

M5 Junction 10 Improvements Scheme

Consultation Report TR010063 – APP 5.1

Regulation 5 (2) (q)
Planning Act 2008
Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

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Infrastructure Planning Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

M5 Junction 10 Improvements Scheme Development Consent Order 202[x]

5.1 Consultation Report

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Glossary and Defined terms

Term	Definition
(The) Act	The Planning Act 2008 (as amended).
All movement junction	A junction is classified as ‘all movements’, or free flowing, when all the turning movements through a junction occur on slip roads, with different streams of traffic merging as opposed to coming to a stop.
Additional/Further targeted consultation	A period of consultation to engage with identified stakeholders that are directly impacted by specific changes in a project or scheme. For the Scheme, additional targeted and further targeted consultation were undertaken with the relevant identified prescribed consultees Persons with an Interest in Land (PwIL) and statutory undertakers to seek feedback on further design changes proposed in response to feedback from the statutory consultation in winter 2021-22.
Biodiversity Net Gain (BNG)	Biodiversity Net Gain delivers measurable improvements for Biodiversity by creating or enhancing habitats in association with development.
Bus lane	Bus lanes are separate to other lanes for general traffic on a highway. Their boundaries are marked with a solid white line, and the words ‘bus lane’ are painted on the ground along the bus lane. Signs are placed on the approach to the bus lane to provide motorists enough warning to change lane as appropriate.
Bus gate	A bus gate is a short length of bus only street, which itself is a section of road that only allows a bus to pass (with exceptions).
Cheltenham Borough Council	Cheltenham Borough Council is the local planning authority for Cheltenham Borough and is a statutory consultee for the Scheme, as defined under section 42(1)(b) and section 43(b) of the Act.

Term	Definition
Design Fix	Design Fix is a stage in the development of a scheme design when a formal stop is placed on design development. Following agreement on the current Design Fix, the next stage of design development starts from this point.
Development Consent Order (DCO)	The consent for the construction, operation and maintenance of Nationally Significant Infrastructure Projects (NSIP) given by the relevant Secretary of State on the recommendation of the Planning Inspectorate under the Planning Act 2008 (as amended).
Delivery partners	Government bodies which the Applicant is working closely with in delivering the Scheme. National Highways has been working closely with the Applicant on the development of the Scheme. Its formal role is that of a statutory consultee for the Scheme. Homes England is the government's housing agency. The Applicant has worked with Homes England to secure infrastructure funding.
Development Consent Order (DCO) Limits	The limits described as the DCO boundary on the works plan within which the authorised development may be carried out. This is also referred to as the Indicative Red Line Boundary in the consultation documents.
The Department for Levelling Up, Housing and Communities (DLUHC)	The Department for Levelling Up, Housing and Communities supports communities across the UK to thrive, making them great places to live and work. DLUHC is a ministerial department, supported by 15 agencies and public bodies.
Early engagement	Engagement activity undertaken with consultees prior to the beginning of the official consultation period.
Engagement	The continuing and on-going process of developing relationships/partnerships and on-going two-way dialogue with stakeholders and the local community.

Term	Definition
Environment Agency (EA)	A non-departmental public body with responsibilities relating to the protection and enhancement of the environment in England.
Environmental Impact Assessment (EIA)	A process of evaluating the likely environmental impacts of a proposed development, including inter-related socioeconomic, cultural and human health impacts, both beneficial and adverse.
Environmental Statement (ES)	Reports the findings of the EIA, including at least the information reasonably required to assess the likely significant environmental effects of the development.
Equality Impact Assessment (EqIA)	An assessment of whether a policy, project or scheme unlawfully discriminates against a protected characteristic group, as designated under the Equality Act (2010).
Examining authority	The person(s) appointed by the Secretary of State (SoS) to assess the DCO application and make a recommendation to the SoS.
External consultation consultant	External consultant teams appointed to deliver consultation expertise, from communications to data analysis.
External landowner consultant	External consultant teams appointed to deliver landowner specialism.
Flood Risk Assessment (FRA)	An assessment of the likelihood of flooding in a particular area so that development needs, and mitigation measures can be considered.
Further engagement	Extended consultation activities carried out during a consultation period to ensure sufficient consultation has taken place.
GFirst LEP	GFirst LEP is the Local Enterprise Partnership for Gloucestershire and was set up by central government in 2011.

Term	Definition
Gloucestershire County Council	Gloucestershire County Council is a statutory consultee for the Scheme, as defined under section 42(1)(b) and section 43(c) of the Planning Act 2008 (“the Act”). Gloucestershire County Council is the local highway authority in Gloucestershire and is the Minerals and Waste Planning Authority (MWPA) for Gloucestershire. Gloucestershire County Council also has statutory duties in relation to drainage, flood risk, and heritage assets and archaeology.
GG 142 walking, cycling and horse-riding assessment	The overall process for the assessment and review of walking, cycling and horse-riding facilities within the highway scheme development process.
Historic England	Publicly funded body that champions and protects England’s historic places, also known as the Historic Buildings and Monuments Commission for England.
Homes England (HE)	Homes England is the government’s housing agency. The Applicant is working with Homes England to secure infrastructure funding. By using their investment products to drive market change and releasing more land to developers who want to make a difference, they are making possible the new homes that England needs and helping to improve neighbourhoods and grow communities.
Host Local Authorities	The local authority, within which the Scheme would be situated, In this case, Cheltenham Borough Council, Gloucestershire County Council and Tewkesbury Borough Council.
Housing Infrastructure Fund (HIF)	A government capital grant programme awarded to local authorities on a competitive basis, which will help deliver new homes in England.
Joint Core Strategy (JCS)	The Joint Core Strategy is a partnership between Gloucester City Council, Cheltenham Borough Council and Tewkesbury Borough Council, which sets out a strategic planning framework for the three areas up to 2031.

Term	Definition
Local Planning Authorities (LPAs)	The county council, metropolitan, or district council, which has statutory responsibilities within its administrative areas, in this case Cheltenham Borough Council, Gloucestershire County Council and Tewkesbury Borough Council.
Minerals and Waste Planning Authority (MWPA)	Minerals and Waste Planning Authority is responsible for the preparation of local plans and the determination of planning applications relating to minerals or waste management development. In parts of England where there are two tiers of local government (counties and districts), mineral planning authorities are the county councils.
Natural England (NE)	Executive non-departmental public body responsible for the natural environment.
National Highways (NH)	National Highways (formerly Highways England) is the government owned company charged with operating, maintaining and improving England's motorways and major A roads. In the South-West, its network totals 620 miles, and encompasses the M5 motorway amongst other major roads in Gloucestershire. National Highways has been working closely with Gloucestershire County Council on the development of the M5 Junction 10 Improvements Scheme to date and will continue to support it moving forward. Its formal role is that of a statutory consultee for the Scheme.
Nationally Significant Infrastructure Project (NSIP)	A project of a type and scale defined under the Planning Act 2008 and by Order of the Secretary of State (SoS) relating to energy, transport, water, wastewater and waste generally. These projects require a single development consent, which includes consents under different regimes, such as planning permission, listed building consent and scheduled monument consent.

Term	Definition
Neighbouring Local Authorities	A local authority that is a unitary council or a lower-tier district council where any part of the boundary of the neighbouring authority's area is also part of the host authority's boundary, or the land is in the area of an upper tier county council and the neighbouring authority is not a lower tier district council.
Non statutory consultee(s)	Individuals, groups, or bodies who are not legally required to be consulted, but who may be impacted by or have an interest in the Scheme.
Ongoing engagement	Consultation activity undertaken outside the parameters of the consultation period, post-consultation. This differs from further engagement as it demonstrates continuous communication and engagement with stakeholders as the Scheme progresses.
Optioneering	An iterative process used to identify and assess Scheme options.
Options (non statutory) consultation	Term used by National Highways and the Applicant on public-facing Scheme materials to reference the non statutory consultation.
Person with Interest in Land (PwIL)	Section 44 of the Act outlines the categories of people who should be consulted in accordance with section 42(d), including owners, tenants, lessees or occupiers of the land, people with an interest in the land or with the power to sell, convey or release the land, as well as people might be entitled to compensation if the development goes ahead.
Preliminary Environmental Information Report (PEIR)	The Preliminary Environmental Information Report includes environmental information to enable consultees to understand the likely significant environmental effects of the proposed Scheme based on the preliminary environmental information available at the time, and measures proposed to mitigate such effects, to help inform their consultation responses.

Term	Definition
Planning Inspectorate (The Inspectorate)	The Government Agency responsible for operating the planning process for NSIPs. The Inspectorate is responsible for examining DCO applications and making recommendations to the relevant SoS, who will make the decision on whether to grant or to refuse development consent. The SoS for Transport takes the decision on applications for highway NSIPs.
Preferred Route Announcement (PRA)	Designation of a proposed option as a 'preferred route' by the Department for Transport and provides a form of planning protection from development of land in the vicinity of the M5 Junction 10 improvement scheme.
Prescribed statutory consultee(s) or statutory consultee(s)	Statutory consultees are organisations that must be consulted on relevant projects. The Applicant for a proposed application has a duty to consult statutory consultees as prescribed under section 42 of the Planning Act 2008.
Project Control Framework (PCF)	The Project Control Framework is a National Highways' approach to managing major projects, which comprises: <ul style="list-style-type: none"> • A standard project lifecycle • Standard project deliverables • Project control processes • Governance arrangements
Project team	Internal project management team for the Scheme, and external consultant team (Atkins' consultant, planning and project management teams), responsible for supporting Scheme development by providing technical expertise.
Protected Characteristic Groups (PCGs)	The characteristics that are protected by the Equality Act 2010 are: age; disability; gender reassignment; marriage or civil partnership (in employment only); pregnancy and maternity; race; religion or belief; sex and sexual orientation.

Term	Definition
Public Consultation	Structured periods of engagement that happen at a significant project/scheme milestone to seek feedback on the scheme from stakeholders and the local community. Public Consultation also tends to lead to decision making.
s42	Planning Act 2008 – Section 42: Duty to consult.
s44	Planning Act 2008 – Section 44: Duty to consult each person who is within one or more of the categories set out in section 44.
s46	Planning Act 2008 – Section 46: Duty to notify Commission of proposed application.
s47	Planning Act 2008 – Section 47: Duty to consult local community.
s48	Planning Act 2008 – Section 48: Duty to publicise.
s49	Planning Act 2008 – Section 49: Duty to take account of responses to consultation and publicity.
s55	Planning Act 2008 – Section 55: Acceptance of applications.
Seldom heard groups	Under-represented people who use or might potentially use infrastructure and services and who are less likely to be heard by decision-makers.
Staged Overview of Assessment Report (SOAR)	Report containing a non-technical overview of the existing and future conditions, the assessment of options for the Scheme, and the results of the non statutory Public Consultation. It recommends a preferred option to be taken forward into the next stage of Scheme development, Preliminary Design.
Stakeholder management and communications team	External consultant team that delivered consultation engagement planning, materials and delivery on behalf of the Applicant.

Term	Definition
Statement of Community Consultation (SoCC)	Prepared in accordance with section 47 of the Planning Act 2008, to inform, explain and communicate how the consultation will be undertaken.
Statement of Common Ground (SoCG)	A written statement between the Applicant and consultee containing statements of commonality as well as matters which are considered to be of material difference.
Statutory consultation	Consultation required by law for a planning application to be submitted. Must include prescribed statutory consultees and demonstrate that all legal requirements have been met.
Statutory environmental bodies (SEBs)	Certain organisations with environmental responsibilities are identified as consultation bodies. In England, the consultation bodies are Historic England, Natural England, and the Environment Agency.
Strategic Road Network (SRN)	National Highways manages the strategic road network in England, comprising motorways and some A-roads.
Tier 1, 2, 3 and 4 stakeholders	<p>Use of National Highways engagement model to categorise stakeholders.</p> <p>Tier 1: high ability to impact project and importance to project: strong buy in.</p> <p>Tier 2: medium to high ability to impact project and importance to project: need to consult.</p> <p>Tier 3: medium ability to impact project and importance to project: maintain interest.</p> <p>Tier 4: low ability to impact project and importance to project: keep informed.</p>
The Applicant	Gloucestershire County Council (Strategic Development team) applying for the DCO.
The Applicant's communications team	Internal communications team responsible for approval of engagement content.
The Consultation Institute (tCI)	A well-established not-for-profit best practice Institute, promoting high-quality public and stakeholder consultation in the public, private and voluntary sectors.

