

South Gloucestershire Council

South Gloucestershire Core Strategy Examination

STATEMENT OF COMMON GROUND

BETWEEN

SOUTH GLOUCESTERSHIRE COUNCIL

AND

The Highways Agency

In respect of the Cribbs Patchway New Neighbourhood,
East of Harry Stoke New Neighbourhood,
North Yate New Neighbourhood and Thornbury

Declaration

The contents of this paper are agreed for the purposes of South Gloucestershire Core Strategy.

Signed on behalf of the Highways Agency

.....  ANDREW ROBERTS

Position..... ASSET MANAGER

Date..... 18/06/2012

Signed on behalf of the South Gloucestershire Council

.....  CLIVE SANE

Position..... HEAD OF TRANSPORT & STRATEGIC PROJECTS

Date..... 18/6/12

Cribbs/ Patchway New Neighbourhood
East of Harry Stoke New Neighbourhood
North Yate New Neighbourhood
Thornbury

Contents:

1. Overview
2. Background
3. Matters of agreement
 - a. Location of development
 - b. Soundness of planning approach
 - c. Impact of Core Strategy proposals on the Highways Agency's network
 - d. Mitigation measures
4. Process

1. Overview

- 1.1 South Gloucestershire Council (SGC) has sought to confirm points of agreement with the Highways Agency in advance of the Examination in Public of the Council's Core Strategy (incorporating Post-Submission Changes, December 2011).

2. Background

- 2.1 Policy CS5 (Location of Development) of the South Gloucestershire Core Strategy describes the framework for the location and scale of development in South Gloucestershire in the Core Strategy plan period to 2026. CS5 states that¹:
- *Most new development will take place within the communities of the North and East Fringes of Bristol urban area:*
 - *To 2016, the focus will be the development of existing commitments and the remaining South Gloucestershire Local Plan allocations, together with delivery of the Greater Bristol Bus Network, and planning for the West of England transport package and future schemes; and*
 - *Post 2015/2016, new neighbourhoods of sustainable communities will be developed at Cribbs/Patchway and to the east of Harry Stoke.*
 - *At Yate/Chipping Sodbury, new development will be of a scale appropriate to achieve greater self-containment and to improve the separate but inter-related roles and functions of the towns, focusing on investment in the town centres and improving the range and type of jobs.*
 - *At Thornbury, new development will be of a scale appropriate to revitalise the town centre and strengthen community services and facilities.*
- 2.2 Policy CS25 (Communities of the North Fringe of the Bristol Urban Area) describes plans for the development of the North Fringe² of the Bristol Urban Area. CS25 provides for the development of two strategic sites. The Cribbs/Patchway New Neighbourhood (CPNN) is defined further in Policy CS26 and the East of Harry Stoke New Neighbourhood (EHSNN) is described further in Policy CS27. CS31 (North Yate New Neighbourhood) makes provision for a new development at North Brimsham, Yate – described as the North Yate New Neighbourhood (NYNN). CS33 (Thornbury Housing Opportunity) makes provision for new development at Thornbury.

¹ Policy CS5 (extract), Core Strategy incorporating Post-Submission Changes, December 2011, Page 54

² Defined as the Communities of Filton, Patchway, Bradley Stoke, Stoke Gifford, Harry Stoke and Frenchay

3. Matters of Agreement

3.1 The following matters are agreed between the Council and the Highways Agency for the weekday morning and evening peak periods:

a) Location of Development

It is agreed that, from a sustainable transport perspective, the spatial strategy which underpins the Core Strategy is an appropriate approach to accommodating growth within South Gloucestershire on the grounds that it:

- will enable residential and employment/services to be co-located in closer proximity than other spatial strategy options;
- permits developments with a sufficient critical mass to support local services so minimising the need to travel by car;
- enables developments to be planned with good provision for walking, cycling and measures to influence travel choices and behaviour;
- maximises opportunity for public transport use through the measures described in Policy CS7 (Strategic Transport Infrastructure), specifically the Greater Bristol Bus Network, the North Fringe Hengrove Package (NFHP) rapid transit, Greater Bristol Metro and re-introduction of passenger services on the Hallen Line/ Henbury Loop; and
- maximises benefits of the Stoke Gifford Transport Link (SGTL) which is part of the NFHP.

