

**Potential modifications in response to National Highways Reg.19 comments:**

<b>National Highways proposed word changes</b>	<b>Possible modifications</b>
<p>National Highways would recommend that Policies PS30, PS32, PS43, G1 and G2 explicitly reference the need for improvements at M5 Junction 12, as identified by the IDP (IDP p.27)</p>	<p>These changes reflect the updated transport impacts set out in the IDP Addendum Report (August 2022)</p> <p><b>PS30 Hunts Grove Extension</b>            New bullet point (after existing point 9):            “Necessary improvements to the existing highway network, <u>including contributions towards M5 Junction 12 improvements</u>”</p> <p>3.4.11 Appropriate contributions will also be sought towards <u>necessary improvements to M5 Junction 12</u> and towards..”</p> <p><b>PS32 Quedgeley East Extension</b>            “Development will provide sustainable transport measures to link the site with Gloucester City, Stonehouse and Stroud and necessary improvements to the existing highway network, <u>including contributions towards M5 Junction 12 improvements</u>”.</p> <p>3.4.12 (final sentence) “Development will be required to provide sustainable transport measures and necessary improvements to the existing highway network, <u>including contributions towards M5 Junction 12 improvements</u>.”</p> <p><b>PS43 Javelin Park</b>            “Development will provide sustainable transport measures to link the site with Gloucester City, Stonehouse and Stroud and necessary improvements to the existing highway network, <u>including contributions towards M5 Junction 12 improvements</u>”.</p> <p>3.4.13 (final sentence) “Development will be required to provide sustainable transport measures to link the site with Gloucester City, Stonehouse and Stroud and necessary improvements to the existing highway network, <u>including contributions towards M5 Junction 12 improvements</u>.”</p> <p><b>G1 South of Hardwicke</b>            18. Primary vehicular access from the A38 and additional vehicular access from Sellars Road,</p>

	<p>with necessary improvements to the existing highway network, <u>including contributions towards M5 Junction 12 improvements;</u>"</p> <p>3.4.21 (final sentence) Necessary highway improvements, <u>including contributions towards M5 Junction 12 improvements,</u> will be consistent with the findings of the <b>STS</b> and the <b>Traffic Forecasting Report</b>.</p> <p><b>G2 Land at Whaddon</b> 20. Primary vehicular access from the A4173 and additional vehicular access from Grange Road, with necessary improvements to the existing highway network, <u>including contributions towards M5 Junction 12 improvements;</u></p> <p>3.4.32 (final sentence) Necessary highway improvements, <u>including contributions towards M5 Junction 12 improvements,</u> will be consistent with the findings of the <b>STS</b> and the <b>Traffic Forecasting Report</b>.</p>
<p>National Highways would request that Policies PS19a and PS20 are strengthened to reference the need for improvements at M5 Junction 13, reflecting the references to the A38 and A419 in other bullets.</p>	<p><b>PS19a Stonehouse North West</b> 19. Primary vehicular access from the existing Great Oldbury distributor road and from Oldends Lane, with necessary improvements to the existing highway network, <u>including contributions towards M5 Junction 13 improvements;</u></p> <p>3.2.17 (final sentence) Vehicular access will be primarily from the Great Oldbury distributor road and from Oldends Lane, with necessary highway improvements, <u>including contributions towards M5 Junction 13 improvements,</u> consistent with the findings of the <b>STS</b> and the <b>Traffic Forecasting Report</b>.</p> <p><b>PS20 Stonehouse Eco Park M5 Junction 13</b> 19. Primary vehicular access from the A419 and additional vehicular access from Grove Lane, with necessary improvements to the existing highway network <u>including contributions towards M5 Junctions 12 and 13 improvements;</u></p> <p>3.2.26 (final sentence) Vehicular access will be primarily from the A419, with necessary highway improvements, <u>including contributions</u></p>

