

**PSM22**

**South Gloucestershire  
Core Strategy  
Examination**

**Position Statement  
for Matter 22:  
Communities of the North Fringe  
(CS25,CS26,CS27 & CS28)**

**June 2012**

## Matter 22 – Communities of the North Fringe of Bristol

### Q1 Is it feasible to accommodate the scale of development envisaged in the North Fringe areas without increasing levels of congestion?

Council response - Yes, it is possible to accommodate the scale of development envisaged in the North Fringe areas without a material additional increase in the levels of congestion, whilst bringing forward beneficial strategic investment in transportation infrastructure.

- 1.1 As explained in Matter Statement 7 (PSM7) and Matter Statement 9 (PSM9), the development strategy focuses growth on those localities that benefit from the greatest range of existing and potential sustainable travel options and access to amenities and jobs. The 4UAs have worked together, as set out in Matter Statement 14 (PSM14) and Transport Topic Paper (ENC1), through the WoE JLTPs to develop a transport strategy to deliver growth and a step change in sustainable travel options across the sub-region. The Greater Bristol Bus Network received Minister launch to mark its completion in April 2012 and the Cycle City project continues to be developed through the Local Sustainable Transport Fund. Policy CS7 and respective CPNN and EoHS transport packages build on these improvements to support the level of growth identified for the Bristol North Fringe over the plan period.
- 1.2 The Council has consequently appointed Atkins to undertake an independent review of the transport case for the location of development defined in Policy CS5. Atkins 'North Fringe Transport Review' (Examination Library Ref: RD39) table 3 (pg 21) & paragraph 5.8 state that, subject to delivery of the package of measures set out in para 7.2, the total number of trips made by car is forecast to increase by only 10%. Para 5.10 explains that the proportion of travel by car within the North Fringe would decrease by 5.5% due to the transport measures delivered as a consequence of CPNN and EoHSNN. Paragraph 5.13 further states that the average distance per car journey would also decrease due to the improved mix of housing, jobs and services in the locality.
- 1.3 As a result the Council considers, that based on the transport strategy set out in Policy CS7 and as independently reviewed by Atkins in their additional work (see Examination Library Ref: RD39), it is feasible to accommodate the scale of development envisaged in the North Fringe areas without materially increasing levels of congestion as confirmed at paragraph 5.15, pg 22 which in summary concludes,

*'overall, the incremental impact on highway network performance of the additional traffic arising from the development of the new neighbourhoods is forecast to be neutral' (para 5.15, pg 22).*

## **Q2 Is there scope to utilise Filton Airfield to improve traffic flows in the North Fringe?**

Council response - Yes, Filton airfield will provide the opportunity to improve vehicle, public transport and walking & cycling connections in the North Fringe.

2.1 The development of Filton Airfield performs in two key ways. Firstly it creates a critical mass that boosts significantly the potential patronage, funding and long term viability of existing and proposed package of sustainable travel options e.g. extension/CPNN loop to the Rapid Transit network, Bristol Metro Project and orbital bus services. Where before the Core Strategy saw the BRT terminating at the Mall, by incorporating and planning for the redevelopment of Filton Airfield as a integral element of the CPNN, the (BRT) is now able to be extended to provided a effective transport solution to address traffic flows in the Bristol North Fringe. Secondly, it enables in master planning and place making terms, for the 'barrier effect' created as a result of retaining the the operation airfield to be addressed.

2.2 The locality currently suffers congestion hotspots at:

- A4018 Crow Lane roundabout
- A38, particularly Aztec and Air Balloon roundabouts (M5 and A4174 Ring Rd junctions respectively)
- B4507 Gypsy Patch Lane junction with A38
- B4056 Southmead Rd

2.3 Master planning of the CPNN will provide new all vehicle connections between:

- A38 - between the Gypsy Patch Lane junction and junction into the North Bristol Business Park
- Hayes Way, from one of the roundabouts that were provided on this new link road (completed in 2010) that connects the A38 with Cribbs Causeway
- Lysander Road
- A4018 - with one access provided between the railway line and the B4055 roundabout, and a second access provided further north on Cribbs Causeway

2.4 The access arrangements are designed to enable efficient access into the CPNN from key routes in the area. However, the internal road layout will be designed to discourage movement of through traffic within the New Neighbourhood. Instead, the layout will be designed to cater for movement within CPNN, and through traffic would continue to use the existing main road network - the A38, A4018, Lysander Road and Hayes Way.

- 2.5 It will also provide new bus access at Charlton Road, and foot/cycle connections between major and local services and facilities in Southmead, Henbury and Brentry in Bristol, and Patchway, Filton and Cribbs Causeway in South Gloucestershire. This will provide a significant improvement in opportunities for walking and cycling for local journeys between north west Bristol and the Cribbs / Patchway area. This will play a key role in helping to encourage mode shift from the car for shorter journeys that currently use the A4018 and A38 corridors – features that can take place given the high public transport accessibility and sustainable travel modes available now / planned in the Bristol North Fringe.
- 2.6 Masterplanning will also allow the opportunity for bus priority measures to ensure more reliable services through the new neighbourhood and on the local road network, particularly the A4018 and A38 corridors, which will be key routes used by buses. Furthermore, as stated in paragraph 2.1 above, masterplanning will enable the provision of a bus-based rapid transit corridor through the New Neighbourhood, which will then extend along Gypsy Patch Lane towards Parkway station. This will build on the North Fringe Hengrove Package, which has already secured Programme Entry, with construction due to commence in Spring 2017 and will significantly improve public transport connections in the North Fringe. The proposed package of measures is forecast to deliver a significant mode shift to public transport, which will help tackle congestion in the North Fringe.
- 2.7 Improvements to road junctions are also proposed at:
- A4018; Cribbs Causeway/ Lysander Rd and Crow Lane roundabouts
  - A38; Aztec West and Air Balloon roundabouts, and Gypsy Patch Lane junction

Working with the package of measures outlines above, this will ensure maximum opportunity to made of the opportunity presented by Filton Airfield.

- 2.8 Overall these proposals will improve the range of travel options, traffic flow and substantively enhance connections between existing communities at Brentry, Henbury, Patchway & Filton to jobs and services at Cribbs Causeway and connections to Bristol City Centre and destinations such as Southmead Hospital.

**Q3 Is the possible identification of a major sports facility in this area a good use of urban land or are there alternative locations better suited for this purpose?**

Council response – Yes – The Council does consider that sports facilities, whether for cricket or some alternative sporting use, could be a major asset for the area and for the wider sub-region either in its own right or as a part of a package of proposals to enhance sub-regional sporting, cultural, hotel, exhibition and conference facilities.

