

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

**between**

**Cheltenham, Gloucester and Tewkesbury Strategic & Local Plan**  
**Stroud District Council**

**December 2024**

**1. Introduction and background**

1.1 Cheltenham Borough Council, Gloucester City Council and Tewkesbury Borough Council are now producing a Strategic and Local Plan (SLP). The SLP will provide an overarching planning strategy and cross-boundary strategic policies covering the whole area, and local policies for each local authority.

1.2 This Statement of Common Ground (SoCG) covering strategic transport matters has been prepared as Stroud District Council have 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.

1.3 Additional information and a commitment to address the Inspectors' specific viability and deliverability concerns relating to Strategic Site Allocations PS36 Sharpness new settlement and PS37 Wisloe new settlement were submitted to the Inspectors in September 2023.

1.4 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

1.5 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**

1.6 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](#)

- 1.7 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 the SLP authorities at officer level referred to hereafter as ‘the parties’.

**2. Strategic matters that are agreed**

**Transport**

- 2.1 Welcome that Stroud District Council are continuing to work with the SLP authorities (Cheltenham Borough Council, Gloucester City Council and Tewkesbury Borough Council) on the additional technical evidence to support the emerging Stroud District Local Plan Review (SLPR).
- 2.2 SLP officers note that the additional technical evidence provides updated growth assumptions to inform detailed modelling of the Strategic Road Network, principally M5 junctions 12 and 14.

- 2.3 In terms of the apportionment of costs, the parties note that paragraph 5.1.8 of consultation document EB133b states the following:

*‘To address concerns regarding the uncertainty surrounding neighbouring authority development plans, a range of funding scenarios are presented. This includes the “Core Scenario” which is the output of the updated F&D Plan which retains a level of funding allocation from neighbouring authorities. This also includes a “Worst-Case Scenario” which assumes that all of the contribution from local development will originate from SLPR allocations. This scenario is to be progressed for onward viability testing, in order to ensure that there is no reliance on contributions from other Local Authority areas. However, in practice, it is considered more than likely that some funding would be attributable to growth within these local authority areas (i.e. as per the ‘Core’ scenario).’*

SLP officers are pleased to see this statement, given the SLP is at an early stage of preparation and has not yet determined the scale or location of growth to be planned for. Any assumptions must therefore be treated with a degree of caution. The parties clearly acknowledge that the plans are at different stages of production and discussions will therefore continue to resolve concerns.

#### **Commitments for future work and collaboration**

- 2.4 The parties agree to be engaged proactively and positively on ongoing strategic transport matters. The parties agree to work together where possible to develop any further transport analysis required to provide evidence for the Stroud District Local Plan at examination.
- 2.5 SDC and the SLP authorities will work together through their plan-making processes and clarify how any cross-boundary movements have been identified and considered. In particular, how the distribution of these trips (cross-boundary) have informed the assessment of impact on the SRN, especially M5 junction 12. All Officers will continue to work with National Highways, and GCC as the local highways authority, to test the cumulative impact of both SLP and SDG growth.
- 2.6 The SLPR team will continue to engage directly with SLP officers and with GCC as applicant on the M5 J10 DCO to draw out any elements of best practice that can be fed through the SLPR process.
- 2.7 From earlier responses to the SLPR, the parties are aware of concerns relating to the local road network, for example St Barnabas roundabout in Gloucester City. It is noted that the focus on this evidence is mitigation and costs to M5 junctions 12 and 14. Therefore the parties will continue to work together to address matters such as additional impacts to the local road network that require adequate funding to deliver interventions at the planning application stage or when required. All parties are keen to ensure these are adequately understood and funding sources identified.
- 2.8 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.

### **3. Matters that are not agreed**

3.1 At present, there are none. The parties continue to work together to overcome any remaining concerns such as additional impacts to the local network that require adequate funding to deliver interventions.

**4. Summary**

4.1 All parties agree that the EiP should recommence allowing the Stroud District Local Plan to progress to adoption.

**5. Signatories**

Signed on Tracey Birkinshaw on behalf of Cheltenham Borough Council

Signed by Adam Gooch on behalf of Gloucester City Council

Signed by Nick Bryant on behalf of Tewkesbury Borough Council

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Dated 5 December 2024

Signed on behalf of Stroud District Council

James Brain, Head of Planning Strategy and Economic Development

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Dated 5 December 2024