Term	Definition
The Scheme	The proposed M5 Junction 10 improvements development which is the subject of a DCO application.
Tewkesbury Borough Council	Tewkesbury Borough Council is the local planning authority for Tewkesbury Borough and a statutory consultee for the Scheme, as defined under s42(1)(b) and s43(b) of the Act.
Walking, Cycling and Horse-riding (WCH)	The term Non-Motorised User (NMU) was used in the Scheme's non statutory consultation materials to refer to road-users such as pedestrians, cyclists and equestrians. The industry now uses the more inclusive term – WCH and WCH is now used when referring to pedestrians, cyclists and equestrians, as opposed to NMU.
Water Framework directive	The Water Framework Directive (2000/60/EC) which established a framework for European Community action in the field of water policy.
Winter 2021-22 Statutory Public Consultation Report	A voluntary report published in August 2021, as part of the Applicant's communication with the public. The report outlines the consultation approach and the feedback received as part of the statutory public consultation in winter 2021-22.

Executive Summary

Introduction

Gloucestershire County Council, also referred to as “the Applicant”, is proposing to make improvements to the M5 Junction 10, construct the West Cheltenham Link Road and widen the A4019 Tewkesbury Road to:

- Support economic growth and facilitate growth in jobs and housing by providing improved transport network connections in West and North West Cheltenham.
- Enhance the transport network in West and North West of Cheltenham area with the resilience to meet current and future needs.
- Improve the connectivity between the Strategic Road Network (SRN) and the local transport network in West and North West Cheltenham.
- Deliver a package of measures which is in keeping with the local environment, establishes biodiversity net gain and meets climate change requirements.
- Provide safe access to services for the local community and including for users of sustainable transport modes within and to West and North West Cheltenham.

The Scheme will be funded through the Applicant’s successful bid to the Government’s Housing Infrastructure Fund (HIF), along with other financial contributions. This Scheme is categorised as a Nationally Significant Infrastructure Project (NSIP). As such, it is required to make an application for a Development Consent Order (DCO) to obtain planning permission to construct the Scheme rather than the traditional route of applying for planning permission, under the Town and Country Planning Act 1990, from the local planning authorities.

A non statutory consultation took place between 14 October to 25 November 2020 (see Appendix C) During this time feedback was gathered to identify a preferred option for upgrading M5 Junction 10 and to ensure the local community supported the proposals. The proposals included:

- **Scheme element 1** (Improvements to Junction 10 on the M5 and a new road linking Junction 10 to West Cheltenham)
 - Option 2
 - Option 2A
 - Option 2B
- **Scheme Element 2** (A38/A4019 Junction Improvements at Coombe Hill)
 - Option 3
- **Scheme Element 3** (A4019 widening, east of Junction 10)
 - Option 1

440 survey responses were received during the non statutory consultation period supplemented by 36 written responses.

The non statutory consultation found that 37% of respondents supported Option 2 which was the preferred option for scheme element 1, 71% of respondents supported Option 3 for scheme element 2 and 78% of respondents supported Option 1 for scheme element 3. Respondents also shared their views on specific elements of the design. This consultation was not a statutory consultation under the Planning Act 2008 (the Act).

The non statutory consultation was followed by the Preferred Route Announcement (PRA) for the Scheme which was published on the 16 June 2021. The PRA also included the decision to progress scheme element 2 (A38/A4019 Junction Improvements at Coombe Hill) as a separate scheme to accelerate its delivery programme and to provide a more resilient local road network in advance of the Junction 10 works commencing.

Since the non statutory consultation and the PRA, the Scheme design was developed and presented at the statutory consultation that took place between 08 December 2021 and 15 February 2022 (10 weeks). The design development enabled environmental concerns to be addressed by constructing a new flood storage area. The Scheme also aimed to replace roundabouts with signalised crossings on the A4019 and B4634. In addition, the A4019 fronting the proposed Elms Park development was included into the Scheme and the A4019 west of Junction 10 was changed from a dual carriageway to a single carriageway. Consultees had the opportunity to comment on the new proposals that would help inform further design changes.

Consultation Requirements

The Act, Part 5, Chapter 2 sets out the consultation requirements for NSIPs, including the duty to consult with the local community, statutory consultees, landowners, local authorities, and other non statutory consultees on the proposed development.

Section 49 (s49) of the Act requires the Applicant to have regard to responses received as a result of statutory consultation. Section 37 (s37) (3)(c) requires that an application for a DCO must be accompanied by a consultation report. Section 50 (s50) of the Act requires the applicant to have regard to any guidance issued by the Secretary of State (SoS) about pre-application procedure.

Guidance is provided by the Planning Inspectorate’s (the Inspectorate) Advice note 14: Compiling the consultation report (April 2012), and Department for Communities and Local Government’s (MHCLG) Pre-application process guidance (March 2015) (“MHCLG guidance”).

Programme of engagement and consultation

Table E-1 - Timeline of consultation activities

Consultation Activity Undertaken	
Non Statutory Consultation 2019-2021	Date
Early engagement with stakeholders and landowners	March 2019 to October 2020
Non statutory public consultation	14 October to 25 November 2020
Preferred Route Announcement	16 June 2021
Statutory Consultation 2021-2022	
Statutory Consultation 2021-2022	Date
Engagement with statutory and non statutory stakeholders and landowners	July 2021- 02 December 2021

Consultation Activity Undertaken

Statutory Public Consultation	08 December 2021 – 15 February 2022
Additional Targeted Consultation 2022	Date
Targeted Consultation	08 August 2022- 05 September 2022
Statutory Public Consultation with the occupants of the Informal Traveller Site	21 December 2022 – 03 February 2023
Statutory Public Consultation with newly identified landowners	17 January 2023 – 16 February 2023
Additional Targeted Consultation with newly identified parties	17 January 2023 – 16 February 2023
Further Targeted Consultation 2023	Date
Further Targeted Consultation	18 January 2023 – 16 February 2023
Targeted consultation on Bus Lane 2023	Date
Targeted consultation on Bus Lane	29 May 2023 – 27 June 2023

Statement of Community Consultation

As required under section 47 (s47) of the Act, the Applicant drafted a Statement of Community Consultation (SoCC) setting out how statutory consultation would be carried out with the local community, residents, businesses, and visitors in the Scheme's vicinity.

Cheltenham Borough Council, Tewkesbury Borough Council and the Gloucestershire County Council Highway Authority and Gloucestershire County Council Planning Authority were formally consulted on 02 September 2021.

The Applicant considered the comments received in response to the draft SoCC and, where applicable, incorporated their recommendations. These comments are available in chapter 7.7. The revised final SoCC was published on 25 November 2021 on the Scheme website, sent electronically as part of the consultation pack to all statutory consultees and was made available at the consultation events.

The SoCC was not made available in other public deposit points, following changes to The Department for Levelling Up, Housing and Communities (DLUHC) guidance due to COVID-19. Statutory consultation requirements were updated in

2020 to support developers to safely undertake consultation during the COVID-19 pandemic, stating that the requirements of s47(6) of the Planning Act 2008 can be met by making documents available for inspection online.

Statutory consultation requirements

Consultation with Statutory consultees (section 42)

Section 42 (s42) of the Act requires the applicant to consult with the prescribed consultees (s42 (1)(a)), persons identified within section 44 (s44) (s42(1)(d)) and relevant local authorities identified within section 43 (s43) (s42(1)(b)).

The Applicant undertook formal, statutory consultation with the local authorities (s43 consultees), landowners and Persons with an Interest in Land (PwIL) (s44 consultees). Each consultee received a consultation pack which included information explaining the Scheme and a feedback survey.

A ten week statutory consultation was held from Wednesday 08 December 2021 to the 15 February 2022. A total of 38 representations were received from local authorities, PwIL, prescribed consultees, non statutory stakeholders and statutory undertakers.

Following further design development, a period of targeted consultation was undertaken between 08 August 2022 to 05 September 2022. The targeted consultation was targeted towards affected landowners under s44 of the Act, and prescribed consultees under s42(1)(a) of the Act whose role, duties or responsibilities, or area of interest could be affected as a result of the Scheme design development which fell outside of the DCO Limits. The proposed design changes aimed to further reduce the impact on the environment, local community and PwIL, where possible.

As a result of feedback received during the statutory consultation, additional targeted consultation and ongoing engagement with stakeholders, the Applicant made further proposed changes to the Scheme design. The further targeted consultation was targeted towards affected landowners under s44 of the Act, and prescribed consultees under s42(1)(a) of the Act whose role, duties or responsibilities, or area of interest could be affected as a result of the Scheme design development which fell outside of the DCO Limits. A further targeted consultation on these proposed changes was held with relevant prescribed consultees and PwIL between 18 January 2023 and 16 February 2023.

Following feedback received during the four rounds of consultation outlined above, and ongoing engagement with stakeholders, the Applicant proposed to include a bus lane in the Scheme design. The consultation on the bus lane was targeted towards prescribed consultees under s42(1)(a) of the Act, affected PwIL under s44 of the Act as well as non statutory consultees whose role, duties or responsibilities, or area of interest could be affected as a result of the Scheme design development. A targeted consultation on bus lane was held with relevant prescribed consultees, PwIL and non statutory consultees (including key stakeholders, local residents and businesses) between 29 May 2023 and 27 June 2023.

Consultation with the local community in accordance with the SoCC (s47)

S47 of the Act requires the applicant to consult the local community, defined as 'those living in the vicinity of the land'. A total of 579 responses from the

consultation survey were received from people who live in the local consultation area, where the Scheme is located, as well as from people who lived outside this area.

All responses had to be received by 15 February 2022, when the statutory consultation formally ended and could be completed online, by post or at one of the face to face events.

The Applicant advertised the consultation through different channels including the following:

- **Newspaper** - The notice was made available in two local newspapers (Gloucestershire Echo and Gloucester Citizen), two national newspapers (The Times and the London Gazette).
- **Webpage** - Over 7,700 visitors viewed the Scheme website, and across the consultation period an average of 2,022 unique visitors visited the website per month.
- **Social Media** - 54 organic posts were published across the Applicant's social media channels, and the Applicant ran five paid-for advertising campaigns. Overall, the Applicant's social media posts reached over 1.3 million people, with 3,641 click through over the consultation period.
- **Email** - Across the consultation, the Applicant sent three emails to Gloucestershire County Council GovDelivery email subscribers, and three emails to M5 Junction 10 Improvements Scheme GovDelivery email subscribers. These emails had an average opening rate of 37%.

Publicity notifications (Section 48)

Section 48 (s48) requires the applicant to publicise the proposed application in the prescribed manner in national and regional newspapers as set out in Regulation 4, of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (the "APFP Regulations").

The notice was made available in two local newspapers (Gloucestershire Echo and Gloucester Citizen), two national newspapers (The Times and the London Gazette). The s48 notice was also sent to the Environmental Impact Assessment (EIA) consultation bodies and statutory undertakers with no interest in land.

Having regard to consultation responses

The Applicant used a collaborative approach to having regard to the consultation responses received. A database of all s42, s47 and s48 responses was compiled, requiring each specialist project discipline to provide commentary on each matter raised to form a comprehensive response. The commentary was shared throughout the project team and challenged to ensure the appropriate action was taken.

Following the statutory consultation, a summary consultation report was published in April 2022 and a voluntary Winter 2021-22 Public Consultation Report in August 2022. In addition to this, prescribed consultees received written responses to their consultation responses, with an offer of a meeting or the opportunity to develop a Statement of Common Ground (SoCG) if appropriate.

Outcomes of statutory consultation

The responses received from the s42, s47 and s48 consultations have assisted in shaping the Scheme, improving design, and making for a well-formed DCO

application.

In response to the feedback provided throughout the statutory consultation from the local community and statutory consultees, the Applicant has made key changes to the Scheme design. The following is a summary of the resulting key changes to the Scheme since statutory consultation:

- The Applicant will not be taking forward an option to close off right turns off the A4019 at Gallagher Retail Park junction.
- The Applicant has no plans to change access along Withybridge Lane and it will be kept open, understanding that respondents do not want to restrict access. Extending the segregated footway and cycleway on the A4019 and Junction 10 (within the DCO Limits).
- Rearrangement of proposed new junction locations on the A4019 addressing residents' concerns around safety and access.
- Keeping access open for people and livestock under the River Chelt bridge.
- Added a bus lane on the A4019 eastbound carriageway from the West Cheltenham Fire Station to the Gallagher Junction.