- 3.1 The SGLP (Policy LC6) provides for the development of a major Sports Stadium within the District. The policy is not site specific but sets criteria for the assessment of proposals. The December 2011 Core Strategy cross references to that policy.
- 3.2 A proposal to build a stadium at the University of the West of England is subject of a current planning application (PT12/0888/F). The 'UWE Stadium' is a joint proposal between Bristol Rovers Football Club and the University of the West of England. It is for a stadium of 21,700 seats and ancillary facilities on land at the University of the West of England. The application was submitted to the Council in March 2012 and is scheduled for determination by the relevant Committee (DC West) of the Council in June or July 2012.
- 3.3 The proposal for a second major sports facility, at the airfield site, was initially made in response to representations from Gloucestershire Cricket Club, which was considering the need to move from its existing site within Bristol. Regardless of whether the Cricket Club meets its needs within Bristol the principle of a stadium in this location needs to be considered. Furthermore, the proposal for Filton would be relevant if the current UWE stadium proposals were not delivered or a second major sporting club were to seek a site that cannot reasonably be shared through dual use.
- 3.4 The Filton area has a significant supply of employment land and the safeguarding of 5-6 hectares, or a little more, for a cricket ground, or similar sporting venue, is unlikely to undermine the area's ability to meet other employment objectives and may well help that. Nor is the allocation of 5-6 hectares for a County standard Cricket Ground likely to result in major residential amenity issues or be detrimental to employment aims. However, the identification of this area as suitable for the siting of a stadium is illustrative of the wide range of sporting and cultural uses which the council considers might be acceptable and in so doing does not intend to restrict consideration of the range of uses that could be made of this area. Moreover, the council does consider that sports facilities, whether for cricket or some alternative sporting use, could be a major asset for the Cribbs/ Patchway area and for the wider sub-region. On this basis any policy or allocation should not be specifically tied to cricket – rather it should allow for a range of sporting uses within a stadium complex, but with initial support for the further investigation for use for cricket through the evolution of the concept planning/ master planning processes.
- 3.5 Such a facility would be compatible with the Core Strategy's aim to diversify this part of the Bristol North Fringe and there may be sites outside of the Cribbs/

Patchway New Neighbourhood area which could also be considered as potentially suitable. For this reason the aspiration for a cricket or similar sporting facility should be reflected in Core Strategy policy but not shown as a site specific allocation. As the policies in the Core Strategy are strategic in approach, it is appropriate that the list of ambitions in Policies CS25 and CS26 is not overly precise on sporting and cultural facilities, since these needs may be met in a range of ways across the sub-region.

- 3.6 Development of a County Standard Cricket ground with capacity for 20,000 spectators would be likely to further those aims and the Council clearly wishes to support the County Cricket Club in its site search, but would not wish the Core Strategy to be deflected into making provision for specific facilities which may not materialise. Modifications which reflect this approach for Policy CS25 and the supporting text are attached at Appendix A.

**Q4 Is there sufficient flexibility in phasing arrangements to ensure housing can be brought forward on other sites in the North Fringe areas if those being developed are not completed to schedule?**

Council response - Yes.

- 4.1 The April 2012 Residential Land Availability Survey and supporting technical information, (Examination Library References EB17/2 and EB5/2), establishes that there is capacity to deliver 12,650 homes from 14 sites over the plan period across the Bristol North Fringe. Based on this housing trajectory, the Council is confident that those sites currently being developed and those planned to come forwarded through the CPNN and EOHS strategic allocations will ensure sufficient homes are provided, through the primacy of the development plan. This will ensure it will not be necessary to bring forward housing on other sites.
- 4.2 The four main sites currently being developed are Savages Wood Road (RLS ref 0141), Passage Road (RLS ref 0091), Wallscourt Farm (RLS ref 0010) and Charlton Hayes (RLS ref 0008). Construction at **Savages Wood Road** and **Passage Road** are well advanced and both sites are expected to be complete within the next twelve months. At **Wallscourt Farm** the dwelling units on Phase 1 are complete, and phases 2, 3 and 4 are well advanced with over 60% of the units complete. Of the remaining two phases, one has recently been granted planning permission and construction is about to commence, and the final phase is awaiting a decision on a current planning application. Both these phases are expected to be fully complete no later than 2016.
- 4.3 At **Charlton Hayes** construction of the first phases has commenced with the first site fully complete and over 100 further dwelling across the whole development area complete. Following a delay in the start of construction at Charlton Hayes, viability concerns have now been addressed and the developer has embarked on a rolling programme for the submission of reserved matters applications. Sites currently with the benefit of Reserved

Matters planning permission are all expected to be fully complete within the next 12 to 24 months.

- 4.4 The Council is actively engaging with landowners and developers to bring forward the two remaining sites identified in the South Gloucestershire Local Plan (**East of Coldharbour Lane and Harry Stoke**) – RLS references 0011 and 0109. In fact the Harry Stoke site has outline planning permission for 1,200 dwellings and the first Reserved Matters application for 166 dwellings, has recently been submitted. In addition the Council is also in active engagement with landowners of the **Frenchay Hospital** site (RLS reference 0138) for 450 dwellings.
- 4.5 With regard to the **CPNN and EOHS strategic areas** the Council has set out a housing trajectory that it considers is challenging yet realistic. This is based on the timely delivery of infrastructure which is an overriding objective of the Core Strategy to support sustainable communities. Notwithstanding that, should it be demonstrated to the satisfaction of the Council that it is possible to exceed these planned annual housing delivery rates, the Council will take all reasonable and necessary steps to ensure this is capable of being achieved sustainably.
- 4.6 In addition there is some 4,000 dwellings available with planning consent and subject to S.106 agreements that are capable of coming forward over the next 5-10 years. These are set out in the RLS delivery spreadsheet as sites 0008, 0010, 0021, 0091, 0108, 0109, 0114, 0141, and 0131. Moreover, as explained in Matter Statement 8 (PSM8), the Council is confident that in the order of 150 windfall sites can come forward from small sites (less than 10 dwellings) across the whole District. The Bristol North Fringe is capable of delivering 30 of these per annum.
- 4.7 The Council has and continues to take a positive approach to supporting housing delivery, a point it received specific recognition for by the Inspector at the Williams Close Appeal March 2011 (Examination Library Ref: EB23 paragraph. 33). Given this and the number and range of sites available for development in the Bristol North Fringe, the Council is confident that there is sufficient flexibility in supply to ensure the appropriate and necessary levels of housing delivery can be planned for and maintained over the plan period.

**Q5 Should policy CS26 be revised to reduce complexity and, if so, how could this be achieved?**

Council response - Yes. On further reflection the council considers that Policy CS26 could be made simpler and clearer. In revising Policy CS26 it is essential to retain the emphasis that the council gives to the importance of ensuring a comprehensive and cohesive plan-led approach is taken to development at CPNN where a sequential approach to delivery – led by the Core Strategy, expanded upon through a single SPD and then implemented through the development management process is followed.

