

Date: 7th December 2023

Inspectors Lucas and Wright
Stroud Local Plan Inspectors
Stroud District Council

By Email

Dear Inspectors Lucas and Wright,

Further to the Inspectors' letter dated 24th October and your email of 3rd November advising of an extension of time until 30th November, South Gloucestershire Council officers have considered the SDC Technical Note, and it is our understanding that the referenced Appendix 2AC6 note on housing supply suggests that three SDLP proposed developments (mainly) affect Jn14 (4,200 dwellings) by 2040. The inference is that removing these, as well as the three Jn12 developments (5,100 dwellings by 2040), the remaining 8,632 dwellings (relabelled as miscellaneous development in the report) will not impact Jn 14 significantly – as summarised in Table 2. Against this we would make the following observations:

1. In order for the impact of the remaining 8,632 dwelling to be fully understood some additional modelling would be preferable. We understand that National Highways have recently offered to model the 8,632 dwellings separately from the other M5 junction influencing allocation sites to give a more realistic prediction. We welcome that modelling and would be grateful to see the conclusions when available – we believe this will enable a clearer view upon the impact of this development on junction 14.
2. The report claims that the development will have a minimal impact on J14 (implying a net increase of 1 vehicle per 300 dwellings for the 8,632 dwellings). In order to pass comment on the appropriateness of this statement it would be helpful to understand the methodology in more detail. We know that operational issues are not consistent across all arms of the junction and at all times of the day. The report doesn't consider individual arm movements which we would wish to see to confirm our acceptance of minimal impact. The modelling in point 1 above would provide this detail.
3. The information provided within the report doesn't clearly show in the select link analysis that additional non motorway traffic on the B4059 is included which could also impact the operation of the junction. It is presumed that the significant numbers in the "miscellaneous sites" column include more than the 8,600 dwellings – implying all background traffic as well as the 8,600 dwellings. Again, the modelling in point 1 would provide this detail.

Department for Place

Housing sites affecting Junction 14

PS34 - Sharpness Docks

PS36 - New Settlement at Sharpness

PS37 - New Settlement at Wisloe

Table 2: Average Two-Way Development Traffic Flows at M5 J14 – AM Peak Hour

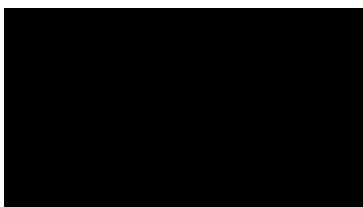
Zones	DM	DS	Difference (SDLP Dev. Flows)	% of J14 Impact
Zones with IDP & Employment Sites	70	198	128	81%
Zones with Miscellaneous Development	886	915	29	19%
Total Zones	956	1113	157	100%

Do Minimum													
Link Name	J14 IDP Sites					Employment Sites			Other LP Allocations			Misc. Sites	Total Sites
	PS34	PS36	PS37a	PS37b	PS37c	PS20	PS47	PS43	PS19a	PS24	PS25		
M5 J14 Northbound offslip	0	0	0	0	0	0	0	0	0	0	0	482	482
M5 J14 Northbound onslip	0	0	0	0	0	0	26	0	0	0	0	882	908
M5 J14 Southbound offslip	0	0	0	0	0	0	0	0	18	0	0	760	786
M5 J14 Southbound onslip	8	66	0	0	8	0	172	0	0	53	14	1328	1648
Average	2	16	0	0	2	0	50	0	5	13	3	863	956

Do Something													
Link Name	J14 IDP Sites					Employment Sites			Other LP Allocations			Misc. Sites	Total Sites
	PS34	PS36	PS37a	PS37b	PS37c	PS20	PS47	PS43	PS19a	PS24	PS25		
M5 J14 Northbound offslip	0	0	0	0	0	0	0	0	0	0	0	600	600
M5 J14 Northbound onslip	0	0	0	0	0	0	44	0	0	0	0	860	904
M5 J14 Southbound offslip	0	0	0	0	0	4	0	2	24	0	0	760	822
M5 J14 Southbound onslip	48	388	68	74	0	0	162	0	0	113	29	1242	2124
Average	12	97	17	19	0	1	52	1	6	28	7	866	1113

Difference / Impact													
Link Name	J14 IDP Sites					Employment Sites			Other LP Allocations			Misc. Sites	Total Sites
	PS34	PS36	PS37a	PS37b	PS37c	PS20	PS47	PS43	PS19a	PS24	PS25		
M5 J14 Northbound offslip	0	0	0	0	0	0	0	0	0	0	0	118	118
M5 J14 Northbound onslip	0	0	0	0	0	0	18	0	0	0	0	-22	-4
M5 J14 Southbound offslip	0	0	0	0	0	4	0	2	6	0	0	0	36
M5 J14 Southbound onslip	40	322	68	74	-8	0	-10	0	0	60	16	-86	476
Average	10	80	17	19	-2	1	2	1	2	15	4	3	157

Yours sincerely,



Patrick Conroy
Strategic Planning Policy and Specialist Advice Manager
South Gloucestershire Council