholders during the consultation on the scope of the SA is important for the formation of this framework.

A5) A 5 week consultation period on the scope of the SA/SEA should be allowed by the LPA in order to satisfy the requirements of the SEA Directive. Those consulted must include the three statutory environmental consultation bodies (Natural England, English Heritage and the Environment Agency).

The original scoping report has been deemed to still be valid as the issues are the same as before. However, in the interests of completeness, an update to the PPPs and baseline has been agreed with the three statutory consultees.

Stage B: Developing and refining options and assessing effects.

B1) Testing the Development Brief objectives against the sustainability appraisal framework. Assessing the compatibility of the objectives will allow them to be refined and will also provide a good base from which Task B2 can be commenced.

B2) Developing the Development Brief options. Taking into account the requirements of Regulation 17 of the Local Development Regulations, the LPAs or their representatives will need to develop options. These options will be further refined as a result of the findings of Task B3 and B4. It may be possible to drop some alternatives at an early stage if they are not viable – but reasons for elimination must be documented in the SA Report (Stage C).

B3) and B4) Prediction and evaluation of the effects of the draft Development Brief. The options being considered as part of the process should be appraised using a matrix based approach combined with a well presented qualitative representation of the evidence base and thought process behind each decision. This approach will be used to both predict and evaluate the effects of the Development Brief options and present the results in a way that they can be compared both with each other and the ‘business as usual’ scenario.

One output of tasks B3 and B4 is likely to be the identification of further sustainability issues and opportunities relevant to the Development Brief. These should be used to update those previously proposed during task A3.

B5) Mitigation of adverse effects and maximisation of beneficial effects of the Development Brief. Measures to prevent, reduce or offset significant adverse effects of implementing the Development Brief, along with measures for enhancing the beneficial effects, should be included in the SA Report.

B6) Proposing measures to monitor the significant effects of implementing the Development Brief. The indicators first proposed within task A4 (which themselves will be based on those used in the baseline for the original LDF SA Framework) shall be used as a basis. Information gaps identified during baseline collation can also be tackled by suggesting appropriate indicators which would

require collection of that particular data. This monitoring framework shall be revisited and extended later in the SA/SEA process.

Stage C: Preparing the Sustainability Appraisal Report.

C1) The SA Report records the outputs of Stages A and B in a document upon which formal consultation is carried out.

Stage D: Consulting on the draft Development Brief and SA Report.

D1) Public participation on the draft Development Brief and the Sustainability Appraisal Report.

D2) Any significant changes needed as a result of consultation should be appraised. If changes are not significant, they should still be documented and any changes in appraisal scores made apparent.

D3) Preparation of SA Statement. Following the adoption of the Development Brief, a statement must be prepared to show how it was changed as a result of the SA process (or indeed why there were no changes made, or why options were rejected). At this stage the monitoring measures can be confirmed or further modified in light of consultation responses and made available to the public (Stage E).

Stage E: Finalising the SA Monitoring Framework

E1) Finalising aims, methods and responsibilities for monitoring.

E2) Consideration of contingencies in light of adverse effects.

Table 1.1 demonstrates how the revised SA process will run alongside the development of the revised Development Brief.

Table 1.1 – SA/SEA and Development Brief Timetable

SA/SEA Stages	Stage of SPD Development	Projected Dates
Stage A		
A1 to A4	~	Updated: July-August 2010
A5	~	Updated: July-August 2010
Stage B		
B1 to B2	Site Options Development	Updated: August 2010
B3 to B4 (initial options)	Site Options Development	Updated: August 2010
Consultation on developing options	Consultation and Preferred Option Recommendations	Carried out previously
B3 to B4 (preferred option)	Masterplans Development	Updated: August 2010
B5 to B6	Masterplans Development	Updated: August 2010
Stage C		
C1	Masterplans Development	Updated: August 2010
Stage D		
D1	Statutory Consultation	23 August 2010 – 1 October 2010
D2	Changes Following Consultation	4 October 2010 – 29 October 2010
D3	Adoption and Monitoring of SPD	13 December 2010
Stage E		
E1 to E2		

1.7

Links with the SA of Cheltenham's LDF

The Sustainability Appraisal Scoping Report for the previous Core Strategy LDF2, prepared by CBC, provided some key inputs to the SPD SA Framework. This was important, to align the objectives of the Core Strategy SA with that of the Development Brief SA and in order to establish a direction for the Brief SA. As set

² Core Strategy Scoping Report, Cheltenham Local Development Framework, January 2008

out earlier, whilst the proposed core strategy for Cheltenham has been superseded by the proposed JCS, the framework and objectives are still fit for purpose.

To ensure that the guiding principles and objectives of the LDF SA were adopted within the SA carried out for the Development Brief; the following sections of the Scoping Report were taken into consideration during the scoping exercise for the SA of the Development Brief:

The revised SA has provided an update of the review of relevant plans, programmes and sustainability objectives from the original SA and has provided the SA of the Development Brief with a comprehensive list of international, national, regional and local plans / programmes that needed to be considered in the development of the SA Framework. This table was adapted so as to remove any plans / programmes that were not relevant to the Development Brief in question (e.g. rural development strategies), and also to consider the implications of the objectives and requirements of the different plans / programmes on the Development Brief (and its SA) instead of on the LDF.

SEA / SA Baseline Information - provided the SA of the Development Brief with a number of key indicators and relevant baseline trend data to satisfy the majority of the objectives identified in the SA Framework for the Brief. These have also been updated as part of the revised SA.

SA Framework – the SA Framework for the LDF (as previously set out) provided the base of the SA Framework developed for the Development Brief. The SA objectives themselves are adapted so as to be more relevant to the Brief, however, all relevant objectives from the SA Framework for the LDF have been considered and their linkages with the SA Framework for the Brief have been signposted.

Identification and Key Sustainability Issues and Opportunities - provided foresight on a number of sustainability issues and opportunities in Cheltenham. Those relevant to this Development Brief have been taken forward into the SA process.

1.8

Purpose of the Sustainability Appraisal

This Report comprises the revised draft Sustainability Appraisal (SA) Report and supersedes the parts of the SA Report from 2008 relevant to North Place. This Draft Sustainability Report will be submitted with the Preferred Options Development Brief for public consultation. The final Development Brief and Sustainability Report will then be formally adopted by the Council.

This Scoping Report documents tasks A1 to D2 of the SA process, outlined in the latest DCLG guidance, as reproduced in the following table;

Stages and tasks
Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope
A1: Identifying other relevant plans, programmes and sustainability objectives
A2: Collecting baseline information
A3: Identifying sustainability issues and problems
A4: Developing the SA Framework
A5: Consulting on the scope of the SA
Stage B: Developing and refining options and assessing effects
B1: Testing the plan objectives against the SA framework
B2: Developing the plan options
B3: Predicting the effects of the draft plan
B4: Evaluating the effects the draft plan
B5: Considering ways of mitigating adverse effects and maximising beneficial effects
B6: Proposing measures to monitor the significant effects of implementing the plan
Stage C: Preparing the Sustainability Appraisal Report
C1: Preparing SA Report
Stage D: Consulting on draft SPD and Sustainability Appraisal Report
D1: Public participation on the SA Report and the draft plan
D2: Assessing significant changes

2 Environmental Baseline and Context

2.1 *Review of Plans and Programmes*

A review has been undertaken of relevant policies, plans, programmes and sustainability objectives. This was done at an international, national, regional, and local level. A more detailed breakdown of the objectives for each of the documents and their likely implications for the Development Brief is included in Appendix 1.

Policies, plans and programmes reviewed at each level include:

INTERNATIONAL PLANS, POLICIES AND PROGRAMMES

Johannesburg Declaration on Sustainable Development

Kyoto Agreement

Strategic Environmental Assessment (SEA) Directive

EU Habitats Directive (92/43/EEC) & Birds Directive (79/409/EEC)

EU Water Framework Directive (2000/60/EC)

European Spatial Development Perspective

Red List of Threatened Species – A Global Species Assessment

Ambient Air Quality and Management Directive (1966/62/EC)

NATIONAL PLANS, POLICIES AND PROGRAMMES

PPS1: Sustainable Development and Climate Change (2005)

PPS1 Supplement: Planning and Climate Change (2007)

UK Climate Change Programme 2006

UKCIP08 Science Reports, The Climate of the UK and Recent Trends (2008)

UK Sustainable Development Strategy (2005)

One Future, Different Paths – UK's Shared Framework for Sustainable Development (2005)

PPS 3: Housing (2010)

PPS4: Planning for Sustainable Economic Growth (2009)

Employment Land Reviews: Guidance Notes (2004)

Good Practice Guide on Planning for Tourism (2006)

PPS5: Planning for the Historic Environment (2010)
Heritage Counts: the state of the Historic Environment (2005)
PPG8: Telecommunications (2001)
PPS9: Biodiversity and Geological Conservation (2005)
UK Biodiversity Action Plan (1994)
The Changing Flora of the UK (2002)
Working With the Grain of Nature: A Biodiversity Action Plan for England (2002)
Horseshoe Bats (2003)
The State of the Natural Environment (2008)
The Conservation of Habitats and Species Regulations 2010
PPS10: Planning for Sustainable Waste and Management (1999)
PPS12: Local Spatial Planning (2008)
LDFs, Guidance on Sustainability Appraisals (2007)
Using Evidence in Spatial Planning (2007)
Diversity and Equality in Planning (2005)
PPG13: Transport (2001)
Future of Transport White Paper (2004)
National Cycling Strategy
PPG14: Unstable Land (1990)
PPG17: Sport and Recreation (2002)
'Bringing Communities Together Through Sport and Culture' – Sport England (2004)
Sport England – Creating Local Policy Guidance:
Spatial Planning for Sport: Creating Local Policy
Spatial Planning for Sport and Active Recreation: Sport and Recreation in SPDs (2009)
PPS22: Renewable Energy (2004)
Energy White Paper: 'Our energy future – creating a low carbon economy'
A Woodfuel Strategy for England (2007)
PPS23: Planning and Pollution Control (2004)
Air Quality Strategy for England, Scotland, Northern Ireland and Wales (2007)
PPG24: Planning and Noise (1994)

PPS25: Development and Flood Risk (2010)
The Water Framework Directive and Planning (2006)
New Commitment to Neighbourhood Renewal: A National Strategy (2001)
Sustainable Communities: Building for the Future (2003)
A Programme to Create Cleaner, Safer, Greener Communities (2005)
Our Healthier Nation (1999)
Census 2001
Indices of Deprivation
Quality of Life Counts, 1999-2004
Local and Regional CO2 Emissions Estimates
A new framework for delivering priority habitats and species in England (2008)

REGIONAL PLANS, POLICIES AND PROGRAMMES

Regional Planning Guidance for the South West (RPG10, GOSW, 2001)
REVOKED
Regional Spatial Strategy for the South West, 2006-2026 (Draft 2006) REVOKED
Revised SW RSS Incorporating Proposed Changes (2008) and accompanying evidence base REVOKED
Shaping the Future of Cheltenham and Gloucester to 2026 (SWRA, 2004) – evidence for the SW RSS
Just Connect! - the Integrated Regional Strategy for the South West, 2004-2026 (SWRA, 2004)
Now Connecting, 2005 – the Integrated Regional Strategy for the South West Delivery Plan (SWRA, Nov 2004)
South West Regional Economic Strategy, 2003-2012 (SWRDA) – REVOKED
State of the Key Sectors Reports (SWRDA, September 2004)
‘A Sustainable Future for the South West’ – The Regional Sustainable Development Framework for the South West (SWRA, 2001)
‘Warming to the Idea’ – South West Region Climate Change Impacts Scoping Study
South West Regional Housing Strategy, 2005-16 (SW Housing Body / SWRA)
Developing the Regional Transport Strategy in the South West (SWRA, 2004)

Regional Renewable Energy Strategy for the South West of England (2003-2010)
REvision 2020 – Empowering the Region (GOSW/SWRA, 2004)
REvision 2020 – South West Renewable Electricity, Heat and On-site Generation
Targets for 2020 (GOSW/SWRA, 2005)
‘Our Environment, Our Future’ – Regional Environmental Strategy for the South
West Environment, 2004-2014 (SWRA)
South West Regional Biodiversity Action Plan (1997) and Implementation Plan
(2004)
South West Nature Map – A Planner’s Guide (Biodiversity South West, 2007)
Strategy for the Historic Environment in the South West, 2004 (English Heritage,
2004)
A Guide to Sustainable Tourism in the South West (2000)
Towards 2015: Shaping Tomorrow’s Tourism (SWRDA and SW Tourism, 2004)
Culture and the Regional Spatial Strategy for the South West (SWRA, 2005)
People, Places and Spaces (Culture South West, 2007)
A Better Place to Be – A Cultural Strategy for the South West (Culture South West,
2008)
Regional Quality of Life Counts (DEFRA)
State of the South West Report, (SW Observatory, 2010)

COUNTY LEVEL PLANS, POLICIES AND PROGRAMMES

Gloucestershire Structure Plan Second Review (Gloucestershire County Council,
1999)
Gloucestershire Structure Plan Third Review (Gloucestershire County Council,
2004)
Gloucestershire County Council Corporate Strategy, 2006 onwards (GCC, 2006)
Our Place, Our Future – Gloucestershire Sustainable Communities Strategy (Gloucs
Conference, 2007)
Local Agenda 21 Strategy for a Sustainable Gloucestershire (GCC, 2000)
Sustainable Gloucestershire – the Vision 21 handbook for creating a brighter future
(1996)

Sustainable Gloucestershire – An agenda for urgent action for Local Authorities
Gloucestershire Community Strategy, 2004-14 (Gloucestershire Strategic Partnership, 2004)
Gloucestershire Local Transport Plan 2000
Gloucestershire Local Transport Plan 2, 2006-11 (LTP2)
Gloucestershire Local Transport Plan 3, 2011-26 (LTP3)
Gloucestershire Economic Strategy 2003-14 (GCC, 2004)
The Economy of Gloucestershire (Glos First, 2008)
Gloucestershire Urban Economic Strategy 2007-15 (GCC, 2008)
Gloucestershire Rural Economic Strategy 2007-15 (GCC, 2008)
Gloucestershire Workspace Strategy (Glosfirst, 2005)
Labour Force Projection to 2026 (GCC, 2007)
Migrant Workers in Gloucestershire (GCC, 2007)
Gloucestershire Children and Young People's Plan 2006-09 (GCC)
Gloucestershire Housing Needs Assessment (GCC, 2009)
Gloucestershire and Districts Strategic Housing Market Assessment (GCC, 2009)
Gloucestershire & Districts Affordable Housing Site Viability Study, Final Report (GCC & Districts, 2009)
Gloucestershire Housing Monitor (GCC, 2010)
Housing and Households in Gloucestershire (GCC, 2006)
Gloucestershire Local Projections 2010 (GCC, 2010)
Gloucestershire Renewable Energy Action Plan (2005)
Gloucestershire Energy Strategy 2007-17 (GCC)
Gloucestershire Biodiversity Action Plan (Gloucestershire County Council, 2000)
Gloucestershire Nature Map (Glos Biodiversity Partnership, 2008)
Gloucestershire Historic Landscape Characterisation (GCC, 2006)
Gloucestershire Character Landscape Assessment (GCC, 2006)
A County-wide Air Quality Strategy for Gloucestershire (GCC, 2004)
Gloucestershire Minerals Local Plan (Gloucestershire County Council, 2003)
Minerals Core Strategy Preferred Option (GCC, 2008)
Gloucestershire Waste Local Plan 2002-12 (GCC, 2004)
Gloucestershire Waste Core Strategy, Preferred Options and Site Options (GCC,

2009)

Report of the Director of Public Health (2005)

Local Area Agreement (GCC, 2007)

Gloucestershire Compact (GCC, 2005)

The Gloucestershire Story 2009 (GCC, 2009)

Gloucestershire Archaeology Survey 2002-07 (GCC, 2002)

CHELTENHAM PLANS, POLICIES AND PROGRAMMES

Cheltenham Borough Council's Local Agenda 21 Position Statement

Cheltenham's Community Plan – Our Future, Our Choice (2008 – 2011)

DRAFT Cheltenham Community Safety Partnership 2008 – 2011

Cheltenham's Cultural Strategy 2002 to 2006 (Background only)

Cheltenham Economic Development Strategy (2007 – 2011)

Cheltenham Homelessness Strategy (2008 – 2013)

Cheltenham Housing Strategy (2005 - 2010)

Cheltenham Local Plan Second Review 1991 – 2011 (Adopted 2006)

Climate Change: A Strategy for Cheltenham (May 2005)

Corporate Strategy 2010 – 2015

Environmental Management Strategy (1997)

'Improving Our Sustainability Performance' – A review of Cheltenham Borough Council's existing performance

Nottingham Declaration

Supplementary Planning Guidance: Affordable Housing

Supplementary Planning Guidance: Amenity Space in Residential Development

Supplementary Planning Guidance: Landscaping in new development

Supplementary Planning Guidance: Planning Obligations

Supplementary Planning Guidance: Planning Obligations – Transport

Supplementary Planning Guidance: Play Space in Residential Development

Supplementary Planning Guidance: Public Art

Supplementary Planning Guidance: Submission of Planning Applications

Supplementary Planning Guidance: Security and Crime Prevention

Supplementary Planning Guidance: Sustainable Buildings
Supplementary Planning Guidance: Sustainable Developments
Supplementary Planning Guidance: Sustainable Drainage Systems
Supplementary Planning Guidance: Travel Plans
Sustainable Construction Action Plan
Green Space Strategy (July 2009)

2.2 *Summary of Conflicts and Implications*

Some key points arising from the review are listed below. These have been taken account of in the SA Framework.

2.2.1 *Climate Change and Risk of Flooding*

Potential options for development should take into account the need to reduce emissions of greenhouse gases within their design, so as to help achieve national greenhouse gas emission targets and the objectives of Cheltenham's Climate Change Strategy.

Potential options should reduce the need to travel and promote a modal shift from the private car to public transport, walking and cycling.

Proposals should explore opportunities for renewable energy use and generation within their proposals.

Potential options for development should, where appropriate, make use of Sustainable Drainage Systems (SUDS) to control water run-off.

The Development Brief should not propose development in areas at unacceptable risk from flooding and must consider potential mitigation and management of flood risk

A Joint Core Strategy-wide Strategic Flood Risk Assessment (SFRA) level 2 is expected to be completed in autumn 2010. The assessment will provide detailed flooding data and mapping for the Borough and will further inform the Development Briefs. Until then, SFRA level 1 shall continue to be used to make initial assessments.

- 2.2.2 *Air Quality*
Commitments and obligations to improving air quality within Cheltenham Town Centre should be taken into consideration when developing options.
- 2.2.3 *Water Quality*
The water quality in the River Chelt, downstream of Cheltenham is poor due to sewerage inputs. Future development should not further decrease water quality and, where possible, should improve it.
- 2.2.4 *Biodiversity*
Proposals should pay due consideration to the biodiversity recommendations of the 'Urban Habitats' Action Plan contained within Gloucestershire's Biodiversity Action Plan³.
- 2.2.5 *Townscape and Urban Renaissance*
Priority should be given to previously developed land and buildings when considering new development.

Proposals should revitalise and enhance the urban area.
- 2.2.6 *Cultural Heritage*
All options should take account of the need to preserve and enhance Cheltenham's historic environment.
- 2.2.7 *Economic Issues*
Potential options should help enhance Cheltenham's reputation as a tourist destination.

³ Cheltenham BC was a founding member of the Gloucestershire Biodiversity Partnership. PPS9 and the new general duty for Local Authorities to conserve biodiversity (NERC Act 2006) mean that Cheltenham BC must ensure that development pays due consideration to biodiversity particularly the Urban Habitats Action Plan in the Gloucestershire BAP. Such an approach is possible by careful selection of the SPD options.

2.2.8

Resource Usage and Material Assets

Proposals should consider the importance of layout and design of developments in terms of opportunities for waste minimisation and encouraging recycling (contributing to the achievement of Waste Local Plan targets).

Any new buildings should be developed using materials and methods that have a reduced impact on the environment (this includes consideration of the whole 'lifecycle' of a building, from construction to demolition).

2.2.9

Population and Social Issues

Potential options should consider the need to encourage social cohesion within Cheltenham Town Centre.

Levels of social deprivation in certain areas (particularly St Paul's), should not be exacerbated by proposals, and should be improved where possible.

Proposals should help improve the health and sense of well-being of residents and visitors, through cutting pollution and accident levels whilst encouraging cycling and walking activities.

Proposals should consider the need to provide and protect open spaces and recreation areas within the Borough.

Proposed developments should be seen as an opportunity to address the need for high quality, low cost housing available to all.

Options developed should take account of the multicultural nature of Cheltenham Town Centre and should provide/maintain space and buildings for cultural activities.

All options should recognise the importance of reducing actual crime and fear of crime within their proposals.

2.3

Existing and Future Baseline Condition

The Strategic Environmental Assessment Directive requires a significant level of understanding of the baseline environment, as defined in Annex 1 (b), 1 (c) and 1 (d), in order to inform both the appraised plans and future stages of the SEA/SA.

Baseline information was taken from the previous SA report but has been updated where possible and appropriate as part of this revised SA.

This data was collated into a Baseline Table (Appendix 2) which illustrates:

- Appropriate indicators by which progress against the SA Objectives can be measured;
- The latest data for the study area;
- Comparators: regional or national level data against which Cheltenham's status can be compared;
- Targets where they exist;
- Trends: local/regional level data for past years (where it exists), along with a short, qualitative statement indicating whether things are getting better or worse over time.

Gaps in data encountered at this stage are highlighted for consideration in monitoring proposals.

2.4

Summary of Existing Condition

The baseline review starts with a general characterisation of the North Place site and the wider context. It should be noted that not all information is currently available but the data will continue to be refined and updated over time. Additional data has been provided since the previous SA report published in 2008. Full referencing of information can be found within the full SA Baseline Table within the Appendices of this document (section 2).

Baseline data was largely obtained from the following sources:

- Numerical or statistical format – largely downloaded from government or agency websites, e.g., www.statistics.gov.uk, www.defra.gov.uk
- Previous SA report

2.5

Area Characterisation

Cheltenham's built environment is highly regarded. The town centre contains many fine examples of Regency architecture and is justly famous for its public squares and gardens. The town contains 7 distinct conservation areas and has over 2600 listed buildings. Cheltenham's objective is to become the most beautiful town in England.

The North Place site is located at the northern edge of the town centre, and is approximately 2.1ha in size. This site is primarily bound by Northfield Passage/Northfield Terrace to the north, by Portland Street to the east, by St. Margaret's Road to the south and Monson Avenue to the west.

The site is currently in use as a surface public car park, split into two areas by North Place. North Place is a two-way street which forms part of the wider network as well as an access to the two car parks, whilst through traffic runs along Portland Street and St. Margaret's Road. The site is virtually flat, with limited distinguishing features. There is little in terms of vegetation on the site, with a few semi-mature trees located on the periphery of the car park, along St. Margaret's Road and Portland Street.

2.6

2.6.1

Environmental Conditions

Biodiversity

With the site being urban in nature, no designated sites of Biodiversity interest are found here, however Gloucestershire County Council has adopted a Biodiversity Action Plan (2000) which includes a Habitat Action Plan that covers 'Urban Habitats'.

Whilst recognising the difficulty in estimating areas within the urban habitat the Habitat Action Plan lists a number of priority species requiring protection within the County. These species include – Stag beetle, Song thrush, buttoned snout moth, pipistrelle bat and great crested newt. The plan anticipates that increasing development demands will impose pressure on native protected species.

The BAP identifies pollution in the River Chelt (downstream of Cheltenham), primarily caused by industrial, domestic and agricultural sources, and recognises it as an issue to be addressed immediately.

A number of green and open spaces are situated beyond the site but are not well linked. There is an opportunity to link some of these green spaces together through the provision of green spaces as part of the redevelopment of this site.

2.6.2

Water Quality and Usage

Although data specific to the site is not available, chemical and biological water quality from the River Chelt will be relevant to the study area in so far as drainage and infiltration from the site into the main watercourse is possible.

Table 2.2 below shows the Chemical and Biological water quality of Cheltenham and the South West Region Rivers.

Table 2.2 Surface water quality in Cheltenham and the South West

	% length of river (km)			
	Cheltenham		South West	
Biological Quality				
Quality/Year	2000	2006	2000	2006
Good	12.4	19.7	89	91
Fair	87.6	80.3	9	8
Poor	0	0	0.9	0.5
Bad	0	0	0.1	0.5
Chemical Quality				
Good	73	73	82	83
Fair	11.9	27	16	14
Poor	15.2	0	2	3
Bad	0	0	0	0

Source: Environment Agency (Totals may not sum due to rounding)

It would appear that river quality in the south west region has improved in the six-year period given above. There are some anomalies but it may be attributable to adverse weather conditions in any one year causing excessive flooding and therefore, higher pollution levels. In Cheltenham there has been a slight improvement but mainly from poor to fair. The town lags behind the region but that is most likely due to the urban nature of the area compared with the south west as a whole. The Gloucestershire BAP (2000) raises concerns over water quality levels of the Chelt downstream of Cheltenham, which have been affected by sewage inputs.

2.6.3

Groundwater

From the Environment Agency's data on ground water abstraction rates in the South West, a decline in the abstraction rates suggest a positive trend towards

protection of the ground water resources. The rates were at 720 ML/Day in 1995 and 726 ML/D in 2000 which has been gradually reducing and reached 565 ML/D in 2003.

Cheltenham is situated on the Chelt Sands, a minor aquifer. Parts of the Borough also rest on Jurassic Limestone aquifer which is found to have fissures and cracks in some places. These cracks, especially in the centre of the town can potentially be a path to leachate/ pollutants, particularly on contaminated land (Contaminated land Strategy, 2001).

Nitrate concentration in ground water is the listed indicator by the Environment Agency to assess ground water quality as time series data is available. From the Agency's Nitrate Vulnerability Zone (NVZ) map, it is evident that parts of Cheltenham are close to the NVZ.

Issues/Trend/Data Gaps:

The surface water quality of the River Chelt is declining rapidly and needs serious consideration in order to reverse the trend. Any new development should ensure that it would not add to pressure on the resource and its quality at any point in time. Water conservation and reuse techniques should also be promoted among the public as a good practice.