- 5.1 As the Inspector will be aware, CPNN is a large and complex area which goes beyond any single developer land holding interests. Planning for the area needs to be handled carefully and in a measured and coherent way if it is to fulfil the Council's objectives for a vibrant, mixed use, integrated and cohesive community. While the Council fully understands the importance of housing delivery, it does not consider short term objectives should override the comprehensive and strategic planning of the whole area. However, neither does the Council want to unnecessary delay sustainable development, and for this reason therefore it is committed to delivering a proportionate and realistically timetabled programme of further supplementary guidance.
- 5.2 It is very much in order to balance these two competing issues that the Council, through Policy CS26, has sought to foster and facilitate the comprehensive policy framework that will enable development to come forward in a timely yet planned and co-ordinated way. To set these principles of good planning aside would run the risk of piecemeal and fragmented development coming forward. This would have the very real risk that strategic planning objectives for matters such as transportation, green infrastructure, public realm/ place making and meeting the housing needs of all sections of our community, where a comprehensive joined up approach to planning obligations, delivery and phasing is essential, would be greatly weakened and diminished.
- 5.3 The Council cannot afford to let this happen. Our communities have experienced the impacts of just this sort of chain of events in places like Bradley Stoke, and to a lesser extent at Emersons Green. If the planning system is to be effective in making and shaping places, it is critical to ensure all developer partners accept the need to work collaboratively to achieve development that is comprehensively planned and delivered in accordance with the vision, Policy CS25 and partnership priorities for the North Fringe communities, and high quality urban design principles as set out in Policy CS1.
- 5.4 Notwithstanding this, the Council is also very mindful of the unwelcome consequences of delaying development and therefore seeks to reduce to the necessary minimum the extent of further plans and programmes in accordance with the NPPF. To achieve this we consider a single comprehensive SPD is the most appropriate way forward, work on which has already started. This work will be completed post EiP, no later than the timetable set out in the April 2012 LDS (Examination Library reference EB1), and on the basis that a considerable amount of the technical work has been undertaken. It is critical for the reasons set out above that a sequential process is followed. This must be led by the Core Strategy establishing the policy framework principles supported by an adopted SPD to provide the further details needed to express the Council's place making objectives and to facilitate the determination of forthcoming planning applications.
- 5.5 This is the most effective way the Council can ensure development is planned and delivered comprehensively so that certainty can be given to the delivery of the overall vision and the strategic elements required for CPNN e.g. the transport package, green infrastructure and community facilities are provided in a way that accords with Policy CS26 and ensures costs are appropriately

shared across all development areas of CPNN. The Council's overriding policy imperative remains to ensure that individual components of the CPNN strategic development area come forward within an overall framework that ensures delivery of the quantum of development required, that different land uses and infrastructure are provided for and distributed appropriately in relation to each other and to the existing urban areas, and that a comprehensive approach is taken to addressing environmental and other issues. This objective should not be undermined by the submission of stand alone planning applications in advance of the forward planning process. Such application cannot take the necessary comprehensive approach to delivering the scales of growth envisaged and fail to comply with spatial planning objectives and the principles of place shaping through community partnership that are set out in the SCI.

5.6 The Council is therefore preparing an SPD to be adopted by no later than the timetable set out in the Local Development Scheme (LDS). This will co-ordinate subsequent planning principles for the delivery of the areas in accordance with the Council's SCI. Developers will need to demonstrate how their proposals both fully accord with the master plan and how they will positively facilitate the development of surrounding areas of the New Neighbourhood. Community Involvement and pre-application discussions will be in accordance with the South Gloucestershire Council Statement of Community Involvement.

5.7 To provide the community leadership to take this forward further revisions are now proposed to Policy CS26 and supporting Figure 6 at Appendix B. These modifications are intended to:

- Ensure the policy provides the clarity and certainty in policy framework terms to express and exercise its delivery through the supporting Supplementary Planning Document as set out in the April 2012 LDS – (Examination Library reference EB1)
- Ensure the policy operates effectively from the perspective of development management
- Remove unnecessary duplication – especially with regard to the level of detail included in the 'character areas' description
- To clarify that development proposals should come forward in a comprehensive way that avoids a piecemeal and fragmented approach through individual planning applications.
- To support Policy CS14 (as amended) that refers to an area for further town centre development (Area 5), to give conformity with national policy, and to define that anything outside this area is out of centre.
- Ensure the range of needs arising from all sections of our local communities – including those in Bristol, as well as the operational needs of the Great Western Air Ambulance Charity and Police Air Operations are appropriately planned for and responded to.

- 5.8 These modifications are intended to address representations that the policy has become overly long and to clarify the process by which development proposals should come forward (namely through delivery of the SPD), thereby adding certainty to the development management process. In doing so the Council remains committed to its role – through the plan-led system and primacy of the development plan, to provide the civic leadership to foster and facilitate the delivery of the Council's transformation vision for Cribbs/ Patchway. At the heart of this is the importance the Council attaches to a comprehensive approach to planning the CPNN. This is aimed at fundamentally supporting timely delivery of sustainable communities, but avoids a piecemeal and fragmented approach to bringing forward development.

**Q6 Is it realistic to expect the range and type of facilities required can be provided as part of the Cribbs/Patchway New Neighbourhood?**

Council response -Yes, it is realistic to expect the facilities required to be provided as part of the Cribbs/ Patchway New Neighbourhood.

- 6.1 The Infrastructure Delivery Plan (Examination Library Ref:EB22) sets out the facilities to be provided as part of the Cribbs/ Patchway New Neighbourhood, and these are confirmed in Policy CS26 as amended. In addition Policy CS26 identifies area-specific services and facilities, which it requires development proposals to address. In particular it requires development proposals to address how the operational needs of the Great Western Air Ambulance Charity and Police Air Operations will be secured, and how cultural and heritage facilities, including the Bristol Aero Collection and Concorde Museum, can be secured.
- 6.2 The Council has assessed whether the range of facilities set out in the IDP and policy can be accommodated in the allocated area, which they can. Notwithstanding this it is the Council's view that these facilities are capable of being brought forward in a number of different ways, for example co-locating some facilities, which would allow flexibility for how policy requirements are met. Options for such flexibility have begun to be considered in the Delivery Statement (Examination Library Ref EB39 and EB41/2). It is also the Council's view that it is only through the comprehensive planning of the Cribbs/Patchway New Neighbourhood, through the Supplementary Planning Document rather than the piecemeal delivery of infrastructure on a site-by-site basis, that infrastructure can most flexibly and best be delivered.
- 6.3 In addition the Council is also mindful of the extant planning permission for a Concorde Museum that already exists in the Cribbs Causeway area, and the public commitment recently made by BAE Systems that the Great Western Air Ambulance Charity would remain on the airfield site.
- 6.4 The viability of infrastructure delivery in general and, more specifically, green infrastructure, community infrastructure, and sports and recreation facilities, is

dealt with in detail in response to Matters 16 and 17 (Ref: PSM16 and PSM17).

- 6.5 As explained in response to Question 5 above, suggested changes are being undertaken to Policy CS26 to aid clarity over the range and type of facilities expected. It is the Council's view that with the additional clarity the modifications seek to achieve it is feasible, viable and therefore realistic to expect the range and type of facilities to be delivered as part of a comprehensive and cohesive approach to planning for and delivering CPNN.

**Q7 Development of the new neighbourhood East of Harry Stoke is predicated on the provision of the Stoke Gifford Transport Link. What implication does this have for delivery of the CS should the link be delayed through lack of funding or for other reasons?**

Council response Delivery of the Stoke Gifford Transport Link is a key priority of the Council and the council is satisfied that there are no exceptional funding or delivery risks which would undermine the council's decision to allocate the East Of Harry Stoke NN within the Core Strategy.

- 7.1 The Stoke Gifford Transport Link (SGTL) is a key part of the NFHP; this Package now has Programme Entry status from the DfT. Subject to adoption of the Core Strategy and securing all the requisite land and statutory powers (e.g. Compulsory Purchase Powers (if land acquisition negotiations fail), planning permission, Traffic Regulation Orders), a bid for Final Approval will be submitted to the DfT in winter 2013/14. The construction programme lasts for 3-years, completing in spring 2017.
- 7.2 The budget for the NFHP is £102m, which includes an allowance for risk of £11m, calculated through a Quantified Risk Assessment; one of the risks encompassed is 'delay in securing local funding contribution'. South Gloucestershire's contribution to the NFHP is £30.5m, which was approved by the South Gloucestershire Cabinet in July 2011; this funding will come from a combination of secured and anticipated developer contributions from sites in the North and East Fringe and from capital receipts.
- 7.3 The NFHP programme to Full Approval starts with the advantage that the promoting authorities continued with preparatory work in advance of securing Programme Entry from DfT; this has included procuring Network Rail to Design & Build the SGTL railway over-bridge, thus minimising the risk associated with the delivery of this structure. Further information regarding the SGTL is set out in Appendix C attached to this Matter Statement.

