

# **SCG**

## **South Gloucestershire Core Strategy Examination**

**STATEMENT OF COMMON GROUND**

**BETWEEN**

**SOUTH GLOUCESTERSHIRE COUNCIL**

**AND**

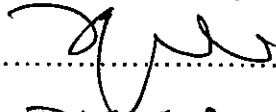
**BUSINESS WEST**

In respect of strategic transportation connections between  
the Communities of the Bristol North Fringe and the  
Avonmouth Severnside Employment areas

Declaration

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

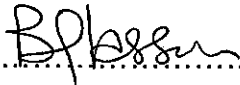
Signed on behalf of Business West



Position..... Director Business West / Bristol Chamber of Commerce

Date..... 20/6/12

Signed on behalf of South Gloucestershire Council



Position..... Head of Strategic Planning

Date..... 20/06/2012

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## **1. Overview**

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

## **2. Background**

- 2.1 Business West (incorporating Bristol Chamber of Commerce) represents over 6000 businesses in Bristol, Bath, Swindon, Wiltshire and Gloucestershire. Business West has made representations to the South Gloucestershire Core Strategy EiP in respect of seeking to ensure that full account is taken of the opportunity to explore whether strategic transportation links can and should be created from the Avonmouth Severnside Employment Areas to existing and new communities in the Bristol North Fringe, potentially via the Filton Airfield redevelopment and further to the east. Specifically it seeks to ensure that, rather than these strategic employment areas being considered in isolation, the opportunity is taken for an exploration of the need for, and provision of, strategic transportation links between these locations.
- 2.2 The proposal would have particular implications for the Cribbs/ Patchway New Neighbourhood, as described in Policy CS26 and Fig. 6 of the December 2011 Core Strategy. Policy CS26 describes how the delivery of the Cribbs/ Patchway New Neighbourhood will comprise approximately 5,700 dwellings in new mixed-use neighbourhoods, around 50ha of employment land, and a greater diversity of commercial uses at Cribbs Causeway, together with supporting infrastructure and facilities.
- 2.3 Transport policy is expressed in the Core Strategy through policy CS7 which sets out specific schemes and 'packages' to support growth. The principal schemes (North Fringe to Hengrove Package, Greater Bristol Metro Project, and re-introduction of passenger services on the Hallen Line / Henbury Loop) are current and proposed 'Major Schemes' set out in the West of England Joint Local Transport Plan (JLTP3). The electrification of the Great Western Main Line and associated improvements to Bristol Parkway Station is a national project. The CS7 'packages' comprise additional local improvements principally funded by developer contributions to support development of the respective New Neighbourhoods and localities. The JLTP3 is the strategic transportation plan for the West of England to 2026.
- 2.4 South Gloucestershire Council has met with Business West to discuss their ambitions and has no in-principle objection to continuing these discussions individually or with the WoE / LEP and other stakeholders, to ensure a wider dialogue continues through review of the Core

Strategy, JLTP and other Development Plan Documents and Supplementary Planning Documents (SPD) as appropriate.

### **3. Matters of Agreement**

- 3.1 The following matters are agreed between the Council and Business West:

#### Location of development

- 3.2 The development strategy is correct to concentrate new development within the Bristol North Fringe (BNF) and to continue to recognise Severnside as a strategically important location for employment uses. By focusing development in the BNF, the Plan recognises the strategic economic importance of the whole area for South Gloucestershire and the wider Bristol sub-region and the advantages to be gained by strengthening the inter-relationship between work place and home place.
- 3.3 The opportunities provided by the release of Filton Airfield has allowed the council further flexibility to respond to housing demand and the economic growth potential, as well as the opportunity to achieve its vision of bringing forward a sustainable new neighbourhood at Cribbs/Patchway. The outcome of this is to strengthen and reinforce the BNF as a key location in South Gloucestershire and the West of England.
- 3.4 The recent release of the Avonmouth Severnside Outline Development Strategy report (ASODS – Final Report, April 2012) commissioned by South Gloucestershire and Bristol City Councils has identified the need to undertake a (non-Motorway) transport improvement study, to include traffic management on rural roads, measures to improve public transport and use of rail, cycling and walking (pg 33). The report has also identified possible scenarios for growth that include higher density and higher value industrial development options supported by BW. Taking into account the Cribbs/Patchway new neighbourhood proposals, the release of Filton Airfield, the findings in the ASODS and the growth of the Port, SGC and BW agree that subject to undertaking the above study the formulation of the Cribbs Patchway SPD, and review of the JLTP are potential forums within which to consider a vision to provide transport corridors that link Severnside with the BNF to optimise the economic potential of the sub region, reduce congestion and provide for sustainable development that further strengthens the interrelationship between jobs and homes. BW & SGC also agree that formulation of any such vision should build on the objectives of CS7 and CS26, and phased delivery of the New Neighbourhood in accordance with the plan strategy as set out in CS15 of the Core Strategy.