Data on ground water quality and data on local sources of pollution into the River Chelt will aid in identifying the cause and thus address the issue, if any.

2.6.4

Soil resources and quality

In an urban area, erosion and land contamination are relevant issues to examine with respect to soil resources, as well as the degree of protection afforded greenfield land from development. The soils in Cheltenham are identified to be of high leaching potential.

2.6.5

Contaminated Land:

The Contaminated Land Strategy Report⁴ identifies a number of sites in the town centre where previous usage might suggest the existence of potential contaminants.

⁴ Strategy for Contaminated Land Inspection, Cheltenham Borough Council, 2001

Although it is suspected that the central parts of the town could be contaminated, the report suggests that detailed local study will be required to ascertain the location of these areas.

As part of the original work carried out by Halcrow for this development brief, its preliminary risk assessment of North place and Portland Street indicated that the site was likely to have been exposed to some level of contamination in the past, related to its previous use as a bus station. However, the sites have been previously developed and therefore subject to some level of remediation and it is believed that the residual risk is low to very low. Nevertheless, redevelopment could create new pathways for contamination and therefore detailed site investigations and, if necessary, remediation, should be undertaken prior to re-development to ensure the sites are fit for the proposed use.

2.6.6

Protection of Soil Resources

In order to encourage new developments to utilise already developed sites, and to protect Greenfield sites (soil resources), there is a presumption in favour of new housing development being located on Brownfield sites locally and nationally. The national target set by PPS3 is for 60% of new housing to be on brownfield land. According to the Residential Land Availability Report (Cheltenham Borough Council, August 2010) in 2009/10 Cheltenham delivered 100% of its 300 new dwellings on Brownfield sites.

2.6.7

Climate Change

CO2 emissions per capita in Cheltenham are impressively lower than the national average, however, with no time series data, trends cannot be established. Vehicular sources are believed to be the main non-point sources of CO2 emissions, and in Cheltenham only 5% of the population utilise public transport to travel to work, indicating high dependency on private transport. This trend should be reversed to reduce vehicular emissions.

2.6.8

Energy Efficiency:

Local Authority (LA) buildings set good practice examples for energy efficiency. From Audit Commission data, the percentage change in CO2 emissions from these buildings show a reduction of 5.36% between 2002-03 and 2003-04.

Although time series data is not available for trend analysis, this is an encouraging feature and it is recommended that the LA should encourage energy efficiency in all public buildings as well as in private buildings to reduce contributions towards climate change.

The data gathered also shows that both electricity and gas usage has fallen in Cheltenham each year since 2005. Whilst no reason is given for this fall, it is still a positive trend.

2.6.9

Ecological Footprint:

An Ecological Footprint is a way of quantifying how a community's lifestyle impacts upon the environment and other people. In the case of Cheltenham, the footprint takes into account the following characteristics:

- emissions generated from oil, coal and gas;
- amount of land required to absorb waste produced;
- amount of productive land and sea needed to feed a community;
- amount of productive land and sea needed to feed and provide all the energy, water and materials that the people of Cheltenham use in their everyday lives.

The Stockholm Environmental Institute calculates the Ecological Footprint of Cheltenham to be at 5.39 global ha per capita, which is more than twice the world's average of 2.2 global ha per capita; whereas the budget for sustainable living, which is derived by dividing the available biologically productive area by current population, is only 1.8 ha per capita.

Processed food consumption, procurement of food outside local resources and increased use of domestic fuel including gas, electricity and other fuels, are identified to be the major cause for the large footprint. Although data for the study area is unavailable it is presumed that the area average would be comparable to that for the whole urban area and that there is a need to encourage consumption of locally available resources, promote recycling and reuse and bring about a change in the attitudes of people towards maximising the utility of resources.

Issues/Trends/Data gaps:

With more than twice the consumption of natural resources than the world average, Cheltenham and the study area pose pressure to natural resources

elsewhere in the world and there is a need to reverse this trend by prioritising use of local resources and encouraging reuse and recycling.

2.6.10

Flood Risk

Cheltenham has over 4000 properties at risk from flooding and many existing urban drainage systems cause further problems of flooding, pollution or damage to the environment. As the climate changes serious flooding is likely to become a more frequent event and the current 1 in 100 yr flood risk will occur more often. Information is not available from the Environment Agency regarding surface water runoff and groundwater flooding but recent experience shows that existing drainage systems and flood attenuation schemes will not be able to cope.

Current mapping of areas at risk of flooding is based on Strategic Flood Risk Assessment (SFRA) level 1 which indicates that North Place lies within Zone 1 of the Environment Agency's flood risk zones, the lowest risk category. However, this only provides a rudimentary assessment of fluvial flood risk. An SFRA level 2 assessment is currently being carried out but the report is not due until the autumn of 2010. The outcomes of SFRA level 2 will be fed into any future pre application discussions arising in respect of the development brief area.

Issues/Trends/Data gaps:

The level 2 Strategic Flood Risk Assessment (SFRA) will provide further detail of flood risk and mitigation and assist in the determination of specific requirements for a site specific Flood Risk Assessment (FRA). Promotion of SUDS to address increased run off would help to mitigate some of the effects of climate change.

2.6.11

Traffic and Transport

The Cheltenham Spa Urban Design Strategy, 2001, contains an analysis of the scale and quality of the Regency streets in the town and calls for new development to respect this quality. The transport and traffic situation in the six prominent approach roads i.e., Gloucester Road, Shurdington Road, Tewkesbury Road, London Road, Evesham Road, Cirencester Road and Station Approach are examined. The first three roads were included in the Three Approach studies, 2001 and the rest included in the UDF Approach Studies Report, 2006. Prominent issues identified by both the studies include; gateway features and landmarks improvements, provision of traffic control, aesthetics, functionality of the routes, inclusion and provisions for pedestrians and cyclists and cluttered signage. The

Civic Pride Report⁵ identifies poor approaches to Regency Cheltenham, on street parking clutter and poor lighting in some areas.

The UDF Draft Baseline Report (2006) identifies opportunities for better connectivity to the town centre for cyclists and pedestrians. North Place is well served by public transport and has good pedestrian access routes; however public transport stops have a skewed location on the southern side of the ring road and therefore the site appears segregated. Facilities for pedestrians and cyclists are mixed.

The North Place car park and Portland Street car park jointly have a capacity of 813 spaces, which currently are conveniently located for traffic to arrive; however it is considered that an increasing concentration of these car parks to the north of the Town Centre will eventually add to the existing traffic problem on this section of the ring road.

The Cheltenham Urban Design Framework Baseline Report (July, 2006), reveals that during the preparation of the Cheltenham Transport Plan 2000/1 to 2005/6, the Borough recorded the highest level of cycling accidents of all districts in England, which was partly due to the high levels of usage (7% cycling to work).

Cheltenham is served by the National Cycle Network which runs through the town centre, and this is supplemented by the Cheltenham Cycle Network, however cycle lane provision within the town centre is not particularly extensive. Despite this, walking and cycling became more popular for people who both lived and worked in the district, rising from 33% to 36% (1991/2001 Census).

A higher percentage of work journeys within Cheltenham were made by driving a car in 2001 compared to 1991. Accompanying this trend is a decline in the use of public transport over the same period (from 7% to 6% of trips to work for those living and working in Cheltenham). The exceptions to this rule are the Cheltenham residents travelling out of the county to work (4% to 9%) (1991/2001 Census).

This decline in public transport use within Cheltenham comes despite 67% of the population benefiting from a level of proximity to a service of at least a 15 minute

⁵ Civic Pride in Central Cheltenham- Pre- Consultation Working Draft, September 2006

frequency, to 93% of the population to a service of at least a 30 minute frequency (Cheltenham Urban Design Framework Baseline Report, 2006).

Issues/Trends/Data gaps:

Traffic in and around the site is congested which cause traffic to divert to other routes which affect the wider town centre area. The large number of parking spaces in the north of the town is likely to contribute to added traffic and congestion in the area in the future.

Trends between 1991 and 2001 show increasing private car usage and a general decline in public transport usage. However, the already high rate of cycling to work within Cheltenham (33%) rose to 36% (Office for National Statistics, 2001).

2.6.12

Air Quality

The Environment Act 1995 places a statutory duty on local authorities to review air quality in their areas to assess whether the air quality standards and objectives of the National Air Quality Strategy (NAQS) are likely to be achieved by a series of set dates.

At the town level the ambient air quality exceeded limits for 2004, especially NO_x and PM₁₀ concentrations, whereas around the site, the average concentration of SO_x and PM₁₀ are within limits and NO_x concentration slightly exceeded EU limits. However, whilst there was an apparent increase in limits between 2004 and 2007 for a number of these emissions, they have generally fallen back in 2008 except for the PM₁₀ emissions. Notwithstanding this, only one Air Quality Management Area (AQMA) exists in Cheltenham. This was designated in December 2008 for lower Bath Road/High Street but is some way from North Place. However from a sustainability perspective it is important to ensure that the existing condition is maintained and/or enhanced.

Table 2.3 Pollution emission intensity in the UDF area (extract from previous SA report)

Pollutant	Emission intensity (tonnes/km ²) – Range				
2004	Cheltenham	SOA 0004 (St.Paul's)	SOA 008 (All Saints)	SOA 009 (Landsdown)	SOA 014 (College ward)
SO _x	>1.5-2.1	>1.5-2.1	>2.1-3.5	>1.5-2.1	>0.5-1.1
NO _x	>55.7- 2418.5	>55.7- 2418.5	>38.2-55.7	>55.7- 2418.5	>9.5-15.7
PM10	>4.4-193.7	>2-2.5	>2-2.5	>2-2.5	>1.5-2

Source: Office for National Statistics

Mean level of SO₂ = 7.3 t/km²

Mean level of NO_x = 30.9 t/km²

Mean level of PM10 = 2.6 t/km²

Vehicle sources contribute to air pollution substantially, particularly in urban areas. Traffic congestion has been observed around the site and is noticeably high on St.Margaret's Road abutting North Place.

About 61% of the population in Cheltenham travel to work in a private car and car ownership levels are high. There is a need to integrate sustainable transport policies with all relevant policy sectors to achieve sustainability objectives.

2.6.13

Townscape and Cultural Heritage

The North Place site lies within the Central Conservation Area and there are a number of important historic and Listed Buildings nearby. The majority of the buildings in Clarence Square and Northfield Terrace are grade II listed and St. Margaret's Terrace is a 4 storey grade II* listed regency terrace on the southern edge of the site. On the corner of Portland Street and St. Margaret's Road lies the grade II listed Portland Chapel, now in use as a health spa and restaurant.

Other notable buildings in the immediate vicinity of the site are the Brewery retail and leisure complex in the south east and Holy Trinity Church across Portland Street to the west, which has a landmark tower. There are also Listed Buildings on Portland Street, opposite the site. Clarence House, a grade II listed 3 storey regency building with a modern apartment complex attached at the rear, backs onto the site on the northern boundary.

Issues/ Trends/Data gaps:

There is a need for any development to respect and enhance the context and historic setting of the town. All new building will need to be of a high quality and contextually sympathetic, without being a pastiche.

Listed buildings have management issues, particularly in terms of ensuring they are resilient to climate change and remain habitable environments.

Cheltenham suffers from saturated light pollution, which can be an issue for local residents and interest groups as well as adding to energy use and carbon emissions.

2.6.14

Waste Minimisation and Material Assets

This section deals with waste at the Borough level due to the non availability of data at the ward level. The National Indicators (NI) for Cheltenham indicate the positive movement of the Borough towards recycling and composting. Development within the town centre must ensure that it contributes to increasing this trend. Only 56% (NI, Office of National Statistics, 2001) of the residents in Cheltenham however are satisfied with street cleanliness.

A considerable shift from non-renewable to renewable energy usage is recorded in public office buildings within Cheltenham; an encouraging trend which should be promoted in all public buildings.

2.7

Social Conditions

2.7.1

Population and health

Cheltenham is a medium sized market town with an estimated population of 116,370 (2010 Population Estimate, Gloucestershire County Council). The population age profile of Cheltenham is such that 16.2% of the population is 65 or older. This compares with 17.6% for the county; probably reflecting the urban nature of the authority. However, the latest population projections from the

County Council (2010) indicate that this percentage figure is going to grow to 23.4% of the population of Cheltenham by 2033.

The general health of the population within the study area is good when compared to the South West and the rest of England. 71.22% of the population within the study area assess themselves to be in good health as compared to only 68.86% in the South West and 68.55% in the rest of England (Office of National Statistics, 2001). Mortality rates due to cancer and circulatory diseases in Cheltenham have reduced by about 15% between 2002-03 and 2004-05 (Cheltenham LDF SA Scoping Report, 2006) and are both better than the national averages.

2.7.2

Green Space

The Study Area has a relatively high percentage (13.4%) of green spaces (includes non-accessible spaces), which is a typical feature of the Regency era. Cheltenham's green spaces are an integral part of the streetscape and architecture, and are recognised as a key element of the public realm in the town.

As part of the original development brief work, the Halcrow Team undertook an assessment on the green space in the study area to understand the availability, utility and general condition of the green spaces. This was undertaken in parallel with the initial work on the emerging green space strategy being prepared by Cheltenham Borough Council. The Green Space Strategy has since been published (July 2009). A regular sequence of green spaces exists in a north-south direction starting from Pitville Park in the north, and continuing via; Pitville Lawns and the Squares, St.Mary's churchyard, the Promenade, Imperial and Montpellier Gardens, and Suffolk Square. The east-west sequence of provision follows the line of the River Chelt, with Sandford Park forming a key part.

Issues/Trends/Data Gaps:

There are opportunities to appreciate and enhance green spaces. However, these need to be accompanied by steps to improve management and safety.

2.7.3

Access to Services and Employment

North Place is well connected to public transport services, however, the existing pedestrian and cyclist routes in the locality are not clearly defined, whilst the large amount of car parking space and car traffic along the inner ring road conflict with the cyclist and pedestrian traffic and create an unattractive environment for sustainable transport users.

2.7.4

Crime and anti-social activity

NI indicators and records of crime from Gloucestershire Police indicate a reduction in all types of crime (e.g., domestic, burglaries, violent offences, vehicle crime) between 2002-03 and 2005-06. There are also small pockets within the town centre with reported incidents of vandalism (e.g. St. Mary's Churchyard), although these incidences are low.

The 'Your Vision –Cheltenham 2020' consultation indicates people attribute high priority to crime reduction. This fear can be attributed to the negative impacts of the night time economy of Cheltenham.

2.7.5

Access to affordable housing

The number of affordable homes is decreasing, largely due to the right to buy. There has been a drop of nearly 800 units between 2001 and 2005, with a smaller loss of a further 8 dwellings by 2008/09. House prices have risen dramatically coupled with a low rise of annual income, creating issues of affordability for first time buyers. Property prices doubled in the space of five years (2000-6) with the average house price to average income ratio rising from 4.88 in 2000 to a peak of 7.5 in 2005. This has since fallen to 6.04 in 2009 due to the impact of the recession but has started to increase from the lows in between (statistics from CLG). This also causes increased levels of in-commuting from areas with lower house prices which brings with it the associated problems of traffic congestion and its impact on climate change. It may also have consequences for the local economy as businesses may find it increasingly difficult to recruit staff.

2.7.6

Education and Skills

The percentage of 16-19 year olds with NVQ4+ qualification is higher in Cheltenham than the South West and the rest of the country. Children with no qualifications in this age group are also significantly lower in Cheltenham (12.28%) than the rest of the region (17.07%) and the country (19.8%). A higher percentage of the population within the UDF area hold a NVQ4+ qualification than in Cheltenham or the rest of the region / country. The percentage of 15 year-olds achieving five or more GCSEs grade A-C continues to increase in line with the national trend but continues to far exceed the national average; in 2008-09 61.5% of pupils in Cheltenham achieved this up from 59.7 in 2007-08. This compares with 48.4% and 50.9% respectively (<http://neighbourhood.statistics.gov.uk>).

The skills base has been improving steadily but this needs to be maintained.

2.7.7

Poverty, Social Exclusion and Deprivation

Cheltenham is a relatively affluent town. However, as with many other towns and cities, general levels of affluence and prosperity can mask pockets of persistent deprivation. According to the 2004 Indices of Multiple Deprivation (IMD), Cheltenham has one Super Output Area (SOA) which is ranked in the 10% most deprived in the country (St. Paul's Ward – in which part of the site is located with the remainder of the ward laying to the north and west of the site ranks 2138 out of 32482).

About 23.2% of the population feel discriminated against due to their ethnic or religious background, indicating an issue with social exclusion (Audit Commission, 2003-4).

2.7.8

Community Identity and Participation

Individuals' willingness to be involved in their community can make a significant difference to the level of community cohesion. Town level data indicates 92% of the population are satisfied with their local area as a place to live (Cheltenham LDF SA Scoping Report (Appendix 2), 2006). This fell to 84.5% in 2008-09 but is still nearly 5% higher than the national average. However, the level of participation in local community activities from residents is considerably low, at 22%. Electoral turnout has also fallen from 39.13% in 2004 to 35% in 2008-09.

Although there is no available data specific to the site, it is considered that the town level data is broadly representative of the site.

2.7.9

Cultural Facilities

Cheltenham has a regional role as a centre for the arts and culture and a vibrant and stimulating cultural life. Continuing investment will be required to ensure this is maintained.

2.8

Economic Conditions

2.8.1

Economic Activity, Employment, Growth and Prosperity

Cheltenham's economy experienced significant growth throughout the 1990s and early 2000s and remains one of the key drivers in the regional economy. The town is a major sub-regional employment centre, with more than 62,000 jobs recorded in 2004 (NOMIS). Unemployment has risen locally just as it has nationally since the onset of the recession. However, Cheltenham has improved relative to the national position both in terms of the amount of people unemployed and those

claiming Job Seekers Allowance. The increase in both statistics has been far more marked nationally.

Table 2.4 Economic data for study area and comparator data

Economic issues topic	National		Cheltenham	
% working population in employment	2001 71.6		2001 75.5	
% unemployed people	2001 4.6	2009 7.4	2001 5.8	2009 6.7
% unemployed claiming benefits	2006 2.6	2010 3.6	2001 2.4	2010 3.0

Source: Office for National Statistics

Employment trends over the period 1998-2004 (Annual Business Inquiry) indicate declining dependence on traditional construction and manufacturing industries and significant growth in the distribution / hospitality and public administration / education and health sectors. Overall the number of jobs in all sectors increased by 8% in the period 1998-2004. The same trend is confirmed by the Cheltenham Employment Land Review July 2007 (Nathaniel Lichfield & Partners).

The economy of Cheltenham has witnessed a shift from the manufacturing sector to the services sector, and the Council encourages and supports investment to further growth in the services sector. However, data indicates a decline in low skilled employment.

Small and medium size enterprises are the lifeblood of an areas economy and are indicative of its dynamism and entrepreneurial spirit. Some 96% of Cheltenham businesses employ fewer than 50 people and 67% employ less than 4. These firms are important to Cheltenham and the wider sub-region, in supporting the local

labour market, generating wealth and economic activity and improving external perceptions of Cheltenham as a place to do business.

2.8.2

Indigenous and Inward Investment

Cheltenham is a key settlement within the county and region and acts as a centre for tourism and retailing in these areas. Cheltenham has consistently been ranked higher in the national retail hierarchy than its population would suggest despite falling in the latest rankings. Cheltenham's festivals make a significant contribution to annual business turnover and have wider positive impacts, enhancing the image of Cheltenham and helping to attract and retain new investment and employment

The UDF Draft Baseline Report (2006) identifies the need to strengthen Cheltenham's unique retail centre, creating a total quality approach which includes culture, heritage and leisure. Key issues include:

- The need for improved access
- A need to identify initiatives which correspond to and strengthen the environmental and social characteristics and aspirations of the town, such as the farmer's market, which is held twice a month and has proven very popular.
- Cheltenham is a well established leisure and entertainment centre offering a wide selection of cultural and sporting facilities as well as eating and drinking venues which are popular with local residents and visitors. The town is also known for its night time economy, the negative impacts of which are associated with the occurrence of a few crime incidents.

Issues/Trends/data gaps:

Cheltenham's role as a destination for retail should be encouraged but could lead to unsustainable traffic patterns if public transport is not improved in parallel.

Issues relating to inward investment are similar for both the development brief site and the town. Cheltenham's status as a tourist attraction does not generate the level of tourism related employment that might be expected. There is a lack of hotel accommodation, both quantity and quality which has been confirmed and addressed, in part, by the JCS Hotel Capacity Study (2009). The town's tourism offer should be maximised to benefit the local economy and translate into more jobs for Cheltenham's residents.

2.9

Environmental Issues and Opportunities

By looking at the outputs of the review of plans and programmes, and the baseline data collation exercise, it is possible to identify particular sustainability issues affecting the site. Opportunities for environmental/social/economic enhancements arise from the identification of these sustainability issues. These also help to refine the SA Objectives, Criteria and Indicators.

This is one area of the SA where the consideration of cumulative effects and inter-relationships between effects can be incorporated. In Table 2.5 below, for each SA topic impacted upon by a sustainability issue, a short qualitative explanation follows, detailing the secondary, indirect or cumulative nature of the impact.

Table 2.5 also identifies opportunities for environmental, social and economic enhancement highlighted by the early stages of the SA process.

Table 2.5 - Sustainability Issues and Opportunities Identified by SA Topic for North Place

SA/SEA Topics Affected	Sustainability Issue	Opportunity for Enhancement
Environmental Issues		
Biodiversity	The North Place site is a large area of hardstanding with negligible biodiversity value at present.	Enhancement of biodiversity through development design e.g., green roofs, creation of green grid providing a link to the wider green network beyond the boundaries of the site.
Water Quality	Hardstanding on the site could potentially contribute to surface water flooding increasing the possibility of the sewage and drainage systems over-filling.	Decrease quantity and increase quality of urban runoff from the site, e.g. SUDS and Vegetative Treatment Systems.
Soil	North Place is a brownfield site	Increased use of brownfield sites avoids the need to develop greenfield sites
Climate Change	Hardstanding on the site could potentially contribute to surface water flooding	Incorporation of SUDS into new developments
		Require Flood Risk Assessments as part of detailed development proposals
		Tree planting assists the minimisation of the urban heat island effect
		Promote sustainable design and construction and use of renewable energy
		Adoption of maximum parking standards for new developments and consideration of car free developments.
Air Quality	Traffic congestion around the site and particularly St Margaret's Road.	Tree planting to offset air quality impacts and Carbon Dioxide emissions.

SA/SEA Topics Affected	Sustainability Issue	Opportunity for Enhancement
		Retention of existing trees.
Townscape	Congestion on St Margaret's Road	Creation of gateway into town centre and public square.
	Current under-utilisation of Brownfield sites within Cheltenham Borough.	Use of Brownfield sites.
	Cheltenham is a Regency Town of high value townscape. Impact on listed buildings on site periphery.	Protection and enhancement of historic environment Promote high quality urban design and architecture
		Incorporate public art within the site where possible.
	Residential amenity to areas north of the site i.e. whatever development occurs should not visually intrude upon the residential areas adjacent	Development designed taking into account neighbouring uses.
Noise and Vibration	High traffic in and around the site	Traffic management and traffic calming Improving pedestrian and cycle links to the Town Centre.
Cultural Heritage	Cheltenham has the finest collection of Regency buildings in the UK.	Enhancement and encouragement of contemporary design on the site, but based on Regency design principles
	Cheltenham has the largest Conservation Area in the UK.	
Material Assets and Resource Usage	Increasing consumption of finite and depleting resources	Opportunities for encouraging recycling and increasing access to recycling facilities should be built into the design of the site.

SA/SEA Topics Affected	Sustainability Issue	Opportunity for Enhancement
		Encourage sustainable design and construction Waste minimisation and recycling
Social Issues		
Population	Social and economic disparities and pockets of relative deprivation	New development on the site should contribute towards opportunities for regeneration including creating new areas of employment and skills together with delivering affordable housing
Human Health	Perceived high levels of crime	Create mixed use environment and promote a managed evening economy. Re-invention of 'promenading' for the 20th Century. Increase accessibility through the site to open up areas and increase permeability of Cheltenham Town Centre.
Economic Issues		
	Housing affordability	Opportunity to provide affordable housing on site.
	Lack of modern office accommodation in town centre (results in out of town development).	Provision of modern office accommodation on the site.
	Skills gaps	Public realm improvements on the site could help attract investment to Cheltenham Town Centre.
	Lack of hotel accommodation (both quantity and quality).	Redevelopment of the site offers an opportunity for introducing quality hotel accommodation.

3 The SA Framework

3.1 ***Objectives, Criteria and Indicators***

Objectives, criteria and indicators are not specifically required by the SEA Directive, but they are a recognised way in which environmental effects can be described, analysed and compared.

The SA Objectives and Criteria will be used to assess the relative environmental impacts of the different options for the north place development brief. The SA indicators may be used to measure the performance of future development in achieving the SA Objectives. The SA indicators will also indicate effectiveness of any changes in the development brief made as a result of the SA process.

The indicative indicators suggested in the scoping report stage were refined after consultation. As far as possible, these indicators have been selected on the basis of their measurability, compatibility with National Core Output Indicators, and their overlap with LDF SA indicators to ensure efficiency in monitoring.

Table 3.1 shows the proposed SA Objectives, Criteria and Indicators. These were derived from:

- The sustainability objectives identified during the review of policies, plans and programmes, the baseline review, and the environmental issues and opportunities identified.
- The Economic Objectives underpinning the Urban Development Framework as presented in the Cheltenham Urban Design Framework Draft Baseline Report (July 2006).
- The relevant parts of the SA Framework for Cheltenham Borough Council's LDF (these links have been explicitly signposted).

As part of the revised SA report these have been rationalised as there were some repetitions of data for instance. These then formed the basis of the update of the baseline.