**Q8 Are proposals for revised Green Belt boundaries both to the west of the A4018 and as part of the East of Harry Stoke New Neighbourhood appropriate?**

Council response – Yes.

- 8.1 In preparing the Core Strategy the Council has explored the potential of Green Belt land to provide for suitable sustainable locations to meet future development requirements. Following the Inspector's request in his letter of 15 August 2011 the Council has, in addition, prepared the supporting South Gloucestershire Strategic Green Belt Assessment, December 2011 (GBA) (Examination Library Ref: PS7). This further aids understanding of how the Council has explored the potential of land within the Green Belt. The outcome of the GBA was:
- the confirmation of two Green Belt areas (land to the east of Harry Stoke and land the west of the A4018) as the most appropriate, sustainable and deliverable locations for future strategic development taking account of the Core Strategy's spatial strategy (paragraphs 5.12 and 5.13 of the GBA);
  - the confirmation of the exceptional circumstances necessary to justify the release of land from the Green Belt (paragraph 6.1 and 6.2), as required by paragraph 83 of the NPPF; and
  - the removed of these two locations from the Green Belt in the Core Strategy as shown in the Changes to the Proposals Map document published in December 2011 (Table 1A and two maps at Appendix 3) (Examination Library Ref: PS4).
- 8.2 The Council's justification for the Core Strategy's spatial strategy of focusing development in the North Fringe is set out in the Council's Matter 7 Position Statement (Spatial Strategy & Location of Development) ( Examination Library Ref: PSM7).

**West of A4018 Cribbs Causeway**

- 8.3 Land to the west of the A4018 was recognised in the first draft of the Core Strategy (the Pre-Submission Publication Draft March 2010 (Examination Library Ref: SD1) as a contingency site, should further land be required to meet longer term development requirements. Paragraph 4.14 of the Core Strategy confirmed that in the meantime this land would continue to be designated as Green Belt. This land was identified as being a contingency site, because it was determined to be the next most appropriate and sustainable location for future strategic development.
- 8.4 In a letter dated 15 August 2011 the Inspector requested that the Council undertake further work to justify the overall level of housing provision and to undertake an assessment of the Green Belt to determine whether the current Green Belt areas to be removed are the most appropriate ones and to ensure that boundaries will not need to be changed at the end of the plan period. As a

consequence of undertaking these two pieces of work (the Supplementary Housing Paper (Examination Library Ref: PS8) and the GBA) the Council re-considered its position in relation to the contingency land to the west of the A4018. The options initially considered for the land were:

- releasing the site from the Green Belt and safeguarding it for future use beyond the plan period; and
- maintaining the site in the Green Belt and continuing its identification as a contingency site.

8.5 The Council determined that neither of these two options would have been consistent with national policy, as they would have led to a strategy that would have potentially failed to meet housing need and would not have provided sufficient flexibility to respond to rapid shifts in demand or other economic changes (as required in paragraph 14 of the draft NPPF). This is because in accordance with the NPPF a review of a development plan would be required to release safeguarded land or Green Belt land.

8.6 Consequently, as result of the further work undertaken by the Council in response to the Inspector's requests, the most appropriate action was for the land to the west of the A4018 to be removed from the Green Belt and included as part of the Cribbs/Patchway New Neighbourhood in the December 2011 Core Strategy incorporating Post-Submission Changes (Examination Library Ref: PS2)

8.7 As required by NPPF paragraph 83 the Council has identified the exceptional circumstances for the release of the land to the west of the A4018 from the Green Belt at paragraph 6.6 of the Core Strategy. The exceptional circumstances are the need to:

- meet future housing need,
- ensure sustainable patterns of development in accordance the Core Strategy's vision and spatial strategy; and
- create and plan comprehensively for sustainable communities.

The justification for the first exceptional circumstance is the evidence of future housing need contained in the Supplementary Housing Paper (Examination Library Ref: PS8)

8.8 The Council is promoting the release of Green Belt land to the west of the A4018 as, on balance, following the careful consideration of a wide number of factors (through the SA process (Examination Library Ref: PS3) and the GBA) this land has been identified as providing an appropriate and sustainable solution for delivering future development requirements, in accordance with Core Strategy's vision and spatial strategy. In identifying this land for future development the Council has taken into account the need to ensure sustainable patterns of development in accordance with paragraph 84 of the

NPPF and has identified this as the second exceptional circumstance justifying the release of this land from the Green Belt.

- 8.9 The land released from the Green Belt will form part of the Cribbs/Patchway New Neighbourhood. The need to create and plan comprehensively for sustainable communities is based on the Council's belief that it makes good planning sense for such a large area of development (the land to the west of the A4018), which is situated adjacent to another large development area to be planned together. It would be illogical and inefficient to do otherwise.
- 8.10 The Council is confident that the detailed requirements of Policy CS26 (Cribbs/Patchway New Neighbourhood) together with the Cribbs/Patchway New Neighbourhood Supplementary Planning Document, which will set out the master planning principles for this whole area, will provide the mechanism for achieving comprehensive and integrated development in this New Neighbourhood. Amendments made to Policy CS26, set out at Appendix B, illustrates how this area can be successfully planned in a comprehensive and integrated manner.
- 8.11 Good planning will ensure that any severance issues arising from the A4018 will be minimised. There will be significant improvements made to ensure that pedestrian, cycle and vehicular access, including public transport is enhanced to and between the different character areas of the New Neighbourhood. In addition through comprehensive development the Council will look to ensure that facilities and services are provide in appropriate locations across the whole of the New Neighbourhood.
- 8.12 Furthermore many of the policy requirements relating to access and transport improvements, the provision of additional facilities and services together with enhanced provision of green infrastructure will also provide for integration with and benefits for existing communities, including Bristol City Council residents. The Council therefore considers that the removal of this Green Belt land will assist in the delivery of sustainable communities.
- 8.13 The revised boundary of the Green Belt has been defined in accordance with paragraph 85, bullet point 6, of the NPPF, which requires boundaries to be defined "clearly, using physical features that are readily recognisable and likely to be permanent". The new boundary follows the clearly defined boundaries of the B4055 highway, Berwick Drive and along the southern boundary of the M5 motorway.
- 8.14 The Council is proposing to remove only that quantum of land it considers is required to facilitate development in a sustainable, comprehensive and integrated manner with the other elements of the Cribb/Patchway New Neighbourhood and sufficient to ensure that future housing need in South Gloucestershire is met. Consequently a portion of the Green Belt land between the M5 and the Hallen railway line is being retained. The Council's asserts that its approach to retaining some Green Belt land is consistent with the Government's stance on the protection of the Green Belt (NPPF paragraph 17) and the weight the Government attaches to Green Belt (paragraph 79).