E-2 Key design changes as a result of statutory consultation feedback

Key design change area	Design change	In response to...
M5 Junction 10	An underpass is included on the A4019, east of M5 Junction 10 for bat mitigation. Also, included is the provision of a public right of way from the bridleway AUC1 to Withybridge Lane. The underpass is shared use and designed to accommodate non-motorised users, including equestrians. The underpass will provide a more desirable route for equestrians away from the A4019.	Concerns regarding sufficient linkages from segregated routes to local networks, and a missed opportunity to link walkers, cyclists and horse riders with an improved bridleway running north to east from the A4019. Concerns regarding the safety and security of active mode users. It was suggested that consideration be given to protect and enhance Public Rights of Way and National Trails. Concern also regarding the residual effect on bats.
	A structure for roosting bats will be created in the flood storage area to mitigate the loss of roosts in Scheme construction.	Concerns regarding the residual effect on bats as a result of the Scheme.
	Further changes made to the flood storage area to improve the biodiversity value within the Scheme.	Concern over the loss of wildlife and consequent environmental impact, and if the loss of habitat would be replaced after Scheme completion.
	Layout of cycle track at the western end of the crossing of the M5 Junction 10 on-slip has been revised to increase the radius of the turn.	Concerns that the turn radius should equal or be more than the minimum recommended radius of 4 metres.

Key design change area	Design change	In response to...
	<p>Carriageway to cycle track transitions are provided in advance of the M5 Junction 10 roundabout on the A4019 in both directions. Cyclists can use the signal-controlled crossings on the northern slip roads to safely navigate M5 Junction 10. A crossing point to the west of M5 Junction 10 allows cyclists to cross and re-join the A4019 westbound via a cycle track to carriageway transition. A crossing point with a central refuge island makes it easier for cyclists to cross.</p>	<p>Concerns raised regarding the safety of cyclists and the needs of on-carriageway and off-carriageway cyclists. Concerns cycling could be discouraged due to cycle tracks that cannot compensate for the current uninterrupted ride through the junction, are too close to the carriageway, and intimidating for westbound cyclists heading towards fast traffic.</p>
	<p>West of M5 Junction 10, the segregated cycle and pedestrian facilities continue until Stanboro Lane, then transition to a shared use path. West of M5 Junction 10 prior to Stanboro Lane, a crossing point will allow cyclists to cross the A4019 and re-join the A4019 westbound via a cycle track to carriageway transition. The crossing has a central refuge island for cyclists to cross.</p>	<p>Concern that cycle crossings at the roundabout are insufficient, and cycle crossings should be sensor triggered to anticipate the type of rider at this location. Further concerns that cycling provision is poor to the west of the junction.</p>
<p>A4019 from West Cheltenham Link Road to Uckington</p>	<p>Segregated cycle and pedestrian crossings are provided as part of the signal controlled A4019 / West Cheltenham Link Road Junction. A segregated footway and cycleway are provided from the crossing point to Withybridge Lane.</p>	<p>Suggestion for a pedestrian crossing on the A4019 at Withybridge Lane, noting the important connection between the bridleway north of the A4019 to Elmstone Hardwicke and along the River Chelt, accessed via Withybridge Lane.</p>
	<p>Scheme design has been updated to provide segregated walking and cycling facilities alongside the A4019 through to Uckington.</p>	<p>Suggestions to improve the walking and cycling proposals through Uckington.</p>
	<p>The proposed link between Cooks Lane and Moat Lane has been removed. The Scheme connects Cooks Lane to the West Cheltenham Link Road via a new access road which also serves properties including</p>	<p>Concerns regarding the new link between Cooks Lane and Moat Lane, as the widening and connection of these rural single-track roads would impact the rural character which contributes to the significance of the Moat House</p>

Key design change area	Design change	In response to...
	Forge House. The Scheme does not include the Cooks Lane Junction with the A4019.	scheduled monument site. Concern if the land take is necessary and the impact on chestnut trees. Further concern over removing and replanting of the copse due to environmental issues with birds and animals, and increased noise levels while this re-grows.
	The Moat Lane / A4019 Junction has been realigned so that the Moat House buildings (scheduled monument and listed buildings) are no longer in line of sight of the Moat Lane / A4019 Junction.	Concern the Scheme will cause harm to the highly designated heritage asset - Uckington Moated Site, through the urbanising of its immediate rural setting which contributes to its significance.
	Number of lanes have been reduced on the arm of the junction to Safeguarded Site to allow for the future of upgrade of the northern arm by the developer.	Due to the status of land (Safeguarded Site), which is only safeguarded for future development changes have been made to the junction to allow for an upgrade by the developer. The Applicant has assessed a layout in the traffic modelling to ensure that a junction has sufficient capacity at this location and the Scheme will not restrict any such provisions in future.
	A second field access is included from the A4019 approximately opposite Cooks Lane.	Concerns regarding the lack of alternative field access points.
	Any temporary access for Landowners requiring access to their land will include traffic signals.	Concern the configuration of temporary land access arrangements for Landowners could result in accidents.
	Removal of the access track.	Suggestion that there is no need for a fenced track to the field on the eastern corner, instead an entrance gate on the side of the road.
	To the east of the Scheme there will be an equestrian friendly crossing at Uckington Junction linking the bridleway (AUC14) to The Green in the north.	Suggestion that local equine interests have not been satisfied.
	A structure for roosting bats will be created east of Uckington to mitigate the loss of roosts in the construction of the Scheme.	Concerns regarding the residual effect on bats as a result of the Scheme.

Key design change area	Design change	In response to...
	Bus stop locations along the A4019 have been moved from the west of Uckington Junction to the east.	Request to clarify any work regarding the reinstatement of the bus shelters along Tewkesbury Road, A4019.
	Temporary works areas remove any direct impact to the orchard.	Concern over the protection of the orchard at Uckington, which is an important heritage and ecological resource.
	Realignment of the A4019 widening through Uckington for the retention of vegetation in front of the property at the eastern end of the village.	Concerns regarding the loss of garden vegetation.
	A 50mph speed limit is proposed on the A4019 between the west of M5 Junction 10 and just west of Cooks Lane.	Vehicle speeds should be kept low to decrease noise and encourage active travel modes, even though active travel facilities will be segregated.
A4019 between Homecroft Drive and Gallagher Junction	Right turn lane from A4019 westbound North West Cheltenham (Elms Park) Allocated Site access is changed to 'Bus Only', providing enhanced infrastructure for bus provision.	Concern around the lack of access to the Transport Hub (which is included in the developers' plans for North West Cheltenham (Elms Park) Allocated Site). Environmental concerns over increased pollution because of additional traffic. Suggestions to have more sustainable transport schemes.
	The Scheme is no longer proposing a right turn ban at the Gallagher Retail Park Junction.	Concern that removing both right-hand turns from the A4019 onto the side roads at Gallagher Retail Park Junction will cause vehicular movement issues and inconveniences. Concerns raised regarding large lorries delivering to Gallagher Retail Park, who are unable to use the narrow west side entry. To travel from Homecroft Drive by car to Gallagher Retail Park on the B3634, would require a circular route via the new West Cheltenham Link Road.
	Access to the Civil Service facilities and Homecroft Drive have been amended. North West Cheltenham (Elms Park) Allocated Site access signalised junction has been relocated to opposite the entrance to the Civil	Concerns about the A4019 Civil Service facilities ingress and egress, and how the access road joins Homecroft Drive and the A4019. Suggestion for the roads to have consistent width, in this case two-lane dual carriageway all the

Key design change area	Design change	In response to...
	<p>Service facilities and become a four-arm junction. This fourth arm (the southern arm) will be a two-way access road serving the Civil Service facilities, the properties to the south of the A4019 and Homecroft Drive. These will have access to the A4019 in both directions via the signalised junction at North West Cheltenham (Elms Park) Allocated Site access.</p>	<p>way. Also, there is no provision for vehicles coming from the M5 delivering to an address on the southside of the A4019 to turn around.</p>
	<p>The eastbound bus stop is now in a layby rather than an on-carriageway, stop and waiting area increased.</p>	<p>Suggestion to include an 'Island' bus stop in both directions, so alighting bus passengers do not stray into the path of a moving bicycle. Concerns around replacing bus stop laybys with on-line stops, as it is inappropriate on a heavily trafficked dual carriageway.</p>
	<p>A carriageway to cycle track transition has been provided on the A4019 westbound for cyclists approaching the signal-controlled junction at Gallagher Retail Park, allowing on-carriageway cyclists to transition from the A4019 to the crossing, where they will be able to cross to the northern side of the A4019 to use the off-carriageway cycle facilities.</p>	<p>Suggestion that off-road facilities access will be indirect and unintuitive for cyclists arriving on road from Cheltenham. Concerns that south of the A4019, there are no means to cross the road to the cycle track. For users on the main road, when they reach the Gallagher Retail Park Junction, it is unclear how to safely cross to the cycle track. Concerns that there are too many carriageway locations to cross, posing the possibility of having to cross in several phases, deterring cycling.</p>
	<p>The existing 40mph speed limit is extended at Gallagher Retail Park Junction to west of Uckington.</p>	<p>Concerns that residents near the A4019 will experience increased pollution from fumes and noise, and more vibration from vehicles. Suggestions to improve the situation by having a lower speed limit and quiet road surface.</p>
	<p>Shared use paths east of the Gallagher Retail Park Junction have been amended to tie into developer's proposals. Transitions between on and off-road cycling routes have been added on the B4634 arm at the</p>	<p>Concerns the Scheme does not allow for easy cycle access from the B4634 onto the cycle path.</p>

Key design change area	Design change	In response to...
	same junction.	
	A 4.0m wide bus lane on the A4019 eastbound carriageway from Cheltenham West Community Fire and Rescue Station to Gallagher Junction, running for a total length of approximately 675m, including three proposed signalised bus gates where it passes by the North West Cheltenham (Elms Park) Allocated Site and Gallagher junction. There will also be one eastbound bus stop sited within the bus lane.	Feedback from stakeholders and the intention to complement the proposals set out in the Elms Park Planning Application, as well as the ambition to support Gloucestershire County Council's wider strategic aims in improving public transport provision, as outlined in the Local Transport Plan 2020-2041 and the Bus Service Improvement Plan (BSIP).
Futureproofing on the A4019	Northern verge of the A4019 adjacent to Elms Park has been widened to allow for future bus lane provision from the Cheltenham West Community Fire and Rescue Station to the Gallagher Retail Park Junction.	Concerns raised that the developers' site access did not include bus priority measures. Further concerns regarding the lack of bus provision. Environmental concerns over increased pollution because of additional traffic. Suggestions to have more sustainable transport schemes.
	Entrance to Park and Ride added to the west of Safeguarded Site access junction to match the developers' design.	Concerns regarding the lack of access to the Transport Hub (included in the developers' plans for North West Cheltenham (Elms Park) Allocated). Concern over the lack of public transport prioritisation, and no provision of a single bus lane serving the Park and Ride.
	Central reserve between the West Cheltenham Link Road Junction and Uckington Junction widened to accommodate for future junction and a right turn lane into the safeguarded land.	Objection due to a single vehicular access off the A4019 not being appropriate for the safeguarded land.
Environmental mitigation	Mitigation measures have been included in the environment design to address losses in existing vegetation caused by Scheme construction. Some mitigation measures will be completed before construction.	Concern over what happens to the animals in the meantime with the removal of trees and hedgerows, as it could take years for them to return.

Key design change area	Design change	In response to...
	The design proposed has now been accepted with the removal of additional hedgerow.	Concern over hedgerow planting might need to be retained within a mixed use development, and whether this might risk severing development within the site and result in inefficient or isolated development.

These key design changes demonstrate how valuable the feedback has been in helping the Applicant understand what the local community feels will work well and identify where improvements can be made based on their concerns.

Environmental Impact Assessment (EIA)

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the “EIA Regulations”) set out various requirements to be undertaken as part of pre-application consultation compliance. The Inspectorate’s Advice Note 7: EIA: Process, Preliminary Environmental Information relates to the Screening and Scoping under the EIA Regulations.