Table 3.1: SA Objectives, Criteria and Indicators

SA Objective	Criteria	Indicators	Links with LDF Core Strategy SA Framework
Environmental Issues			
Biodiversity			
A1) To protect and enhance areas of urban flora and fauna within the North Place site.	B1) Achieve BAP targets and protect plant and animal species identified in the Gloucestershire BAP	C1) Change in extent & incidence of habitats & species (identified in the UK & Gloucestershire BAP) occurring in Cheltenham. C2) Number of species affected by the development	SA Objective 1
Water			
A2) To protect, maintain and enhance water resources within the site	B2) Protect and where possible, enhance the chemical and biological water quality in the River Chelt.	C3) EA biological river quality(2006): % of km of river of high quality % of km of river of good quality % of km of river of fair quality % of km of river of poor quality % km of river of bad quality % net change in chemical river quality between 2000 and 2005 (+ve indicates upgrade, -ve indicates downgrade)	SA Objective 5
		C4) EA chemical river quality(2006): % of km of river of high quality % of km of river of good quality % of km of river of fair quality % of km of river of poor quality % km of river of bad quality % net change in biological river quality between 2000 and 2005 (+ve indicates upgrade, -ve indicates downgrade)	SA Objective 5
		C5) Number of planning permissions granted contrary to the advice of the Environment Agency	SA Objective 2 & 4
	B3) Promote water re-use and conservation in new and regenerated developments whilst reducing depletion of surface and groundwater resources	C6) Proportion of new developments adopting water conservation techniques and technologies	SA Objective 5

SA Objective	Criteria	Indicators	Links with LDF Core Strategy SA Framework
Soil			
A3) To protect and enhance important soil functions and types	B4) Encourage decontamination of soils as part of the planning for new development	C7) Area of previously developed, vacant and derelict land. / including land with planning permission or allocation (hectares, 2007)	SA Objective 13
Climate Change			
A4) To reduce the impacts of climate change and reduce carbon dioxide levels	B5) Reducing the private car usage and the need to travel (e.g. green travel plans, car pools and integration with new or existing public transport facilities, as part of new developments)	C8) Number of cars within study area C9) % population to work using public transport C10) Estimated CO2 emissions for road transport	SA Objective 2, 6 and 7
	B6) Promote renewable energy and reduce the demand for energy by adopting energy efficient design principles in new development	C11) Use of renewable electricity in CBC buildings C12) Change in % viewpoint members switching to renewable energy from 2001 to 2004 C13) Annual domestic sales of gas (GWh) C14) Annual domestic sales of electricity (GWh)	SA Objective 16
A5) To minimise the risk of flooding on the site	B7) Promote the incorporation of Sustainable Urban Drainage Systems (SUDS) into the design of new developments	C15) Proportions of new developments adopting SUDS	SA Objective 4

SA Objective	Criteria	Indicators	Links with LDF Core Strategy SA Framework
	B8) Ensure that new developments which are at risk of flooding are sufficiently adapted	C16) Proportion of new developments that have undertaken a flood risk assessment (FRA)	SA Objective 4
Air Quality			
A6) To protect and improve air quality around the site and wider area	B9) To improve air quality, even within Cheltenham Town Centre	<p>C17) No. of days p/a with Ozone concentration over 100ug/m³ ⁶ within study area</p> <p>C18) SO_x emission intensity (tonnes/km²) (2004)⁷ within study area</p> <p>C19) NO_x emission intensity (tonnes/km²) (2004)⁸ within study area</p> <p>C20) PM₁₀ emission intensity range (tonnes/km²) (2004)⁹ within study area</p> <p>C21) Total CO₂ emissions for Cheltenham per capita (2003)</p> <p>C22) Number of people affected by ambient noise, based on complaints received by environmental health officers (rate/million population)</p>	SA Objective 13

⁶ Average is taken for Landsdown, All Saints and St Paul's ward. College ward information is not included in the average, as its value will alter the average days significantly. It is to be noted that the quality of SO_x, NO_x, PM₁₀ is best in College ward, within the study area.

⁷ Mean level of SO_x emission= 7.3t/Sq.Km

⁸ Mean level of NO_x emission= 30.9 t/Sq.Km

⁹ Mean level of PM₁₀ emission= 2.6t/Sq.Km

SA Objective	Criteria	Indicators	Links with LDF Core Strategy SA Framework
Townscape			
A7) To avoid the detrimental impact that developments can have upon townscape character, and distinctiveness and to use development to enhance townscape distinctiveness	B10) Minimise adverse visual impact of new development and avoid light pollution without compromising safety features	C23) Existing light pollution levels	SA Objective 12
	B11) Protect and enhance townscape character and distinctiveness	C24) Area of designated townscape lost or affected by new development C25) % land designated as conservation area (2004-05)	SA Objective 12
Landscape & Cultural Heritage			
A8) To conserve and where appropriate enhance the historic and cultural environment and landscape	B12) Safeguard and enhance Cheltenham's unique identity as a Regency town and restore important historic features	C326) Percentage of conservation areas with up-to-date: Character appraisal Management proposals C27) Number of buildings at risk	SA Objective 10
	B13) Promote public access to and enjoyment of, built heritage and archaeology	C28) Number of listed buildings C29) Number of visits (in person) to museums per 1000 population	SA Objective 19
Social Issues			
Population and Human Health			
A9) To promote healthy lifestyles and sense of well being	B14) Minimise health impacts of new developments (e.g. noise, vibration, odour and air quality impacts on human receptors)	C30) Synthetic assessment of individual health condition: % people in good health % people in fairly good health % people not in good health C31) Number of pregnancies in girls under 18 - for every 1,000 girls aged between 15 and 17	SA objective 24

SA Objective	Criteria	Indicators	Links with LDF Core Strategy SA Framework
		C32) % open space/green space C33) Death rate by cause for every 100,000 people in the population: C34) Standardised Mortality rate (% no. of actual events/no of expected events) (2003) C35) Number of council leisure (sports and swimming) facility users during the year 2001-02	
		C36) No of sports pitches available to the public (2000-01) C37) No of council play areas per 1,000 children under 12 (2001-02) C38) % of population within 20 minutes travel time of different types of sports facility	SA objective 7, 24 and 26
	B15) Encourage walking and cycling as part of any new development	C39) Length of cycle path/pedestrian path (% in proportion to the total road length within the study area)	SA Objective 7
	B16) Reduce crime and fear of crime by appropriate design of new development and their surrounds (e.g. lighting, CCTV)	C40) Number of reported crimes per 1000 households (2000-06): C41) Domestic burglaries C42) Violent offences C43) vehicle crime (1,000 pop.) C44) Number of reported racist crimes and incidents per 100,000 (2004-05) C45) Number of reported homophobic crimes and incidents	SA Objective 27
A10) To create sustainable communities with	B17) Access to good quality, affordable housing for all and a	C46) No. allotment plots C47) % tenanted allotments	SA Objectives 25

SA Objective	Criteria	Indicators	Links with LDF Core Strategy SA Framework
high levels of local amenity	flexible range of housing types/tenures		
		C48) Number of affordable housing and social rented properties (2008/09)	
		C49) Number of affordable housing demand applications (2009)	
		C50) Number of affordable homes enabled (2009)	
		C51) Average house price to average income ratio (2009)	
		C52) Average house prices in Cheltenham (Jan 2010)	
		C53) LA homes not decent at the start of the year (2010)	
		C54) % of unfit, privately owned homes brought back into use. Now deleted as a national performance indicator	
		C55) Number of vacant dwellings returned to occupation or demolished (2008/09)	
		C56) Number of dwellings that have been empty over 6 months (2008/09)	
		C57) Existing housing types (%)	
A11) To promote and protect access to local services and amenities for all	B18) Improve access for all to Education/'learning and skills' facilities	C58) Percentage of under 19 year in full time education (2004)	SA Objective 18
		C59) Number of child care places per 1,000 population	
		C60) The percentage of 15 year olds getting five or more GCSEs at grades A-C	

SA Objective	Criteria	Indicators	Links with LDF Core Strategy SA Framework
A12) To enhance community identity and participation	B19) Recognise value of multi-cultural society and cater for its needs	<p>C61) % of residents surveyed who: Are satisfied with their local area as a place to live Feel that the area is getting worse</p> <p>C62) % of people surveyed who participate in local community activity (2004-05) Resident groups, School groups, Faith groups, Interest groups, Sports groups, Formal volunteering, Other</p> <p>C63) % of electoral voting at last election</p>	SA Objective 22, 23 and 28
Economic Issues			
A13) To promote sustainable economic growth	B20) Improve competitiveness and investment in local firms	C64) The percentage of unemployed people (age 16 +) as a proportion of economically active.	SA Objective and 14 and 18
	B21) Provide an environment that creates a climate for investment (including a high quality environment and high quality infrastructure).i.e., enhance the vitality and viability of the town centres with mixed uses	<p>C65) The Percentage economically active (age 16-64).</p> <p>C66) Job Seeker Allowance Claimants. % is a proportion of area (age 16-64).</p> <p>C67) VAT registered businesses. % is a proportion of the stock at the end of the year.</p>	
	B22) To encourage more sustainable economic growth that operates within environmental limits	<p>C68) % change in CO₂ emissions from CBC buildings between 2002-03 and 2003-04</p> <p>C69) Estimated domestic carbon dioxide emissions (2003-04)</p> <p>C70) Estimate total carbon dioxide emissions per capita (2003)</p>	SA Objective 3 and 16
	B23) Support economic diversity and key employment growth sectors within		SA Objective 19 and 20

SA Objective	Criteria	Indicators	Links with LDF Core Strategy SA Framework
	Cheltenham Town Centre		
A14) To reduce poverty and deprivation around the site, particularly in St Paul's	B24) Provide employment opportunities in suitable skill levels for those in socially deprived areas of Cheltenham	C71) Percentage population that live in Super Output Areas that are ranked in most deprived 25% (ACDP - % living in most deprived SOA) C72) People aged 16 -74 with highest qualification attained at NVQ level 2 or equivalent and NVQ level 4/5 or equivalent.	SA Objective 18
	B25) Provide accessible employment opportunities for socially disadvantaged sections of the local community	C73) Average distance from residential units to public transport.	SA Objective 22
Material Assets			
A15) To maximise the use of previously developed land and buildings, and the efficient use of land	B26) Encourage the use of previously developed land and buildings, and maximising their use by measures such as higher densities and mixed use development	C74) No. of sites of potential concern with respect to contamination C75) Area PDL utilised for the new development (2001)	SA Objective 8 SA Objective 8
A16) To promote sustainable design, construction, operation and demolition	B27) Promote renewable energy and reduce the demand for energy by adopting energy efficient design principles in new development	C76) Use of renewable electricity in CBC buildings (2003)	SA Objective 2 and 16
	B28) Use of recycled, secondary and sustainably sourced materials	C77) Weight of municipal waste arising p.a. % land filled % recycled % composted	SA Objective 11

SA Objective	Criteria	Indicators	Links with LDF Core Strategy SA Framework
A17) To minimise waste (during both development construction and operation) ¹⁰	B29) Increase recycling and composting rates by promoting easily accessible recycling systems as part of any new development	C78) Kg of waste collected per head p/a C79) % pop served by kerbside recycling collection (or within 1 Km of recycling centre – before 2001) C80) Daily domestic water use (per capita consumption)	SA Objective 11
	B30) General waste and construction waste should be minimised, reused, recycled and recovered in accordance with the waste hierarchy, wherever possible	C81) % sites within new development that used sustainable construction techniques	SA Objective 11

3.2

Internal Compatibility of SA Objectives

Through an iterative process of consultation and discussion, the SA Objectives have been derived so as to provide a compatible SA Framework. Potential conflicts are normally found between the environmental and economic objectives; however, within this SA Framework the economic objectives focus on sustainable economic growth and reducing disparities in deprived areas and therefore are broadly in agreement with both the social and environmental objectives.

The SA Criteria which accompany the Objectives help to illustrate this correlation in most cases. Possible exceptions are:

Criteria B20, which if taken on its own could have potential conflicts with some of the environmental objectives, but when considered with its adjacent criteria, would not.

Criteria B11 and B12 (on townscape and cultural heritage respectively), may in some cases conflict with Criteria B8 (renewable energy use). To minimise this

¹⁰ This is a cross-cutting objective with Climate Change theme

conflict, highly visible renewable energy generation facilities should not be used in any areas of designated historical or townscape importance. Energy efficiency measures should be prioritised.

4 Consultation

4.1

Introduction

In order to comply with the SEA Regulations, Part 3 Section 13, the Scoping Report was circulated to the statutory consultees (English Heritage, Environment Agency and Natural England) for comment. Following this consultation, the comments were received and recorded. Abridged versions of the comments and corresponding responses are produced below (these comments reflect the position at the time of the original SA report for the whole of the Civic Pride SPD).

Appropriate sections of the SA Report, including the SA Framework were refined based on these comments, and based on further understanding of site issues.

Environment Agency		
Topic	Abridged comment	Response
Q5 and Q8 of the Scoping Report	Considers the SA Framework to be satisfactory to assess how the Civic Pride project addresses and brings about Sustainable Development. However additional work will be required in areas to assess significant effects, e.g., Flood risk Assessments and land contamination risk	Noted. The ongoing Strategic Flood Risk Assessment (SFRA) will provide more detailed mapping and understanding of flood issues. Individual development proposals will need a Flood Risk Assessment and to consider land contamination issues in more detail.
Q7	Relates to involvement of EA in the SA process- welcomes the opportunity to be involved throughout the process	Noted
Section 2.1.1	Recommends Climate Change and Flood Risk to be considered as different topics as they are equally important	Comment incorporated
	Water quality section should refer to possible improvements in addition to maintaining the quality	Noted
Environmental Conditions		
Biodiversity	Welcomes inclusion of text on river water quality at River Chelt	Noted
Water	Recommends an additional indicator on incorporation of SUDS in the framework	Incorporated in the framework

Soil Resources and Quality	Does not agree that the site is at low risk to contamination. Recommends that the land contamination conditions at the site must be established and take a precautionary approach in addressing this issue	The evaluation presented in the Scoping Report was based on a desktop study using historic maps and other documents relating to historical and environmental data obtained from Landmark Information Group Ltd. Comment noted and further research recommended for future detailed development phase
Flood plains	Include statement that some areas in the town are in the high risk flood zone, generated from other rivers and water courses in addition to those from River Chelt floodplains	Noted and included
	Include wording on location of the sites, sequential testing and detailed flood risk assessments to ascertain appropriateness of the site	Included
Section 2.4	Climate Change section should include a SA Objective to reduce amount of waste generated	Referred in Objective A18 as a cross-cutting Objective
Section 2.5	Possible conflict between conservation areas and renewable energy schemes is likely to be significant at Cheltenham. The Council may consider a SPD on this matter	Conflict already identified in the ISA Objective-SA Objective compatibility matrix. Council may consider developing the SPD recommended

Following the proposals to revise the Development Brief, the statutory consultees were consulted on whether a new scoping report was required. It was agreed that a new scoping report would not required for the revised Development Brief. However, this revised SA report provides an update of the Policies, Plans and Programmes (PPPs) and the Baseline so that an up to date picture is painted. It has also been possible to identify some additional trends that were not possible at the time of the original SA, thereby improving the robustness of the assessment.

4.2

4.2.1

Testing the Objectives

Objectives

The project brief establishes a set of five over-arching objectives for the project and eleven sub-objectives, which are detailed below:

Environment

1. To provide a context for decisions on urban design, planning, transportation, street scene and maintenance issues which will produce a high quality and imaginative public realm.
2. To establish a reputation in the town for environmental excellence and provide a context for the implementation of public art, cultural and heritage projects.
3. To conserve energy and reduce Carbon Dioxide production to the minimum.

Economy

4. To stimulate economic development within the town centre and contribute to regional competitiveness.
5. To link economic growth and town centre regeneration with skills retention and development.
6. To enhance the town's reputation as a national centre of culture and encourage investment in the leisure, tourism, and retail sectors.

Transport

7. To set the context for reducing traffic impact, improving accessibility for walkers, cyclists, disabled people, public transport users, businesses and their service requirements.
8. To provide a context for the provision of accessible and safe off-street public car parking and for integrating local, regional and national bus and coach nodes.

Sustainability

9. To deliver a safe, innovative, leading edge or 'beacon' sustainable solution to provide benefits for people living, visiting and working in the town.
10. Set high standards of sustainable construction.

Property Management

11. To provide a context for decisions on the management of the site within on the context of the Council's property portfolio.

Table 4.1 summarises the results of a compatibility assessment of the above projects sub-objectives with the SA Objectives. There are no outright areas of conflict between the two sets of objectives although there are a number of areas of uncertainty. Most areas of uncertainty are derived from assessing the 'economic' project sub-objectives against the 'environmental' SA Objectives. Reasons for uncertainty are described in each case. However, it is perceived that when taken in conjunction with the 'environmental' and particularly the 'sustainability' project sub-objectives, these uncertainties are minimised and that no incompatibilities should occur during project implementation.

In most cases the objectives are either complementary, or have no relationship to each other. Some of the SA Objectives complement a large number of the project sub-objectives, particularly those relating to townscape, cultural heritage, sustainable economic growth, healthy lifestyles, access to amenities and building on previously developed land.

Project sub-objective 8 (to provide off-street car parking) does have potential significant conflicts with a number of SA Objectives if it leads to increased car usage. However, as long as sub-objectives 7 and 9 are taken into account, then any provision of car parking should not actually increase private car usage in Cheltenham. New parking spaces could be managed and reserved for those who must use the parking out of necessity or for those willing to pay a premium (funds from which can then be ring-fenced for improving public transport services).

Project sub-objective 11 is not in a form that allows it to be assessed against the SA Objectives; hence all scoring is left as 'no direct relationship'.

Table 4.1 Comparison between the Revised Plan Objectives and SA Objectives

Scoring System

Notation	Meaning
✓	Compatible
0	Neutral
×	Incompatible
N/A	No direct relationship
?	Uncertain

SA Objective	Project Objectives									
	1	2	3	4	5	6	7	8	9	10
A1 To protect and enhance areas of urban flora and fauna within the North Place site	✓	✓	N/A	? Possible implications for urban flora and fauna	? Possible implications for urban flora and fauna	? Possible implications for urban flora and fauna	✓	? Possible implications for urban flora and fauna dependent on location of offsite parking	✓	✓
										11 N/A

A2 To protect, maintain and enhance water resources within the site	✓	✓	N/A	? Increased economic development could lead to a rise in water usage	? Increased economic development could lead to a rise in water usage	? Increased economic development could lead to a rise in water usage	? Increased economic development could lead to a rise in water usage	✓	? Runoff from off-street parking areas may affect water quality in River Chet	✓	✓	N/A
A3 To protect and enhance important soil functions and types	✓	✓	N/A	N/A	✓	N/A	N/A	✓	N/A	✓	✓	N/A
A4 To reduce the impacts of climate change and reduce carbon dioxide levels	✓	✓	✓	? Potential increase in Carbon Dioxide levels if increased economic development translates to more industry and/or more private car usage	? Potential increase in Carbon Dioxide levels if increased economic development translates to more industry and/or more private car usage	? Potential increase in Carbon Dioxide levels if increased economic development translates to more industry and/or more private car usage	? Potential increase in Carbon Dioxide levels if increased economic development translates to more industry and/or more private car usage	✓	? Provision of off-street parking may encourage private car usage. However, this may be relatively less than what was available before developments. Bus and coach nodes will also encourage people to use these forms of transport instead of private car	✓	✓	N/A

A5 To minimise the risk of flooding on the site	✓	✓	✓	? Potential impacts if development situated in floodplain	? Potential impacts if development situated in floodplain	? Potential impacts if development situated in floodplain	✓	? May increase runoff levels	✓	N/A
A6 To protect and improve air quality around the site and wider area	✓	✓	✓	? Potential decrease in air quality levels if increased economic development translates to more industry and/or more private car usage	? Potential decrease in air quality levels if increased economic development translates to more industry and/or more private car usage	? Potential decrease in air quality levels if increased economic development translates to more industry and/or more private car usage	✓	? Provision of off-street parking may encourage private car usage. However, this may be relatively less than what was available before developments. Being off - street should alleviate problems in on – street areas	✓	N/A

A7 To avoid the detrimental impact that developments can have upon townscape character, and distinctiveness and to use development to enhance townscape distinctiveness	✓	✓	? Reducing Carbon Dioxide production by means of wind turbines and solar panels within the urban area, may negatively affect the townscape. However, Carbon Dioxide production can be reduced by energy efficient housing design, reducing private car transport etc	? Potential impacts on townscape if new buildings not sensitive to existing character	✓	? Potential impacts on townscape if new buildings not sensitive to existing character	? May benefit on – street facades.	✓	✓	N/A
A8 To conserve and where appropriate enhance the historic and cultural environment	✓	✓	? Reducing Carbon Dioxide production by means of wind turbines and solar panels within the urban area, may negatively affect the character of historical conservation areas. However, Carbon Dioxide production can be reduced by	? Potential impacts on cultural heritage if new buildings not sensitive to existing character	✓	✓	? Potential impacts on cultural heritage if new areas not sensitive to existing character	✓	✓	N/A

[illegible]

				with all the objectives above should not happen	with all the objectives above should not happen	with all the objectives above should not happen	conflicts with all the objectives above should not happen		a rise in private car usage		
A14 To reduce poverty and deprivation around the site, particularly in St Paul's	✓	0	✓		✓	✓	✓	N/A	N/A	✓	N/A
A15 To maximise the use of previously developed land and buildings, and the efficient use of land	✓	✓	N/A		✓	✓	✓	N/A	?	✓	N/A
A16 To promote sustainable design, construction, operation and demolition	✓	✓	✓		N/A	N/A	N/A	N/A	N/A	✓	N/A
A17 To minimise waste (during both development, construction and operation)	✓	✓	✓		?	?	?	N/A	N/A	✓	N/A

4.3

4.3.1

Developing and Appraising Development Brief Options

Evolution of Options

The previous development brief for North Place followed consultation with stakeholders and through an iterative process a set of initial options were produced for the site. These options were articulated in the Civic Pride Phase 3 Emerging Site Development Options report produced in May 2007.

Further refinements were made to the options at North Place based on stakeholder and public consultations and a set of options were produced in the Cheltenham Civic Pride Phase 3 Master Plan Report, September 2007. Consultations on these options led to refinement and preparation of a preferred option for the site as described in the development brief.

Following the economic slump and other factors as set out earlier, Cheltenham Development Taskforce has questioned the prospect of the development brief being delivered in its current format. Therefore, it has been deemed necessary to look to revise the development brief. Given the previous options looked at are also no longer viable, the council has created a revised brief that shall become the preferred option from the SA appraisal perspective. Given the above, there are only two realistic options this time around and these are;

Option 1: Implement the new development brief for a mixed use development with bus node

Option 2: 'Do Nothing' scenario (Adopted Development Brief - Relocation of the Municipal Offices)

The paragraphs below provide a summary of the two options.

Option 1: Implement the new development brief for a mixed use development with bus node

This option would be very similar to the adopted option in terms of the mix of land uses. The main difference is that there would not be a civic building as the council is currently not in a position to relocate to purpose built premises. Furthermore, there would be the inclusion of a 6-bay bus-node for local and national buses. A number of other things remain similar such as; there being a variety of uses including residential, employment, car parking and a high quality public realm which is usable both in terms of providing amenity and access within

and beyond the site, providing excellent linkages to the brewery, town centre and Pitville, for instance. Within the site an element of the ground floor use could be given over to retail units to ensure that the street level is animated. The proposals would also feature a number of sustainable features such as renewable energy systems and green walls and roofs adding interest and biodiversity to the urban landscape.

Option 2: Relocation of the Municipal Offices

This option which was the original and adopted option assumes that the Municipal Offices will be relocated to a new purpose built facility at North Place. Under this option, the new civic building is located to the north of the proposed new square, with frontage onto Portland Street, the square and North Place. There would be no bus-node as part of this proposal.

4.3.2

Appraisal of Options:

These options are evaluated against the SA/SEA Framework objectives set out in the Scoping Report and scored against a seven point scale listed below.

Notation	Meaning
✓	Significant positive impact
✓?	Positive impact, based on assumptions
0	Neutral impact
-	No relationship
X?	Negative impact, based on assumptions
X	Negative impact
?	Uncertain impact

It should be noted that the scoring was based on available information in respect to each of the options and on the SEA/SA team's judgment, substantiated by quantitative data where possible.

4.3.3

Sustainability Matrices

This section summarises key messages from the options appraisal process. In accordance with the SEA Directive 2004 and SA Guidance, the new option is tested along with a 'do-nothing' scenario (which is option 2 here) to provide a comparator and aid in judgement. The detailed appraisal of the options is set out in Table 4.2.

Both options share a number of key sustainability features

- They require sustainable design and construction
- They require appropriate flood defence and water management measures
- They promote mixed uses and high standard of design which respects and enhances local character and distinctiveness
- They promote traffic calming and traffic management and encourage a shift to walking, cycling and public transport usage

Both options provide similar amounts of new floorspace which is likely to attract inward investment and create new jobs and employment. The main differences emerge in terms of the mix of land uses proposed.

Table 4.2 North Place Revised Options Appraisal			
SA Objective	Option 1 Implement revised SPD and Development Brief	Option 2 Do Nothing (Retain existing SPD and Development Brief)	Commentary
Biodiversity A1) To protect and enhance areas of urban flora and fauna within the North Place site	✓	✓	<p>Given the site is currently used as a car park, Options 1 and 2, with the proposed open spaces would enhance biodiversity.</p> <p>The green wall proposed along the exposed sections of the multi-storey car park on North Place Road/Portland Street frontage will add both interest and biodiversity to the urban landscape.</p> <p>Additionally, Option 1 states that residential development will have opportunities for personalised space on street frontages (balconies, front gardens etc). Green space within this personalised space will enhance the urban flora and fauna and has the potential to enhance biodiversity within these sites. Option 2 would also provide front gardens of at least 1.5m for a number of houses.</p>
Water A2) To protect, maintain and enhance water resources within the site	✓	✓	<p>Overall, both options perform reasonably against this objective and are likely to contribute to improvement of water quality and protect water resources, provided best practice is followed in land remediation.</p> <p>Both options could incorporate effective water management (e.g. SUDS) and appropriate water conservation measures.</p> <p>Both options would improve on the current layout which is almost entirely impermeable, offering no scope for SUDS or enhancement of water resources, resulting in a negative effect on water resources.</p>
Soil A3) To protect and enhance important soil functions and types	✓?	✓?	Both options would transform the existing car park into an attractive development, fully built on previously developed land. They would also both require and provide the remediation of the land. As a result they are considered to have a positive effect on soil resources.

