

GLOUCESTER CITY PLAN (2011-2031) STATEMENT OF COMMON GROUND

between

**Gloucester City Council
&
Highways England**

1. Introduction

- 1.1 This Statement of Common Ground has been prepared by Gloucester City Council, and Highways England referred to hereafter as 'the parties'. It documents matters which are agreed and disagreed by the parties with regard to text, policies, sites and evidence base of the Pre-Submission Gloucester City Plan 2019.
- 1.2 This SoCG is provided without prejudice to other matters of detail that the parties may wish to address at the examination.

2. Background

- 2.1 Highways England have been consulted at all stages of preparation of the Gloucester City Plan (GCP).
- The Scope (2011)
 - City Plan Part 1 (2012)
 - City Plan Part 2 (2013)
 - Draft Gloucester City Local Plan (2017)
 - Pre-submission Gloucester City Plan (2019)
- 2.2 Highways England has been actively involved in the development of the transport evidence base which underpins the Joint Core Strategy (JCS) for Gloucester, Cheltenham and Tewkesbury, and the GCP will sit under this wider spatial strategy.
- 2.3 The culmination of the JCS transport evidence base was a combination of infrastructure measures agreed as necessary by the strategic and local highway authorities to support the growth within the JCS area. This combination was commonly known as Scenario DS7.
- 2.4 As part of the formulation of Scenario DS7 assumptions have been made about the non-strategic allocations which would come forward within the GCP.
- 2.5 The JCS is currently under review. Gloucester City Council and Highways England are working with the joint Planning Authorities as well as Gloucestershire County Council to guide the formulation of a transport strategy for the reviewed JCS.

3. Matters on which the parties agree

- 3.1 The City Council has engaged with the Highways England in the preparation of the GCP through formal and informal consultation and as such the Duty to Cooperate has been fulfilled.

- 3.2 That strategic transport considerations fall under the remit of the JCS.
- 3.3 That Highways England supports the key principles of the GCP and Policy G1 Sustainable Transport.
- 3.4 That the GCP notes the importance of being consistent with the objectives and principles of the JCS.
- 3.5 That the policies in the JCS and the Gloucestershire Local Transport Plan will be used for development management matters and planning application decision making.
- 3.6 That the identified planned growth for Gloucester City was tested as part of the JCS transport strategy development work and forms part of the agreed package arising from Scenario DS7 which includes measures to mitigate impacts to the strategic road network.
- 3.7 The JCS mitigation package arising from Scenario DS7 for M5 Junctions 11 and 12 is adequate to accommodate predicted flows.
- 3.8 The parties agree to continue to work positively together.

4. Matters discussed from the Regulation 19 consultation response

4.1 On the inclusion of the Transport Assessment Report October 2019 within the Integrated Sustainability Appraisal

SA Framework Objective No 6a relates to increased traffic, site access &/or effects on the highway network with defined thresholds of significance; SA Objective No 6b refers to distance from sustainable transport modes. All emerging GCP policies and site options/allocations were subject to assessment using the full SA Framework including SA Nos 6a & 6b on transport.

4.2 The initial junction capacity assessments and sustainability assessments undertaken by Atkins were shared with the SA consultants Atkins in February 2019.

4.3 The SA shares the evidence base with plan-making – and in line with SA/SEA guidance. The SA refers to evidence available at the time of assessment. Paragraph 6.46 explains that only 3 sites were found to have potential minor negative effects – this is according to the thresholds of significance set out in the SA framework and potential effects associated with larger sizes of development and increased traffic. The precise significance and any relevant/necessary mitigation measures were recorded as uncertain until detailed TAs might be available. The recording of such uncertainty through a gap in information is acceptable within the SA process.

4.4 Detailed transport work for each individual site will form part of the planning application process. At this level sites were assessed for likely trip generation, junction impacts, and access and proximity to sustainable transport.

4.5 On housing numbers

The City Council confirms that 972 dwellings is the correct number for the potential site allocations. The figure for Kings Quarter is 156 and was omitted in error. Planning permission

for 156 dwellings has now been granted and transport matters were fully considered as part of the planning application process.

4.6 The Gloucester City Plan Transport Assessment Report did include a proposed allocation for 156 dwellings at Kings Quarter.

4.7 Gloucester is physically constrained by flood plain and the M5. Whilst the City Council will continue to look for sites within the city's administrative boundary the proposed allocations represent all of the sites currently suitable, available and achievable. The shortfall will be a matter for the JCS review. The impacts of the total quantum of growth proposed for Gloucester, including the shortfall, was considered as part of the JCS.

4.8 On the M5 motorway, A40 Over Roundabout and Longford Roundabouts

The planned growth of the GCP does not exceed the growth tested as part of the agreed mitigation package arising from Scenario DS7.

4.9 The parties agree that reference to Policy INF1 of the JCS should be included in the Site Allocations chapter of the GCP. For reference INF1 states that:

‘Planning permission will be granted only where the impact of development is not considered to be severe. Where severe impacts that are attributable to the development are considered likely, including as a consequence of cumulative impacts, they must be mitigated to the satisfaction of the Local Planning Authority in consultation with the Highway Authorities and in line with the Local Transport Plan’

4.10 This provides further clarity that, as part of the planning application process, any potential impacts from developments, including windfall, must be duly considered and adequately mitigated.

5. Minor modifications to which both parties agree

5.1 Correction required for any references to Highway Agency to be replaced with Highway England.

5.2 Transport Assessment removed from Glossary.

6. Conclusion

6.1 The parties agree that:

- a) Gloucester City Council's response and proposed actions to the matters raised as detailed in this Statement of Common Ground comply with the Duty to Co-operate in preparing the Gloucester City Plan through the various stages to date;
- b) There are no outstanding objections between the parties relating to the matters raised during the Regulation 19 Pre-Submission Gloucester City Plan consultation;
- c) The parties will continue to work positively together and with all Gloucestershire local authorities and, where relevant, with neighbouring authorities on strategic cross boundary issues.

Signed on behalf of Gloucester City Council



Ian Edwards, Head of Place

Signed on behalf of Highways England



Rachel Sandy – Highways Development Management Team Leader (South West)

Dated

18th March 2021