A Preliminary Environmental Information Report (PEIR) was published in December 2021 as part of the statutory consultation.

The Scheme constitutes EIA development, as defined by the EIA Regulations, and an Environmental Statement (ES) is required to be submitted as part of the DCO application under Regulation 5(2)(a) of the APFP Regulations.

An EIA has been carried out in respect of the Scheme under the EIA Regulations 2017 and is presented in the ES accompanying the DCO application.

Compliance

The Applicant has complied with the requirements of:

- Planning Act 2008.
- Infrastructure Planning (Applications: Prescribed Forms and Procedure Regulations) 2009.
- Department for Communities and Local Government (DCLG): Guidance on the pre- application process (update February 2021 in line with the release of Infrastructure Planning (Publication and Notification of Applications etc) (Amendment) Regulations 2020 (the 2020 Regulations).
- Compliance with the Planning Inspectorate’s Advice Note 14: Compiling the Consultation Report (update February 2021).

Chapter 17 of this report sets out the relevant requirements and the Applicant’s approach to the consultation in detail, please see Chapter 17 , Table 17-1 for Compliance with the Act, Regulations and Guidance.

Conclusion

Early non statutory engagement, formal statutory consultation, additional targeted consultation as well as further targeted consultations on the Scheme have played

an important part in challenging and influencing the Scheme design, including environmental mitigation measures.

The Applicant has had regard to all responses and this report demonstrates that compliance with the relevant legislative requirements.

1. Introduction

1.1. Purpose of the report

- 1.1.1. This Consultation Report relates to the M5 Junction 10 Improvements Scheme. In seeking the legal powers to construct the Scheme, Gloucestershire County Council (“the Applicant”) is making an application for a Development Consent Order (DCO) to the Secretary of State (SoS). Section 37 (3)(c) of the Planning Act 2008 (“the Act”) requires the Applicant to submit this Consultation Report as part of the application.
- 1.1.2. This Consultation Report explains how the Applicant has complied with the consultation requirements set out in the Act including the approach taken to pre-application consultation and publicity on the Scheme. It also captures the non statutory informal consultation, targeted consultation, further targeted consultation and targeted consultation on the bus lane that the Applicant has undertaken in addition to the requirements of the Act.
- 1.1.3. A DCO is required for the Scheme as it falls within the definition and thresholds for a 'Nationally Significant Infrastructure Project' (NSIP) under section 14 (s14)(1)(h) and section 22 (s22). The DCO, if made by the SoS, would be known as the ‘M5 Junction 10 Improvements Scheme Order’ (“the Order”). The Scheme is an Environmental Impact Assessment (EIA) development under the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the “EIA Regulations”).
- 1.1.4. Prior to the submission of an application for a DCO, the Applicant must undertake the consultation and publicity activities prescribed by section 42 (s42), section 46 (s46), section 47 (s47) and section 48 (s48) of the Act, and associated provisions of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (the “APFP Regulations”), EIA Regulations and government guidance.
- 1.1.5. This report has been developed following the guidance presented in the Planning Inspectorate’s (“the Inspectorate”) ‘Advice Note 14: Compiling the Consultation Report’¹ (v3 February 2021) and the Department for Levelling Up, Housing and Communities (DLUHC) Planning Act 2008 ‘Guidance on the Pre-Application Process’² (March 2015). DLUHC Planning Act 2008 (paragraph 6, page 3) explains the DLUHC Planning Act 2008 guidance is designed so that the planning of major infrastructure is a process by which the Applicant’s proposals are the subject of statutory consultation and engagement prior to submitting an application.
- 1.1.6. As the Applicant is a local authority and engages with the development

¹ Advice Note Fourteen: Compiling the Consultation Report.

<https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/advice-note-fourteen-compiling-the-consultation-report/> (Accessed 18/10/2022)

² Planning Act 2008: Guidance on the pre-application process - Department for Communities and Local Government.

as both applicant and consultee, referencing has been applied to differentiate the Applicant's role in the specified activity throughout this report as either 'the Applicant', or 'Gloucestershire County Council' (consultee).

1.2. Scheme description

1.2.1. The Scheme lies within the administrative boundaries of Gloucestershire County Council, Cheltenham Borough Council and Tewkesbury Borough Council.

1.2.2. The Scheme will be promoted and delivered by the Applicant.

1.2.3. The Scheme includes the following elements:

M5 Junction 10

- A larger roundabout at Junction 10 with three lanes.
- Widening to three lanes westbound and two lanes eastbound on A4019 approach to Junction 10 with a cycle and pedestrian route over the motorway bridge.
- New slip road onto the M5 southbound and a slip road off the M5 northbound.
- New tracks for access to farmland at a controlled access point.
- New drainage basins.
- Designated land to store flood water.

West Cheltenham Link Road

- A new single carriageway link road from West Cheltenham Golden Valley Development to A4019.
- Signalised junctions on the A4019 and B4634.
- Segregated cycle track and footway on western side of the link road.
- New single span bridge across the River Chelt.
- A new flood mitigation structure across the flood plain.

A4019 Tewkesbury Road

- Existing A4019 widened to dual carriageway.
- Segregated cycle track and footway.
- Signalised junction with pedestrian and cycle facilities.
- Noise mitigation barrier.
- Access roads.
- Bus lane on the A4019 eastbound carriageway from the West Cheltenham Fire Station to the Gallagher Junction.

1.2.4. The full Scheme description is included in the Environmental Statement, Chapter 2 (Application document TR010063 – APP 6.2).

1.3. Summary of consultation activities

- 1.3.1. Early engagement took place between March 2019 and October 2020 with stakeholders and Persons with an Interest in Land (PwIL) to inform the early scheme development.
- 1.3.2. A non statutory consultation took place between 14 October to 25 November 2020, where options were presented to the public. Early consultation with the public at this non statutory stage allowed members of the public to provide feedback on the options and influence the development of the Scheme. The views collected during this time informed the Preferred Route Announcement (PRA) which was published on 16 June 2021.
- 1.3.3. A statutory consultation took place from 08 December 2021 to 15 February 2022 to ensure the local community, residents, stakeholders including local interest groups and businesses and road users all had the opportunity to comment on the proposals.
- 1.3.4. The Applicant undertook an additional period of targeted consultation following on from the main statutory consultation period due to some proposed changes made following the feedback at statutory consultation. The targeted consultation lasted 29 days, from 08 August 2022 until 05 September 2022. The Applicant consulted on these proposed changes with the relevant prescribed consultees and PwIL.
- 1.3.5. As a result of feedback received during the statutory consultation, additional targeted consultation and ongoing engagement with stakeholders, the Applicant made further proposed changes to the Scheme design. A further targeted consultation on these proposed changes was held with relevant prescribed consultees, PwIL and non statutory consultees between 18 January 2023 and 16 February 2023.
- 1.3.6. Following feedback received during the four rounds of consultation outlined above, and ongoing engagement with stakeholders, the Applicant proposed to include a bus lane in the Scheme design. A targeted consultation on the proposed design change was held with relevant prescribed consultees, PwIL and key stakeholders between 29 May 2023 and 27 June 2023.
- 1.3.7. Key consultation activities are summarised in Table 1-1.

Table 1-1 - Summary of consultation activities

Date	Summary of consultation activities
Early engagement	
March 2019	Letters of support from stakeholders submitted as part of the Housing Infrastructure Fund (HIF) bid (see Appendix A for full list).
Summer 2019	Initial contacts for landowners sourced from the Land Registry and contact made to begin initial environmental surveys.
March 2020	Outcome of the successful bid was communicated to stakeholders including landowners and the public (a press

Date	Summary of consultation activities
	release and an update to the Scheme website supported this communication).
Non statutory consultation 14 October - 25 November 2020	
September 2020 – November 2020	Directly impacted landowners offered a virtual meeting prior to the non statutory consultation.
12 –14 October 2020	Pre-consultation notification sent to all stakeholders.
28 September 2020 – 12 October 2020	Briefings with the host authorities (Cheltenham Borough Council, Tewkesbury Borough Council and Gloucestershire County Council) Members.
14 October 2020 – 26 November 2020	Press release to outline details of the proposals, the different ways the public could provide feedback and a notification that the information relating to consultation went live on the Scheme website.
March 2021	Publication of non statutory consultation summary report on the Scheme website. The report was issued to all stakeholders via email and made available to the public on the Scheme website.
Preferred Route Announcement (PRA) 16 June 2021	
09 - 11 June 2020	Landowners who met with the project team prior to the non statutory consultation were offered second meetings before the PRA to discuss any changes to their land.
16 June 2021	PRA via publication of a brochure issued to all stakeholders and made available to general public on the Scheme website. Press release issued publicising the decision on the preferred route. Full non statutory consultation report published on the Scheme website.
Statutory consultation 08 December 2021 – 15 February 2022	
17 August 2021	Initial engagement with prescribed consultees to notify them that they had been identified as prescribed consultees for this Scheme and that the Inspectorate had sent an Environmental Impact Assessment (EIA) scoping report.
August and September 2021	Informal consultation of the Statement of Community Consultation (SoCC) with host local authorities.
23 September 2021	SoCC issued for formal consultation with host local authorities as prescribed by s47 of the PA 2008.
October 2021	Unregistered land site notices erected in the local area (See Appendix L for a map of the distribution area).
November 2021	Final version of the SoCC published on the Scheme website.
25 November 2021 and 02 December 2022	Publication of s47 notice in local newspapers.

Date	Summary of consultation activities
25 November 2021 and 02 December 2022	Publication of s48 notice in local and national newspapers (one week only in national, week commencing 25 November 2021).
December 2021	Meetings between the Applicant and PwL prior to the start of the statutory consultation.
06 - 08 December 2021	Consultation materials shared with all prescribed consultees and PwL.
06-08 December 2021	Email notification to all stakeholders about the statutory consultation.
07 December 2021	Briefings with the host authorities (Cheltenham Borough Council, Tewkesbury Borough Council and Gloucestershire County Council) Members.
14 December 2021	Face to face event 1 at Cheltenham West Community Fire and Rescue Station. Tewkesbury Road, Uckington, Cheltenham, GL51 9SN. Held between 10 am – 7pm.
15 December 2021	Virtual event 1. Held between 7pm – 8:30pm.
13 January 2022	Virtual event 2. Held between 2pm – 3:30pm.
15 January 2022	Face to face event 2 at Hester's Way Community Centre. Cassin Drive, Cheltenham, GL51 7SU. Held between 10am – 5pm.
29 January 2022	Virtual Event 3. Held between 2pm – 3:30pm.
02 February 2022	Virtual Event 4. Held between 7pm – 8:30pm.
21 December 2022	Statutory Public Consultation pack sent to the occupants of the Informal Traveller Site
17 January 2023	Statutory Public Consultation pack sent to new landowners.
Additional Targeted Consultation 08 August 2022 – 05 September 2022	
05 August 2022	Email notification with targeted consultation pack sent to prescribed consultees.
05 August 2022	Letter or email notification with targeted consultation pack sent to affected landowners.
17 January 2023	Additional targeted consultation pack sent to newly identified parties.
Further Targeted Consultation 18 January 2023 – 16 February 2023	
13 January 2023	Letter with further targeted consultation pack sent to affected landowners.
16 – 17 January 2023	Email notification with targeted consultation pack sent to prescribed consultees.
Targeted consultation on Bus Lane 29 May 2023 – 27 June 2023	

Date	Summary of consultation activities
25 May 2023	Letter with targeted consultation pack sent to affected landowners, local residents and business.
25 May 2023	Email notification with targeted consultation pack sent to prescribed consultees and non statutory consultees.
Additional engagement activities	
April 2019 – ongoing	Dedicated inbox (M5Junction10@atkinsglobal.com) created to enable ongoing communication with stakeholders.
April 2019 – ongoing	Information on the Scheme and regular updates including Frequently Asked Questions (FAQs) on the Scheme website ³ .
April 2019 - ongoing	Ongoing engagement with stakeholders through meetings, phone calls and emails to support the development of the Scheme.
July 2020 – ongoing	External landowner consultant appointed to lead on engagement with directly affected landowners and occupiers. Dedicated inbox for landowner queries set-up. Ongoing dialogue and ongoing engagement with PwL.
29 and 30 September 2021	Meeting with residents on the A4019 east of Cheltenham West Community Fire and Rescue Station, as this section of the A4019 widening, adjacent to the Elms Park development, becomes part of the Scheme.
08 September 2022	Residents' information event. Session held between 10am - 7pm at Cheltenham West Community Fire and Rescue Station (Tewkesbury Road, Cheltenham GL51 9SN).
07 June 2023	Residents' information event. Session held between 11am – 7pm at Cheltenham West Community Fire and Rescue Station (Tewkesbury Road, Cheltenham GL51 9SN).