Climate Change	A4) To reduce the impacts of climate change and reduce carbon dioxide levels	✓	<p>The biggest difference between the options is the proposed 6-bay bus-node under option 1. There are potentially positives and negatives in terms of the potential carbon dioxide levels under option 1 when compared to option 2. On the one hand, the bus node could enhance the sustainability of the site and encourage a modal shift in transportation, lowering emissions otherwise created by car use. However, these gains would be partially offset by the potential increase in emissions whilst the coaches are waiting. However, both options would result in less cars being able to use the site from the current 813 which could use it as a car park currently to around 300 under either proposal.</p> <p>In terms of sustainable building standards; option 2 will require incorporation of energy efficiency measures in building design, such as green roofs and green walls, which will have a significant positive effect against this objective. Moreover, housing development will be expected to achieve Code for Sustainable Homes rating of 5. However, Option 1 only requires a minimum of level 4 of the Code for Sustainable Homes which means it does not have the potential to perform so well.</p>
	A5) To minimise the risk of flooding on the site	✓?	<p>Overall, both options would appear to perform equally well against the existing use of the site.</p> <p>It is assumed that future development under either option will be informed by the recommendations of the SFRA level 2 and incorporate SUDS and flood defences as appropriate. The outcomes of the SFRA level 2 are still unknown hence there is still an element of uncertainty as to how the options will perform against this objective.</p>
Air Quality and Transport	A6) To protect and improve air quality around the site and wider area	✓?	<p>The site is generally well served by public transport (bus) along North Place and Portland Street and along Pitville Street and Clarence Street. Other bus stops are located within or just over the desirable 400m walking distance from the site.</p> <p>Options 1 and 2 score positively against this objective by reducing surface car parking (from 813 to approx 300) and promoting mixed use development and improved accessibility.</p> <p>Additionally, Option 1 will provide a 6-bay bus-node on the site. This has the potential to enhance public transport provision to the site and beyond and encourage a modal shift compared to Option 2 and therefore reducing congestion. However, the bus-node will create some additional emissions thereby offsetting some of these benefits. Overall both options perform well on their merits compared to the existing use of the site.</p> <p>Both these options will improve conditions locally; however traffic and emissions may be redirected elsewhere unless accompanied by wider traffic management measures.</p>
		✓?	

Townscape		
A7) To avoid the detrimental impact that developments can have upon townscape character, and distinctiveness and to use development to enhance townscape distinctiveness	✓	<p>Redevelopment of an uninteresting car park space into a vibrant mixed use development would enhance townscape character. Both options would contribute positively to local character and distinctiveness.</p> <p>Option 1 performs slightly better than Option 2 in that it states high quality design is “essential” rather than “required” on the site.</p>
A8) To conserve and where appropriate enhance the historic and cultural environment and landscape	✓	<p>The site provides an opportunity to enhance the setting of the surrounding historic buildings and to link two historic Promenades within the town. Both options incorporate requirements to promote high quality design and to respect and enhance the setting of Listed Buildings and would have a significant positive effect on cultural heritage and landscape resources.</p> <p>Option 1 performs slightly better than Option 2 in that it states that high quality public spaces will “enhance” the setting of the listed Holy Trinity Church rather than “address” it. Further detail is also provided in Option 2 on the historic context and archaeology of the site, stating the importance of nearby heritage assets and the contribution of their setting, the character and distinctiveness of the local buildings and so on.</p>
Population and Human Health		
A9) To promote healthy lifestyles and sense of well being	✓	<p>Options 1 and 2 would encourage a shift from car use to public transport and walking through partial replacement of the existing car park. These options would improve accessibility on foot across the town centre and would therefore promote healthy lifestyles.</p> <p>Option 1 suggests the provision of an outdoor gym which would further promote healthy lifestyles and a sense of well being.</p>
A10) To create sustainable communities with high levels of local amenity	✓	<p>The implementation of Option 2 combines a diverse mix of land uses with improvements to traffic and the promotion of pedestrian/ cyclist movement will improve access to jobs and services in a highly accessible town centre location. This option will be required to comply with affordable housing requirements. Option 2 incorporates a mix of housing types, with more family housing, and therefore promotes sustainable communities.</p> <p>Option 1 would reduce the level of affordable housing on the site by 10%, from 50% to 40%, which may mean it would not perform so well in achieving sustainable communities. However, this still meets the requirements of current affordable housing policy. Furthermore, the broadening and increased flexibility of the range of uses on the site under this option could increase the self sufficiency of communities within the site. This should be an important consideration when determining what uses should go on the site.</p>

A11) To promote and protect access to local services and amenities for all	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Both options would provide mixed land uses and improve access to jobs and services in a highly accessible town centre location. There is an opportunity to link two historic Promenades across the town and to address pedestrian severance on St Margaret's Road between the site and the town centre and Brewery. The implementation of the bus node through Option 1 may enable people without their own transport to be able to access local services and amenities which may otherwise be unavailable to them.
A12) To enhance community identity and participation	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Redevelopment at North Place is focussed on creating a vibrant mixed-use hub, which will act as a catalyst for regeneration north of the High Street. The new public square located between Portland Street and North Place addressing Holy Trinity Church will create a major new civic space and both options will help to reinforce community identity and civic pride.
Economic Issues			
A13) To promote sustainable economic growth	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Both options contain significant employment generating floorspace, including retail, office and hotel uses. This will enhance the vitality and viability of the town centre and contribute positively to the promotion of sustainable economic growth. Option 1 removes the Municipal Offices from being relocated to the site, which may decrease the level of economic/employment growth on the site. Notwithstanding this, another commercial user has the opportunity to occupy the site as a consequence. Option 1 performs less well against this objective as it reduced the level of affordable housing on the site from 50% to 40%. However, it still meets current policy requirements and is consistent with the housing needs assessment.
Material Assets			
A15) To maximise the use of previously developed land and buildings, and the efficient use of land	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	All of the redevelopment at North Place will be on a brownfield site and both options would increase overall density and efficiency of use of land, making a significant contribution to this objective.
A16) To promote sustainable design, construction, operation and demolition	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Both options incorporate a requirement for sustainable design and construction and therefore score equally well against this objective. However, Option 1 removes the aspiration to meet Level 5 of the Code for Sustainable Homes which means it does not have the potential to perform quite so well. Notwithstanding this, the sustainable methods to be incorporated under either option would deliver significant benefits.

A17) To minimise waste (during both development construction and operation)	✓	✓	Both options could incorporate sustainable waste management practices and therefore score well. A waste minimisation statement is required under both options.
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4.3.4

North Place

Both options retain broadly the same features in terms of physical layout, including the creation of a diagonal link between North Place Road and the Brewery and a new civic square opposite Trinity Church, which would link the towns two historic Promenades (The Promenade and Pittville Park). They also offer a good mix of land-use which will contribute to the vitality and vibrancy of North Place and act as a catalyst for regeneration north of the High Street. In both options the entire redevelopment is on previously developed land.

The options therefore perform similarly in terms of the Sustainability Appraisal. The main variations relate to slight differences in land use mix; Option 1 does not contain a proposed civic building but contains a bus node with the potential for further enhancing the site's sustainability. Option 1 has a lower affordable housing requirement however, 40% is in line with policy requirements and can still deliver a well balanced community. Differences tend to be relatively minor and the positives and negatives of one option are offset by those of the alternate option.

4.4

Predicting the effects of the draft Development Brief

4.4.1

Appraisal approach

The revised draft Development Brief options were tested against the SA Framework. It was evaluated for compliance with sustainability objectives, and the predicted impacts and assumptions used in the appraisal process are explained in the commentary column. The detailed appraisal matrices are contained in Table 4.3. The SEA Directive includes a requirement to examine the duration (short/medium/long), frequency, cumulative and synergistic effects of the predicted impacts. The performance of the preferred option (revised draft Development Brief) against the SA objectives was scored using the following seven point scale:

Notation	Meaning
✓	Significant positive impact
✓?	Positive impact, based on assumptions
0	Neutral impact
-	No relationship
X?	Negative impact, based on assumptions
X	Negative impact
?	Uncertain impact

Table 4.3 North Place SPD Sustainability Matrix

SA Objective	Criteria	Assessment score	Commentary	Mitigation measures/Recommendations
Environmental Issues				
Biodiversity				
A1) To protect and enhance areas of urban flora and fauna within the North Place site	B1) Achieve BAP targets and protect plant and animal species identified in the Gloucestershire BAP	Green space enhancements will add recreational value and aid in attracting inward investment, with positive synergistic effects on economic and health objectives	Retention of existing trees, introduction of new planting and the potential green walls / roofs will support this objective.	Landscape details should be provided at planning application stage
Water				
A2) To protect, maintain and enhance water resources within the site	B2) Protect and where possible, enhance the chemical and biological water quality in the River Chelt. B3) Promote water re-use and conservation in new and regenerated developments whilst reducing depletion of surface and groundwater resources	Long term improvements in water quality will have positive synergistic effects for biodiversity and health	Water saving and water recycling measures proposed under this option will have a short term and long term positive effect on water resources. Code for Sustainable Homes and BREEAM requirements will promote water conservation and re-use and SUDS will help manage water run-off.	Detailed design must incorporate water efficiency measures
Soil				
A3) To protect and enhance important soil functions and types	B4) Encourage decontamination of soils as part of the planning for new development	Improvements to soil quality will have long term positive synergistic effects for population/health	A high proportion of the development will occur on a brown field site, so soil quality will be protected and enhanced	Developers should undertake appropriate investigations and remediation of contamination prior to construction

Climate Change					
A4) To reduce the impacts of climate change and reduce carbon dioxide levels	B5) Reducing the private car usage and the need to travel (e.g. green travel plans, car pools and integration with new or existing public transport facilities, as part of new developments) B6) Promote renewable energy and reduce the demand for energy by adopting energy efficient design principles in new development.	Building resilience to climate change will have long term positive synergistic effects for population/health	The draft Development Brief will minimise private vehicle use and promote public transport, walking and cycling, as well as sustainable design and construction.	New development should meet Code for Sustainable Homes and BREEM requirements Refurbishment and renovation of existing buildings should comply with CIRIA and other best practice guidance	
A5) To minimise the risk of flooding on the site	B7) Promote the incorporation of Sustainable Urban Drainage Systems (SUDS) into the design of new developments B8) Ensure that new developments which are at risk of flooding are sufficiently adapted	Improved flood risk management will have long term positive synergistic effects for population/health	The current level of flood risk at the site is uncertain, but will become clearer when the SFRA level 2 is completed. Developers will be required to produce a detailed Flood Risk Assessment and to incorporate appropriate flood defence and flood management measures, which help to reduce overall levels of flood risk at the site.	Development proposals will need to be accompanied by individual Flood Risk Assessments and to provide for flood risk mitigation on site	
Air Quality and Transport					
A6) To protect and improve air quality around the site and wider area	B9) To improve air quality, within Cheltenham Town Centre	Local improvements to air quality through improved traffic conditions will have localised positive synergistic effects for population/health, townscape and landscape/cultural heritage objectives. If integrated with wider town centre traffic management initiatives effects may be more widespread and more significant. The additional bus-node can help deliver wider benefits.	The Development Brief will reduce traffic flows, improve traffic management and provide improved facilities for pedestrians, cyclists and public transport users in particular.	Car parking in new commercial development should be provided at the minimum level which will retain viability. Redevelopment of this site should be accompanied by wider town centre traffic interventions aimed at reducing overall traffic levels and promoting sustainable transport choices	

Townscape					
A7) To avoid the detrimental impact that developments can have upon townscape character, and distinctiveness and to use development to enhance townscape distinctiveness	B10) Minimise adverse visual impact of new development and avoid light pollution without compromising on safety features B11) Protect and enhance townscape character and distinctiveness	Townscape enhancements will have significant long term positive synergistic effects for landscape/cultural heritage and economic objectives	The Development Brief will lead to a significant enhancement of existing townscape features and require exemplar high quality design in new build	Development proposals will need to be accompanied by design and access statements which comply with CABE guidance	
Landscape & Cultural Heritage					
A8) To conserve and where appropriate enhance the historic and cultural environment and landscape	B12) Safeguard and enhance Cheltenham's unique identity as a Regency town and restore important historic features B13) Promote public access to and enjoyment of, built heritage and archaeology	The Development Brief will have significant benefits for landscape and cultural heritage resources, which in turn will have long term positive synergistic effects for economic and townscape objectives	The redevelopment of the site and better traffic management and green spaces will lead to a significant enhancement of the setting of important cultural and heritage resources.		
Social Issues					
Population and Human Health					

A9) To promote healthy lifestyles and sense of well being	<p>B14) Minimise health impacts of new developments (e.g. noise, vibration, odour and air quality impacts on human receptors)</p> <p>B15)¹¹ Encourage walking and cycling as part of any new development</p> <p>B16) Reduce crime and fear of crime by appropriate design of new development and their surrounds (e.g. lighting, CCTV)</p>	Encouragement of walking, cycling and civil society will have long term, synergistic benefits for air quality and economic objectives	The Development Brief will reduce and manage traffic and the setting of important heritage buildings and spaces which play a key role in establishing town centre identity. This will have a significant impact on generating a sense of well being and also in creation of a sense of belonging for the local community.	
A10) To create sustainable communities with high levels of local amenity	B17) Access to good quality, affordable housing for all and a flexible range of housing types/tenures	Provision of a mixed use development, with an element of affordable housing, in a highly accessible town centre location will have long term positive synergistic effects for population/health	The site will provide a mixed use development which will be well located close to town centre amenities. The Development Brief requires a housing mix / tenure in line with policy.	Continued monitoring of housing needs, markets and prices will be required as regeneration brings changes to labour and land markets.
A11) To promote and protect access to local services and amenities for all	B18) Improve access for all to Education/learning and skills' facilities	The Development Brief will have a significant positive effect on improving accessibility to education and skills thereby resulting in positive cumulative effects for social and health objectives	The site will provide a mixed use development which will be well located close to education, training and employment opportunities.	Future requirements for education and community facilities will need to be developed in the light of detailed development proposals as redevelopment could bring in users from varying backgrounds

¹¹ This is a cross cutting criteria used also for objective A6.

A12) To enhance community identity and participation	B19) Recognise value of multi-cultural society and cater for its needs	The Development Brief will have a significant positive effect on improving accessibility to amenities thereby resulting in positive cumulative effects for social and health objectives	The Development Brief will lead to a significant enhancement of, and improve public access to, a town centre space and buildings which are highly symbolic and important to local identity.	
Economic Issues				
A13) To promote sustainable economic growth	<p>B20) Improve competitiveness and investment in local firms</p> <p>B21) Provide an environment that creates a climate for investment (including a high quality environment and high quality infrastructure).i.e., enhance the vitality and viability of the town centres with mixed uses</p> <p>B22) To encourage more sustainable economic growth that operates within environmental limits</p> <p>B23) Support economic diversity and key employment growth sectors within Cheltenham Town Centre, particularly tourism, events, education and health, retail, public administration, hospitality sector and 'night-time' economy</p>	Economic growth and diversification will have long term positive synergistic effects for population/health	The Development Brief will promote mixed use development and support new tourist accommodation and facilities, which is a key economic sector.	
A14) To reduce poverty and deprivation in and around the site, particularly in St Paul's	<p>B24) Provide employment opportunities in suitable skill levels for those in socially deprived areas of Cheltenham</p> <p>B25) Provide accessible employment opportunities for socially disadvantaged sections of the local community</p>	The Development Brief will have a positive effect on employment generation, which will have long term positive synergistic effects for population/health	The Development Brief will provide the opportunity for new job opportunities in the town centre, including jobs in the tourism industry and office sector, which will require a broad range of skills and be accessible to a wide range of the local population	A labour force skill strategy is drawn during the detailed development phase to identify potential employment generation, skills required and match it with local available skills.

Material Assets					
A15) To maximise the use of previously developed land and buildings, and the efficient use of land	B26) ¹² Encourage the use of previously developed land and buildings, and maximising their use by measures such as higher densities and mixed use development		Sustainable design and construction on brownfield land will provide strong support for this objective, which in turn will have long term positive synergistic effects for climate change and air quality.	The Development Brief will promote development on previously developed land and encourage higher densities in an accessible town centre location.	A comprehensive demolition waste management plan should be prepared for all major demolition works, which incorporates the waste hierarchy model of- recover, reuse and dispose
A16) To promote sustainable design, construction, operation and demolition	B27) ¹³ Promote renewable energy and reduce the demand for energy by adopting energy efficient design principles in new development		Sustainable design and construction will provide strong support for this objective, which in turn will have long term positive synergistic effects for climate change and air quality.	Code for Sustainable Homes and BREEAM requirements will promote sustainable design and construction.	
	B28) Use of recycled, secondary and sustainably sourced materials				
A17) To minimise waste (during both development construction and operation) ¹⁴	B29) Increase recycling and composting rates by promoting easily accessible recycling systems as part of any new development		Sustainable waste management will minimise landfill which will support water and air quality objectives	Code for Sustainable Homes and BREEAM require sustainable waste management practices	
	B30) General waste and construction waste should be minimised, reused, recycled and recovered in accordance with the waste hierarchy, wherever possible				

¹² This is a cross cutting criteria, also used for Objective A7

¹³ This is a cross cutting criteria, also used for Objective A4

¹⁴ This is a cross-cutting objective with Climate Change theme

This section provides a summary of key issues identified in the appraisal framework.

4.4.2

North Place

The revised draft Development Brief would convert the uninteresting landscape of a car park into a vibrant space with a varied mixture of commercial and residential units, and act as a catalyst for regeneration north of the High Street.

The regeneration of the area should provide a stimulus to other retail and service functions in the vicinity.

The new square near Portland Street will comprise a major new civic space civic and focus for activity hub. This will help to stimulate inward investment and to promote civic pride and participation.

The public realm improvements and urban design qualities of the new development will make a significant contribution to the enhancement of townscape character and the conservation of cultural heritage. This will have a positive synergistic effect on economic and social objectives by helping to attract inward investment and encourage community interaction.

The Development Brief includes a significant element of new housing provision, including an element of affordable housing, which will support housing and social objectives.

All of the redevelopment is proposed on previously developed land, which supports a wide range of sustainability objectives.

The Development Brief will significantly improve the attractiveness of walking and cycling and enhance accessibility across the town centre. The additional inclusion of the bus node under the revised option could help to achieve a modal shift in transportation if planned carefully and successfully. This will result in positive synergistic effects between transport, health and air quality objectives

However the inclusion of significant amounts of office/commercial and residential floorspace will potentially increase travel demands and it is recommended that a green travel plan should be produced at site

development stage to encourage sustainable transport initiatives, such as car sharing and car pooling, and to minimise parking provision.

Overall the Development Brief is considered to have a positive effect on sustainability objectives with no negative effects. It is recognised that increased economic activity could lead to traffic growth and car emissions with negative cumulative impacts on human health. The proposed bus-node can help to tackle this. However, strategic transport measures will be required across the town centre as a whole to de-couple economic and transport growth and to promote sustainable transport choices.

5 Recommendations and Monitoring

5.1 *Recommendations*

Overall the revised draft Development Brief is judged to have very positive effects on the sustainability objectives, with particularly positive effects for social, population/health, townscape and landscape/cultural heritage objectives and criteria. However there are a number of recommendations which would help improve the sustainability performance. These are summarised below. A number of these recommendations can also be incorporated into other DPD documents.

- Future requirements for health, education and community facilities will need to be developed in the light of detailed development proposals as redevelopment could bring in users from varying backgrounds
- Landscape details should be provided at planning application stage
- Detailed design must incorporate water efficiency measures
- Developers should undertake appropriate investigations and remediation of contamination prior to construction
- New development should meet Code for Sustainable Homes and BREEAM requirements
- Refurbishment and renovation of existing buildings should comply with CIRIA and other best practice guidance
- Development proposals will need to be accompanied by individual Flood Risk Assessments and to provide for flood risk mitigation on site
- Development proposals will need to be accompanied by design and access statements which comply with CABI guidance
- A labour force skill strategy is drawn during the detailed development phase to identify potential employment generation, skills required and match it with local available skills.

- A comprehensive demolition waste management plan should be prepared for all major demolition works, which incorporates the waste hierarchy model of- recover, reuse and dispose
- Car parking in new commercial development should be provided at the minimum level which will retain viability.

5.1.1 Monitoring

Initial monitoring proposals are outlined in Table 3.1 above, which reflect SA objectives and indicators. These will be further refined in the light of comments on the revised draft SA Report.

6 Next Stages

6.1 ***Next Steps - Consultation***

Consultation on the revised draft Development Brief and this draft SA report will run in parallel from 23 August 2010 to 1 October 2010. The SEA Regulations set specific requirements for consultation with the Statutory Environmental Bodies, the public and other interested parties (these could include community groups, Primary Care Trust etc). The draft SA Report will be made available for consultation and, in the light of any comments received, will be amended and updated in the final stage of preparation. It will then form the basis for future monitoring of the Development Brief.

References

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Appendix 1

Review of Relevant Plans and Programmes

A review was undertaken of policies, plans, programmes and sustainability objectives relevant to the three Cheltenham Borough Council SPDs at an international, national, regional and local level. A detailed breakdown of the objectives of each of the documents and their likely implications for the SPDs are included in the table below:

Review of Relevant PPPs for SPDs		
INTERNATIONAL PLANS, POLICIES AND PROGRAMMES		
Other plan/programme	Objectives or requirements of the other plan or programme	How objectives and requirements might be taken on board
Johannesburg Declaration on Sustainable Development (United Nations, Sept 2002)	The Johannesburg Declaration outlines the path taken to the World Summit on Sustainable Development, highlights present challenges, expresses a commitment to sustainable development, underscores the importance of multilateralism and emphasizes the need for implementation.	The LDF and SPDs must be underpinned by the central concept of sustainable development. The SA should seek to incorporate appropriate issues addressed by the declaration.
Kyoto Agreement (United Nations, Dec 1997)	The Kyoto protocol is an international agreement imposing limits on emissions of carbon dioxide and other gases scientists blame for rising world temperatures, melting glaciers and rising oceans. It was negotiated in the Japanese city of Kyoto in 1997 and ratified by 140 nations.	Largely superseded by the UK Climate Change Act and PPS1 Supplement. Nevertheless, the SPDs will need to incorporate options that help to reduce harmful emissions and support adaptation to and mitigation of climate change. The SA must incorporate objectives and targets relating to the need to stem climate change.
Strategic Environmental Assessment (SEA) Directive (European Union, 2001)	European directive which requires an assessment to be made of the effect of certain plans and programmes on the environment. Key issues include: biodiversity, health, soil, water, air quality, landscape, cultural heritage, climate, flora and fauna.	The SPDs must consider the requirement to undertake an SEA. In such cases it is likely to be combined with the SA. The SA will need to ensure that it incorporates the specific requirements of the Directive.
EU Habitats Directive (92/43/EEC) & Birds Directive (79/409/EEC) (European Parliament, May 1992)	European Directive 2001/42/EC (the SEA Directive) "on the assessment of the effects of certain plans and programmes on the environment" requires a formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment. Authorities which prepare and/or adopt such a plan or programme must prepare a report on its likely significant environmental effects, consult environmental authorities and the public, and take the report and the results of the consultation into account during the preparation process and before the plan or programme is adopted. They must also make information available on the plan or programme as adopted and how the environmental assessment was taken into account. The SEA Directive is transposed into UK law by the Environmental Assessment of Plans and Programmes Regulations 2004.	The SPDs should set out to conserve fauna, flora and natural habitats and, where possible, contribute to establishing a green network in support of threatened (and other) species and habitats. The SPDs should consider the requirement to undertake habitat regulation assessments of plans or programmes affecting internationally recognised habitats.
EU Water Framework Directive (2000/60/EC) (European Parliament, Oct 2000)	The WFD sets a framework for the long-term sustainable management of water resources, and establishes a river catchment structure for the management of all inland and coastal waters including groundwater.	The SPDs must consider their potential impacts on water management (abundance, availability and quality).
European Spatial Development Perspective (European Commission, May 1999)	The aim of spatial development policies is to work towards a balanced and sustainable development of the territory of the European Union. In the Ministers' view, what is important is to ensure that the three fundamental goals of European policy are achieved equally in all the regions of the EU: economic and social cohesion; conservation and management of natural	The SPDs must incorporate policies that help reduce harmful emissions. The SA needs to incorporate objectives and targets relating to the need to stem climate change.

	resources and the cultural heritage; more balanced competitiveness of the European territory.	
Red List of Threatened Species – A Global Species Assessment (IUCN, 2004)	The IUCN Red List of Threatened Species™, known as the IUCN Red List, is one approach for assessing and monitoring the status of biodiversity. The IUCN Red List is supported by the Red List Consortium, comprised of the IUCN – The World Conservation Union (in particular the Species Survival Commission), BirdLife International, Conservation International (in particular the Centre for Applied Biodiversity Science), and Nature Serve. Together these organizations provide the world's largest knowledge base on the global status of species. The 2004 IUCN Red List contains 15,589 species threatened with extinction. The assessment includes species from a broad range of taxonomic groups including vertebrates, invertebrates, plants, and fungi.	The SPDs should consider their impacts on threatened (and other) species.
Ambient Air Quality and Management Directive (1996/62/EC)	Establishes mandatory standards for air quality and sets limits and guides values for sulphur and nitrogen dioxide, suspended particulates and lead in the air.	SA will include objectives for air quality and the SPDs must increase emphasis on reducing the need to travel and providing alternatives to the private car.
NATIONAL PLANS, POLICIES AND PROGRAMMES		
Other plan/programme	Objectives or requirements of the other plan or programme	How objectives and requirements might be taken on board
PPS1: Sustainable Development and Climate Change	PPS1 sets out the Government's overarching planning policies on the delivery of sustainable development through the planning system.	The SPDs must follow the overarching principles of PPS1 to secure sustainable development. The SA must ensure that the SA Framework will assess each potential policy/proposal.
PPS1: Planning and Climate Change Supplement to PPS1	'Planning and Climate Change Supplement to PPS1' sets out how planning, in providing for the new homes, jobs and infrastructure needed by communities, should help shape places with lower carbon emissions and resilience to the climate change now accepted as inevitable. The Supplement does not seek to assemble all national planning policy relevant or applicable to climate change and should be read alongside the national PPS/G series. Where there is any difference in emphasis on climate change between the policies in this PPS and others in the national series this is intentional and this PPS takes precedence.	The LDF will aim to engage constructively with the public, agents and developers to deliver sustainable buildings and improve overall sustainability. SA objectives will incorporate climate change aims.
UK Climate Change Programme (DEFRA, 2006)	Sets out measures designed to bring about greenhouse gas reduction of up to 23% below 1990 levels by 2010, including a number of measures that local authorities can undertake.	SPDs must take account of targets and measures recommended in the programme, which are built into the Council's climate change strategy.
UKCIP08 Science Reports, The Climate of the UK and Recent Trends (UK Climate Impacts Programme, 2008)	The first in a series of reports under the umbrella of the UK 21st Century Climate Change Scenarios (known as UKCIP08). When considering how climate change is going to affect the UK, it's useful to understand the risks that current climate already poses to individuals, landscapes, organisations and the economy, before moving on to explore future climate risks. This report provides information to support this first step, stimulating better understanding of how the UK's climate affects our everyday lives.	The LDF will develop climate change policies in response to the data contained within the UKCIP Reports. Additionally the reports will be used to inform other DPDs of climate change-related issues.
Sustainable Development Strategy (DTI, 2000)	The Strategy, accompanied by an action plan, sets out the DTI's priorities for contributing to sustainable development. These include: <ul style="list-style-type: none">Improving resource productivity to reduce greenhouse gas emissions and waste generation by acting as a catalyst and driver.Encourage corporate social responsibility.Modernising the DTI to make it more sustainable.	Background information regarding sustainable employment development.
UK Sustainable Development Strategy (DEFRA, 2005)	The UK Government launched its new strategy for sustainable development, Securing The Future, on 7 March 2005. The Strategy takes account of developments since the previous (1999) Strategy, both domestically and internationally; including: the changed structure of government in the UK with devolution to Scotland, Wales and Northern Ireland; greater emphasis on delivery at regional level; and the new relationship between government and local authorities. It takes account of new policies since 1999, and it highlights the renewed international push for sustainable development from the World Summit on Sustainable Development in Johannesburg in 2002. The lead Department, Defra, chairs a Programme Board to oversee delivery of the Strategy, but all UK Departments share responsibility for making sustainable development a reality. The Strategy embeds five main principles: <ul style="list-style-type: none">Living within Environmental Limits	LDF and SPDs to contribute towards the achievement of the strategy. SA to incorporate the five main principles and four main priorities of the strategy.