#### Policy CS7 & CS26

- 3.5 The delivery objectives set out in Policy CS7 & CS26 promote the social and physical regeneration and integration of the wider area through the substantial improvement of movement corridors, community infrastructure and public open space, and provision of a high quality built environment and public realm.
- 3.6 The 4UAs working through the WoE / JLTP is the principal mechanism through which strategic transportation infrastructure requirements are identified, planned, prioritised and delivery and funding mechanisms determined.
- 3.7 The proposed formation of the Avonmouth / Severnside Enterprise Area Project Team, and review of the JLTP provides a framework within which to ensure that the (non-motorway) transportation study is undertaken, and provision of a strategic transportation link between the Communities of the North Fringe and the Avonmouth Severnside employment areas is assessed.

#### Concept diagram

- 3.8 The Council's Concept diagram (CS26 and Figure 6), indicates how strategic principles for the Cribbs/ Patchway New Neighbourhood as expressed in Policy might be accommodated across the area, and provides a starting point for the production of the Council's Supplementary Planning Document. The parties agree that sustainable transport links through the Cribbs Patchway New Neighbourhood need to be explored further to ensure the potential of the locality to become an area of high value industrial enterprises stretching from UWE across the BNF to Severnside is maximised, with Filton Airfield forming a new and potentially attractive base for employment uses.

#### Delivery

- 3.9 Business West will use their endeavours to help ensure that the business community and commercial interests in Avonmouth Severnside and CPNN promote a co-ordinated and strategic approach to the delivery of infrastructure in the locality to maximise the sustainable development potential of the whole area.

### **4. Process**

- 4.1 The Council has set out (in Appendix A) how they intend to take forward the production of a Supplementary Planning Document based on the amended vision as referred to in paragraph 3.4 above. In accordance with the Council's Statement of Community Involvement it is intended that strategic issues will be resolved through consultation and liaison with Development Partners and stakeholders, including Business West during the production of this document. Site-specific matters can be dealt with through the development management process.

## **5. Appendices**

Appendix A – Draft timetable for production of Cribbs/ Patchway SPD

## APPENDIX A

### Timetable for production of Cribbs Patchway SPD

Key steps:	Timeline – weeks	Suggested dates
<p><b>1. Evidence Gathering –</b>  Evidence gathering has been ongoing but this represents a formal period when input will be invited. Feedback from statutory consultees, landowners/ developers, and public. Proposed Ten week period for 'Formal' evidence gathering to supplement existing information and public comment. This would equate to one month in advance of EIP and should allow 2-3 weeks after the main hearings. Informal evidence gathering will continue into the production stage. This may include further local workshops as appropriate but with the intention of these being held after the main EIP has been held. i.e. between 16<sup>th</sup> and 27<sup>th</sup> July.</p>	<p><b>10 weeks</b></p>	<p><b>1<sup>st</sup> May – 31<sup>st</sup> August.</b></p>
<p><b>2. Production</b></p> <p>a. <b>Preparation</b> of the draft SPD will be largely undertaken by Officers but in contact with stakeholders where helpful. This is likely to take 6 - 8 weeks and would coincide with the main holiday period and so avoid main consultations in August.</p>		<p><b>3<sup>rd</sup> August – 28<sup>st</sup> September</b></p>
<p>b. <b>Public participation</b> on draft SPD – a statutory 4 - 6 week period for publicity and comments.</p>		<p><b>1<sup>st</sup> October -12<sup>th</sup> November</b></p>
<p>c. <b>Representations and finalise SPD</b>  Consideration would need to be given to whether any changes made to the Core Strategy as a result of the Inspectors report impact on the SPD as drafted.</p> <p>d. Officers anticipate that it would take 6-8 weeks to review feedback and to</p>		<p><b>13<sup>th</sup> November – 28<sup>th</sup> December</b></p>



<p>report through the Council's decision making processes before it would be possible to adopt the SPD</p>		
<p><b>3. Adoption</b> Adoption is by Council decision and by public notice. This would be finalized in early January.</p>		<p><b>Notice of adoption 7-th – 11<sup>th</sup> January Regulation 15.</b></p>