- 8.15 The retained Green Belt includes land used for sports pitches, underground fuel storage areas and the only identified area of nature conservation interest to the west of the A4018– the ancient woodland of Haw Wood. This retained Green Belt land, which is partially elevated, in combination with the protection and enhancement of the ridgeline adjacent to the M5 within the New Neighbourhood (paragraph 12.16 and Figure 6 of the Core Strategy) will ensure that the prominent green view defining the edge of the urban area is retained. Consequently the Council considers that the open characteristics of the area, the green entrance to the city of Bristol and the green open views out of the city will be retained, albeit modified in scale. Although reduced in size it is considered that the remaining Green Belt land still fulfils Green Belt purposes identified in the NPPF at paragraph 80 and the Council is therefore justified in retaining the land in the Green Belt.
- 8.16 Part of the retained Green Belt land (excluding Haw Wood and the adjacent underground fuel depot land) has been included within the New Neighbourhood boundary. This will allow for a flexible approach to the distribution of sports pitches and other Green Belt compatible uses that may be appropriate to the New Neighbourhood and to the existing communities in the area.
- 8.17 Policy CS26 requires the provision of multi-functional strategic green infrastructure and the integration of the wider area through the substantial improvement of movement corridors. Figure 6 illustrates these features. The Council considers that these provisions will meet the requirements of paragraph 81 of the NPPF which states that once Green Belts have been defined local planning authorities should plan positively to enhance the beneficial use of the Green Belt. Policy CS26 will facilitate improved public access to the Green Belt, to the open countryside and enhanced provision of publicly accessible green infrastructure within the New Neighbourhood together with improved integration with existing communities including those in Bristol.

### **East of Harry Stoke**

- 8.18 The following exceptional circumstances required to be identified by paragraph 83 of the NPPF for the release from the Green Belt of the land to the east of Harry Stoke are set out at paragraph 6.6 of the Core Strategy.
- the need to meet future housing need, (evidence of future housing need is contained in the Supplementary Housing Paper.
  - the need to ensure sustainable patterns of development in accordance the Core Strategy’s vision and spatial strategy; and
  - the need to create and plan comprehensively for sustainable communities; and
  - the significant adverse visual impact on the openness of the Green Belt from the proposed Stoke Gifford Transport Link and its associated structures, junctions, lighting and traffic.

- 8.19 The Council is promoting the release of Green Belt land to the east of Harry Stoke as, on balance, following the careful consideration of a wide number of factors, including transport and accessibility (through the SA process (Library Ref: PS3) and the GBA), this land has been identified as providing an appropriate and sustainable location for delivering future development requirements, in accordance with Core Strategy's vision and spatial strategy, thereby fulfilling paragraph 84 of the NPPF. The land released from the Green Belt will form a comprehensively planned sustainable community - the East of Harry Stoke New Neighbourhood (Policy CS27)
- 8.20 The Council is of the opinion that the visual appearance of a Green Belt buffer between the conurbation and the settlements to the east will still be retained. The new Green Belt boundary will be the M4, which currently acts as a physical and visual break between the urban conurbation and the surrounding countryside and settlements; the M32, which protects Hambrook from merging with the main urban area; and the Avon Ring Road. By following well defined highways, the new Green Belt boundaries comply with paragraph 85 (bullet point 6) of the NPPF which requires local planning authorities to defined new Green Belt boundaries using physical features that are readily recognisable and likely to be permanent.
- 8.21 The land to be released from the Green Belt currently forms part of the "green corridor" running into the Bristol urban area. Paragraph 12.24 and Figure 7 of the Core Strategy confirms that there will be a retained and enhanced "green setting" to the New Neighbourhood, forming the boundary with the M4, M32 and Avon Ring Road. In this way it is considered that the impact of the New Neighbourhood on the "green corridor" will be suitably managed and the purposes of the remaining Green Belt land will not be undermined.
- 8.22 To improve clarity and to correct errors relating to the Green Belt notations in Figures 5 and 7 of the Core Strategy a number of minor amendments are set out in Appendix A.
- 8.23 In summary, the Council considers that the revisions to the Green Belt boundaries have been robustly evaluated in the GBA in a logical and comprehensive manner and that the revisions are consistent with the requirements of the NPPF. The two strategic locations for future development conform to the spatial strategy of the Core Strategy and the revised boundaries ensure that the function of the remaining Green Belt land is not undermined. The Council therefore considers that the revised Green Belt boundaries are appropriate. For the reasons set out in this paper the Inspector is respectfully asked to take these matters into consideration.

## **9.0 Conclusion**

- 9.1 The BNF is one of the most economically important locations in the South West supporting in the order of 70,000 jobs across a diverse range of key sectors – including aerospace engineering, defence procurement and supplies, financial services, retail and education. By focusing development in the BNF, the Plan recognises the economic importance of the whole area, the advantages to be gained by strengthening the inter-relationship between the work place and homes, whilst retaining and strengthening the character and identity of existing communities. At the heart of this is a key commitment to use the existing critical mass of people, property and mix of uses to support the Council's place making and sustainable communities objectives – especially regarding the potential to deliver infrastructure efficient growth, district heat networks, and new public open spaces.
- 9.2 Development proposals set out at Policy CS25 and CS26 represent the Council's expression in land use terms for its transformation vision for CPNN and the wider BNF. To achieve this it is essential that a comprehensive and cohesive approach to the planning and delivery of both the CPNN and EoHS new neighbourhoods is achieved whereby the key strategic elements essential to achieving sustainable new communities are effectively and appropriately secured through a proportionate, sequential and timely plan led system and development management process. The Core Strategy sets out the basis by which individual components of the CPNN strategic allocation will come forward within an overall framework. This objective should not be undermined by the submission of stand alone planning applications in advance of the forward planning process. The Inspector is respectfully asked to take these matters into consideration.

## Appendix A

### Suggested Modifications to Matter 22

Policy / Para.	Proposed Modification	Justification	Main (M) or Additional (A) Modification
Figure 5 (p140)	Remove Green Belt from the East of Harry Stoke New Neighbourhood and change the “Significant Green Infrastructure in the Green Belt” to the north of the Avon Ring Road and west of the M32 to “Significant Green Infrastructure.	Corrections to ensure compatibility with the proposed removal of the Green Belt designation of land in the East of Harry Stoke New Neighbourhood	A
CS25 (p142)	<b><u>6b. To support the provision for the development of a major sports stadium(s) with associated facilities which would be available for community/commercial use;</u></b>	To recognise the change in circumstances arising	A
12.6 (p144)	<ul style="list-style-type: none"> <li>The <del>opportunity</del> to delivery of a sports stadium(s), supporting infrastructure and amenities will be supported where the criteria of South Gloucestershire Local Plan Policy LC6 are met;</li> </ul>	To recognise the change in circumstances arising	A
CS26 (p146)	Replacement policy – see Appendix B below	In response to Inspector’s Question 5	M
12.12 – 12.19a (p146)	Replacement text – see Appendix B below	To reflect changes to Policy CS26	M
Figure 6 (p154)	Replacement Figure 6 – see Appendix B below	To reflect changes to Policy CS26	M
Figure 7 (p159)	Revise to show the remaining extent of the Green Belt within the scope of the diagram (ie north of M4, east of M32). To include the land to the south of the A4174 and the removal of the distinction between that land (light green) and adjoining land (dark green, no notation).	Clarification	A

# Appendix B – Suggested Changes to Policy CS26 and Figure 6

## Cribbs / Patchway New Neighbourhood

12.12 Policy CS5 (Location of Development) identifies land in the Cribbs Causeway, Patchway and Filton area as having the potential to accommodate approximately 5,700 new dwellings and associated facilities. This policy and supporting diagram set out the key principles of development for new neighbourhoods in this area.