	<ul style="list-style-type: none"> Ensuring a Strong, Healthy, and Just Society Achieving a Sustainable Economy Promoting Good Governance Using Sound Science Responsibly <p>Furthermore, it highlights four main priorities for immediate UK action:</p> <ul style="list-style-type: none"> Encouraging Sustainable Consumption and Production Contributing to Reducing Climate Change and Energy Consumption Natural Resource Protection and Environmental Enhancement Developing Sustainable Communities. 	
One Future, Different Paths – the UK's Shared Framework for Sustainable Development (HM Govt, Welsh Assembly Govt, Scottish Executive and Northern Ireland Office, 2005)	In 1999, the UK devolved many powers to new democratic bodies in Scotland, Wales and Northern Ireland. Since then, each has been creating their own solutions to the challenge of sustainable development. The model for the UK's strategic approach to sustainable development reflects this new structure of decision-making. Instead of one strategy document, each will have its own, but there are still common challenges and goals. This framework document sets out what those are, and is an affirmation that devolved governments will work to common goals without compromising the strengths which a diversity of approach offers.	Background information.
PPS3: Housing	PPS3 underpins the delivery of the Government's strategic housing policy objectives and its goal to ensure that everyone has the opportunity to live in a decent home, which they can afford, in a community where they want to live. The policy was revised in June 2010 to give local authorities the power to prevent overdevelopment of neighbourhoods and 'garden grabbing'.	SPDs must allow for enough housing to meet local needs while maximising the use of previous developed land. The LDF should seek to promote mixed-use developments including affordable housing and aim to achieve sustainable residential environments. The SA will ensure that potential policies and proposals are consistent with the key messages of PPS3.
PPS4: Economic Growth	PPS4 sets out the Government's comprehensive policy framework for planning for sustainable economic development in urban and rural areas. PPS4 replaces PPG4: Industrial, Commercial Development and Small Firms; and PPG5: Simplified Planning Zones (both Nov 1992); PPS6: Planning for Town Centres (March 2005); and the economic development sections of PPS7: Sustainable Development in Rural Areas (Aug 2004). PPS4 defines economic development as development within the B Use Classes, public and community uses, main town centre uses and other development which achieves at least one of the following objectives: 1. provides employment opportunities 2. generates wealth or 3. produces or generates an economic output or product PPS4 excludes housing development.	The SPDs should pay particular attention to the policies within PPS4, using evidence- and needs-based planning to help achieve sustainable economic growth and to help secure competitive, viable and vital centres which are less vulnerable to economic downturn. The SA should incorporate objectives and criteria relating to sustainable economic growth.
Employment Land Reviews: Guidance Notes (2004)	This guide aims to provide planning authorities with effective tools with which to assess the demand for and supply of land for employment. In particular, sites allocated for employment need to reflect the changing requirements of businesses and local economies. This guide will help authorities assess the suitability of sites for employment development, safeguard the best sites in the face of competition from other higher value uses and help identify those which are no longer suitable for other uses.	Background information. The ELR is an integral part of the Joint Core Strategy evidence base.
Good Practice Guide on Planning for Tourism (DCLG, 2006)	This Good Practice Guidance, to be read alongside national planning policies, is designed to: - ensure planners understand the importance of tourism and take this into account when preparing development plans and taking planning decisions; - ensure those involved in the tourism industry understand the principles of national planning policy as they apply to tourism and how these can be applied when preparing individual planning applications; and - ensure planners and the tourism industry work together effectively to facilitate, promote and deliver new tourism devt. in a sustainable way.	Valuable guidance for tourism-based policies. See also PPS4.
PPS5: Planning for the Historic Environment	PPS5 sets out planning policies on the conservation of the historic environment. The development plan making policies in this PPS must be taken into account by local planning authorities in the preparation of LDDs. PPS5 replaces PPG15: Planning and the Historic Environment published on 14 September 1994; and PPG16: Archaeology and Planning published on 21 November 1990. PPS5 is supported by a practice guide endorsed by CLG, DCMS and English Heritage.	The SPDs should support the conservation objectives of PPS5. The SA should incorporate objectives and criteria relating to the conservation of the historic environment.

Heritage Counts: the State of the Historic Environment (English Heritage, 2005)	The report identifies the principle trends affecting the historic environment and the threats, challenges and opportunities faced by those responsible for managing it. The report assesses the extent and condition of heritage of all kinds, from buildings and monuments to wider landscapes and areas of historic character. It also highlights evidence for the range of social, economic and environmental benefits that actively engage in heritage can bring to people and communities.	Background information.
PPG8: Telecommunications	PPG8 gives guidance on planning for telecommunications development - including radio masts and towers, antennas of all kinds, radio equipment housing, public call boxes, cabinets, poles and overhead wires.	Background information on the development of telecommunications.
PPS9: Biodiversity and Geological Conservation	PPS9 sets out planning policies on protection of biodiversity and geological conservation through the planning system. These policies complement, but do not replace or override, other national planning policies and should be read in conjunction with other relevant statements of national planning policy. This PPS replaces PPC9 (Oct 1994) on nature conservation.	The SPD should seek to support biodiversity and geological conservation principles. The SA should seek to incorporate objectives and criteria supporting biodiversity and geological conservation.
UK Biodiversity Action Plan (DEFRA 1994)	The UK BAP is the UK Government's response to the Convention on Biological Diversity (CBD) signed in 1992. It describes the UK's biological resources and commits a detailed plan for the protection of these resources. The UK BAP has 391 Species Action Plans, 45 Habitat Action Plans and 162 Local Biodiversity Action Plans with targeted actions.	The LDF will incorporate habitat and species protection objectives. The SA Framework will additionally incorporate biodiversity protection objectives.
The Changing Flora of the UK (DEFRA, 2002)	This report aims to summarise the main findings of a major survey of the flowering plants and ferns of Britain and Ireland. It assesses the changes since the only previous survey of this type, which took place in the 1950s. The report examines species in groups according to their status in the UK, habitat preferences, global distributions and various physical and ecological attributes.	Background information.
Working With the Grain of Nature: A Biodiversity Action Plan for England (DEFRA, 2002)	The Strategy sets out a series of actions that will be taken by the Government and its partners to make biodiversity a fundamental consideration across all main sectors of public policy: <ul style="list-style-type: none"> ■ Agriculture: encouraging the management of farming and agricultural land so as to conserve and enhance biodiversity as part of the Government's Sustainable Food and Farming Strategy ■ Water: aiming for a whole catchment approach to the wise, sustainable use of water and wetlands. ■ Woodland: managing and extending woodland so as to promote enhanced biodiversity and quality of life. ■ Marine and coastal management: so as to achieve the sustainable use and management of our coasts and seas using natural processes and the ecosystem-based approach. ■ Urban areas: where biodiversity needs to become a part of the development of policy on sustainable communities and urban green space and the built environment. 	The SPD must incorporate habitat and species protection objectives. The SA Framework will additionally incorporate biodiversity protection objectives.
Horseshoe Bats (The Bat Conservation Trust, 2003)	Information on Horseshoe Bats (Greater and Lesser), their breeding, summer roosts, winter roosts, ultra-sound, status and distribution and conservation.	Background information.
The State of the Natural Environment (Natural England, 2008)	The Report is a compilation of the evidence on the state of, threats to, and actions taken to secure England's natural environment. It brings together the available evidence in order to inform the delivery of measures to secure our natural environment both now and for the future.	Background information.
The Conservation of Habitats and Species Regulations 2010 (SI No. 2010/490)	The EU Habitats Directive aims to protect the wild plants, animals and habitats that make up our natural environment. The directive created a network of protected areas around the EU of national and international importance. They are called Natura 2000 sites. These sites include: <ul style="list-style-type: none"> ■ Special Areas of Conservation (SACs) - these support rare, endangered or vulnerable natural habitats, plants and animals (other than birds). ■ Special Protection Areas (SPAs) - support significant numbers of wild birds and their habitats. In the UK, the Habitats Directive is implemented by the Conservation of Habitats and Species Regulations 2010 (SI no. 2010/490), more commonly known as the Habitats Regulations.	The SPD will adhere to all Statutory Regulations for the conservation of habitats and species.
PPS10: Waste Management	PPS10 sets out Government policy on sustainable waste management,	Consider the importance of the layout and design of development in terms of the opportunities for waste minimisation.

	moving the management of waste up the hierarchy of reduce, reuse, recycle/compost, use waste as energy and as a last resort dispose. The Government aims to break the link between economic growth and the environmental impact of waste. PPS10 replaces PPG10 (Planning and Waste Management). The policies in PPS10 should be taken into account by "local planning authorities in the preparation of local development documents".	Include sustainability objectives in the SA Framework that reflects the objectives of PPS10.
PPS12: Local Spatial Planning	<p>The revised PPS12 aims to create strong safe and prosperous communities through local spatial planning. It was published on 4 June 2008 and puts in place the national policy framework for creating LDFs. PPS12:</p> <ul style="list-style-type: none"> • Emphasises the key role the Core Strategy plays, its links to the SCS and the need for corporate support, from the chief executive and key members • Emphasises the need for making progress with LDFs, to assist in the delivery of key Government and council priorities (including housing delivery, and any targets identified in the Local Area Agreement) • Gives local authorities more flexibility to determine what documents they will produce, and what process they will adopt in taking the documents from initial stages to adoption • Puts more emphasis on forward looking infrastructure planning • Repackages the tests of soundness to give greater clarity while not altering the basis for examination of plans, this places the focus on justification (evidence) and effectiveness (deliverability) of the strategy. <p>This guide is aimed at local planning authorities (LPAs), consultants and others who are involved in Sustainability Appraisal (SA) of core strategies and other development plan documents (DPDs). The principles in this guide are also applicable to those supplementary planning documents (SPDs) to which SA applies.</p>	The SPDs must be prepared in accordance with the guidance set out in PPS12 and must be underpinned by the central concept of sustainable development. Ensure compliance with SEA directive.
LDFs, Guidance on Sustainability Appraisals (PAS, 2007)	Intends to make a positive contribution to the implementation of LDFs, through lessons learnt from a variety of case studies. The document also covers Sustainability Appraisals and Monitoring.	This document will be used to develop the Sustainability Appraisal and inform its development.
Using Evidence in Spatial Planning (DCLG, 2007)	The guide aims to help local planning authorities address diversity and equality issues in their policies and procedures.	The document will inform the development of the SPDs and SA. Additionally the document will aid the use of evidence in developing such documents.
Diversity and Equality in Planning (ODPM, 2005)	PPG13 aims to integrate planning and transport at the national, regional, strategic and local level and to promote more sustainable transport choices both for carrying people and for moving freight. It also aims to promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling and to reduce the need to travel, especially by car. To deliver these objectives, local planning authorities should actively manage the pattern of urban growth, locate facilities to improve accessibility on foot and cycle, accommodate housing principally within urban areas and recognise that provision for movement by walking, cycling and public transport are important but may be less achievable in some rural areas. Paragraphs 53 and 54 of Annex D to PPG13: Transport (2001) remain as existing policy until local planning standards are put in place under policy EC8 of PPS4. For more details, see Annex A (page 24) of PPS4.	Outlines requirements for LDDs. Diversity and Equality assessment required
Future of Transport White Paper (2004)	The Transport White Paper explains how improvements to transport should be built around the central themes of: 1. Sustained investment 2. Improvements in transport management 3. Planning ahead Improvements to all forms of transport will be shown whilst at the same time respecting the environment.	The SPDs represent a significant opportunity to implement the ambitions of PPG13. Objectives and criteria should be created in the SA to address reduction in the use of the car and promotion of alternative methods of travel
National Cycling Strategy	Aims to increase the use of bicycles for all types of journey.	Strategic document of limited value locally. Local Transport Plan 3 is likely to be more relevant.
PPG14: Unstable Land	PPG14 explains the effects of land instability on development and land use. The responsibilities of the various parties to development are considered and the need for instability to be taken into account in the planning process is emphasised. Methods of doing this through development plans and development control are outlined. The role of expert advice is highlighted and various causes of instability are explained and sources of information are given.	The proposals will need to address all aspects of transport provision including car, public transport, walking, cycling and freight. SA to incorporate objectives relating to reducing the need to travel and encouraging alternative modes of transport to the private car.
		SPDs to address issues of cycle parking and cycle routes. SA to incorporate objectives relating to the promotion of alternative modes of transport to the car.
		Background information.

PPG17: Sport and Recreation	PPG17 describes the role of the planning system in assessing opportunities and needs for sport and recreation provision and safeguarding open space which has recreational value. PPG17 observes that it is part of the function of the planning system to ensure that through the preparation of development plans adequate land and water resources are allocated for organised sport and informal recreation. It says that local planning authorities should take account of the community's need for recreational space, having regard to current levels of provision and deficiencies and resisting pressures for development of open space which conflict with the wider public interest. PPG17 discusses the role of all levels of plan, planning agreements, and the use of local authority land and compulsory purchase powers. It discusses provision in urban areas, the urban fringe, the Green Belts, and the countryside and particular sports including football stadia, water sports and golf. (Original release date September 1991).	The SPDs should support the provision of space for sport and recreation. The SA should incorporate objectives and criteria relating to the provision of space for sport and recreation.
Bringing Communities Together Through Sport and Culture (Sport England, 2004)	Offers practical advice to local authorities and other organisations on how culture and sport can be used to build community cohesion through needs analysis and partnership building.	Background information.
Policy Guidance: - Spatial Planning for Sport: Creating Local Policy (Sport England, undated) - Spatial Planning for Sport and Active Recreation: Sport and Recreation in SPDs (Sport England, 2009)	Two documents which set out Sport England's policies with regard to the development of sport at a local level with guiding principles including sustainable development, planned provision of sports facilities to meet long-term needs, sports accessibility, and partnership working to facilitate the maximum use of resources. At the local level, Sport England's interests relate to the development of policy within LDDs and the implementation of policy through development control. To help clarify how the interests of sport and recreation are best represented at the local level, the suite of documents comprising the LDF is considered. Sport England's interests and the policy creation process in those documents are identified. A robust evidence base is central to ensuring that policy is well-founded, and to this end, a range of tools developed by Sport England are highlighted. PPS22 sets out the Government's planning policies for renewable energy. PPS22 replaces PPG22. Policies promote the facilitation of renewable energy developments to contribute to the Government's target of cutting Carbon Dioxide emissions by 60% by 2050, and to generate 20% of electricity from renewable sources by 2020. Positive planning which facilitates renewable energy developments can contribute to the Government's sustainable development strategy. Local policies should contain specific criteria to guide the location of renewable energy developments.	Background information.
PPS22: Renewable Energy	PPS22 sets out the Government's planning policies for renewable energy. PPS22 replaces PPG22. Policies promote the facilitation of renewable energy developments to contribute to the Government's target of cutting Carbon Dioxide emissions by 60% by 2050, and to generate 20% of electricity from renewable sources by 2020. Positive planning which facilitates renewable energy developments can contribute to the Government's sustainable development strategy. Local policies should contain specific criteria to guide the location of renewable energy developments.	SPDs to explore opportunities for renewable energy generation and use within proposals. SA to include objectives and criteria relating to the need to increase the amount of renewable energy.
Energy White Paper: 'Our energy future – creating a low carbon economy'	Defines a long-term strategic vision for energy policy combining environmental, security of supply, competitiveness and social goals. This white paper sets out the challenges faced by the environment, the decline of indigenous energy supplies and the need to update energy infrastructure and describes the policies needed to pursue over the next twenty years and beyond to meet these challenges.	Recognise the challenges that are detailed in this white paper. Ensure LDF and SPDs have regard to the policies set out in this paper, and integrating energy infrastructure.
A Woodfuel Strategy for England (Forestry Commission, 2007)	This strategy provides a structure for Government interventions necessary to increase the use of woodfuel in England using both new and existing resources.	Background information on the use and availability of woodfuel. Primarily regionally-based so of little direct relevance.
PPS23: Planning and Pollution Control	PPS23 sets out the Government's policies with regard to pollution and pollution control, and gives guidance on contaminated land. PPS23 requires LDFs to contain policies and proposals for dealing with potentially contaminated land and the remediation of land. This is particularly important given the Government's objective that previously used land should be utilised in order to safeguard greenfield sites.	Background information. Informs the development of policies on pollution, including air and water quality. SA to ensure reducing pollution is dealt with in the SA framework.
Air Quality Strategy for England, Scotland, Northern Ireland and Wales (2007)	The strategy (drawn up by the Government and devolved administrations) sets out a way forward for work and planning on air quality issues; sets out the air quality standards and objectives to be achieved; introduces a new policy framework for tackling fine particles; and identifies potential new national policy measures which modelling indicates could give further health benefits and move closer towards meeting the Strategy's objectives.	SPDs should take into consideration the objectives set out in the strategy.

PPG24: Planning and Noise	PPG24 guides local authorities in England on the use of their planning powers to minimise the adverse impact of noise. It outlines the considerations to be taken into account in determining planning applications both for noise-sensitive developments and for those activities which generate noise. PPG24 explains the concept of noise exposure categories for residential development and recommends appropriate levels for exposure to different sources of noise. PPG24 also advises on the use of conditions to minimise the impact of noise. Six annexes contain noise exposure categories for dwellings, explain noise levels, give detailed guidance on the assessment of noise from different sources, gives examples of planning conditions, specify noise limits, and advise on insulation of buildings against external noise. (Original release date September 1994)	SPDs to recognise the importance of noise as a planning issue. The SA should incorporate objectives and targets relating to the need to noise abatement.
PPS25: Development and Flood Risk	PPS25 sets out the Government's spatial planning policy on development and flood risk. This edition replaces the earlier version of PPS25 published on 7 December 2006 (which itself replaced PPG25: Development and Flood Risk, published in July 2001). Tables D1 and D2 in Annex D have been revised to clarify the definition of functional floodplain, and to amend how the policy is applied to essential infrastructure, including water treatment works, emergency services facilities, installations requiring hazardous substances consent and wind turbines in flood risk areas.	The SPDs must incorporate the requirements of PPS25, promoting the use of sustainable drainage systems, promoting natural flood defences and establishing flood risk across the study area and guiding development accordingly. The SA should incorporate objectives and targets relating to water management.
The Water Framework Directive and Planning (EA, 2006)	The Water Framework Directive (WFD) was published in December 2000 and transposed into English and Welsh law in December 2003. It introduces a new concept of good status that is far more rigorous than current water environment quality measures. It is estimated that 95% of water bodies are at risk of failing to meet good status. The River Basin Management Plans (RBMPs) required by the Directive should influence development plans, and be influenced by them.	The document should inform the SPDs of water quality issues, and provide a context in which to develop water protection and consumption objectives.
New Commitment to Neighbourhood Renewal: A National Strategy (Cabinet Office, 2001)	The Strategy sets out the Government's vision for narrowing the gap between deprived neighbourhoods and the rest of the country, so that within 10 to 20 years, no one should be seriously disadvantaged by where they live. The key delivery mechanism for the strategy is the New Deal for Communities which is being delivered in 88 most deprived authorities. This list does not include Cheltenham. The five policy areas of the National Strategy are: Worklessness; Health; Education and skills; Crime and anti-social behaviour; and Housing and the physical environment.	While Cheltenham is not listed as one of the most deprived authorities, pockets of deprivation do exist and these must not be exacerbated by proposals within the SPDs (particularly St Pauls). A Neighbourhood Renewal Assessment is being carried out for the St Pauls area of Cheltenham. Any action plan that results will need to be considered by the SA and within the proposals for the SPDs (given the proximity of the proposed developments to the St Pauls area).
Sustainable Communities: Building for the Future (2003), The Sustainable Communities Plan)	The Sustainable Communities Plan (Sustainable Communities: Building for the Future) was launched on 5 February 2003. The Plan sets out a long-term programme of action for delivering sustainable communities in both urban and rural areas. It aims to tackle housing supply issues in the South East, low demand in other parts of the country, and the quality of public spaces. The programme of action aims to focus the attention and co-ordinate the efforts of all levels of Government and stakeholders in bringing about development that meets the economic, social and environmental needs of future generations as well as succeeding now. The main aims are: <ul style="list-style-type: none"> To ensure that all tenants have a decent home by 2010. To improve conditions for vulnerable people living in private accommodation and that all tenants receive an excellent service from their landlord. To ensure that all communities have a safe, clean, and attractive environment in which people can take pride. To target areas of low demand and abandonment in order to create sustainable communities for the long-term. To tackle housing shortages, by making the best use of existing stock, improving conditions for private house builders, and to address the need for affordable housing. To ensure that whilst tackling these housing shortages, that urban sprawl is not created. To alleviate pressures on services which have resulted from economic success. 	SPDs to ensure that proposals contribute to the overall aim of achieving sustainable communities. SA framework to ensure issue of quality, low cost housing provision for all is addressed.
A Programme to Create Cleaner, Safer, Greener Communities	The guide shows how to maintain green open spaces, and how to manage them, whilst explaining some key issues concerning green open space.	Background information to consider in development proposals.

(ODPM, 2005) Our Healthier Nation (Dept for Health, 1999)	The first Government Action Plan designed to improve the health of everyone and the health of the worst off in particular. Objectives include: <ul style="list-style-type: none"> Tackling smoking as the single biggest preventable cause of poor health Integrating Govt and local govt work to improve health Stressing health improvement as a key role for the NHS Pressing for high health standards for all, not just the privileged few. <p>The Census is a count of all people and households in the UK. It is the most complete source of information about the population that we have. The last Census was held on Sunday 29 April 2001.</p>	SPD to ensure the issue of health is considered within their proposals. SA to incorporate objectives relating to health and improving the health of the least healthy residents.
Census 2001	DCLG commissioned the Social Disadvantage Research Centre (SDRC) at the Department of Social Policy and Social Research at the University of Oxford to update the Indices of Deprivation 2000 (ID 2000) for England. Following two extensive public consultations, an academic peer review and a significant programme of work, the new Indices of Deprivation were produced in 2004. The new Indices contain seven Domains which relate to Income deprivation, Employment deprivation, Health deprivation and disability, Education, skills and training deprivation, Barriers to Housing and Services, Living environment deprivation and Crime.	Valuable statistical data on a wide range of subjects. Likely to be useful in developing baselines for policy areas.
Indices of Deprivation	The UK Government's core indicators of sustainable development.	Valuable statistical data on a wide range of subjects. Likely to be useful in developing baselines for policy areas.
Quality of Life Counts, 1999-2004	Details of carbon dioxide emissions for Local Authority and Government Office Region areas.	Includes a number of indicators relating to sustainable development, e.g. passenger travel by mode, distance travelled relative to income etc. SPDs to have regard to central concept of sustainable development. SA to include reference to core indicators.
Local and Regional CO2 Emissions Estimates (DEFRA)		Valuable statistical data. Likely to be useful in developing baselines for policy areas.
REGIONAL PLANS, POLICIES AND PROGRAMMES		
Other plan/programme	Objectives or requirements of the other plan or programme	How objectives and requirements might be taken on board
Regional Planning Guidance for the South West (RPG10, GOSW, 2001)	The regional strategy within which local authority devt. plans and Local Transport Plans were to be prepared in the South West. Set out a broad devt. strategy for the period to 2016 and beyond. Proposed to be replaced by the emerging SW RSS (below).	Background information following the abolition of regional planning by the Coalition Government in summer 2010. SA may have broad regard to the aims and objectives of the regional guidance where underpinned by national guidance.
REVOKED		
Regional Spatial Strategy for the South West, 2006-2026 (Draft 2006)	Proposed options for new, sustainable development in the South West region until 2026. Following Examination in Public of the 2006 Draft, and the subsequent publication of the Secretary of State's Proposed Changes, the adoption of the SW RSS was on hold pending sustainability appraisal of the Proposed Changes. The new Coalition Government abolished regional planning in summer 2010.	Background information following the abolition of regional planning by the Coalition Government in summer 2010. SA may have broad regard to the aims and objectives of the regional guidance where underpinned by national guidance.
Revised SW RSS Incorporating Proposed Changes (2008) and accompanying evidence base		
REVOKED		
Shaping the Future of Cheltenham and Gloucester to 2026 (SWRA, 2004) – evidence for the SW RSS	SWRA asked the County Council in partnership with the 6 District Councils in the County, and other organisations to look at how further development at Cheltenham, Gloucester and adjacent areas, could be accommodated over the next 20 years and how much development would be appropriate. The outcome of the consultation exercise was to contribute to the Regional Spatial Strategy.	Background information following the abolition of regional planning by the Coalition Government in summer 2010. SA may have broad regard to the aims and objectives of the regional guidance where underpinned by national guidance.
Just Connect! – the Integrated Regional Strategy for the South West, 2004-2026 (SWRA, 2004)	The IRS Just Connect! was launched by the Regional Assembly in November 2004. It encouraged individuals, organisations and partnerships across the South West to work together to address the region's five agreed aims. In 2007, the Government's Sub-National Review of Economic Development and Regeneration proposed that a new Regional Strategy would merge the Regional Economic Strategy and the Regional Spatial Strategy, in effect replacing the IRS also. As a consequence of this policy change, the Regional Assembly stopped undertaking new work related to the implementation and delivery of the IRS.	Background information following the abolition of regional planning by the Coalition Government in summer 2010. SA may have broad regard to the aims and objectives of the regional guidance where underpinned by national guidance.
Now Connecting, 2005 – the Integrated Regional Strategy for the South West Delivery Plan (SWRA, Nov 2004)	The IRS provides a set of broad objectives and priorities relevant across sectors. Headline aims include: <ul style="list-style-type: none"> To harness the benefits of population growth and manage the implications of population change To enhance our distinctive environments and the quality and diversity of our cultural life 	Background information following the abolition of regional planning by the Coalition Government in summer 2010. SA may have broad regard to the aims and objectives of the regional guidance where underpinned by national guidance.

