

Stroud District Local Plan (2020-2040)
STRATEGIC MATTERS STATEMENT OF COMMON GROUND
ADDENDUM

between

National Highways & Stroud District Council

December 2024/Updated 3.3 February 2025

1. Introduction and background

- 1.1 This Statement of Common Ground (SoCG) covering strategic transport matters has been prepared as Stroud District Council has been working with partners and site promoters to address soundness concerns raised by the Inspectors in their letter dated [4 August 2023](#) based on:
1. The capacity of the Strategic Road Network (SRN), specifically the capacity of M5 Junctions 12 and 14 to accommodate proposed housing growth;
 2. The proposed passenger train service and bespoke Mobility as a Service transport scheme (MaaS) at Strategic Site Allocation PS36 Sharpness New settlement on the grounds of viability and deliverability.
 3. The provision of the pedestrian and cycle bridge over the M5 motorway at Strategic Site Allocation PS37 Wisloe New settlement on the grounds of viability and deliverability.
- 1.2 A Joint Action Plan with National Highways (NH), Gloucestershire County Council (GCC) and South Gloucestershire Council (SGC) to address issues relating to the capacity of the SRN was submitted to the Inspectors on 30 November 2023
- 1.3 A further letter from the Inspectors dated [5 February 2024](#), (ID-015) in the Examination Library, confirmed a pause in the Examination until December 2024 to allow the work set out in the Joint Action Plan and additional work relating to PS36 and PS37 to be completed and a six week period of public consultation on the outcomes of the workstreams to be carried out.

Consultation documents

- 1.4 The outcomes of the workstreams are set out below:

[EB133a - Design and Costing M5 Junction 14 Report](#)
[EB133b - Design and Costing M5 Junctions 12 and 14 Funding Overview](#)
[EB133c - Design and Costing M5 Junction 12 Stage 2 Optioneering Report](#)
[EB134 - Housing Delivery](#)
[EB134 - Appendix 1 Housing Delivery](#)
[EB135 - M5 Junctions 12 and 14 Scenarios](#)
[EB135 - Appendix 1 M5 Junctions 12 and 14 Scenarios](#)
[EB136 - PS36 Sharpness New Settlement](#)
[EB136 Appendix 1 - TN001-M5 J14 VISSIM](#)

[EB136 Appendix 2 - TN002 Trip Gen](#)

[EB136 Appendix 3 - Sharpness Branch Line SOC](#)

[EB136 Appendix 4 - TN03 - Updated Research on Mobility-as-a-Service](#)

[EB136 Appendix 5 - TN001 - Update to Sharpness Vale DRT- Coach Services](#)

[EB136 Appendix 6 - Update to M5J14 Technical Notepost NH consultation](#)

[EB137 - PS37 Wisloe New Settlement](#)

- 1.5 The Inspectors stated that only parties who submitted duly made representations at the Regulation 19 consultation stage of the Plan are invited and eligible to respond. Closing date was the **23 October 2024**. This addendum SOCG is a consequence of just the technical evidence consultation and has been signed by Stroud District Council and National Highways at officer level referred to hereafter as ‘the parties’.
- 2. Strategic matters that are agreed**
 - 2.1 National Highways welcomes that Stroud District Council is continuing to work with it on the additional technical evidence to support the emerging Stroud District Local Plan Review (SLPR). National Highways welcomes the clear progress to date.
 - 2.2 National Highways welcomes the Local Authority efforts to provide technical evidence to specified agreed standards.
 - 2.3 National Highways is satisfied with the proposed scheme option layouts for grade separated junctions at M5 J12 and J14 (EB133a, 133b and 133c), noting that they will undergo further refinement leading to construction. National Highways considers that the improvement of the A38/B4509 junction and its connecting road to M5 Junction 14 is an integral part of the M5 Junction 14 scheme and that costs associated with it should form part of a single funding and delivery package.
 - 2.4 National Highways accepts the scheme costs for M5 J12 and J14 (EB133a, 133b and 133c), noting that they are at the lower end of the range expected by it. It is for Stroud District Council to be satisfied with its costings given that it is responsible for meeting all project costs, essentially indemnifying National Highways from any and all costs associated with the proposed works.
 - 2.5 National Highways is satisfied that an acceptable interim scheme can be provided at M5 J14. This would enable an initial phase of development/housing occupations of some sites within the Local Plan including PS36 Sharpness New Settlement (EB136 Appendix 1), as well as capacity for sites from neighbouring planning authorities. This includes 775 homes in total at Land North of Wootton Road, Charfield (South Gloucestershire planning applications P19/18237/O and P22/04260/O) and Land South of Charfield (P19/2452/O). This interim scheme would mitigate any adverse cumulative impact on the SRN arising from these developments. This would be the M5 Motorway Junction 14 Improvement Scheme identified on Norman Rourke Pryme Drawing No. 7815-001 Revision 7.0 supporting planning applications P19/18237/O and P22/04260/O, or such other motorway junction improvement scheme achieving equal or greater capacity benefit at M5 Motorway Junction 14 as may be submitted to and approved in writing by the local planning authority in consultation with National Highways. There are, however, implications for the Local Road Network in South

Gloucestershire arising from this mitigation and the additional traffic demands from PS36 Sharpness New Settlement that need to be agreed with South Gloucestershire Council. At the time of writing, this has not been resolved.