1.4. Scheme governance

- 1.4.1. The Applicant set up monthly project boards in April 2019 which have continued throughout the development of the Scheme.
- 1.4.2. Members of the project board include key decision makers from host local authorities (Cheltenham Borough Council; Gloucestershire County Council and Tewkesbury Borough Council); delivery partners (National Highways and Homes England) and key stakeholder Gloucestershire Local Enterprise Partnership (G First LEP).
- 1.4.3. The purpose of the board is to discuss and agree on key decisions that are being considered to progress the Scheme development.

³ www.gloucestershire.gov.uk/J10 (Accessed 18/10/2022).

2. Section 55 checklist

- 2.1.1. The section 55 (s55) checklist was completed and submitted with a supporting covering letter within the Application.
- 2.1.2. The checklist is evidence of compliance of the consultation requirements (pre-application) of the PA2008, EIA Regulations 2017, APFP Regulations, and the DLUHC pre-application guidance.
- 2.1.3. The Schedule of Compliance for s55 of the Act is available in document reference TR010063/APP/1.3.

3. 2019-2020 Non Statutory Consultation

3.1. Summary

3.1.1. This section covers the following periods of engagement activity:

- Early engagement and consultation activities undertaken between March 2019 and November 2020, prior to the non statutory consultation period.
- Non statutory consultation period 14 October 2020 to 25 November 2020.

3.2. Early engagement

3.2.1. During preparation of the funding bid for the Scheme meetings with key stakeholders were held to provide an opportunity for views and opinions of the proposals for the funding bid to Homes England for HIF monies. After the submission of the funding bid, these key stakeholders were kept informed of progress on the bid programme and announcement.

3.2.2. The subsequent successful funding award was announced and provided an opportunity to update key stakeholders as well as informing wider stakeholders including the local community at the initial stages of Scheme development.

3.2.3. A media release was published and direct notifications to stakeholders and landowners were made through letters, emails and phone calls.

3.2.4. A scheme website and dedicated inbox was set up to provide updates and was a key mechanism for ongoing communication with stakeholders and the local community.

3.2.5. Engagement with landowners close to the Scheme (within 500m) and some neighbouring residents continued to facilitate land access for ecology and environmental surveys.

3.2.6. Ongoing engagement with stakeholders continued through ad-hoc meetings and written communications prior to the non statutory consultation.

3.2.7. A summary of early engagement activities is presented in Table 3-1.

Table 3-1 - Summary of early engagement activities

Stakeholders	Stakeholder type	Date	Topic	Type of engagement
Alder King Barnwood Bloor Homes BPE Bruton Knowles Cheltenham Borough Council Cheltenham Borough Homes Cheltenham Chamber of Commerce Cheltenham Civic Society Cheltenham West End Partnership Formal Investments Garham Garbutt George Bence & Co. GFirstLep Gloucester City Council Gloucestershire College Harrison Clark Rickerby Inchbald Maxted John Lewis KBW Kier	Key stakeholders	April 2019	The Applicant sent project update letters / emails to people and organisations who sent letters of support for the funding bid for the Scheme.	Letters of thanks sent by the Applicant.

Stakeholders	Stakeholder type	Date	Topic	Type of engagement
Martin Commercial Midlands Land Portfolio National Highways Old Sport Pub Ridge Robert Hitchens Limited Spirax Sarco Supergroup Tewkesbury Borough Council The Crown Estate Stagecoach West Gloucestershire Constabulary Cheltenham Racecourse Jockey Club				
Bloor Homes Cheltenham Borough Council Environment Agency GFirstLep Gloucester City Council Gloucestershire County Council Gloucestershire County Council Law and Administration Historic England	Key stakeholders	21 April 2020	The Applicant sent an email to stakeholders to update them about the funding decision, and that the Applicant would be pausing surveys and public consultation whilst assessing the impact of COVID-19.	Email sent by the Applicant.

Stakeholders	Stakeholder type	Date	Topic	Type of engagement
Natural England Northern Trust / Midlands Land Portfolio Robert Hitchins Limited Tewkesbury Borough Council				
Leigh Parish Council	Parish Council	06 June 2020	Leigh Parish Council emailed requesting information about the Scheme and stating that there will be a Parish meeting on the evening of 10 June 2020. Key points of discussion were: <ul style="list-style-type: none"> • Description of the Scheme; improvement to traffic signal junction to cater for increased traffic from the Scheme and associated development. • Confirmation that the Applicant will not be providing dual carriageway at Coombe Hill (only A4019 from M5 Junction 10 into Cheltenham). • Explanation of the requirement for environmental surveys and the 200m buffer. • Clerk suggested a cycle lane would be helpful, particularly given increase in cycling during COVID-19 restrictions. • Clerk advised of two developments in 	Phone call between the Applicant's project team and the Clerk to Leigh Parish Council.

Stakeholders	Stakeholder type	Date	Topic	Type of engagement
			<p>the area: 50 houses behind petrol station and 26 opposite petrol station (planning application reference 18001743). There is concern with increased traffic.</p> <ul style="list-style-type: none"> • Clerk advised that existing drainage is in a poor condition. A survey was carried out by the developer of the smaller housing development and is available on the Gloucestershire County Council planning website. The Applicant advised that existing drainage would be taken into consideration but made no commitments to repair the drainage. • Clerk advised of concerns of traffic diverting when M5 is closed as Coombe Hill is a common alternate route. 	
<p>Boddington Parish Council Bishop’s Cleeve Parish Council Elmstone Hardwicke Parish Council Leigh Parish Council Staverton Parish Council</p>	<p>Parish Councils</p>	<p>30 July 2020</p>	<p>The Applicant emailed directly impacted Parish Councils regarding the GG 142 walking, cycling and horse-riding assessment, asking for suggestions or aspirations they might have for the benefit of pedestrians, cyclists and equestrians within the vicinity of the Scheme.</p>	<p>Email sent by the Applicant.</p>

Stakeholders	Stakeholder type	Date	Topic	Type of engagement
Uckington Parish Council				
Uckington Parish Council	Parish Councils	19 August 2020	Member of the Parish Council responded to the Applicant's email asking for suggestions to the GG 142 walking, cycling and horse-riding assessment.	Email.
Notification of non statutory consultation and associated engagement				
Boddington Parish Council Deer Hurst Parish Council Elmstone Hardwicke Parish Council Leigh Parish Council Staverton Parish Council Swindon Parish Council Uckington Parish Council	Parish Councils	19 August 2020	The Applicant emailed directly impacted Parish Councils with an update on the M5 Junction 10 Improvements Scheme, informing them that a public consultation is due to take place in October 2020.	Emails sent by the Applicant.
Uckington Parish Council	Parish Council	21 August 2020	In response to the public consultation notification, The Parish Clerk requested a virtual meeting with the Applicant.	The Applicant held a virtual meeting with the Parish Clerk.
Staverton Parish Council	Parish Council	26 August 2020	In response to the public consultation notification, The Parish Clerk requested a virtual meeting with the Applicant to discuss the Scheme plan in more detail.	The Applicant held a virtual meeting with the Parish Clerk.
Environment Agency	Statutory Environmental	09 September	The Applicant emailed SEBs to inform them about the upcoming non statutory	Emails sent by the

Stakeholders	Stakeholder type	Date	Topic	Type of engagement
Historic England Natural England	Bodies (SEBs)	2020	consultation and offer a call to gain an understanding of work done to date and to discuss how the organisations would like to be consulted on the Scheme progression going forwards.	Applicant.
Cheltenham Borough Council (landowner) Gloucestershire County Council Midlands Land Portfolio Ltd. Northern Trust Tetlow King Planning TPA	Developers, PwIL and prescribed consultees	16 September 2020	The Applicant hosted a virtual meeting to introduce attendees to the Scheme and the option that is being proposed and shared technical drawings following the virtual meeting.	A virtual meeting hosted by the Applicant.
Uckington Parish Council	Parish Council	23 October 2020	The Applicant met with members of Uckington Parish Council. Key discussion points were: <ul style="list-style-type: none"> • Scheme overview: the Applicant's project team, history, options for consultation, consultation structure, proposed timescales. • Feedback from the Parish Council. 	The Applicant held a meeting with Uckington Parish Council.
Cheltenham Borough Council	Local authority	30 September 2020	The Applicant emailed the property and asset management department in Cheltenham Borough Council with an invitation to discuss a potential impact on Cheltenham Borough Council owned	The Applicant held a meeting with the asset management department in Cheltenham Borough

Stakeholders	Stakeholder type	Date	Topic	Type of engagement
			land.	Council.
Leigh Parish Council	Parish Council	01 October 2020	Parish Clerk replied to the Applicant's email on GG 142 Walking, Cycling and Horse-riding Assessment with suggestions on walking and cycling provisions.	Email.
Uckington Parish Council	Parish Council	08 October 2020	<p>Key queries raised by the members of Uckington Parish Council were:</p> <ul style="list-style-type: none"> • Asked for clarification on the right turn facilities being provided as part of the A4019 widening. • Expressed concern over the consultation being fully online as not everybody has online facilities and technology. • Asked if the A4019 will return to a single carriageway to the West of Junction 10. • Asked where the cycle lane would end. • Questioned the use in building a cycle lane to a development that may not happen. • Asked about the rationale for improving Coombe Hill. • Asked what roads have been 	The Applicant met with members of Uckington Parish Council.

Stakeholders	Stakeholder type	Date	Topic	Type of engagement
			<p>modelled during Scheme assessment.</p> <ul style="list-style-type: none"> • Asked if the impact of air quality and noise issues has been considered any further. • Asked what the effect would be if the Applicant did not upgrade the A4019. • Questioned how it will benefit the people to the east of Cheltenham and questioned whether a link road to the north might work better. • Questioned whether a Cheltenham relief road had been considered as something people have been asking about for a while. • Asked for clarity on the location of the link road in relation to Withybridge Lane. 	
Landowners	PwIL	September 2020 – November 2020	The Applicant held virtual meetings with landowners. Refer to the landowner technical note in Appendix O.	Virtual meetings held by the Applicant.
Gloucestershire County Council	Local authority	14 October 2020	The Applicant held a member briefing with the local authority prior to the commencement of the consultation.	Virtual member briefing held by the Applicant.
Tewkesbury Borough Council	Local authority	14 October	The Applicant held a member briefing	Virtual member

Stakeholders	Stakeholder type	Date	Topic	Type of engagement
		2020	with the local authority prior to the commencement of the consultation.	briefing held by the Applicant.
Cheltenham Borough Council	Local authority	14 October 2020	The Applicant held a member briefing with the local authority prior to the commencement of the consultation.	Virtual member briefing held by the Applicant.
Elmstone Hardwicke Parish Council	Parish Council	15 October 2020	<p>Key queries raised by members of Elmstone Hardwicke Parish Council were:</p> <ul style="list-style-type: none"> • Identified the main concern for the Parish, being the lack of provisions to the west of M5 Junction 10. • Highlighted the already dangerous traffic conditions and a lack of cycle and pedestrian facilities and requested that the team arrange a site meeting to experience the conditions. • Raised that the impacts on the owners to the south of the junction is a concern. • Requested that all Parish Councils have a meeting once the final plans are drawn up. • Identified their interest in reading the report emerging from the bat survey work. • Enquired about the timescale for the 	The Applicant met with the members of Elmstone Hardwicke Parish Council.