South West Regional Economic Strategy, 2003-2012 (SWRDA) - REVOKED	<ul style="list-style-type: none"> To enhance our economic prosperity and quality of employment opportunity To address deprivation and disadvantage to reduce significant intra-regional inequalities. <p>Focusing on the needs and opportunities of the South West economy, the strategy revolves around the following main objectives:</p> <ul style="list-style-type: none"> To raise business productivity, allowing them to become more competitive and therefore more profitable. To increase economic inclusion, so that all parts of the region can benefit from increased prosperity. To improve regional communications and partnership. 	Background information following the abolition of regional planning by the Coalition Government in summer 2010. SA may have broad regard to the aims and objectives of the regional guidance where underpinned by national guidance.
State of the Key Sectors Reports (SWRDA, September 2004)	This report looks at the state of the 5 most economically important sectors and 3 most important emerging sectors crucial for increasing economic growth in the years ahead in the region.	Background information.
'A Sustainable Future for the South West' – The Regional Sustainable Development Framework for the South West (SWRA, 2001)	Provides a high level sustainable 'framework' for the south west. Includes a number of key principles and themes on topics such as health and well-being, learning and skills, business and work etc. The RSDF is designed to be used by local authorities in carrying out their own sustainability appraisals.	Background information following the abolition of regional planning by the Coalition Government in summer 2010. SA may have broad regard to the aims and objectives of the regional guidance where underpinned by national guidance.
'Warming to the Idea' – South West Region Climate Change Impacts Scoping Study	Summarises the likely impacts of climate change on the SW, and sets out what needs to be done to adapt to the impacts.	Background information.
South West Regional Housing Strategy, 2005-16 (SW Housing Body / SWRA)	<p>Published by the South West Housing Board in July 2005 within the context of the Integrated Regional Strategy. The strategy tackles the overall under-provision of housing against planned levels in current RSS and associated Structure Plans, and supports the delivery of "The Way Ahead" - the region's proposals for an accelerated growth plan within the framework of the RSS and the Regional Economic Strategy. The strategy has three strategic aims:</p> <ol style="list-style-type: none"> Improving the balance of housing markets through understanding housing markets, enhancing the effectiveness of the planning system, using the regional housing pot to support increased social rented homes and supporting the move to choice-based letting. Achieving good quality homes through improving design standards, championing sustainable development, meeting the decent homes standard in the social and private sector and improving the management of stock and neighbourhoods by encouraging the RSLs and LAs to work closely with regeneration partners and consider implementing good practice through neighbourhood management agreements. Supporting sustainable communities through implementing the sustainable communities plan, promoting community cohesion, delivering Supporting People, meeting housing needs of asylum seekers and refugees, Gypsies and travellers, and migrant workers. 	Background information following the abolition of regional planning by the Coalition Government in summer 2010. SA may have broad regard to the aims and objectives of the regional guidance where underpinned by national guidance.
Developing the Regional Transport Strategy in the South West (SWRA, 2004)	Guidance on investment and management decisions for the south west's transport network. The SW RSS was due to replace it until the RSS itself was revoked. The strategy focused on sustainability issues and increasing the choice of transport modes available to people.	Background information following the abolition of regional planning by the Coalition Government in summer 2010. SA may have broad regard to the aims and objectives of the regional guidance where underpinned by national guidance.
Regional Renewable Energy Strategy for the South West of England (2003-2010)	Sets out a strategy for the dev. of renewable energy resources within the SW, including a renewable electricity generation target of 11-15% by 2010. Identifies the problems of lack of planning policy on renewable energy devt. in regional, structure and local plans plus a lack of performance indicators relating to the provision of renewable energy resources.	Background information following the abolition of regional planning by the Coalition Government in summer 2010. SA may have broad regard to the aims and objectives of the regional guidance where underpinned by national guidance.
REvision 2020 – Empowering the Region (GOSW / SWRA, 2004)	REvision 2020 is a project funded by GOSW in partnership with the SWRA. It seeks to secure greater support for renewables within the region by encouraging the adoption of county or sub-regional targets for the development of renewable electricity up to 2010. The project assumes seven county/sub regional areas including Cornwall, Devon, Somerset, Dorset, Wiltshire, former Avon and Gloucestershire	Background information.
REvision 2020 – South West Renewable Electricity, Heat and On-site Generation Targets for	The REvision 2020 project looks to establish targets for renewable electricity to 2020 and add targets for renewable heat for 2010 and 2020 and a target for on-site generation within new development. The outcomes of	Background information.

2020 (GOSW/SWRA, 2005)	REvision 2020 were to be considered for incorporation within the new Regional Spatial Strategy (RSS). The project therefore also proposes a range of planning policies to support the implementation of these targets.	Background information following the abolition of regional planning by the Coalition Government in summer 2010. SA may have broad regard to the aims and objectives of the regional guidance where underpinned by national guidance.
'Our Environment, Our Future' – Regional Environmental Strategy for the South West Environment, 2004-2014 (SWRA)	<p>This document provides a vision and aims for the environment of the south west in the future. It identifies pressures threatening the environment and key issues to be tackled. The purpose of the strategy is to:</p> <ul style="list-style-type: none"> Generate awareness of the importance of the environment to people living in, working in and visiting the south west Identify priorities for protecting and enhancing the environment for the benefit of current and future generations Ensure decisions are based on an understanding that social and economic activity must be within the carrying capacity of the region Provide a framework for action. <p>Produced by the South West Regional Biodiversity Partnership, these documents provide a strategic framework for regional and local biodiversity partnerships in conserving biodiversity. They also help raise awareness of the importance of biodiversity to the region's health, quality of life and economic productivity.</p>	Background information.
South West Regional Biodiversity Action Plan (1997) and Implementation Plan (2004)	PPS9 Biodiversity and Geological Conservation (2005; paragraph 5ii) requires LDFs to identify any areas or sites for the restoration or creation of new priority habitats which contribute to regional targets, and support this restoration or creation through appropriate policies. The principal purpose of this guidance is to assist forward planners to:	Background information.
South West Nature Map – A Planner's Guide (Biodiversity South West, 2007)	<p>(a) identify areas and sites at the local level that can contribute towards regional targets for the restoration and creation of priority habitats;</p> <p>(b) inform the formulation and use of appropriate policies in their LDFs.</p> <p>The strategy aims to change the way the historic environment is perceived in the region. It recognises that the entire environment is historic - with human activity having created land use and settlement patterns that closely reflect the physical environment, particularly geology and topography, climate and the region's peninsula landform. Priorities are to:</p> <ul style="list-style-type: none"> Ensure the historic environment is integrated with a policy framework Develop positive and creative partnerships that reflect the many linkages and opportunities in the SW Ensure the historic environment is accessible and relevant Raise awareness of the historic dimension of the wider environment and its contribution to quality of life Share knowledge and build a better understanding of the role and potential of the historic environment 	Background information.
Strategy for the Historic Environment in the South West, 2004 (English Heritage, 2004)	This report acknowledges the dependence of the SW on tourism and the natural resource of the outstanding natural environment. The report provides a sustainability checklist for local authorities to use when assessing new tourist developments in order to assess the impact of the proposal on the local and wider natural environment.	Background information following the abolition of regional planning by the Coalition Government in summer 2010. SA may have broad regard to the aims and objectives of the regional guidance where underpinned by national guidance.
A Guide to Sustainable Tourism in the South West (2000)	Strategy for tourism in the SW. Tourism in the SW makes up 10% of GDP and supports over 300,000 jobs, but 26 million staying visitors each year impose a heavy burden. The strategy looks at how to increase the benefits while reducing the problems to manageable levels.	Background information.
Towards 2015; Shaping Tomorrow's Tourism (SWRDA and SW Tourism, 2004)	This publication encourages increased participation in cultural activities across the SW, seeks to improve the quality and relevance of the region's cultural activities and aims to celebrate the regional identity and rich diversity of SW cultural life and tradition.	Background information.
Culture and the Regional Spatial Strategy for the South West (SWRA, 2005)	Report on the collective identification of cultural infrastructure needs and investment at a regional and sub-regional level over the next 20 years. The process has brought together all the regional cultural agencies, the lottery distributors, SWRDA, GOSW, SWRA and the Chief Cultural and Leisure Officers Association for the South West. The report complements rather than replaces existing sector and agency-specific strategies.	Background information following the abolition of regional planning by the Coalition Government in summer 2010. SA may have broad regard to the aims and objectives of the regional guidance where underpinned by national guidance.
People, Places and Spaces (Culture South West, 2007)	The updated strategy of the SW regional cultural consortium (as described above). Its vision is to ensure that SW England is the region of choice for vibrant cultural activity. It accompanies and informs People, Places and	Background information.
A Better Place to Be – A Cultural Strategy for the South West (Culture South West, 2008)		Background information.

	Spaces (above), the cultural infrastructure development strategy for the SW. 'A better place to be' illustrates the collective impact of each partner's goals and identifies the contribution that culture can make to other objectives relevant to the region and beyond. It also demonstrates how this vision will be realised, through a process of identifying common themes and outcomes, joint ownership and the wider engagement of other partners.		
Regional Quality of Life Counts (DEFRA)	Fifteen headline indicators providing information on social progress, economic growth and environmental protection for the region.	Background information.	
State of the South West Report, (SW Observatory, 2010)	Produced by the South West Observatory this document provides a review of the region's economic, social, environmental and cultural life in 2010. It does not seek to make policy recommendations, but rather to help set an informed context in which policy for the region can be developed.	Background information.	
COUNTY LEVEL PLANS, POLICIES AND PROGRAMMES			
Other plan/programme	Objectives or requirements of the other plan or programme	How objectives and requirements might be taken on board	
Gloucestershire Structure Plan Second Review (Gloucestershire County Council, 1999)	The Structure Plan sets out the strategic framework for the use and development of land in Gloucestershire during the Plan Period mid-1991 to 2011. It was adopted and became operative in Nov 1999. It ensures that the provision for development is realistic and consistent with national and regional policy, and secures consistency between local plans of neighbouring areas. The Plan will provide the County with a framework within which the District Councils can continue reviewing and preparing their Local Plans as well as the County Council-produced Minerals and Waste Local Plans. The Structure and Local Plans, when adopted, form the County's 'development plan' within the plan-led system in which decisions concerning the use and development of land will be taken in a co-ordinated and consistent way. The Corporate Strategy outlines the councils aims and objectives for the county, they are guided by the following three principles: - Sustainability - Equality of opportunity - Social inclusion The aims from the Corporate Strategy are as follows: - Making our communities safer - Supporting communities and vulnerable people - Ensuring every child thrives and reaches their full potential - Making transport work - Managing our environment and economy	Background information. Background information.	
Gloucestershire Structure Plan Third Review (Gloucestershire County Council, 2004)	The Gloucestershire Conference Sustainability Strategy 2007-17, contains various aims for Gloucestershire County. The strategy sets out the current and future challenges affecting Gloucestershire, it recognises the new expectations that are being placed on services and service delivery, as well as agreeing the aims that set the framework for the joint action over the next ten years. The strategy is also supplemented by the delivery plans of thematic partnerships and local strategic partnerships. The aims of the strategy are as follows: - A place where the future matters - A place where communities matter - A place where everyone matters - A place where people want to live - A place that thrives Sets out a sustainability framework for Gloucestershire.	Background information – Structure Plan never fully adopted.	
Gloucestershire County Council Corporate Strategy, 2006 onwards (GCC, 2006)		Background information. The SPDs should be in accordance with the GCC Corporate Strategy.	
Our Place, Our Future – Gloucestershire Sustainable Communities Strategy (Gloucs Conference, 2007)		The SPD must incorporate sustainable communities' objectives. The SA needs to incorporate objectives and targets relating to sustainable communities.	
Local Agenda 21 Strategy for a Sustainable Gloucestershire (GCC, 2000)		The SPD must incorporate sustainable development objectives. The SA needs to incorporate objectives and targets relating to sustainable development.	
Sustainable Gloucestershire – the Vision 21 handbook for creating a brighter future (1996)	These two reports produced in 1996 by Vision 21 provide a series of recommendations if a sustainable society is to be achieved in the county.	The SPD must incorporate sustainable development objectives. The SA needs to incorporate objectives and targets relating to sustainable development.	
Sustainable Gloucestershire – An agenda for urgent action for Local Authorities			

Gloucestershire Community Strategy, 2004-14 (Gloucestershire Strategic Partnership, 2004)	The Community Strategy is the result of the combined efforts of diverse organisations in the County all aiming to make Gloucestershire a better place in which to live, work and learn. This is the first community strategy for the County. Developed by the Gloucestershire Strategic Partnership, it sets out the steps we will take together to improve the wellbeing of the County over the next ten years.	SPDs to take account of the themes set out in the Community Strategy. The SA Framework will have regard to the objectives and indicators set out in the report.
Gloucestershire Local Transport Plan 2000	The Local Transport Plan (LTP) replaces the Transport Policies Programmes (TPP) as the County Council's bid to central Government for funding for transport schemes in the County. The LTP sets out the transport strategies Gloucestershire County Council (GCC) will seek to implement from 2001/2002 to 2005-2006. The LTP considers a much wider range of issues such as social exclusion, air pollution and financial measures such as road user charging and parking charges.	Superseded – background information.
Gloucestershire Local Transport Plan 2, 2006-11 (LTP2)	LTP2 sets out the transport strategies GCC will seek to implement from 2006-11. The vision set out in LTP2 for transport in the county is expanded into six objectives; maintenance and improvement, economy and integration, safety, accessibility, real choices and awareness, and environment.	LTP2 includes a number of targets and indicators. The SPDs will need to incorporate the transport priorities of the LTP within their proposals.
Gloucestershire Local Transport Plan 3, 2011-26 (LTP3)	LTP3 is currently in consultation. It will outline what needs to be done in Gloucestershire to improve, roads, buses, parking, cycling, and walking facilities. LTP3 will meet local and national policies to make transport work better for everyone.	Background information, pending adoption.
Gloucestershire Economic Strategy 2003-14 (GCC, 2004)	The Strategy provides a guide to the over-arching aims and objectives that represent the best interests for Gloucestershire's economic well-being. These have been identified in consultation with partners and other County stakeholders. These agreed guidelines will be adopted by the partnership and set out the priorities expected to be reflected in the emerging strategies of other local organisations. The Strategy has three broad aims: <ul style="list-style-type: none"> ▪ To address deficiencies and short-term problems facing the County ▪ To identify the longer term economic programme that will help achieve the vision for Gloucestershire ▪ To build on our strengths 	The SPD must incorporate the Strategy's economic development objectives. The SA needs to incorporate objectives and targets relating to economic development.
The Economy of Gloucestershire (Glos First, 2008)	The Economy of Gloucestershire report is the evidence-base that underpins the Gloucestershire Economic Strategy. It provides a comprehensive insight of the local economy with an introductory descriptive chapter about Gloucestershire and its constituent districts detailing administrative structures, population, transport and land use. The remaining eight chapters cover the Economy in a global, regional and local context. They include: Employment and Industrial structure including the key industrial sectors in the County, Business structure and performance and Business Support Infrastructure, Qualifications, Skills and Learning, Labour Supply and Demand and finally Social Exclusion and deprivation and the Environment.	Background information.
Gloucestershire Urban Economic Strategy 2007-15 (GCC, 2008)	The Urban Economic Strategy (UES) has been developed over the past two years with a countywide partnership, formed into the Urban Economic Advisory Panel (UEAP) consisting of public, private and voluntary sector organisations and which will be delivering the programme, through the Urban Economic Management Group (UEMG) over the coming month and years. The Strategy, which forms an integral part of the overarching Gloucestershire Economic Strategy, is now in the process of developing its Delivery Plan for 2009/10. The aim is to identify what urban Gloucestershire needs to achieve by 2015 to realise the economic potential that will derive from partnership and collaboration and by maximising the complementary nature of its various components whilst retaining their individual uniqueness. The Strategic Objectives are: <ul style="list-style-type: none"> ▪ Strategic Objective 1: To create and sustain successful and competitive businesses that can take advantage of urban Gloucestershire's strength to compete globally, nationally and regionally. ▪ Strategic Objective 2: To deliver the economic elements that support strong social cohesion in urban Gloucestershire in which the maximum number possible contribute to and benefit from the economy. ▪ Strategic Objective 3: To maximise the potential of the people of urban 	The SPD must incorporate the Strategy's economic development objectives. The SA needs to incorporate objectives and targets relating to economic development.

	Gloucestershire by developing skills and talent that ensure profitable employment in the 21st Century and enable them to take advantage of and contribute to the economic development of the county.	Background information.
Gloucestershire Rural Economic Strategy 2007-15 (GCC, 2008)	<p>The Rural Economic Strategy has four roles:</p> <ol style="list-style-type: none"> 1. To identify priorities for the allocation of resources and mainstream funding in rural Gloucestershire. 2. To provide the rationale and evidence for successful bids for the various external and internal funding opportunities that can be used to support and match the use of the County's resources so that the maximum economic benefit to rural Gloucestershire is achieved. 3. To encourage all county-wide agencies, rural councils, organisations and communities to formulate policies, put forward specific projects for funding, or mount local initiatives, confident that they will receive help and support from others. 4. To form the Rural Economic Chapter of the County Economic Strategy. <p>An assessment of the changing nature of economic activity and current and future property market requirements throughout Gloucestershire in order to develop a Workspace Strategy to meet the needs of occupiers and maintain and enhance business competitiveness.</p> <p>The Workspace Strategy is formulated to fulfil the objective of the Regional Economic Strategy by being responsive and flexible to the changing economic and market conditions within Gloucestershire and the wider sub-region, to ensure that in future years there is a range of quality sites and premises for expanding and incoming businesses.</p> <p>In addition the Workspace Strategy is designed to provide strategic direction to other economic and planning policy documents being formulated at the regional, sub-regional and local level, as well as providing a steer to the public and private sector in delivering sustainable workspace schemes across the County.</p>	<p>Demonstrates the changing nature of demand for employment sites and premises. If the Gloucestershire economy is to fulfil its full potential a range of appropriate sites and premises must be provided in the future. Traditional employment sites and premises may become redundant as modern occupiers increasingly seek high quality premises in high quality locations.</p> <p>The SPD must seek to provide employment sites in line with the strategy. The SA may incorporate objectives and targets relating to employment provision.</p>
Labour Force Projection to 2026 (GCC, 2007)	This report provides an analysis of the labour force projections results for Gloucestershire and its 6 districts under three forecasting scenarios. The analysis is presented on a 5 year basis and by broad age group. Basic data assumptions and detailed projection breakdown by age and gender are available in the appendices.	Background information.
Migrant Workers in Gloucestershire (GCC, 2007)	In Autumn 2006, the GCC Research team began research into the issue of migrant workers coming to Gloucestershire. A report was published in November 2006 that used government data sources to identify the key demographic characteristics of migrants who had applied to work in Gloucestershire since 2003. The report considers there is likely to be an increase in household creation and an increased demand for owner-occupied and private rented accommodation, particularly in Gloucester and Cheltenham.	Background information.
Gloucestershire Children and Young People's Plan 2006-09 (GCC)	The plan has been drawn up to enable all organisations to address the issues which matter most to children, young people and their families. The plan covers all services that support children and young people in Gloucestershire. It concentrates on the areas most in need of improvement and where better joint working between the different partner organisations, including the voluntary sector and parents should result in better outcomes for children and young people.	Background information.
Gloucestershire Housing Needs Assessment (GCC, 2009)	The Gloucestershire Housing Needs Assessment 2009 was commissioned by the six Boroughs and District Councils in Gloucestershire. The broad aim of the project was to provide the primary research at household level required to understand the need and demand for different forms of housing. Ultimately the findings from this study could be fed into wider Strategic Housing Market Assessment (SHMA) research. This report provides an overview of the results for Gloucestershire, and provides comparisons between different areas of the County. It also contains additional detailed analysis of specific issues affecting a small proportion of the County's households, made possible by the very large survey sample available at a county level.	SPDs must respond to housing needs evidence. SA may incorporate objectives and targets relating to housing provision.
Gloucestershire and Districts	The South West Regional Housing Strategy, 2005-16 identified the	SPDs must respond to housing needs evidence. SA may incorporate objectives and targets relating to housing provision.

Strategic Housing Market Assessment (GCC, 2009)	Gloucester-Cheltenham sub-region as a Housing Market Area. The area is centred on Gloucestershire but incorporates some of its surrounding areas both within, and outside, the South West region. The six Gloucestershire district councils and GCC undertook a Strategic Housing Market Assessment (SHMA) to help understand the housing market in which the partner councils operate and better influence supply issues in order to help produce a balanced housing market.	SPDs must respond to housing needs evidence. SA may incorporate objectives and targets relating to housing provision.
Gloucestershire & Districts Affordable Housing Site Viability Study, Final Report (GCC & Districts, 2009)	Fordham Research Ltd was commissioned by the six Gloucestershire Councils to carry out a study of affordable housing viability in the Gloucestershire Housing Market Area. The study formed part of a wider SHMA for Gloucestershire. It was intended to inform ongoing work on the preparation of LDFs, by examining the impact on housing viability of alternative levels of affordable housing requirement. The study involved preparing financial appraisals for a number of actual or proposed housing sites in Gloucestershire. The appraisals were designed to assess the impact on development viability of alternative requirements for affordable housing provision. Viability would be examined for a range of sites in a variety of situations. A 'modelling' approach was taken, using bespoke spreadsheet software which allowed alternative scenarios to be tested quickly.	SPDs must respond to housing needs evidence. SA may incorporate objectives and targets relating to housing provision.
Gloucestershire Housing Monitor (GCC, 2010)	This monitor is produced by GCC and refers to the position at 1 April of every year as determined by Residential Land Availability surveys carried out by the six district Councils in Gloucestershire. Information contained within the Monitor helps local authorities to monitor the number of housing completions and commitments against the Gloucestershire Structure Plan second review and (previously) against the draft Regional Spatial Strategy housing requirements.	SPDs must respond to housing needs evidence. SA may incorporate objectives and targets relating to housing provision.
Housing and Households in Gloucestershire (GCC, 2006)	Drawing on Census results, this report provides statistical analysis of the current state of housing and households in Gloucestershire and establishes trends, with a view to informing local housing strategies. The report can also be used as a supporting document to the Housing Market Assessment in Gloucestershire. By collating the Census data, this report aims to: 1. assess the state of household growth, size, density and structure in Gloucestershire and in districts, as well as in smaller areas 2. identify growth trends in housing types and tenure, including vacancy rates and second homes 3. establish the level of access to housing by different socio-demographic and economic groups 4. understand the impact of household moves on local housing market, in particular with regard to out-migrating and in-migrating households 5. assess the current level of diversity / mix at community level through examining the extent of tenure balance at ward level 6. quantify housing quality across tenures and household types 7. examine tenures and housing conditions among the most vulnerable households in the county	Background information on household composition and change. Evidence for housing policies.
Gloucestershire Local Projections 2010 (GCC, 2010)	The latest Gloucestershire Local Projection 2010 provides projections for the future number and structure of population and households in Gloucestershire and its six districts up to the year 2033, based on current trends. The report also illustrates how potential housing development might impact on local population and household growth.	Background information on expected population growth. Evidence for housing policies.
Gloucestershire Renewable Energy Action Plan (2005)	This action plan aims to help facilitate the development of renewable energy schemes in the county to meet the Gloucestershire target of 40-50MW of new renewable electricity generating capacity by 2010.	The SPD must incorporate the Strategy's energy objectives. The SA needs to incorporate objectives and targets relating to energy use.
Gloucestershire Energy Strategy 2007-17 (GCC)	A strategy and action plan to create a sustainable energy future for Gloucestershire. It aims to provide a comprehensive and systematic approach to meeting Gloucestershire's energy needs. It shows how the integration of actions to minimise energy demand, to use energy efficiently and to use sustainable energy sources, can deliver more sustainable communities and minimise the impacts of climate change.	The SPD must incorporate the Strategy's energy objectives. The SA needs to incorporate objectives and targets relating to energy use.
Gloucestershire Biodiversity Action Plan (Gloucestershire County Council, 2000)	Gloucestershire's Biodiversity Action Plan aims to achieve a county richer in wildlife. It includes Habitat Action Plans for 'Rivers and Streams', 'Urban Habitats', etc. It sets objectives and targets and lists the actions required in	The SPD must incorporate biodiversity objectives. The SA needs to incorporate objectives and targets relating to the need to support biodiversity objectives.