<p><b>POLICY CS26 – CRIBBS / PATCHWAY NEW NEIGHBOURHOOD</b></p>
<p><b>At land encompassing an area bounded by the Hallen Railway Line to the south, the M5 to the west, the A38 to the east and the commercial area at Cribbs Causeway, including Patchway Trading Estate, to the north provision will be made for approximately 5,700 dwellings in new mixed-use neighbourhoods, around 50ha of employment land, and a greater diversity of commercial uses including additional retail around Cribbs Causeway, together with supporting infrastructure and facilities.</b></p>
<p><b>This area will be a major focus for redevelopment and regeneration, and will deliver:</b></p>
<ul style="list-style-type: none"><li>• <b>social and physical regeneration through the substantial improvement of community infrastructure, public open space, pedestrian and cycle connections, and the provision of a high quality built environment and public realm that is comprehensive and integrated (character areas 1-4 on Figure 6);</b></li><li>• <b>the continued investment and focus of the area as a centre of excellence for the aerospace sector (character area 3 on Figure 6), including upgrading the quality of the local environment and range of services and facilities;</b></li><li>• <b>the transformation of Cribbs Causeway (character area 4 on Figure 6) into a sustainable mixed use centre, including retail growth as set out in Policy CS14 (area 5 on Figure 6), highly accessible by sustainable modes of travel;</b></li><li>• <b>a strategic framework of movement and green infrastructure;</b></li><li>• <b>a co-ordinated approach to carbon reduction, renewable and low-carbon energy generation and networks;</b></li><li>• <b>the continued operation of the Great Western Air Ambulance Charity and Police Air Operations;</b></li><li>• <b>protection, enhancement and provision of cultural and heritage facilities related to the long term legacy of engineering and aviation at Filton, including the Bristol Aero Collection and the Concorde Museum;</b></li><li>• <b>proportionate contributions to supporting infrastructure and facilities.</b></li></ul>

**An area-wide SPD will amplify this policy, and ensure development is comprehensively planned and delivered in accordance with the vision, Policy CS25 and partnership priorities for the North Fringe communities, and high quality urban design principles as set out in Policy CS1.**

**In order to provide for the best possible integration with the wider area development proposals will be required to demonstrate how, in accordance with the SPD, they will positively facilitate and not prejudice the development of surrounding areas of the New Neighbourhood, and meet the overall vision for the transformation of the area.**

**The new residential neighbourhood(s) and commercial areas will provide for:**

- **A range of housing types and tenures in accordance with Policies CS17 and CS18;**
- **A secondary school, primary schools and full day nursery facilities sufficient to meet the needs of the new communities;**
- **Library, doctors surgery, community meeting space(s), indoor sport, children's and youth facilities;**
- **Local retail, food and drink outlets (within character areas 1-3 on key diagram);**
- **Well planned and integrated Green Infrastructure, sport and recreation provision, particularly alongside the Henbury Trypt, in accordance with Policies CS2 and CS24;**
- **The Cribbs/Patchway New Neighbourhood Transport Package (see Policy CS7), including safeguarded land for a new rail passenger station(s);**
- **A waste transfer and recycling facility;**
- **Provision of pitches for Gypsies and Travellers;**
- **Extra Care Housing dwellings in no more than 3 separate schemes; and**
- **High quality employment opportunities**

**This list is not exhaustive and development should also meet other policies of the Local Development Framework and the provision of necessary utilities as appropriate. Further details are also set out in the Infrastructure Delivery Plan.**

12.13 The New Neighbourhood comprises land bounded by the railway line, the M5 motorway, the existing residential community of Patchway and emerging community of Charlton Hayes, and the A38.

12.14 The area will be a major focus for redevelopment, and physical, social and economic regeneration. Comprehensively planned development will bring with it the opportunity to create of new homes and jobs, focussed around a new centre at Cribbs Causeway, secure further investment in and support the

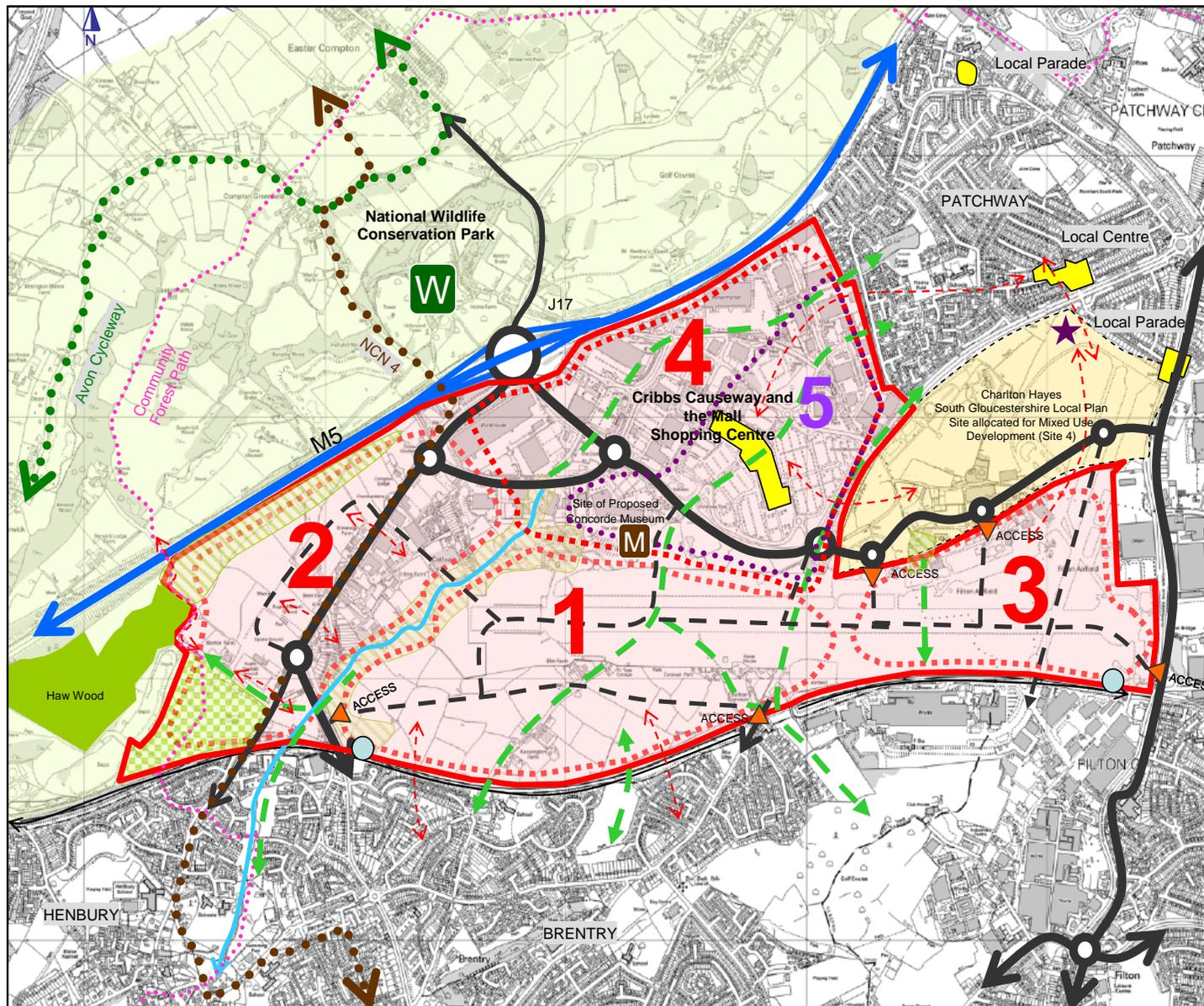
long-term future of the aerospace sector, upgrading of the quality of the local environment, a range of services and facilities and improved strategic infrastructure.