Stakeholders	Stakeholder type	Date	Topic	Type of engagement
			link road to the north.	
Uckington Parish Council	Parish Council	03 November 2020	Parish Clerk emailed the Applicant's project team stating that an Uckington Parish Council meeting was occurring after the closing date for the public consultation. He suggested an extension of perhaps a month to allow for a comprehensive response to be drafted and submitted. The Applicant agreed to extend the consultation period for the Parish Council by three weeks.	Email.
Staverton Parish Council	Parish Council	04 November 2020	The Parish Council requested a meeting to discuss the proposals. As requested, the Applicant met with members of Staverton Parish Council. No minutes were recorded.	Meeting.
GFirst LEP	Key stakeholder	09 November 2020	The Applicant held a member briefing with the local authority prior to the commencement of the consultation.	Virtual member briefing held by the Applicant.
Leigh Parish Council	Parish Council	11 November 2020	Key queries raised by members of Leigh Parish Council were: <ul style="list-style-type: none"> • More detail on Coombe Hill requested. • Concerns that the additional traffic from the new development site and the nearby junctions serving the public house and the garage would 	The Applicant met with the members of Leigh Parish Council.

Stakeholders	Stakeholder type	Date	Topic	Type of engagement
			<p>cause issues with the relatively minor improvements being proposed.</p> <ul style="list-style-type: none"> • Identified that motorway closures between Golden Valley and Tewkesbury have historically led to big problems at Coombe Hill junction. Enquired as to whether the signals could be re-phased during these times of high demand. • Extent of cycle way. • Extent of road widening. • Enquired if during construction the local roads would be able to cope with the diverted traffic. • Raised concerns that the designs proposed for Coombe Hill will not be sufficient to mitigate against the additional traffic from motorway closures and new development. • Raised the point that around Coombe Hill there is very little room to make more drastic improvements. • Asked if the environmental surveys will be done in conjunction with Natural England. • Enquired as to whether the traffic modelling included vehicle counts. 	

Stakeholders	Stakeholder type	Date	Topic	Type of engagement
			<ul style="list-style-type: none">Requested to see a copy of the drainage report. This request was followed by further discussion regarding the poor state of the current drainage system, suggesting this should be considered as a matter of priority.	

3.3. Description of the 2020 Non Statutory Consultation

Overview

- 3.3.1. A non statutory consultation regarding options took place over a six week period between 14 October and 25 November 2020. The non statutory consultation was recorded in the M5 Junction 10 Improvements Scheme Report on Public Consultation June 2021 (available on the Scheme website).
- 3.3.2. The purpose of the non statutory public consultation was to provide an early opportunity for stakeholders, the local community, general public and any other interested parties to be informed and provide their views on the options prior to undertaking the statutory consultation. Specifically, the objectives of the non statutory consultation were to:
- Identify a preferred option for a new Junction 10 design and a new link road to West Cheltenham.
 - Ensure that the proposed improvements at Coombe Hill and along the A4019 work for the local community and anyone who uses the local road network.
- 3.3.3. The consultation was non statutory and not required to meet any statutory obligations, however, it was conducted using a comparable methodology to a statutory process. The consultation process was influenced by government guidance, best practice and lessons learned from other major consultations undertaken by central and local government in the United Kingdom (UK).
- 3.3.4. As part of the consultation, three options for the improvements to M5 Junction 10 and the link road to West Cheltenham were proposed (Option 2, Option 2A and Option 2B), included in Table 3-2.

Table 3-2 - Summary of options presented at the non statutory consultation

Scheme element 1: Improvements to Junction 10 on the M5 and a new road linking Junction 10 to West Cheltenham

<p>Option 2 (purple): Upgrade existing junction with grade separated roundabout centred on the existing junction.</p>	<p>Option 2A (orange): Upgrade existing junction with grade separated roundabout offset to the north.</p>	<p>Option 2B (blue): Upgrade existing junction with grade separated roundabout offset to the south.</p>
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Scheme element 2: A38/A4019 Junction Improvements at Coombe Hill

Option 3: The existing left turn lane from the A38 onto the A4019 is replaced with a longer traffic-light controlled left turn lane. Pedestrian crossing facilities are improved, and on-carriageway cycle lead-in lanes may be provided. Road lighting provision may be increased to improve safety.

Scheme element 3: A4019 widening, east of Junction 10

Option 1: The existing single carriageway would be converted to a dual carriageway by widening the road, mostly on the northern side. Look into providing a segregated footway and cycleway to the north of the A4019 with appropriate crossing facilities to connect to properties to the south of the A4019.

3.3.5. All options included the following common elements:

- West Cheltenham Link Road – All options include a link road to join the site up to the West Cheltenham allocated land parcel from the Joint Core Strategy (JCS). This link road includes a viaduct over the floodplain of the River Chelt in the area, and a roundabout connecting to the B4064.
- Uckington Roundabout – All options included a roundabout approximately 200m east of the existing M5 Junction 10 to provide a link between the West Cheltenham Link Road, the junction itself, and the A4019. Options 1A and 5 work by adding a northern exit from this roundabout.
- A4019 Dualling – All options include the dualling of the A4019 through Uckington towards Cheltenham at Gallagher Retail Park.

3.3.6. Figure 3-1 provides an overview of the area, including the location of the Scheme and its location with respect to Coombe Hill.

3.3.7. Plans of the proposed options presented at the non statutory consultation are provided in the non statutory consultation brochure in Appendix C.



Figure 3-1 - Location of the M5 Junction 10 Improvements Scheme elements and development land at West and North West Cheltenham

- 3.3.8. Discounted options were also shown within the non statutory consultation brochure (Appendix C) which included a new junction north of the current junction position.
- 3.3.9. Both options were discounted as they do not provide high value for money and would have a significant impact on high quality agricultural land.

The Applicants approach to consultation due to COVID-19 pandemic

- 3.3.10. During a typical consultation face to face engagement events would be held locally, allowing stakeholders to learn more about the proposals and to ask the Applicant's project team questions.
- 3.3.11. Due to the COVID-19 pandemic, the non statutory consultation was fully digital, and all engagement was conducted virtually. No face to face engagement took place in line with government guidelines at the time of consultation and as per the guidance of the Consultation Institute (tCI).
- 3.3.12. Virtual meetings were offered to all Tier 1 stakeholders (see Appendix C for non statutory consultation distribution list). Engagement with members of the wider public was through the promotion and production of accessible consultation materials. Additionally, members of the public were encouraged to contact the Applicant's project team with through the Scheme inbox, or via the designated project phonenumber.

Promotion and materials

- 3.3.13. As face to face engagement was not possible due to COVID-19, consultation materials were produced in a range of formats to ensure the consultation was accessible to all. As shown in Figure 3-2 consultation materials were produced to provide detailed information about the proposals.



Figure 3-2 - Summary of non statutory consultation materials

- 3.3.14. The consultation was promoted using a range of methods including:
- Letters to interested parties.
 - Leaflets.
 - Posters.
 - Press releases to local and regional newspapers.
 - Social media posts.
- 3.3.15. As well as direct engagement with stakeholders (Table 3-3), the Scheme was widely promoted to ensure that the general public and local businesses were aware of, and able to contribute to the non statutory consultation. A range of consultation materials was produced to provide the public with detailed information about the proposals (Table 3-4).

- 3.3.16. Stakeholders received information on the Scheme which included the following topics:
- An introduction to key delivery partners involved in the Scheme and the Scheme promoter.
 - A summary of the brochure content (see: Table 3-4 for more detail) and how to 'have your say' using the feedback survey.
 - The need for the M5 Junction 10 Improvements Scheme.
 - The historical work completed to develop the Scheme bid and proposal.
 - The Scheme development options selection process.
 - Rejected options and evaluation summaries.
 - Proposed options and summary.
 - Comparison of options including impact summaries for various environmental factors.
 - Scheme website and data privacy signposting.
 - Scheme milestones and the next steps including feedback reporting, announcements and statutory consultation.
 - Contact information.
- 3.3.17. To ensure the local community was aware of the commencement of the non statutory consultation, residents within 500m of the Scheme area received a leaflet drop to inform them of the commencement of the consultation.
- 3.3.18. The primary source of information for the Scheme was a dedicated scheme website (see Appendix C for more detail). In line with the recommendations from the Scheme's Equality Impact Assessment (EqIA), all promotional and consultation materials were provided in a clear and accessible format. This included:
- Using plain English throughout. Where this was not possible, for instance with engineering terms such as 'grade separated roundabout', a definition was provided.
 - The use of simplified scheme plans.
 - For those who did not have access to the internet or have difficulty navigating digital materials, physical copies were made available free of charge. These could be requested via email (for those who had access) or by contacting the dedicated phonenumber.
- 3.3.19. The promotional and consultation materials outlined that anyone could submit a formal response to the non statutory consultation via the following routes:
- Completing the consultation survey (submitted online or as a paper copy via freepost).
 - Submitting responses (submitted to the Scheme inbox or via post).
 - Contacting the Applicant's contact centre (monitored Monday to Friday from 08:30-16:30).

- 3.3.20. Website analytics and consultation responses were compiled on a weekly basis throughout the consultation period, to monitor the level of engagement and assess the effectiveness of publicity activities.
- 3.3.21. Table 3-3 summaries the approach and different methods used for engagement and consultation with stakeholders and the wider public during non statutory consultation period.
- 3.3.22. Table 3-4 describes the various consultation materials and publicity produced and used as part of the non statutory consultation.

Table 3-3 - Engagement with stakeholders during the non statutory consultation period.

Stakeholder group	Stakeholder	Main methods of engagement
Local councils, JCS partners and relevant council teams	Gloucestershire County Council	<ul style="list-style-type: none"> • Via monthly Project Board meetings. • Targeted notifications via email (pre-consultation and reminders during the consultation period). • Provision of stakeholder pack. • Direct engagement with specialist council officers (planning, environment, etc.). • Member Briefings for Gloucestershire County Council/Tewkesbury Borough Council/Cheltenham Borough Council.
	Cheltenham Borough Council	
	Tewkesbury Borough Council	
	Gloucester City Council	
Members of Parliament	Alex Chalk (MP for Cheltenham) Laurence Robertson (MP for Tewkesbury) Richard Graham (MP for Gloucester)	<ul style="list-style-type: none"> • Direct engagement through the Applicant. • Email notifications.
Statutory Environmental Bodies (SEBs)	Natural England	<ul style="list-style-type: none"> • Email notifications. • Direct engagement with specialist teams.
	Historic England	
	Environment Agency	
Delivery partners	National Highways	<ul style="list-style-type: none"> • Via monthly Project Board meetings. • Provision of stakeholder pack. • Direct engagement with specialist teams.
	Homes England	
Developers	Persimmon Homes	<ul style="list-style-type: none"> • Individual meetings offered to all. • Email notifications.
	Bloor Homes	
	Midlands Land Portfolio	

Stakeholder group	Stakeholder	Main methods of engagement
PwIL	Robert Hitchins Limited	
	Residential landowners	
	Commercial landowners	
	Cheltenham Borough Council land team	
	The Applicant's land team	
Parish Councils	Bishop's Cleeve Parish Council	<ul style="list-style-type: none"> • Meetings offered to all. • Email notifications.
	Boddington Parish Council	
	Elmstone Hardwicke Parish Council	
	Uckington Parish Council	
	Staverton Parish Council	
	Leigh Parish Council	
	Swindon Parish Council	
	Deerhurst Parish Council	
Others	GFirst LEP	<ul style="list-style-type: none"> • Monthly Project Board meetings. • Provision of stakeholder pack. • Email notifications.
	Government Communications Headquarters (GCHQ)	

Stakeholder group	Stakeholder	Main methods of engagement
Wider public	Community	<ul style="list-style-type: none">• Leaflet drop.• Dedicated Scheme phonenumber and inbox.• Letters/emails – advanced notice.• Letters/emails – reminder.• Scheme website.• Consultation brochure.• Consultation survey.

Table 3-4 - Non statutory consultation methods of promotion and materials.