	<p>order to guide nature conservation over the coming years. The BAP sets out the following functions for a Local Biodiversity Action Plan:</p> <ul style="list-style-type: none"> ■ To ensure that national targets for species and habitats (as specified in the UK BAP) are translated into effective action at the local level. ■ To identify targets for species and habitats appropriate to the local area and reflect the values of the local people. ■ To develop effective local partnerships. ■ To raise awareness of the need for biodiversity conservation. ■ To ensure that opportunities for conservation and enhancement of the whole biodiversity resource are fully considered. ■ To identify resources for implementing the objectives of the plan. ■ To provide a basis for monitoring progress. <p>HABITAT AND SPECIES ACTION PLANS</p> <p>Gloucestershire has a very rich natural environment holding many threatened habitats and species, some of which have suffered huge declines this century. In order to attempt to halt and reverse these declines a series of Habitat Action Plans and Species Action Plans have been drawn up. Action Planning takes an approach which prioritises the needs of threatened species and habitats.</p> <p>The nature map shows where the characteristic habitats can be expanded and linked to help wildlife survive in an uncertain future. Planners guide to nature map is also available.</p> <p>A historic classification which covers the Cotswold and Wye Valley AONB. The whole of the county's landscape is the product of human management of the environment over many thousands of years. This historical development is reflected in the location and form of settlements, the shape and pattern of fields, and the network of roads and trackways. The Archaeology Service has recently prepared an assessment of the county's landscape and produced a digital map showing how its present form has been influenced by past processes. This map and further information about the landscape are available through the SMR.</p> <p>The report comprises a landscape character assessment of the Severn Vale, the Upper Thames Valley area, and the land on the northern fringe of the Cotswolds AONB within the Vale of Moreton and Vale of Evesham and completes a detailed review of Gloucestershire's landscape character.</p> <p>The strategy provides an important framework for maintaining good air quality and improving upon poor air quality over the years ahead. As the pressures of large-scale developments, housing growth and road-building increases, so too the need for maintaining the quality of the environment and the health and wellbeing of the public and communities served by the six local authorities of Gloucestershire.</p> <p>Community planning and sustainability planning processes underway within the local authorities and the County will need to take account of local air quality, for the benefit of communities now and in future across the County. The need to address climate change will also require integration with plans to improve air quality locally across the County.</p> <p>The plan formulates detailed policies to control and guide all future mineral development in the County. This includes the winning and working of minerals and the deposit of mineral waste.</p> <p>Gloucestershire County Council as the Minerals Planning Authority (MPA) is preparing a Mineral Core Strategy (MCS) which will provide the overarching framework for managing the county's mineral resources. The Minerals Core Strategy lies at the heart of the MWDF. Its aim is to provide the spatial vision, strategic objectives and core policies for managing Gloucestershire's mineral resources over the next 10-20 years. The Minerals Core Strategy is a DPD. This means that when it is adopted, it will form part of the statutory development plan for Gloucestershire and will be the starting point for determining minerals planning proposals. So far the MCS has been through two stages of consultation, Issues and Options in 2006 and Preferred Options in 2008.</p>		
Gloucestershire Nature Map (Glos Biodiversity Partnership, 2008)		Background information.	
Gloucestershire Historic Landscape Characterisation (GCC, 2006)		Background information on the character of certain areas of the District	
Gloucestershire Character Landscape Assessment (GCC, 2006)		Provides context for policy development and potentially long term monitoring.	
A County-wide Air Quality Strategy for Gloucestershire (GCC, 2004)		The SPD must incorporate air quality management objectives. The SA needs to incorporate objectives and targets relating to air quality management objectives if necessary (CBC not identified as needing air quality management plans).	
Gloucestershire Minerals Local Plan (Gloucestershire County Council, 2005)		Background information.	
Minerals Core Strategy Preferred Option (GCC, 2008)		Background information.	

Gloucestershire Waste Local Plan 2002-12 (GCC, 2004)	Adopted in October 2004, the Gloucestershire Waste Local Plan sets out the land use planning framework for the development of waste management facilities in the county. It is the function of the Waste Local Plan to set out the "land use" requirements necessary for waste management in Gloucestershire. This can include the infrastructure required to transport waste by rail, road or canal, or the specific sites for facilities for storage, treatment or disposal. The Waste Core Strategy (WCS) lies at the heart of the MWDF. Its aim is to provide the spatial vision, strategic objectives and core policies for managing Gloucestershire's waste over the next 10-20 years. Preparation of the Waste Core Strategy takes place in three main stages – public participation, publication and submission. GCC are currently at the public participation stage. During this stage GCC have undertaken three public consultations; an 'Issues and Options' consultation in 2006, a 'Preferred Options' consultation in 2008 and a 'Site Options' consultation which closed on 30th November 2009. GCC will publish the results of the Site Options consultation in December 2010 alongside the 'publication draft' WCS with a view to formal submission to the Secretary of State in 2011. Published by the Director of Public Health for Cheltenham and Tewkesbury, this report looks at the health of the area.	The plan includes a number of specific local targets including targets relating to recycling and composting, waste recovery and landfill reductions on biological content. The SPDs will need to address any targets identified within the Waste Local Plan. The SA framework must recognise the need to reduce waste production to a minimum and to encourage greater recycling. To be superseded by the Gloucestershire Waste Core Strategy.
Gloucestershire Waste Core Strategy, Preferred Options and Site Options (GCC, 2009)		The SPD must incorporate waste management and reduction objectives. The SA should incorporate objectives and targets relating to waste management and reduction.
Report of the Director of Public Health (2005)		SPDs to consider issue of health and access to health care provision. SA to incorporate objectives and criteria relating to health and the need to improve the health of the least healthy residents of Cheltenham.
Local Area Agreement (GCC, 2007)	The Gloucestershire LAA is an agreement between the government and a partnership of local public and voluntary organisations, led by GCC through the Gloucestershire Conference. It sets out how local partners will use a range of government funding streams to deliver real improvements in outcomes for local people. The Gloucestershire Compact is an agreement between a range of local public sector agencies and the voluntary and community sector, underpinned by Codes of Practice which are being developed to cover: <ul style="list-style-type: none"> ■ Consultation and Policy Appraisal ■ Funding & Finance ■ Human Resources: Staff & Volunteers ■ Black and Minority Ethnic Voluntary & Community Organisations ■ Community Groups ■ Multi-agency Partnerships The ethos of the Compact is that by developing a better understanding of each other's needs, both sectors can work together to find better ways of doing things in the future.	DPDs can be a key delivery mechanism for the LAA and will need to have regard to its objectives.
Gloucestershire Compact (GCC, 2005)		Background information on how consultation should be undertaken.
The Gloucestershire Story 2009 (GCC, 2009)	The Gloucestershire Story focuses on cross-cutting issues that will confront the County over the next few years. The document contains seven modules covering: population change, the implications of growth in the populations of older people, deprivation, rural issues, climate change, what we know about the effect of the recession on the local economy, and a summary of the affordable housing situation in the County/ Since January 2002, the County Council Archaeology Service has been undertaking a major archaeological survey of the Forest of Dean. The survey will take several years, and cover an extensive area of West Gloucestershire; comprising much of the area bounded by the rivers Wye and Severn. The project is funded by a number of organisations, including English Heritage, The Countryside Agency, The Forestry Commission as well as Gloucestershire County Council.	Background information. Compendium of social, economic and environmental data for Gloucestershire.
Gloucestershire Archaeology Survey 2002-07 (GCC, 2002)		Background information. Provides baseline information on archaeological data for the District.
CHELTHENHAM PLANS, POLICIES AND PROGRAMMES		
Other plan/programme	Objectives or requirements of the other plan or programme	How objectives and requirements might be taken on board
Cheltenham Borough Council's Local Agenda 21 Position Statement	This report sets out how Cheltenham Borough Council is putting sustainable development principles at the very heart of the Council's corporate agenda, and is also promoting sustainability in the community. The plan has been prepared by the Cheltenham Strategic Partnership, which brings together the key organisations and partnerships in the borough.	The SPD and SA process will need to support sustainable objectives set out in Local Agenda 21 Statement.
Cheltenham's Community Plan – Our Future, Our Choice (2008 –		The SPD should reflect the vision and objectives drawn up by the community it serves.

2011)	<p>The community plan identifies nine longer term ambitions:</p> <ul style="list-style-type: none"> ▪ Promoting community safety ▪ Promoting sustainable living ▪ Promoting a strong and sustainable economy ▪ Building healthy communities and supporting older people ▪ Building stronger communities and supporting housing choice ▪ A focus on children and young people ▪ Investing in environmental quality ▪ Investing in travel and transport ▪ Investing in arts and culture 	
DRAFT Cheltenham Community Safety Partnership 2008 - 2011	<p>The priorities in this report are currently being updated and are yet to be finalised:</p> <p>The draft priorities are:</p> <ul style="list-style-type: none"> • To reduce the number of recorded crimes in Cheltenham, year on year until 2011 • Reduce incidents of anti-social behaviour • Reduce alcohol and drug misuse; the targeting of under-age drinking • Reduce incidents of violent crimes – especially harassment • Supporting work to build stronger communities • Reducing the number of sexual offences and victims – especially those under 20 years 	<p>SPD to ensure reducing crime and fear of crime is addressed through proposals.</p> <p>Recognition of importance of reducing actual crime and fear of crime within the SA Framework.</p>
Cheltenham's Cultural Strategy 2002 to 2006	<p>This document explains how opportunities for people to spend their leisure time can be improved. It also explains the importance of these opportunities and their links to the town's economy, how they help to provide jobs and attract new businesses. The Strategy also provides the basis for more specific strategies for sport, arts, tourism and green spaces.</p> <p>Provides a framework for developing the Borough's economy.</p> <p>Five economic objectives are identified:</p> <ol style="list-style-type: none"> 1. To increase business investment 2. To ensure that investment can be accommodated within environmental goals 3. To address employment needs and opportunities 4. To support growth sectors within Cheltenham 5. To create an entrepreneurial culture and to support small business growth 	<p>Background material – this document is no longer current but has not yet been superseded.</p>
Cheltenham Economic Development Strategy (2007 – 2011)	<p>The purpose of this Strategy is to:</p> <ul style="list-style-type: none"> • Maximise housing options and choices for homeless households • Reduce the incidence of homelessness through prevention • Provide a network of services to meet diverse needs • Reduce the use of Bed & Breakfast accommodation for homeless households other than in an emergency • Reduce time spent in emergency housing, such as Bed & Breakfast • Ensure homeless households receive appropriate support to access and maintain accommodation 	<p>SA to ensure that economic issues are taken into account.</p>
Cheltenham Homelessness Strategy (2008 – 2013)	<p>The council produced a five-yearly housing strategy in 2005. This sets out the priorities for housing activity for the period 2005 - 2010. These reflect the community plan priorities, but also, other specific priorities from the council and our partner organisations. These priorities are translated into a five year action plan that the borough council and its partners will deliver. These priorities are:</p> <ul style="list-style-type: none"> • Improving the supply and standard of affordable and appropriate 	<p>SA to acknowledge the importance of providing suitable housing for all</p>
Cheltenham Housing Strategy (2005 - 2010)		<p>The SPD should pay due regard to the level of housing need in Cheltenham, and issues regarding affordability and tenure.</p> <p>SA to ensure there is regard for the need to ensure everyone has access to a safe, affordable home.</p>

	<p>housing</p> <ul style="list-style-type: none"> • Providing decent homes for all (public sector) • Providing decent homes for all (private sector) • Improving quality and choice in the housing market • Support for those that need it <ul style="list-style-type: none"> o Supporting people o Homelessness • Reducing inequalities and creating safe, healthy and sustainable communities <p>The strategy was informed by a Housing Needs Assessment which concluded that to meet the total demand for affordable housing would require the provision of 2,675 affordable dwellings every year for the next five years.</p> <p>This Plan was prepared within the context of the Gloucestershire Structure Plan Second Review and covers the period to 2011. The Plan is intended to perform 4 functions:</p> <ul style="list-style-type: none"> ▪ To Develop the policies and proposals of the Structure Plan ▪ To develop a detailed basis for development control ▪ To provide a basis for co-ordinating development and other use of land ▪ To bring local and detailed planning issues before the public <p>Many of the Plan's policies have now been saved pending the replacement of the Local Plan with the LDF.</p>	
Cheltenham Local Plan Second Review 1991 – 2011 (Adopted 2006)		Cheltenham Local Plan has undergone a sustainability appraisal. This can inform the SA process.
Climate Change: A Strategy for Cheltenham (May 2005)	<p>This strategy sets out what needs to be done to ensure that Cheltenham is able to adapt to and minimise its contribution to climate change.</p> <p>The strategy also sets a target to reduce greenhouse emissions in Cheltenham by 20 percent from 1990 levels by 2010. A long term vision is to become a carbon neutral borough.</p> <p>This sets out Cheltenham Borough Council's planned activities in alignment with community needs as outlined in the Sustainable Community Strategy.</p> <p>The corporate priorities include:</p> <ul style="list-style-type: none"> ▪ Enhancing & Protecting the Environment ▪ Strengthening the economy ▪ Strengthening communities ▪ Enhancing the provision of arts and culture ▪ Ensuring the council provides value for money services which meet the needs of its customers 	Work towards adapting to and minimising the borough's contribution to climate change.
Corporate Strategy 2010 – 2015		The SPD will provide a mechanism for working towards a number of the Council's objectives. SA to address and incorporate the strategy's main priorities and aims.
Environmental Management Strategy (1997)	<p>This Environmental Management Strategy describes how the Council intends to implement its Environmental Policy through specific actions and measures.</p> <p>This document includes targets for environmental action and makes commitments to environmental initiatives.</p> <p>This Strategy details all of the Council's environmental improvement measures. These are grouped into 9 Action Areas:</p> <ul style="list-style-type: none"> ▪ Energy Consumption ▪ Water Consumption ▪ Natural Resources and Purchasing ▪ Transport ▪ Waste ▪ Pollution and Health ▪ The Built Environment 	<p>SA to address and incorporate environmental issues.</p> <p>The SA shall provide a tool to help inform decision making on the potential implications of policies, plans or projects.</p>

	<ul style="list-style-type: none"> ▪ The Natural Environment ▪ Environmental awareness and involvement 	<p>SPD and SA process will need to support sustainability objectives set out in sustainability review.</p>
'Improving Our Sustainability Performance' – A review of Cheltenham Borough Council's existing performance	<p>The purpose of this review is to assess how well the Council is performing against the objectives of the government's third sustainable development strategy 'Securing the Future' and to identify any gaps to address in the future.</p>	
Nottingham Declaration	<p>This is a government promoted initiative to commit local authorities to preparing a plan to address climate change issues. Cheltenham Borough Council confirmed their commitment to tackling climate change by signing the Nottingham Declaration in 2002. This committed the council to producing a climate change strategy and to reducing greenhouse gas emissions from council activities.</p>	<p>SPD will need to reflect objectives of Cheltenham's Climate Change Strategy</p>
Supplementary Planning Guidance: Affordable Housing	<p>This guidance relates to policy HS 73B in the Cheltenham Borough Local Plan Second Review Revised Deposit Draft (2004) and sets out the requirement for 40% of affordable housing to be provided on schemes of 15 or more dwellings / 0.5 Ha or greater.</p>	<p>Provide affordable housing at least in line with adopted SPG</p>
Supplementary Planning Guidance: Amenity Space in Residential Development	<p>This guidance relates to policy RC 102A in the Cheltenham Borough Local Plan Second Review Revised Deposit Draft (2004), which states: "Residential development will only be provided where it provides an appropriate amount of amenity space."</p>	<p>Recognise the importance of green spaces within the borough, including public amenity spaces within developments and private gardens</p>
Supplementary Planning Guidance: Landscaping in new development	<p>This guidance relates to policy CP 3 in the Cheltenham Borough Local Plan Second Review Revised Deposit Draft (2004) and sets out the requirements for landscaping to conserve or enhance the built and natural environments and biodiversity.</p>	<p>Ensure provision of high quality landscaping within development proposals</p>
Supplementary Planning Guidance: Planning Obligations	<p>Section 106 of the Town and Country Planning Act 1990 (as amended by the Planning and Compensation Act 1991) enables local authorities to enter into agreements/ obligations which would remove barriers to development. Circular 1/97 – Planning Obligations, gives advice on the proper use of planning obligations. Planning Policy Guidance note 1 – General Policy and Principles (1997) sets out the policy context of planning obligations.</p>	<p>Ensure that the obligations requirements are taken into account</p>
Supplementary Planning Guidance: Planning Obligations – Transport	<p>This document provides the council's rationale for its approach to obligations.</p>	<p>Ensure transport obligations requirements are taken into account.</p>
Supplementary Planning Guidance: Play Space in Residential Development	<p>Similar to the above, this SPG sets out the circumstances in which Section 106 Agreements and planning obligations will be required for transport and how features to be included in obligations will be assessed.</p>	<p>Ensure there is a distribution of play spaces areas in the borough.</p>
Supplementary Planning Guidance: Public Art	<p>This guidance relates to policy RC 102 and RC 102A in the Cheltenham Borough Local Plan Second Review Revised Deposit Draft (2004) and relates to the provision of play space in association with residential development. This guidance sets out the minimum standards for provision of play space pay areas and details different types of play space.</p>	<p>Seek provision for public art as part of development proposals.</p>
Supplementary Planning Guidance: Security and Crime Prevention	<p>Linked to Government objectives and guidance, including The Urban White Paper (November 2000) and supplementary guidance to Planning Policy Guidance Note 3 (Housing); The Borough Council will enter into discussions with developers to allocate up to 1% of the total building costs of proposed developments for the commissioning of public art as an integral part of the development.</p>	<p>SA to recognise the importance of reducing the opportunity for crime and antisocial behaviour and reducing fear of crime.</p>
Supplementary Planning Guidance: Submission of Planning Applications	<p>The aim of this Supplementary Planning Guidance is to set out the design principles to be employed, which together with a balanced and sensitive design approach will significantly reduce the opportunity for crime and antisocial behaviour and reduce the fear of crime.</p>	<p>Ensure that the applications requirements are taken into account.</p>
Supplementary Planning Guidance : Sustainable Buildings	<p>This supplementary planning guidance (SPG) highlights the standard requirements for the completion of applications and the type of extra information a developer may be requested to submit.</p>	<p>SA to ensure that buildings are developed using materials and methods that have a reduced impact on the environment.</p>

Supplementary Planning Guidance: Sustainable Developments	operating conditions, and then to the end of its proposed lifespan. All developments should encourage long periods of use. This supplementary planning guidance is designed to encourage more sustainable developments in Cheltenham, by providing advice on healthy and highly efficient buildings, the use of appropriate materials and methods, which have a reduced impact on the environment.	Developments should consider environmental impacts during the whole lifecycle of a building, from site identification through the construction process, to the building's normal operating conditions, and then to the end of its proposed lifespan.
Supplementary Planning Guidance: Sustainable Drainage Systems	This guidance relates to policy UI 117 in the Cheltenham Borough Local Plan Second Review Revised Deposit Draft (2004) and provides guidance on dealing with flooding water resources and water quality.	Ensure sustainable drainage is taken into account.
Supplementary Planning Guidance: Travel Plans	This guidance relates to policies CP5, CP8, TP129A and TP130 in the Cheltenham Borough Local Plan Second Review Deposit Draft (2002) and sets out the circumstances in which travel plans will be required to accompany planning applications.	Ensure travel plans are provided where required
Sustainable Construction Action Plan	Key objective is to help meet the priority of protecting and improving the environment of Cheltenham by raising awareness and understanding of sustainable construction issues and supporting implementation of national standards.	Recognise sustainable construction issues and support national standards
Green Space Strategy (July 2009)	This document is a stand alone strategy used and valued by a number of council departments but also forms part of the evidence base for the Joint Core Strategy. It covers all types of green infrastructure from allotments, parks and gardens to nature reserves, fields, woodlands and open green spaces. The main aim of the strategy is to ensure a comprehensive network of attractive, valued and well used, locally distinct green spaces, that are accessible, safe and welcoming, which meet the existing and future needs of the community, enhance biodiversity and are managed sustainably to reduce our impact on climate change. It also lists the specific aim of helping to establish a long term vision for green spaces to support the delivery of Civic Pride.	SA to ensure that the multiple aims of the green space strategy are taken into account in order to support the delivery of sustainable development.

Baseline Review

Baseline information taken predominantly from the baseline collated as part of the Sustainability Appraisal Scoping Report for Cheltenham's LDF is displayed in the table below. Additional information has been added where appropriate in order to support the developing SA Objectives and Criteria relevant to the North Place Development Brief (SPD).

Baseline Table showing Draft Objectives, Criteria, and Indicators for the SA of North Place Development Brief (SPD)

SA Objective	Criteria	Indicators	Comparator data			Trend data			Source	Relevant criteria from the Cheltenham LDF Scoping report
			National	Regional	Cheltenham	National	Regional	Cheltenham		
Environmental Issues										
Biodiversity										
A1) To protect and enhance areas of urban flora and fauna within the North Place site.	B1) Achieve BAP targets and protect plant and animal species identified in the Gloucestershire BAP	C1) Change in extent & incidence of habitats & species (identified in the UK & Gloucestershire BAP) occurring in Cheltenham. C2) No of species affected by the development	NA	NA	Priority species associated with Gloucestershire are as follows: Primary association: Stag beetle, Song thrush Secondary association: buttoned snout moth, pipistrelle bat, great crested newt				http://www.glosbap.org.uk/	1-3
		% of applications refused where effect on biodiversity was a reason for refusal			0	No trend data	No trend data	No trend data		
		% of applications granted with biodiversity conditions imposed			3	No trend data	No trend data	No trend data		
		% of permitted developments that include /have contributed towards UK, regional or			0	No trend data	No trend data	No trend data	Development Control records	

SA Objective	Criteria	Indicators	Comparator data			Trend data			Source	Relevant criteria from the Cheltenham LDF Scoping report
			National	Regional	Cheltenham	National	Regional	Cheltenham		
		local BAP targets								
Water	A2) To protect, maintain and enhance water resources within the site	B2) Protect and where possible, enhance the chemical and biological water quality in the River Chelt. C3) EA biological river quality(2006): % of km of river good quality (A+B) % of km of fair quality (C+D) % of km of river of poor quality (E) % km of river of bad quality (F) % net change in biological river quality between 2000 and 2006 (+ve indicates upgrade, -ve indicates downgrade) C4) EA chemical river quality(2006): % of km of river good quality (A+B) % of km of river of fair quality (C+D) % of km of river of poor quality (E)	71	91	19.7	71 (2005) 67 (2000) 66 (1995)	91 (2005) 89 (2000) 89 (1995)	4.1 (2005) 12.4 (2000) 12.4 (1995)	National & Regional: Biological water quality of rivers and canals study @ www.defra.gov.uk/evidence/statistics/environment/1nlwater/download/xls/iwtb06.xls Local: River Water Quality data for regional and local authority areas in England and Wales @ www.defra.gov.uk/evidence/statistics/environment/1nlwater/download/xls/iwtb05.xls National & Regional: Biological water quality of rivers and canals study @ www.defra.gov.uk/evidence/statistics/environment/1nlwater/download/xls/iwtb05.xls Local: River Water Quality data for regional and local authority areas in England	2-1
			24	8	80.3	24 (2005) 27 (2000) 27 (1995)	8 (2005) 9 (2000) 10 (1995)	95.9 (2005) 87.6 (2000) 85.4 (1995)		
			4	0.5	0	0.5 (2005) 5 (2000) 5 (1995)	0.5 (2005) 0.9 (2000) 0.7 (1995)	0 (2005) 0 (2000) 2.3 (1995)		
			1	0.5	0	0.5 (2005) 1 (2000) 1 (1995)	0.5 (2005) 0.1 (2000) 0.3 (1995)	0 (2005) 0 (2000) 0 (1995)		
			+4%	+2%	+7.3%	n/a	n/a	n/a		
			66	83	73	64 (2005) 64 (2000) 55 (1995)	81 (2005) 82 (2000) 76 (1995)	54.2 (2005) 73 (2000) 64.7 (1995)		
			27	14	27	29 (2005) 29 (2000) 35 (1995)	16 (2005) 16 (2000) 21 (1995)	35.6 (2005) 11.9 (2000) 22.4 (1995)		
			6	3	0	7 (2005) 6 (2000) 9 (1995)	3 (2005) 2 (2000) 3 (1995)	10.2 (2005) 15.2 (2000) 12.9 (1995)		

SA Objective	Criteria	Indicators	Comparator data			Trend data			Source	Relevant criteria from the Cheltenham LDF Scoping report
			National	Regional	Cheltenham	National	Regional	Cheltenham		
		% km of river of bad quality (F)	0	0	0	1 (2005) 0 (2006) 1 (1995)	0 (2005) 0 (2006) 1 (1995)	0 (2005) 0 (2006) 0 (1995)	and Wales @ www.defra.gov.uk/evidence/e/statistics/environment/landwater/download.xls 106RDA Summary.xls	
		% net change in chemical river quality between 2000 and 2006 (+ve indicates upgrade, -ve indicates downgrade)	+2%	+1%	0%	n/a	n/a	n/a		
		C5) Number of planning permissions granted contrary to the advice of the Environment Agency	Data not available	Data not available	1 (2009)	Data not available	Data not available	0 (2008)	Richard Leslie (CBC)	
		B3) Promote water re-use and conservation in new and regenerated developments whilst reducing depletion of surface and groundwater resources	Data not available	Data not available	Data not available	Data not available	Data not available	Data not available		2-2
Soil										
A3) To protect and enhance important soil functions and types	B4) Encourage decontamination of soils as part of the planning for new development	C7) Area of previously developed, vacant and derelict land, / including land with planning permission or allocation (hectares, 2007)	33,600/62,130	2,890/5,960	4/15	34,850/62,730 (2006) 36,560/63,490 (2005) 38,170/64,130 (2004) 39,710/65,760 (2003) 40,710/66,110 (2002)	2,740/6,070 (2006) 3,320/6,660 (2005) 3,490/6,570 (2004) 4,200/7,420 (2003) 3,650/6,650 (2002)	11/48 (2006) 11/49 (2005) 14/51 (2004) 14/51 (2003) 21/58 (2002)	DCLG Previously developed land that may be available for development: England 2002 -2007 and 'Land Type by Authority' through National Land Use Database (NLUD): http://tna.europanarchive.org/20081209183550/http://www.nlud.org.uk/draft_one/results/results_2007.htm	
Climate Change										
A4) To reduce the impacts of climate change and reduce carbon dioxide levels	B5) Reducing the private car usage and the need to travel (e.g. green travel plans, car pools and integration with new or existing public transport facilities, as part of new developments)	C8) Number of cars within study area C9) % population to work using public transport	31,035,791 (end 2009)	Data not available	Data not available	23,936,250 (2001)	2,565,747 (2001)	54,780 (2001)	www.statistics.gov.uk Driver Vehicle and Licensing Agency	7-4