It is agreed that, compared to the spatial strategy described in the Core Strategy, other possible spatial strategies accommodating the same level of development would be likely to result in higher levels of car use and have a greater impact on the Agency's Strategic Road Network.

The Agency notes that CS26 makes provision for additional retail development in the CPNN (as also defined in CS14 Town Centres and Retail). The evidence indicates that weekday AM and PM peak traffic flows associated with the CPNN (including the additional retail floorspace) could be accommodated on the Strategic Road Network with appropriate mitigation. The Agency's Written Statement includes reference to the basis of retail proposals which are additional to the scope of this Statement of Common Ground.

b) Soundness of planning approach

It is agreed that the approach adopted in developing the Core Strategy is sound and suitably consistent with best practice in ensuring that development is planned in a way that encourages more sustainable travel patterns and behaviours.

The Agency agrees that SGC's chosen approach is consistent with the approach to sustainable development that the Agency encourages in Circular 02/07. The circular defines how the Agency participates in the planning process with respect to applications which it considers will have an impact on its network.

The impacts of the proposed development on the Highways Agency's network have been assessed by SGC using a strategic multi modal transport model. The Agency agrees that the multi modal model has been developed and applied appropriately at this stage of the planning process and is a suitable tool for examining the strategic impacts of the development proposals on the Agency's network and defining a broad package of mitigation measures.

The operational impacts of the proposed development on the Agency's network have been assessed by the Agency using a micro-simulation transport model. SGC agrees that the micro-simulation model has been developed and applied appropriately at this stage of the planning process and is a suitable tool for examining the operational impacts of the development proposals on the Agency's network.

SGC and the Agency agree that full transport assessments accompanying planning applications will be required in order to determine the mitigation required at a detailed level. This agreement does not override this requirement.

SGC and the Agency also agree of the importance of early engagement in the production of an area wide masterplan to be adopted as a Supplementary Planning Document (SPD) ensuring that the developments are comprehensively planned and take full account of phasing requirements.

c) Impact of Core Strategy proposals on Highways Agency's network

It is agreed that the development proposed in the North Fringe will result in additional traffic that is expected to have a detrimental impact on the safe and efficient operation of the M5 at Junctions 16 and 17. A package of mitigation measures will be required to ensure the continued safe and efficient operation of the Strategic Road Network. These measures will need to include the adjacent A38 Aztec roundabout (at M5 Junction 16).

The additional development could also impact on the performance of the M32 at Junction 1. The Agency has identified improvements to mitigate the impact a M32 Junction 1 and it is agreed that the phasing of development in the North Fringe and the timing of the completion of the Stoke Gifford Transport Link (SGTL) and public transport enhancements needs to be monitored to ensure that additional traffic

does not result in unacceptable performance of the Strategic Road Network at this location.

d) Mitigation Measures

SGC has proposed measures to provide additional capacity to improve the operation of M5 Junctions 16 and 17 to mitigate the impact of the development. The Agency have also identified improvements required at M32 Junction 1 to improve the performance of the network between M4 J19 and M32 Junction 1, though the funding for mitigation at this point is already available and is expected to be implemented by the Agency. It is agreed that the proposals are considered appropriate and deliverable (subject to funding contributions from third parties, detailed design and potential requirements for departures from standard), and have been developed to a level of detail appropriate to this stage of the planning process.

4. Process

- 4.1 It is agreed that the Agency has a commitment to continue to plan, manage and monitor the performance of its network and will review individual site planning applications related to the development proposals in the Core Strategy when they are submitted (as per the Agency's statutory duty).
- 4.2 The Agency is content to support the Core Strategy on the basis set out above and agrees that the level of detail of work undertaken by SGC to analyse impacts and develop the sustainable transport strategy and mitigating measures exceeds that normally expected to support a Core Strategy.