	Channel	Audience	Purpose	Timescale
Methods of promotion	A5 leaflets (Approx. 1,000 copies)- see Appendix C	Residents within 500m of the Scheme area received a leaflet through a leaflet drop	Provided a reminder about the consultation commencing.	12 October to 16 October 2020 (the week consultation commenced)
	A-frames and Variable Message Signs – see Appendix C	Local road users Strategic Road Network (SRN) users	Promotion of the Scheme and public consultation.	14 October to 25 November 2020 (the consultation period)
	Briefings	Gloucestershire County Council Members Cheltenham Borough Council Members Gloucester City Council Members Tewkesbury Borough Council Members	Update on Scheme progress and advanced notice of consultation.	28 September 2020 to 12 October 2020 (two weeks before consultation commenced)
		Gloucestershire County Council Cabinet members		
		The Applicant’s project team Gloucestershire County Council highways telephone operatives	Background project information.	
	Letters or emails - advanced notice (275 addresses)	Individuals and organisations that had registered for Scheme	Promotion of the Scheme and public consultation.	12 October 2020 (two days before consultation commenced)

	Channel	Audience	Purpose	Timescale
	Letters or emails – reminder (27 emails)	updates or who had already been contacted about the Scheme (for ecology survey access, for example)	Provided a reminder about the consultation.	06 to 19 November 2020 (halfway point of consultation)
	Posters (90 copies)	Displayed at: <ul style="list-style-type: none"> • Cheltenham Borough Council offices • Tewkesbury Borough Council offices • Cheltenham West Community Fire and Rescue Station • Local libraries 	Promotion of public consultation.	14 October to 25 November 2020 (the consultation period)
	Press release ⁴	Local press readers	To outline details of the proposals and the different ways the public could provide comment.	12 October to 16 October 2020 (the week consultation commenced)
	Social media posts on the Applicant's social media accounts	Social media users	To publicise key details of the consultation, such as timelines, website links and Frequently Asked Questions (FAQs).	14 October to 25 November 2020 (posted during the consultation period): <ul style="list-style-type: none"> • 23 Facebook posts • 33 Tweets • 2 Instagram posts (the Applicant)

⁴ M5 Junction 10 Improvements Scheme non statutory press release. <https://www.gloucestershire.gov.uk/gloucestershire-county-council-news/news-october-2020/m5-junction-10-improvements-have-your-say/> (Accessed 18/10/2022)

	Channel	Audience	Purpose	Timescale
Consultation materials	Consultation brochure (paper copy and digital)	All stakeholders on the Scheme distribution list and members of the public	To provide detailed information on the Scheme background, proposed Scheme elements, option selection, Scheme objectives, link to the Scheme website and survey, the Scheme timeline and contact details.	14 October to 25 November 2020 (available throughout consultation period)
	Consultation survey (paper copy and digital)	All stakeholders and members of the public on the Scheme distribution list	To gain views and feedback on Scheme options.	14 October to 25 November 2020 (available throughout consultation period)
	Website - see Appendix C	Internet users	Digital tool serving as the focal point of the consultation by hosting copies of all consultation materials (to view and download), along with interactive Scheme maps and a link to the online survey.	14 October to 25 November 2020 (available throughout consultation period).
	Scheme website on the Applicant's Highways' website	Internet users	Information 'hub' for the Scheme - informed residents, stakeholders, local government bodies, and members of the public about the Scheme proposals, consultation process and timeline.	Live since summer 2019
	Stakeholder pack (paper copy and digital)	National Highways, GFirst LEP and Tewkesbury Borough Council	To share materials with key stakeholders for their information.	14 October to 25 November 2020

	Channel	Audience	Purpose	Timescale
				(available throughout consultation period)
	Talking Heads videos	Internet users	To provide information to stakeholders and public on different parts of the Scheme.	14 October to 25 November 2020 (posted during the consultation period on the Applicant's YouTube channel, the scheme website and publicised on social media)
	Technical Appraisal Reports (TARs) (paper copy and digital)	All	To provide technical information about the Scheme.	14 October to 25 November 2020 (available throughout consultation period)

Feedback and analysis

- 3.3.23. The consultation materials explained the different ways to submit a response to the consultation:
- Completing the consultation survey.
 - Submitting written responses via email or letter.
 - Contacting the Applicant's contact centre.
- 3.3.24. All responses were analysed and categorised into themes by an external consultant. The Applicant responded to all written responses. There were no responses submitted through the Applicant's contact centre.
- 3.3.25. Consultees were also encouraged to contact the Applicant's project team with general enquiries via the Scheme website, email or by contacting the dedicated phonenumber. All enquiries were responded to within seven working days, where possible.

3.4. 2020 Non statutory consultation responses

Summary

- 3.4.1. All responses received by 25 November 2020 (23:59) were included in the Non Statutory Consultation Report and used to develop proposals and inform the Preferred Route Announcement (PRA). Postal returns were accepted until 01 December 2020, to allow for postal delays. The online survey was closed on the day the consultation period ended.
- 3.4.2. 440 survey responses were received during the non statutory consultation period (425 online and 15 paper copies), supplemented by 36 written responses (18 from Tier 1 stakeholders and 18 from members of the public).
- 3.4.3. The non statutory feedback survey consisted of 29 questions. The Applicant asked questions on:
- Element 1: M5 Junction 10 and link road to West Cheltenham.
 - Element 2: A38/A4019 Junction Improvements at Coombe Hill.
 - Element 3: A4019 widening.
 - Overall comments on all Scheme elements.
 - The respondent (for quality monitoring purposes).
 - The consultation process.
- 3.4.4. The full survey can be found in Appendix C.
- 3.4.5. Closed question responses were collated and analysed in detail to understand the overall findings and identify key differences in responses from specific user and social groups.
- 3.4.6. All free text responses, submitted via the consultation survey or as supplementary written responses, were analysed in two stages:
- **Initial thematic analysis** - all responses were categorised by Scheme element then grouped by topic and sentiment to produce a high-level summary of responses, presented in this section.

- **Identification of 'matters' raised** - individual considerations and suggestions falling within each of the key themes were considered in more detail and where appropriate, combined to form a single overarching matter.
- 3.4.7. Each matter raised was passed on to the Applicant's wider project team who were invited to provide input to help form a comprehensive response to each matter. The Applicant's responses to each matter raised can be found in Appendix G.
- 3.4.8. A summary consultation report was published in March 2021 and a full public consultation report was published in June 2021 (including a Key Findings Report). In addition to this, Tier 1 stakeholders received written responses to their consultation responses.
- 3.4.9. The findings from the non statutory consultation, including the majority support for Option 2, contributed to the Scheme's PRA which was announced on 16 June 2021, alongside the full public consultation report.

Summary of responses

- 3.4.10. More than 80% of consultation survey respondents agreed or strongly agreed there was a need for the Scheme, and there was a high level of support for all Scheme elements.
- 3.4.11. The preferred option for the M5 Junction 10 Improvement (Scheme element 1) was Option 2 (closely followed by Option 2A). 37% supported Option 2 over Option 2A (28%) and Option 2B (6%). This option involved upgrading the existing M5 Junction 10 with a grade separated roundabout centred on the existing junction, rather than offsetting the new junction to the north (Option 2A) or to the south (Option 2B).
- 3.4.12. 71% of respondents either agreed or strongly agreed that the Applicant's proposals are needed at Coombe Hill junction (Scheme element 2, Option 3). This option involved replacing the existing left turn lane from A38 onto the A4019 with a longer traffic-light controlled left turn lane. Active travel proposals were also included as part of this option.
- 3.4.13. 78% of respondents either agreed or strongly agreed that the Applicant's proposals are needed for widening the A4019 (Scheme element 3). The option presented for this Scheme element was Option 1 and it involved converting the existing single carriageway to a dual carriageway by widening the road, mostly on the northern side. Active travel proposals were also included as part of this option.
- 3.4.14. Respondents also shared their views on specific elements of the design, including the alignment and width of the proposed West Cheltenham Link Road and Walking, Cycling and Horse Riding (WCH) facilities. The analysis showed that segregation from other modes and good network connectivity are both high priorities for cyclists, and there was a strong emphasis on the importance of suitable crossing facilities for pedestrian use. Fewer comments were received regarding the provision of horse-riding facilities, however there was a clear desire for equestrian routes which offer separation from traffic and suitable crossing points. Segregation and suitable crossing facilities were also the most common

topics mentioned when discussing WCH provision in general.

- 3.4.15. Comments were also received on environmental issues including ecology, pollution, noise and light impacts, as well as the impact of exhaust emissions on climate change and carbon emissions. Comments strongly linked to the need to encourage sustainable travel.
- 3.4.16. General feedback highlighted a strong desire to ensure:
- There is effective integration of sustainable travel and WCH facilities.
 - Access to the surrounding network and communities is maintained.
 - Implications for traffic levels on the surrounding network are suitably mitigated.
 - The new design is safe for all users and designed to a high quality.
 - Impacts on the surrounding environment are minimised.
 - The construction programme is planned such that disruption is minimised.
- 3.4.17. Overall, consultees had confidence that the Scheme will achieve its objectives.
- 3.4.18. Table 3-5 details the summary of responses received from Tier 1 stakeholders and PwLLs.

Table 3-5 - Summary of responses from Tier 1 stakeholders and PwLLs

Stakeholder group	Stakeholder	Response status
Local councils, JCS partners and relevant council teams	Gloucestershire County Council	Formal consultation response received from several council departments
	Cheltenham Borough Council	Formal consultation response received
	Tewkesbury Borough Council	Formal consultation response received
	Gloucester City Council	No formal consultation response received
Members of Parliament	<ul style="list-style-type: none"> • Richard Graham (MP for Gloucester) • Alex Chalk (MP for Cheltenham) • Laurence Robertson (MP for Tewkesbury) 	No formal consultation response received
Statutory Environmental Bodies (SEBs)	Natural England	No formal consultation response received
	Historic England	Formal consultation response received

Stakeholder group	Stakeholder	Response status
	Environment Agency	Formal consultation response received
Delivery partners	National Highways	Formal consultation response received
	Homes England	No formal consultation response received
Developers	Persimmon Homes	Formal responses also received from Bloor / Persimmon Homes and Midlands Land Portfolio
	Bloor Homes	
	Midlands Land Portfolio	
	Robert Hitchins Limited	
PwL	Residential landowners	49 (out of 50 offered) meetings were held, and several landowners submitted formal consultation responses
	Commercial landowners	
	Cheltenham Borough Council land team The Applicant's land team	
Parish Councils	Bishop's Cleeve Parish Council	Formal consultation response received
	Boddington Parish Council	Formal consultation response received
	Elmstone Hardwicke Parish Council	Formal consultation response received, and meeting held
	Uckington Parish Council	Formal consultation response received, and meeting held
	Staverton Parish Council	Meeting held
	Leigh Parish Council	Formal consultation response received, and meeting held
	Swindon Parish Council	Formal consultation response received
	Deerhurst Parish Council	No formal consultation response received
Others	GFirst LEP	Formal consultation response received

Stakeholder group	Stakeholder	Response status
	Government Communications Headquarters (GCHQ)	Formal consultation response received
Wider public	Community	Formal consultation response received from several council departments

Non statutory consultation effectiveness

Level of engagement

3.4.19. A high-level summary of the engagement achieved during the six week consultation period is presented in Figure 3-3.



Figure 3-3 - Overview of stakeholder response during the six week consultation period

Weekly monitoring of engagement status

3.4.20. Weekly summaries of consultation responses were used to assess the overall number of participants and the level of engagement by key seldom heard groups. Targeted engagement, through direct email to organisations linked to seldom heard groups, was conducted mid-way through the consultation to increase engagement from young people and Black, Asian and Minority Ethnic (BAME) groups, as these were identified as being seldom heard early in the process. This targeted approach was effective in increasing the overall response rate and responses by key social groups.

3.4.21. Equality monitoring questions (Questions 21-29) were asked as part of the consultation survey. This is to identify which communities or groups participants might belong to, to enable equality monitoring. Equality monitoring is used to gain an understanding of whether a service is performing well for all users, or whether there is any difference of opinion or experience between different Protected Characteristic Groups (PCGs), defined by the Equality Act 2010⁵.

⁵ <https://www.gloucestershire.gov.uk/council-and-democracy/equalities-and-our-duties-under-the-equality-act-2010/equalities-monitoring/> (Accessed 18/10/2022)

- 3.4.22. Response to the questions suggest the survey was successful in capturing:
- A wide range of users from those who never travel on the local network, through to those who use it daily, who are therefore likely to include commuters⁶.
 - Individuals who live locally, with the most common postcodes stated by participants being within GL51 (31%).
 - A small sample of participants residing further from the Scheme extent area with BS (Bristol), WR (Worcester) and HR (Hereford) postcodes.
 - Individuals living in very close proximity to both the A4019 and Coombe Hill Junction (likely to be landowners).
 - Representatives of most social groups in the area including BAME groups and young people.
- 3.4.23. Whilst the survey captured representatives from most social groups, the absolute number of responses received from Protected Characteristic Groups (PCGs) could be increased with increased publicity/engagement.
- 3.4.24. Further analysis of the consultation survey responses was conducted to understand if stated preferences/opinion varied across social groups. In general, the overall findings do not seem to have been significantly impacted by demographic variation. Some minor variations have been detailed and presented in the Non Statutory Consultation Report⁷.