SA Objective	Criteria	Indicators	Comparator data			Trend data			Source	Relevant criteria from the Cheltenham LDF Scoping report
			National	Regional	Cheltenham	National	Regional	Cheltenham		
			Data not available	250 (2003)	99 (2007)	Data not available	Data not available	94 (2005) 90 (2003)		
		C10) Estimated CO2 emissions for road transport	Data not available	Data not available	100% (2004-05)	Data not available	Data not available	100% (2003-04) 56%(2002-03) 56%(2001-02)	Cheltenham LDF Scoping Report, 2006	7-5& 7-3
	B6) Promote renewable energy and reduce the demand for energy by adopting energy efficient design principles in new development	C11) Use of renewable electricity in CBC buildings C12) Change in % viewpoint members switching to renewable energy from 2001 to 2004	Data not available	Data not available		Data not available	Data not available	Significant improvement in renewable energy usage is encouraging to promote the technology in other buildings as well.		
		C13) Annual gas sales (GWh) - Domestic	Data not available	Data not available	749.3 (2007)	Data not available	Data not available	756.0 (2006) 773.0 (2005)		
		C14) Annual electricity sales (GWh) - Domestic	Data not available	Data not available	217.9 (2008)	Data not available	Data not available	227.1 (2007) 228.0 (2006) 229.0 (2005)		
A5) To minimise the risk of flooding on the site	B7) Promote the incorporation of Sustainable Urban Drainage Systems (SUDS) into the design of new developments B8) Ensure that new developments which are at risk of flooding are sufficiently adapted	C15) Proportions of new developments adopting SUDS C16) Proportion of new developments that have undertaken a flood risk assessment (FRA)	Data not available	Data not available	17	Data not available	Data not available	Data not available		7-1
Air Quality and Noise										

SA Objective	Criteria	Indicators	Comparator data			Trend data			Source	Relevant criteria from the Cheltenham LDF Scoping report
			National	Regional	Cheltenham	National	Regional	Cheltenham		
A6) To protect and improve air quality around the site and wider area	B9) To improve air quality, even within Cheltenham Town Centre	C17) No. of days p.a with Ozone concentration over 100ug/m3 within study area	Data unavailable	Data unavailable	54 (2007) 15 (2008)	Data unavailable		10-15(2004) ¹⁵	www.statistics.gov.uk Cheltenham LDF Scoping Report, 2006	7-2
		C18) SOx emission intensity (tonnes/km2) within study area	595 kt (2007) 512 kt (2008)	Data unavailable	4.8 ug/m3 (2007) 4.1 ug/m3 (2008)			>1.5-2.1(2004) ¹⁶	National Statistics	
		C19) NOx emission intensity (tonnes/km2) within study area	1,557 kt (2007) 1,403 kt (2008)	Data unavailable	33.3ug/m3 (2007) 23.4 ug/m3 (2008)			>55.7-2418.5 (2004) ¹⁷		
		C20) PM ₁₀ emission intensity range (tonnes/km2) within study area	137 kt (2007) 133 kt (2008)	Data unavailable	14.9ug/m3 (2007) 15.3 ug/m3 (2008)			>4.4-193.7 (2004) ¹⁸		
		C21) Total CO ₂ emissions for Cheltenham per capita (2003)	9,6t	8.2t	5.8t					
		C22) Number of people affected by ambient noise, based on complaints received by environmental health officers (rate/million population)	7506 (2004-05) England & Wales	Data unavailable	Data unavailable	7940 (2003-04) 7354 (2002-03)		Data unavailable	DEFRA	

¹⁵ Average of Landsdown, All Saints and StPaul's ward. College ward information is not included in the average, as its value will alter the average days significantly. It is to be noted that the quality of SOx, NOx, PM10 is best in College ward, within the study area.

16 Mean level of SOx emission= 7.3t/Sq.Km

17 Mean level of NOx emission= 30.9 t/Sq.Km

18 Mean level of PM10 emission= 2.6t/Sq.Km

SA Objective	Criteria	Indicators	Comparator data			Trend data			Source	Relevant criteria from the Cheltenham LDF Scoping report
			National	Regional	Cheltenham	National	Regional	Cheltenham		
		(Complaints about noise to Environmental Protection July 2008-09 actual figure and (rate)/million population)			556 (64)					
Townscape										
	A7) To avoid the detrimental impact that development can have upon townscape character, and distinctiveness and to use development to enhance townscape distinctiveness and landscape	B10) Minimise adverse visual impact of new development and avoid light pollution without compromising on safety features C23) Existing light pollution levels (Number of complaints with regards to light pollution July 2008-2009(2))	Data too wide to be covered	Data too wide to be covered	Cheltenham falls in the saturated range for light pollution, i.e., pictures from satellite measured saturated levels of artificial light in the area 11	Data unavailable	Data unavailable	Data unavailable	Night Blight in England, CPRE, 2003	10-2 & 10-3
	B11) Protect and enhance townscape character and distinctiveness	C24) Area of designated townscape lost or affected by new development C25) % land designated as townscape conservation area (2004-05)	Data unavailable	Data unavailable	Data unavailable	Data unavailable		Data unavailable		
Cultural Heritage										
	A8) To conserve and where appropriate enhance the historic and cultural environment	B12) Safeguard and enhance Cheltenham's unique identity as a Regency town and restore important historic features • Character appraisal • Management proposals C27) Number of buildings at risk	Data unavailable	Data unavailable	100% (2008/09) 100% (2008/09)	Data unavailable	71% (2005-06) 0% (2005-06)	Data unavailable	www.english-heritage.org.uk Cheltenham Civic Pride Initiative, 2006	9-1
			11,600 approx / 3.1% (2010)	155 / 2.2% (2010)	0 (2010)	1302 (2004) 1428 (1999)	Data unavailable	1 (2005-06)		

SA Objective	Criteria	Indicators	Comparator data			Trend data			Source	Relevant criteria from the Cheltenham LDF Scoping report
			National	Regional	Cheltenham	National	Regional	Cheltenham		
	B13) Promote public access to and enjoyment of, built heritage and archaeology	C28) Number of listed buildings C29) Number of visits (in person) to museums per 1000 population	374,081 (2010)	7,093 (Grade I and II* only) 2010	Grade I = 5 Grade II* = 387 Grade II = 2210 (2009) 675 (2009-10)	Data unavailable	Data unavailable	Grade I = 5 Grade II* = 387 Grade II = 2210 523(2005-06) 539 (2004-05)	Cheltenham LDF Scoping Report, 2006	9-3
Social Issues										
Population and Human Health										
A9) To promote healthy lifestyles and sense of well being	B14) Minimise health impacts of new developments (e.g. noise, vibration, odour and air quality impacts on human receptors)	C30) Synthetic assessment of individual health condition % people in good health % people in fairly good health % people not in good health C31) Number of pregnancies in girls under 18 - for every 1,000 girls aged between 15 and 17 C32) % open space/green space C33) Death rate by cause for every 100,000 people in the population: <ul style="list-style-type: none">Cancer in under 75Circulatory diseases under 75SuicideAll accidents	68.55 22.28 9.23 40.5 (2008)	68.86 22.63 8.51 34.9 (2008)	71.22 21.34 7.43 26.0 (2008)	No time series data available to establish trend	42.5 (2001) 46.6(1998)	34.3 (2004-05) 37.1(2001) 39.4(1998) (South West)	Cheltenham LDF Scoping Report, 2006 www.statistics.gov.uk www.desf.gov.uk/everychil dmatters/ resources-and- practice	11-1, 11-2 & 11-3

SA Objective	Criteria	Indicators	Comparator data			Trend data			Source	Relevant criteria from the Cheltenham LDF Scoping report
			National	Regional	Cheltenham	National	Regional	Cheltenham		
		C34) Standardised Mortality rate (% no. of actual events/ no of expected events) (2003)	99	92	95	New indicator	New indicator	New indicator		
		C35) Number of council leisure (sports and swimming) facility users during the year 2001-02	Data unavailable	Data unavailable	280,000 (2009/10)	Data unavailable		310500 (2001-02) 700,800(2000-01) 770,712(1999-2000) Pool refurbishment in 2001 and flooding in 2007 closed the leisure centre for a long period. Both led to decrease in utilisation by the public		
		C36) No of sports pitches available to the public (2000-01)	Data unavailable	Data unavailable	49			51 (1999-2000) 50(1998-99)		
		C37) No of council play areas per 1,000 children under 12 (2001-02)	Data unavailable	Data unavailable	2.72			2.6(2000-01) 2.5(1999-2000)		
		C38) % of population within 20 mins travel time of different types of sports facility	Data unavailable	Data unavailable	Data unavailable					
	B15) Encourage walking and cycling as part of any new development	C39) Length of cycle path/pedestrian path (% in proportion to the total road length within the study area)	Data unavailable	Data unavailable	Data unavailable	Data unavailable		Data unavailable	www.statistics.gov.uk	
	B16) Reduce crime and fear of crime by appropriate design of new development and their surrounds (e.g. lighting, CCTV)	C40) Number of reported crimes per 1000 households (2000-06); C41) Domestic burglaries C42) Violent offences C43) vehicle crime (1,000 pop.)	Data unavailable Data unavailable	Data unavailable Data unavailable	16.9 (2008/09) 19 (2008/09)	Data unavailable Data unavailable	Data unavailable Data unavailable	13.3 (2005/06) 26.3 (2005/06)	Cheltenham LDF Scoping Report Home Office Crime Statistics	13-2

SA Objective	Criteria	Indicators	Comparator data			Trend data			Source	Relevant criteria from the Cheltenham LDF Scoping report
			National	Regional	Cheltenham	National	Regional	Cheltenham		
A10) To create sustainable communities with high levels of local amenity	B17) Access to good quality, affordable housing for all and a flexible range of housing types/tenures	C44) Number of reported racist crimes and incidents per 100,000 (2004-05)	Data unavailable	11.02	10.2 (2008/09)	Data unavailable	Data unavailable	12.0 (2005/06)	CBC Performance Management No. of dwellings by tenure and district, DCJ.G: www.communities.gov.uk/documents/housing/xls/table100.xls Glos Homeseeker (formerly the Housing Register) Ratio of median house prices to median earnings: http://www.communities.gov.uk/documents/housing/xls/322286.xls Cheltenham Borough Homes Decent Homes Standard Housing Strategy Statistical Appendix - Data Returns for 2008/09 : http://www.communities.gov.uk/housing/housingsearch/housingstatistics/housingstatisticsby/localauthority/housing/dataforms/hss200809/hssdata200809/ Dwelling stock, England, by type of accommodation, by region.: http://www.communities.gov.uk	14-1
		C45) Number of reported homophobic crimes and incidents	328.8	3.61	Data unavailable	Data unavailable	Data unavailable	16.2(2002-03)		
		C46) No. allotment plots	No data available	7	Data unavailable	Data unavailable	Data unavailable	11.92(2004-05), 4(2003-04)		
		C47) % tenanted allotments	Data unavailable	Data unavailable	796 (2009-10)	Data unavailable	Data unavailable	739 (2008-09) 720 (2007/08)		
		C48) Number of affordable housing and social rented properties (2008/09)	Data unavailable	Data unavailable	88% (2008-09)	Data unavailable	Data unavailable	Data unavailable		
		C49) Number of affordable housing demand applications (2009)	4,088,589	382,333	6,956	No data available	No data available	6,964 (2004-05)		
		C50) Number of affordable homes enabled (2009)	1,763,140	158,339	3,137	1,434,031 (2003-04)	123,845 (2003-04)	3,620 (2003-04)		
		C51) Average house price to average income ratio (2009)	51,525	5,789	47	No data available	No data available	27(2005-06)		
		C52) Average house prices in Cheltenham (Jan 2010)	6.27	7.18	6.04	6.93 (2008) 6.81 (2005) 4.21 (2000)	8.06 (2008) 8.05 (2005) 4.68 (2000)	7.34 (2008) 7.50 (2005) 4.88 (2000)		
		C53) LA homes not decent at the start of the year (2010)	No data available	No data available	£263,372	No data available	No data available	£232,317 (Jun 2008)		
		C54) % of unfit, privately owned homes brought back into use. Now deleted as a national performance indicator	No data available	No data available	0%	No data available	No data available	0% (2009) 10% (2008) 47% (2005-06)		
		C55) Number of vacant dwellings returned to occupation or demolished (2008/09)	56,108 (2,264 demolished)	6,747 (3 demolished)	75 (0 demolished)	No data available	No data available	38 (2005-06)		
		C56) Number of dwellings that have been empty over 6 months (2008/09)	958,994	73,093	463	No data available	No data available	470 (2004-05)		

SA Objective	Criteria	Indicators	Comparator data			Trend data			Source	Relevant criteria from the Cheltenham LDF Scoping report
			National	Regional	Cheltenham	National	Regional	Cheltenham		
A11) To promote and protect access to local services and amenities for all	B18) Improve access for all to Education /learning and skills' facilities	C57) Existing housing types (%)	House or Bungalow: Detached – 22 Semi-Detached – 32 Terraced – 28 Flat or Maisonette: Purpose-built – 13 Conversion – 4 Other – 0 Not self-contained – 1 (2009)	House or Bungalow: Detached – 29 Semi-Detached – 28 Terraced – 28 Flat or Maisonette: Purpose-built – 8 Conversion – 5 Other – 1 Not self-contained – 1 (2009)	House or Bungalow: Detached – 32 Semi-Detached – 32 Terraced – 22.4 Flat or Maisonette: Purpose-built – 17.9 Conversion – 7 (2009)	House or Bungalow: 80.39 Flat/Maisonette/Apartment: 19.2 Caravan: 0.42	House or Bungalow: 30.91 Flat/Maisonette/Apartment: 16.48 Caravan: 0.82	House or Bungalow: 74.19 Flat/Maisonette/Apartment: 25.02 Caravan: 0.78	ov.uk/housing/housingresearch/housingstatistics/housingstatisticsbystockingvacants/livables/CBC Housing Needs Assessment: http://mudata.cbc.localcbc.gov.uk/library_diy/social_and_community_services/community_services/cheltenham_housing_needs_assessment.pdf	15-1
		C58) Percentage of under 19 year in full time education (2004)	NVQ4+= 0.74 NVQ3= 20.52 Trade Apprentice= 0.83 NVQ2= 33.22 NVQ1= 22.42 Other Qual= 2.45 No Qual= 19.8	NVQ4+= 0.41 NVQ3=51521.81 Trade Apprentice= 1.22 NVQ2= 34.51 NVQ1= 22.3 Other Qual= 2.65 No Qual= 17.07	NVQ4+= 0 NVQ3= 28.7 Trade Apprentice=0 NVQ2= 43.85 NVQ1= 15.7 Other Qual= 0 No Qual= 12.28	No time series data available	No time series data available	www.statistics.gov.uk		
A12) To enhance community identity and participation	B19) Recognise value of multi-cultural society and cater for its needs	C59) Number of child care places per 1,000 population	No data available	No data available	241(2003-04)				Cheltenham LDF Scoping Report	
		C60) The percentage of 15 year olds getting five or more GCSEs at grades A-C	50.9(2008-09)	51.8(2008-09)	61.5(2008-09)	48.4(2007-08) 45.9(2006-07) 44.1(2005-06) 42.6(2004-05)	49.3(2007-08) 47.2(2006-07) 46.2(2005-06) 45.7(2004-05)	59.7(2007-08) 53.2(2006-07) 52.3(2005-06) 50.7(2004-05)	www.dcsf.gov.uk	16-2
		C61) % of residents surveyed who: <ul style="list-style-type: none">Are satisfied with their local area as a place to liveFeel that the area is getting worse	79.7%(2008-09) Data unavailable	Data unavailable Data unavailable	84.5%(2008-09) Data unavailable	Data unavailable Data unavailable	Data unavailable Data unavailable	92% 24%	Place Survey, Gloucestershire	17-1, 17-2 & 11-4

SA Objective	Criteria	Indicators	Comparator data			Trend data			Source	Relevant criteria from the Cheltenham LDF Scoping report
			National	Regional	Cheltenham	National	Regional	Cheltenham		
		C62) % of people surveyed who participate in local community activity (2004-05) <ul style="list-style-type: none">• Resident groups• School groups• Faith groups• Pressure groups• Sports groups• Formal volunteering• Other	Data unavailable	Data unavailable	22 11 18 10 11 n/a 17					
		C63) % of electoral voting at last election % residents who consider being discriminated due to ethnic background/religion	65.5% (2010)	69.1 (2010)	35% (2008-09) 23.2 (2003-04)	61.3% (2005) 59% (2001)	66.6% (2005) 64.9 (2001)	39.13 (2004)	CBC Performance Management /BBC website	
Economic Issues										
A13) To promote sustainable economic growth	B20) Improve competitiveness and investment in local firms	C64) The percentage of unemployed people (age 16 +) as a proportion of economically active.	Oct 08 – Sept 09: 7.4%	Oct 08 – Sept 09: 5.9%	Oct 08 – Sept 09: 6.7%	Jul 08 – Jun 09: 6.9%	Jul 08 – Jun 09: 5.4%	Jul 08 – Jun 09: 6.5%	https://www.nomisweb.co.uk/reports/hmp/la/2038431922/subreports/ca_time_series/r sport.aspx	18-1, 18-2 & 18-3
		C65) The Percentage economically active (age 16-64).	Jan 09 – Dec 09: 76.7%	Jan 09 – Dec 09: 79.2%	Jan 09 – Dec 09: 85.7	Oct 08 – Sept 09: 76.8%	Oct 08 – Sept 09: 79.2%	Oct 08 – Sept 09: 84.5%	https://www.nomisweb.co.uk/reports/hmp/la/2038431922/subreports/ca_time_series/r sport.aspx	
		C66) Job Seeker Allowance Claimants. % is a proportion of area (age 16-64).	July 2010: 3.6%	July 2010: 2.4%	July 2010: 3.0%	Apr 2010: 3.9%	Apr 2010: 2.7%	Apr 2010: 3.3%	https://www.nomisweb.co.uk/reports/hmp/la/2038431922/subreports/isa_time_series/r sport.aspx	
		C67) VAT registered businesses. % is a proportion of the stock at the end of the year.	2007: 1,964,920	2007: 191,130	2007: 4,180	2006: 1,907,710 2005: 1,870,755 2004: 1,832,465	2006: 186,650 2005: 183,440 2004: 180,020	2006: 4,050 2005: 3,945 2004: 3,850	https://www.nomisweb.co.uk/reports/hmp/la/2038431922/subreports/vat_time_series/r sport.aspx	

SA Objective	Criteria	Indicators	Comparator data			Trend data			Source	Relevant criteria from the Cheltenham LDF Scoping report
			National	Regional	Cheltenham	National	Regional	Cheltenham		
A14) To reduce poverty and deprivation around the site, particularly in St Pauls	B22) To encourage more sustainable economic growth that operates within environmental limits	C68) % change in CO ₂ emissions from CBC buildings between 2002-03 and 2003-04	Data unavailable	Data unavailable	-5.36				Cheltenham LDF Scoping Report, 2006	
		C69) Estimated domestic carbon dioxide emissions (2003-04)			287KT					
		C70) Estimate total carbon dioxide emissions per capita (2003)	9.6T	8.2T	5.8T					
	B23) Support economic diversity and key employment growth sectors within Cheltenham Town Centre, particularly: <ul style="list-style-type: none">• tourism;• events;• education and health;• retail;• public administration;• hospitality sector• 'night-time' economy									
		B24) Provide employment opportunities in suitable skill levels for those in socially deprived areas of Cheltenham	C71) Percentage population that live in Super Output Areas that are ranked in most deprived 20% (ACDP - % living in most deprived SOA)	20	8.6	9.3	Recently altered data, hence no time series available			http://www.neighbourhoodstatistics.gov.uk (Qualifications and students KS13)
	C72) People aged 16 -74 with highest qualification attained at NVQ level 2 or equivalent and NVQ level 4/5 or equivalent.	NVQ2= 19.4 NVQ4= 19.9	NVQ2= 21.4 NVQ4= 18.8	NVQ2= 20.4 NVQ4= 26.5	NVQ2= 19.3 NVQ4= 19.9 (2001)	NVQ2= 21.4 NVQ4= 18.8 (2001)	NVQ2= 20.4 NVQ4= 26.53 (2001)			
	B25) Provide accessible employment opportunities for socially disadvantaged sections of the local community	C73) Average distance from residential units to public transport.	NA	NA	NA				UDF Draft Baseline Report, Halcrow, 2006	
Material Assets										

SA Objective	Criteria	Indicators	Comparator data			Trend data			Source	Relevant criteria from the Cheltenham LDF Scoping report
			National	Regional	Cheltenham	National	Regional	Cheltenham		
A15) To maximise the use of previously developed land and buildings, and the efficient use of land	B26) Encourage the use of previously developed land and buildings, and maximising their use by measures such as higher densities and mixed use development	C74) No. of sites of potential concern with respect to contamination	NA	NA	644 (Cheltenham Borough Council Contaminated Land Inspection Strategy – 1 st Review, 2008)	NA	NA	NA	Halcrow's initial assessment (unpublished), Contaminated land Strategy, 2001 Paul Scott (CBC Contaminated Land Officer)	6-1
		C75) Area PDL utilised for the new development (2001)	5880 ha (2008) http://www.communities.gov.uk/dofcu/menits/planningandbuilding/xls/1658136.xls	70% (size in hectares not available) (2009) http://www.communities.gov.uk/documents/planningandbuilding/xls/1658136.xls	4.53 ha (2009/10) 6.76 ha (2008/09) 18.04 ha (2007/08) 9.05 ha (2006/07)	Data not available	150 ha	Data not available	National Statistics Yuen Wong (CBC Monitoring Officer) http://www.communities.gov.uk/documents/planningandbuilding/xls/1658136.xls	
A16) To promote sustainable design, construction, operation and demolition	B27) Promote renewable energy and reduce the demand for energy by adopting energy efficient design principles in new development	C76) Use of renewable electricity in CBC buildings (2003)	NA	NA	100%	NA	NA	100% (2003-04) 56% (2002-03)	Cheltenham LDF Scoping Report, 2006	
	B28) Use of recycled, secondary and sustainably sourced materials	C77) Weight of municipal waste arising p.a. % land filled % recycled % composted	12.7 million tonnes 39.3% (Included within % recycled) (2009-10) Source - http://www.defra.gov.uk/evidence/statistics/environment/wastats/bulletin10qtr.htm	Data not available	73 3.8 (just commercial waste) 3.8 (just commercial waste) (2009-10)	Data not available	Data not available	74.2 16.5 9.3 (2005-06) 82 14 4.3 (2004-05)	NI 193 - % of municipal waste land filled http://moitrappp/tenweb/tenweb.dll?model%3D%7B48B99997-1460-43B4-AD84-007CC50603E0%7D%260blect%3D044%3A19%26type%3D0B1PAGE	
A17) To minimise waste (during both development construction and	B29) Increase recycling and composting rates by promoting easily accessible recycling systems as part of	C78) Kg of waste collected per head p.a	281kg per head (2009)	Data not available	446 (2005-06)	Data not available	Data not available	467 (2004-05) 461 (2003-04) 480 (2002-03)		

SA Objective	Criteria	Indicators	Comparator data			Trend data			Source	Relevant criteria from the Cheltenham LDF Scoping report
			National	Regional	Cheltenham	National	Regional	Cheltenham		
operation)	any new development		(April 2008-March 2009)							
			Source - http://www.defrag.co.uk/evidence/statistics/environment/wastats/bulletin10qtr.htm							
		C79) % pop served by kerbside recycling collection (or within 1 Km of recycling centre – before 2001) C80) Daily domestic water use (per capita consumption) C81) % sites within new development that used sustainable construction techniques	Data not available 122 (2003)	Data not available	94 (2009-10) 138L (2003)	Data not available	Data not available	98 (2004-05) 100 (2003-04) 72 (2002-03)	Beth Boughton (CBC Waste & Recycling Manager) Environment Agency, The Options for UK Domestic Water Reduction, Working Paper 05/03, University of Leeds, 2005 CBC UNIFORM system	
	B30) Construction waste should be minimised, reused, recycled and recovered in accordance with the waste hierarchy, wherever possible		Data not available	Data not available	8 approved developments (2009/10) - Bream Standards Eco-Homes Code for Sustainable Homes conditions on planning applications	Data not available	Data not available	Data not available		

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North Place & Portland Street Sustainability Appraisal - Response Report

Document Part Name Review of Plans and Programmes

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
Gloucestershire County Council	For completeness - Page 18 add in 'A new framework for delivering priority habitats and species in England (2008)'	For completeness - Page 18 add in 'A new framework for delivering priority habitats and species in England (2008)'	Agree.	Add this document to the 'National Plans, Policies and Programmes' section under paragraph 2.1	1

Document Part Name Glossary

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
mgr	The existing car parks are adjacent to a residential home and two storey houses. It is inappropriate and unfair to the existing dwellings to build five storey buildings on the site. Any buses must be positioned well away from Monson avenue and Northfield passage.		Comment does not relate to this section or the SA. However, respondent has made this comment	No change.	2

Name	Comment	Change Requested	Officer Response	Officer Recommendation	ID
			under the SPD and this has been addressed separately there.		

Report run at 29 Oct 2010 14:18:29. Total records: 2.