- 12.15 The area currently suffers from congestion and a car-dominated environment. The transformation of the area will be contingent upon the creation of a high quality public realm that prioritises pedestrians, cyclist and public transport over private cars. This will provide the opportunity to re-introduce passenger services on the Hallen Line/ Henbury Loop and re-open or provide new stations. The North Fringe to Hengrove Rapid Transit will form a new public transport link through the area serving nearby concentrations of employment and commercial uses, and the greater Bristol area to the south. The opportunity for innovative transport solutions within and around the area will be encouraged.
- 12.16 Development will also bring the opportunity to provide a significant amount of multi-functional green infrastructure across the area to ensure landscape features are protected and sustainable access opportunities are realised. This includes, but is not limited to: the protection and enhancement of Haw Wood and ridgeline adjacent to the M5 motorway, the creation of a recreational route alongside the Henbury Trym, the enhancement of Charlton Common, and the potential extension of Highwood Road linear park. These and other elements will provide a range of open spaces and corridors, providing legible permeable routes to key destinations.
- 12.17 A range of flexible, multi-functional social and community facilities to serve the existing and new population will be provided, including but not limited to a new secondary school, primary schools/nurseries, a new library, and the delivery of the Concorde museum incorporating community learning facilities. Opportunities for the flexible provision of facilities that meet the needs of the surrounding communities will be investigated to ensure their delivery.
- 12.18 The proposed mix of uses across the area will generate significant potential for renewable and low-carbon energy generation and networks, which developments will be expected to provide, facilitate or future proof for incorporation into the network should it become feasible at a later date.
- 12.19 Development at Cribbs Causeway will address the poor physical and spatial legacy of out-of-town retailing and large-scale warehousing in the area, in particular the traffic-dominated movement patterns, isolated land parcels, lack of diversity of use, and the lack of legibility and cohesion to spaces and built form. The objectives within the area are to provide a focus of development on new sites and through the redevelopment of existing sites that reinforces cohesion and provides activity to streets and spaces, to promote pedestrian and cycle movement around and through the area, and achieves within the area a balanced mix of uses, spaces and built form commensurate with a town centre.

## Delivery

- 12.20 The development will be delivered by the private sector through the development management process. Given the size of the area and varied nature of the proposals, it is important that development comes forward in a comprehensive, co-ordinated and coherent way that clearly sets out how new infrastructure and community facilities will be delivered in step with development. . It is critical therefore to ensure a comprehensive and cohesive plan-led approach is taken to development at CPNN where a sequential approach to delivery – led by the Core Strategy, expanded upon through a single SPD and then implemented through the development management process is followed. This will ensure the strategic elements required for CPNN e.g. the transport package, green infrastructure and community facilities are provided in a way that accords with Policy CS26 and ensures costs are appropriately shared across all development areas of CPNN. This must be led by the Core Strategy establishing the policy framework principles supported by SPD, that will co-ordinate subsequent planning principles for the delivery of the areas in accordance with the Council’s SCI and provide the further details needed to express the Council’s place making objectives . Developers will need to demonstrate how their proposals both accord with the masterplan and how they will positively facilitate the development of surrounding areas of the New Neighbourhood. Community Involvement and pre-application discussions will be in accordance with the South Gloucestershire Council Statement of Community Involvement.
- 12.21 The North Fringe to Hengrove Rapid Transit will be delivered by the West of England Partnership in conjunction with South Gloucestershire Council. Funding is subject to a major scheme bid to DfT and local contribution.

Figure 6



- Green Belt
  - Existing Facilities
  - Committed Housing Site, South Gloucestershire Local Plan
  - Enhancement of Patchway Local Centre
  - New Neighbourhood Development Area
- Indicative Character Areas:**
- 1. New Charlton – Mixed use 130 ha (approx)
  - 2. Haw Wood – Housing 85 ha (approx)
  - 3. Filton Aerospace Cluster – Employment / Aerospace Excellence 50 ha (approx)
  - 4. Cribbs Causeway – Mixed use 130 ha (approx)
  - 5. Cribbs Causeway Mall sub-area
- Green Belt within the New Neighbourhood Area
  - ACCESS  Proposed primary access points to Policy Area
  - Watercourse
  - Green Infrastructure Corridor
  - Green Infrastructure Connections (indicative)
  - Potential local connections (indicative)
  - Community Connections
  - Road
  - Railway and Safeguarded Station Sites
  - Community Forest Path
  - National Cycle Network (NCN 4)
  - Avon Cycleway
  - W Wildlife Park
  - M Site of Proposed Concorde Museum (as at December 2011)

Appendix C

# South Gloucestershire Core Strategy

## Stoke Gifford Transport Link (SGTL)

### Position Statement

*June 2012*

## Position Statement:

### Stoke Gifford Transport Link (SGTL)

#### Introduction

1. The purpose of this Position Statement is to provide an update to the Inspector regarding the proposed Stoke Gifford Transport Link (SGTL). The Stoke Gifford Transport Link is a free-standing transport scheme which forms part of the sub-regional North Fringe Hengrove Package (NFHP) and will support the delivery of the New Neighbourhood East of Harry Stoke (Policy CS27). The North Fringe to Hengrove Package is one of five West of England Major Transport Schemes.
2. The North Fringe to Hengrove Package is a £102m major transport scheme that in December 2011 received Programme Entry (approval in principle) from the Department for Transport (DfT). The scheme provides significant improvements to local transport networks and would support 20 development sites with some 23,000 new job opportunities in the West of England sub-region..
3. The key components of the NFHP are:
  - A North Fringe route between the Cribbs Causeway Regional Shopping Centre, Aztec West Business Park, Bradley Stoke, Stoke Gifford, Harry Stoke (via the SGTL), the University of the West of England, Bristol City Centre and Hengrove Park;
  - An East Fringe route between Emerson's Green District Centre, Emerson's Green East, the Science Park (SPark), the University of the West of England, Bristol City Centre and Hengrove Park; and
  - An Orbital route between Emerson's Green District Centre, Emerson's Green East, the Science Park (SPark), the University of the West of England, Harry Stoke (via the SGTL), Stoke Gifford and Bristol Parkway station.
4. The SGTL is an essential component of the NFHP. It would run through and serve the New Neighbourhood proposed East of Harry Stoke in the Core Strategy, as set out in Policy CS27 through a combined highway/bus rapid transit link, with parallel foot/cycle way.
5. A first section of the scheme (now known as Great Stoke Way, Stoke Gifford) was constructed and opened several years ago; it was constructed to dual carriageway standard between the B4057 Winterbourne Road and the Parkway North Roundabout junction with Hunts Ground Road.
6. The SGTL would be a single carriageway between Parkway North Roundabout and the A4174 Avon Ring Road (east of Maules Lane); it would cross over the Great Western mainline and the Ham Brook. There would be two intermediate junctions: at/adjacent to Hambrook Lane and at Harry Stoke. Additional lanes would be provided on the approaches and exits from SGTL junctions to cater for turning movements and for bus lanes, which would be used by rapid transit and local bus services.
7. The SGTL would provide a direct route between the A4174 and Bradley Stoke for the NFHP Bus Rapid Transit services [BRT] to/from the North Fringe. The NFHP is one of 3 BRT schemes in/around Bristol, the other two being the Ashton Vale to Temple Meads scheme and the South Bristol Link.
8. The route of the SGTL and it's position in the context of the NFHP as set out in the Major Scheme Bid is shown at Appendix 1.