- 2.6 National Highways accepts the scheme costs for M5 Wisloe pedestrian and cyclist overbridge (EB137) noting that the site promoter is responsible for meeting all project costs, essentially indemnifying National Highways from any and all costs associated with the proposed works.
- 2.7 The parties continue to collaborate and work together to detail the SRN infrastructure improvements and the timing of its delivery to accommodate the planned growth. The on-going work aims to demonstrate reasonable prospect and greater confidence that it can be delivered during the plan period.

3. Matters that are not agreed

- 3.1 As required and detailed in the Inspectors' letter dated 4 August 2023 (ID-010), Stroud District Council has revised its Funding and Delivery Plan. The revised Funding and Delivery Plan indicates that improvements to M5 Junctions 12 and 14 rely on significant external funding and a local contribution. National Highways is concerned that, in the absence of substantial government contributions, there will be challenges that the schemes could be delivered within the plan period. However, National Highways will support the council in any meetings with government or the Department for Transport as appropriate to investigate opportunities for scheme funding.
- 3.2 National Highways has concerns that any developer contributions towards improvements required at M5 Junctions 12 and 14 are unlikely to be secured early in the Plan period. The funding methodology has not taken account of or acknowledged the likely implications of phased delivery of development and any associated phasing of financial/local contributions from development which may affect the timing of when improvement works can commence. The methodology has also not detailed how any funding shortfall would be made up to ensure timely scheme delivery.
- 3.3 National Highways requires traffic modelling to support the housing delivery assumptions detailed in EB134 Appendix 1 at M5 J12, J13 and J14, and to detail a tipping point to inform housing delivery prior to and the timing of any mitigation at each junction. National Highways has committed to undertake this modelling with the support and cooperation of the SDLPR team. However, at the time of writing, National Highways is waiting for traffic modelling data from the SDLPR team. The traffic modelling currently being undertaken which is required to support the assumptions in EB134 Appendix 1 is also required to inform the trajectories set out in EB135 Appendix 1. National Highways anticipates that it will report its findings and conclusions in advance of the EiP recommencement.

4. Commitments for future work and collaboration

- 4.1 The parties agree to be engaged proactively and positively on ongoing strategic transport matters. The parties agree to continue to work together where possible to deliver the transport analysis required to provide evidence for the Stroud District Local Plan at examination.

- 4.2 National Highways will continue to engage directly with the SDLPR team and with GCC regarding the delivery of required infrastructure improvements.
- 4.3 The focus on the evidence is mitigation and revised costs to M5 Junctions 12 and 14 including contingency funds. National Highways is committed to working collaboratively with the SDLPR team and Local Highway Authorities to ensure the traffic impact on the highway network is understood and that adequate mitigations and funding to deliver interventions are identified.
- 4.4 The parties agree to continue to work together to implement the transport policies contained within the Stroud District Local Plan (2020 to 2040) when adopted. The parties believe there are justified outcomes which present a pattern of future growth which can be used for supporting the funding of strategic infrastructure from a range of sources having provided revised costings.

5. Summary

- 5.1 National Highways is satisfied that Stroud District Council is making progress but notes that there are still some unresolved matters.
- 5.2 National Highways is satisfied with the proposed scheme layouts and costings for M5 Junction 12 and 14.
- 5.3 National Highways is satisfied that an interim scheme can be provided at M5 Junction 14 to accommodate an initial phase of development at PS36 Sharpness New Settlement in advance of the more significant improvement detailed in EB133a, but notes that initial study has identified implications for the Local Road Network in South Gloucestershire which, at the time of writing, have not been resolved.
- 5.4 National Highways accepts the scheme costs for M5 Wisloe pedestrian and cyclist overbridge (EB137).
- 5.5 National Highways is concerned that, in the absence of substantial government contributions, there will be challenges that the proposed improvement schemes at M5 Junctions 12 and 14 could be delivered within the plan period. Similarly, National Highways has concerns that any local contribution would not be available to deliver Junctions 12 and 14 early in the Plan period.
- 5.6 At the time of writing, National Highways is undertaking traffic modelling to support the housing delivery assumptions detailed in EB134 Appendix 1, and to detail a tipping point to inform housing delivery prior to and the timing of any mitigation at M5 Junctions 12, 13 and 14.
- 5.7 National Highways welcomes that Stroud District Council is continuing to work with it on the additional technical evidence to support the emerging Stroud District Local Plan Review (SLPR).

6. Signatories

Signed on behalf of National Highways

Simon Shapland, South West Operations Spatial Planning Manager

Dated: Monday, 3 February 2025

Redacted Signature

Signed on behalf of Stroud District Council

James Brain, Head of Planning Strategy and Economic Development

Redacted Signature

Dated: Monday, 3 February 2025