	<p><u>towards M5 Junctions 12 and 13 improvements</u>, consistent with the findings of the STS and the Traffic Forecasting Report.</p> <p><b>PS24 Cam North West</b> 16. Primary vehicular access from the A4135, with necessary improvements to the existing highway network, <u>including contributions towards M5 Junction 13 improvements</u>;</p> <p>3.3.13 (final sentence) Vehicular access will be primarily from the A4135, with necessary highway improvements, <u>including contributions towards M5 Junction 13 improvements</u>, consistent with the findings of the STS and the <b>Traffic Forecasting Report</b>.</p> <p><b>PS25 Cam North East</b> New criterion: Necessary improvements to the existing highway network, <u>including contributions towards M5 Junction 13 improvements</u>;</p>
<p>National Highways would recommend that Policies PS24, PS34, PS36 and PS37 are strengthened to explicitly reference the need for improvements at M5 Junction 14 in line with those identified in the TFR and IDP.</p>	<p><b>PS34 Sharpness Docks</b> 11. Traffic calming measures within the development and locality, as approved by the Highways Authority, <u>with necessary improvements to the existing highway network, including contributions towards M5 Junction 14 improvements</u></p> <p><b>PS36 Sharpness new settlement</b> 23. Primary vehicular access from the B4066, with a movement strategy put in place to avoid significant impacts upon existing local rural lanes to Breadstone and Gossington to the east and with necessary improvements to the existing highway network, <u>including contributions towards M5 Junction 14 improvements</u>;</p> <p>3.5.25 (final sentence) Vehicular access will be primarily from the B4066, with necessary highway improvements, including at Alkington Lane, and <u>contributions towards M5 Junction 14 improvements</u>, consistent with the findings of the STS and the <b>Traffic Forecasting Report</b>.</p> <p><b>PS37 Wisloe new settlement</b></p>

	<p>22. Primary vehicular access from the A38 and potentially from the A4135 and additional limited vehicular access from Dursley Road, 4066, with necessary improvements to the existing highway network, <u>including contributions towards M5 Junction 14 improvements</u>;</p> <p>3.5.35 (final sentence) Vehicular access will be primarily from the A38 and potentially from the A4135, with necessary highway improvements, <u>including contributions towards M5 Junction 14 improvements</u>, consistent with the findings of the STS and the <b>Traffic Forecasting Report</b>.</p> <p><b>PS47 Land West of Renishaw New Mills</b> New paragraph after Ereopening of Charfield rail station”: “<u>Necessary improvements will be made to the existing highway network, including contributions towards M5 Junction 14 improvements.</u>”</p> <p>Para. 3.7.7 “Access to be achieved from the existing Renishaw roundabout access on to the B4058, <u>with necessary improvements to the existing highway network, including contributions towards M5 Junction 14 improvements</u>. Development will need...”</p>
<p>National Highways request Policy EI12 to include reference to following requirements:</p> <p>1/ that development proposals that have a significant transport impact are supported by an appropriate transport assessment consistent with national policy and guidance, and</p> <p>2/ that additional traffic resulting from new development does not compromise the safe and efficient operation of the SRN.</p> <p>3/ It includes a requirement that developers engage at an early stage with National Highways regarding development proposals and agree the scope of supporting information required.</p>	<p>1/ EI12: “Major development proposals, or those that are likely to have a significant impact on the <u>strategic and local</u> transport network, will be required to submit a Transport Assessment...”</p> <p>2/ EI12: “Proposals which are likely to <u>compromise the safe and efficient operation of, or prejudice the future development of strategic transport infrastructure</u> will not be permitted.”</p> <p>3/Para. 5.56 - The policy refers to major development proposals or those that are likely to have a significant impact on the <u>strategic or local</u> transport network. <del>As regards the latter,</del> <u>€The Council recommends early discussion with the relevant <u>local</u> highway authority officers and National Highways (where appropriate), to identify the scope of supporting information</u></p>

	<p><u>required to determine the potential impacts and necessary measures.”</u></p>
<p>National Highways recommends that references to specific SRN infrastructure requirements are included in the relevant site allocation policies as well as EI12 as set out above, to ensure that improvements identified as being necessary are clearly signposted within the plan policies.</p>	<p>Policy EI12  .....Contributions, where reasonable and viable, will be sought towards these strategic transport infrastructure schemes, including <u>M5 Junction 12, 13 and 14 improvements</u>, from strategic allocations, <u>and any other developments which have a material impact on strategic infrastructure</u>, throughout the plan period. Proposals which are likely to prejudice the future development of strategic transport infrastructure will not be permitted.</p>