## Transport Policy Context

9. The Joint Local Transport Plan 3 (JLTP3) provides the statutory basis for the Council's transport policies and identifies the provision of a major Rapid Transit link between the Bristol North Fringe urban area and Hengrove in south Bristol as a priority. The JLTP3 Vision is for a transport system that:
  - Provides affordable, low carbon, accessible, integrated, efficient and reliable transport networks to achieve a more competitive economy and better connected more active and healthy communities;
  - Recognises the whole journey. Where cycle routes and footways feed in to the public transport network and all modes play a part.
  - Is co-ordinated through ticketing, timetables, interchanges and marketing;
  - Seeks to improve customer satisfaction; and,
  - That recognises that the private car will continue to provide personal mobility for many.
10. This vision will be delivered through the JLTP3 key transport goals:
  - Reduce carbon emissions;
  - Support economic growth;
  - Promote accessibility;
  - Contribute to better safety, security and health;
  - Improve the quality of life and a healthy natural environment.
11. The NFHP is an important part of the West of England programme of Major Transport Schemes which are of central importance in supporting the Vision and objectives (particularly in terms of economic growth) of the JLTP3. The strategic need for these schemes has been demonstrated through both the Greater Bristol Strategic Transport Study (GBSTS) and the Joint Local Transport Plan 2 (JLTP2).

## Planning Policy Context

12. Chapter 7 of the Core Strategy<sup>1</sup> focuses on tackling congestion and improving accessibility, listing the following Objectives:
  - Reducing congestion and air pollution by improving accessibility by means other than the private car
  - Widely, improving and enhancing opportunities for walking, cycling and using public transport, and particularly to significant destinations, such as educational establishments, hospitals and employment areas
  - Completing delivery of the Greater Bristol Bus Network and delivering the North Fringe to Hengrove Package...[continues]
13. Policy CS7 (Strategic Transport Infrastructure) of the Core Strategy expresses, in land use terms, the transport projects considered a priority through JLTP3 in terms of reducing congestion and improving accessibility. Working with its partners the Council intends to deliver a number of key projects within the plan period, including the NFHP (and SGTL), funded through a major transport scheme bid.

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<sup>1</sup> [December 2011 Core Strategy incorporating Post-Submission Changes](#)

14. Policy CS25 (Communities of the North Fringe of Bristol urban Area) commits the Council to making provision for and contributing towards funding the North Fringe to Hengrove Rapid Transit route. Policy CS27 (East of Harry Stoke New Neighbourhood) safeguards the route of the SGTL and its integration within the East of Harry Stoke New Neighbourhood.
15. Matter Statement 22 at Question 8 (PSM 22) reconfirms the justification and basis for the exceptional circumstances for the release of Green Belt land to the east of Harry Stoke as set out at paragraph 6.6 of the Core Strategy.

## **Delivery and Funding**

16. SGTL as part of the NFHP is being delivered as a West of England Major Scheme Bid. The Major Scheme Business Case funding bid was submitted to DfT in March 2010. This bid was successful and the scheme was entered into a 'development pool' that would receive notification of Programme Entry in December 2011. However, following the General Election in May 2010, the coalition government suspended the major scheme programme pending the outcome of the Comprehensive Spending Review.
17. In October 2010 DfT stated that the value of bids received exceeded the amount of funding available and, in 'Investment in Local Major Transport Schemes', outlined its new approach to funding such schemes. In light of the changing context DfT invited scheme promoters to submit a non-binding Expression of Interest (EoI) by the end of December 2010 that reflected the new guidance.
18. A revised scheme concept was submitted to DfT in the EoI of December 2010. On 4 February 2011 DfT announced that the NFHP was successful in entering its 'Development Pool'. The Councils were then invited to submit a Best and Final Funding Bid (BAFB) in September 2011. The BAFB for the NFHP was approved by the South Gloucestershire Council Cabinet on 25 July 2011 and submitted to DfT on 8 September<sup>2</sup>. The BAFB submitted was based around the Major Scheme Business Case (in March 2010) but with substantial cost reductions and improvements to performance.
19. The capital cost revised scheme in the BAFB was £102m. Scheme funding will be split 50/50 between the DfT and local contributions coming from a wide range of sources, including and primarily developer contributions and the council's capital receipts.
20. In December 2011 DfT granted the NFHP, and the other four schemes promoted across the West of England, 'Programme Entry', this is approval in principle subject to the authorities securing the requisite statutory powers to build and operate the schemes. Following completion of the necessary procedures the Council will apply to DfT for full approval in Winter 2013 for construction start in 2014 and completion in 2017..
21. Notwithstanding that, in the event that funding from DfT had not been secured for the NFHP, the 'local contribution' would be used primarily to fund the Stoke Gifford Transport Link, and other elements of the packages identified in CS7. The Stoke Gifford Transport Link is estimated to cost in the region of £22m (including land), but provides the main distributor link through the proposed East of Harry Stoke New Neighbourhood.

## **Timetable**

22. Confirmation of the SGTL in the Core Strategy will be an important factor in securing the necessary statutory powers to secure Full Approval from the DfT and release its funding to

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<sup>2</sup> North Fringe Hengrove Package Major Scheme Best and Final Bid, West of England Authorities, September 2011, <http://travelplus.org.uk/north-fringe-to-hengrove-package>

construct the scheme. The Council remains confident that although the EiP has been delayed, this will not impact on its ability to deliver the SGTL project and the timescales set by the major scheme bid (set out at Appendix 2) remains deliverable.

## Conclusion

23. The SGTL would serve the New Neighbourhood proposed East of Harry Stoke in Core Strategy Policy CS27 through a combined highway/bus rapid transit link with parallel foot/cycle way, and is an essential component of the NFHP. In December 2011 the Major Scheme Bid for the NFHP was granted 'Programme Entry' (approval in principle, subject to the authorities securing the requisite statutory powers).
24. The SGTL is a key element in working towards achieving the goals of Core Strategy<sup>3</sup> Chapter 7 (Tackling congestion and Improving Accessibility) and will be delivered through Policy CS7. Policy CS25 commits the Council to making provision for and contributing towards funding the North Fringe to Hengrove Rapid Transit route and Policy CS27 safeguards the route of the SGTL.
25. The Council is committed to delivering this integral transportation infrastructure. Should an issue arise with regards to the DfT funding or the Core Strategy is further delayed, safeguards are in place to ensure the link is delivered using 'local contributions' using the policy framework of the NPPF and the SGLP.
26. The Council remains of the clear view that the SGTL can be delivered as part of the NFHP MSB. The Inspector should be assured that progress achieved with the MSB is sufficient to demonstrate a reasonable prospect of it being delivered. Notwithstanding this, contingences set out in this paper give appropriate alternatives which would ensure that the SGTL element is delivered.

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<sup>3</sup> [December 2011 Core Strategy incorporating Post-Submission Changes](#)



# Appendix 1:

## Bristol Bus Rapid Transit Network