Summary

- 3.4.25. The purpose of the consultation was to gather feedback that would help to identify a preferred option for upgrading M5 Junction 10, and to ensure that the proposed improvements at Coombe Hill and along the A4019 would work for the local community and people who use the local road network.
- 3.4.26. Reach: The non statutory consultation had a sizeable response rate despite restrictions in place as a result of the COVID-19 pandemic. Analysis found that the consultation had a wide reach, with responses received from landowners, local residents, businesses and those with a wider interest in the Scheme. Attempts to reach a range of social groups were reasonably successful, but it was acknowledged that further targeted engagement with certain groups would be required in order to ensure that responses were representative of the demographics of the local population in future.

⁶ It is assumed that a majority of commuter users would be daily users of the network, during peak periods. The number of participants who stated that they are daily peak period users was between 10-22%, depending on the area of the local network and the time of say. It is noted that may have changed their travel behaviour at the time of the consultation, due to COVID-19 restrictions. The sample representing commuters may be lower than expected due to reduced traffic volumes meaning that fewer people were likely to drive past the A frame and VMS signs on the motorway and local roads.

⁷ Non Statutory Consultation Report. <https://www.gloucestershire.gov.uk/media/2107749/public-consultation-report-june-2021.pdf> (Accessed 18/10/2022).

- 3.4.27. Engagement: Virtual and traditional consultation materials publicised during the consultation provided information about the Scheme, and the multiple ways in which people could have their say. Over half of participants stated that they found out about the consultation through either public notices or social media posts, indicating that a mixed approach (traditional and virtual) to publicising the consultation was successful.
- 3.4.28. The lack of face to face consultation events was highlighted by participants as a drawback of the consultation; however, in order to maintain public safety all engagement had to be conducted virtually, rather than in-person. Despite this, a considerable number of online surveys were received compared to paper copy surveys, indicating that many participants were able to access the consultation materials virtually in order to provide feedback.
- 3.4.29. Effectiveness: With regard to achieving its purpose, the non statutory is considered to have been successful due to the large volume of feedback gathered on each Scheme element. The majority of participants also understood why the improvements were being proposed. All of the feedback received has informed the selection of the preferred route and detailed designs, helping to ensure that the proposals at Coombe Hill and along the A4019 meet the needs of those that live, work and travel through North West Cheltenham.

Consideration of stakeholder feedback

- 3.4.30. Table 3-6 provides a summary of how some of the consultation findings have been applied to the Scheme proposals, based on recurring feedback received from the non statutory consultation.

Table 3-6 - Application of non-statutory consultation findings: summary.

Themes	The Applicant’s response
For scheme element 1, Option 2 (purple), was the preferred option.	Incorporated this feedback in its overall decision-making process, along with many other factors including design, buildability and cost. Following this decision-making process, Option 2 was taken forward as the preferred option.
Further information about what measures will be used to mitigate any environmental impacts, should be published.	Started to undertake further technical work to provide more detailed information about each Scheme element. As is standard, the results of this work were published at the statutory public consultation in late 2021.
The Scheme’s impact on flooding in the local area was an area of concern, particularly for local residents.	Undertaken flood modelling to allow the assessment of the impact of the Scheme and determine any mitigation required. The Applicant has liaised with the Environment Agency and other key stakeholders to help ensure the proposed mitigation is appropriate. The results of this flood modelling and proposed mitigation were made available at public

Themes	The Applicant's response
	consultation in late 2021. The engagement with Environment Agency and key stakeholders is ongoing.
The impacts of the Scheme on the local road network had not been taken into adequate consideration.	Undertaken further traffic assessment for the local road network to enable any potential increases in traffic to be better understood. This allowed the Applicant to determine if mitigation measures (to help prevent rat-running on minor roads such as Stoke Road) are required.
The impact of the A4019 widening on local residents and landowners living to the north of the proposals was a particular concern.	Undertaken a further review of the impacts and feasibility of widening to the north and has concluded that impacts could be reduced if the widening was moved to the south of the A4019. Under this option, the existing property/plot boundaries to the northern side of the A4019 at Uckington would be retained, representing a benefit to the greatest number of local residents.
Residents living close to the Scheme should be able to leave or remain in their property, as per their individual wishes.	Continued to maintain contact with all landowners that may be directly impacted as a result of the proposals. Discussions about the direct impact on individual's land and properties were ongoing. It always remains the case that, where any third-party land is required to deliver highway works, The Applicant's clear preference is a negotiated settlement route.
High-quality, WCH facilities that increase safety for vulnerable road users should be included as part of the proposals.	Commissioned a 'GG142 Walking, Cycling and Horse-Riding Assessment for the Scheme; this document recommends providing WCH facilities across the motorway, adjacent to the A4019 and along the link road. As a result, the Applicant has looked to provide these WCH facilities following the guidance given in Local Transport Note (LTN) 1/20 as well as relevant design standards and other guidance. A Road Safety Audit has taken place during the design stages to consider how to improve WCH safety as part of the Scheme.
Concerns about the disconnect between the access to the Elm Park Development and the Applicant's A4019 proposals resulting in a lack of continuity and consistency for the road network and WCH facilities.	Incorporated the Elms Park development access arrangements into the proposed improvements to the A4019. This will also help ensure that both Schemes are constructed with the lowest impact on existing users. Previously, improvements to the road network past the Scheme's eastern extent formed part of the Elms Park development which was being

Themes	The Applicant's response
Face to face consultation events, held locally to the Scheme area, would have been beneficial.	promoted by Tewkesbury Borough Council. This was noted and taken into consideration for the statutory consultation in late 2021.

4. Preferred route announcement (PRA)

- 4.1.1. The information gathered as part of the non statutory options consultation helped to inform the decision on the preferred route and the development of the Scheme which was taken to statutory consultation.
- 4.1.2. Information received through the surveys was considered as well as alternate suggestions put forward in the surveys and other written consultation responses. All of this information was considered alongside other factors including meeting the Scheme objectives, cost and compliance with design standards, when making decisions about which options to develop.
- 4.1.3. Option 2 was selected as the preferred route to be progressed to the next stage of development for scheme element 1. The Applicant received feedback that 37% of respondents preferred Option 2, which was the most popular option for the junction upgrade.
- 4.1.4. Feedback received on scheme element 3 showed that 78% of respondents agree the proposals are required for A4019. While a high level of support for providing pedestrian and cycling facilities was shown, support for the provision of horse riding facilities was more mixed.
- 4.1.5. Following this, the PRA was made by the Applicant on 16 June 2021.
- 4.1.6. The PRA also included the decision to progress scheme element 2 (A38/A4019 Junction Improvements at Coombe Hill) as a separate scheme in order to accelerate its delivery programme and to provide a more resilient local road network in advance of the Junction 10 works commencing.
- 4.1.7. The PRA was publicised on the Scheme website including a brochure (see Appendix C), Staged Overview of Assessment Report (SOAR) and the full Report on Public Consultation (non statutory). A press release was issued, and the brochure was distributed to key stakeholders, consultation participants and members of the public on request.
- 4.1.8. Individual meetings were held with landowners prior to the announcement to explain the decision and to discuss implications of the PRA for these landowners.

5. Ongoing engagement

- 5.1.1. The Applicant continued to engage with interested parties after the non statutory consultation period and the PRA. This comprised of planning liaison meetings with the host local authorities, meetings with those with land interests and ongoing communication with stakeholders via attendance at meetings and through the dedicated inbox.
- 5.1.2. This chapter covers the key statutory stakeholders where ongoing engagement and dialogue has occurred outside of the formal consultations.

5.2. Planning Liaison Meetings

- 5.2.1. The Applicant established a Planning Liaison Group in July 2021 consisting of representatives from the three host local authorities, Cheltenham Borough Council, Gloucestershire County Council and Tewkesbury Borough Council. The Group met on a monthly basis.
- 5.2.2. The purpose of the Planning Liaison Group was to keep the planning authorities updated on progress of the Scheme.
- 5.2.3. The group has met monthly since July 2021 and covered topics including the SoCC, programme and design updates plus traffic modelling.

Table 5-1 - Summary of Planning Liaison Group Meetings

Consultee	Date	Discussion
Gloucestershire County Council Cheltenham Borough Council Tewkesbury Borough Council	14 July 2021	<p>First of a series of planning liaison meetings to keep host planning authorities updated with progress of the Scheme DCO. Matters discussed include:</p> <ul style="list-style-type: none"> • Update on programme for Environmental Statement. • Resourcing issues with host authorities, the Applicant’s project team noted this and agreed to see how the project can help with this. • The Applicant’s project team confirm the strategy going forward.
Gloucestershire County Council Cheltenham Borough Council Tewkesbury Borough Council	11 August 2021	<ul style="list-style-type: none"> • The Applicant’s project team discussed queries on the SoCC, and how to approach the statutory consultation with support for council briefings. • The Applicant’s project team acknowledge resourcing difficulties, and the project planned to identify where it can give Local Planning Authorities (LPAs) an idea on the level of resourcing required.
Gloucestershire County Council Cheltenham Borough Council Tewkesbury Borough Council	08 September 2021	<ul style="list-style-type: none"> • Update on SoCC provided. • The Applicant’s project team advised the project to approach Homes England directly for capacity funding and outlined likely required inputs from the regulatory teams. • Environment team confirmed the Preliminary Environmental Information Report (PEIR) is in final draft stages.
Gloucestershire County Council Cheltenham Borough Council Tewkesbury Borough Council	13 October 2021	<ul style="list-style-type: none"> • Stakeholder consultation presentation covering the consultation materials, events, and documents was shared. • Confirmation that the Inspectorate will have a light touch input until the project is closer to DCO submission. • Request for gap funding⁸ from Homes England has been submitted, awaiting outcome.

⁸ Gap funding refers to a short-term loan for the purpose of meeting an immediate financial obligation until sufficient funds to finance the longer-term financial need can be secured.

Consultee	Date	Discussion
		<ul style="list-style-type: none"> Environment team confirm the PEIR is advanced and undergoing internal review. Attendees queried the response expected, the Applicant's project team confirmed LPAs could comment on any part, did not have to be every chapter.
Gloucestershire County Council Cheltenham Borough Council Tewkesbury Borough Council	10 November 2021	<ul style="list-style-type: none"> Reminder for statutory consultation dates/ milestones. A technical officer briefing offered to LPAs to outline the PEIR ahead of statutory consultation. Confirmed £35K gap funding from Homes England to be spent by the end of the final year. Discussion on the approach to statutory consultation responses as joint councils or individual authorities. Agreed that the Applicant's Planning Authority will respond separately, Tewkesbury Borough Council and Cheltenham Borough Council to give joint response coordinated via the Applicant's consultant.
Gloucestershire County Council Cheltenham Borough Council Tewkesbury Borough Council	03 February 2022	<ul style="list-style-type: none"> Consultation progress update on responses so far and key themes. Overall update on DCO status, and current actions to arrange a SoCG, drawing on other example DCOs as starting point. Queries raised over how the SoCG will be managed and evolve.

5.3. Persons with an Interest in Land

5.3.1. The Applicant has been undertaking ongoing engagement with landowners. The Statement of Reasons (Application document TR010063 – APP 4.1) provides details of the status of negotiations with affected landowners.

5.4. Statutory Environmental Bodies

5.4.1. The Applicant engaged with Environment Agency and Natural England prior to the statutory consultation.

Table 5-2 - Summary of key engagement with SEBs

Consultee	Date	Discussion
Environment Agency (EA)	12 July 2021	The Applicant inquired advice from the EA on the level for level storage and shared a document outlining the level for level storage through the system.
	03 August 2021	The Applicant’s project team provided EA with an update on the Scheme stating that the Scheme is a Nationally Significant Infrastructure Project (NSIP) and a DCO submission is due to be made in Autumn 2022. The Applicant confirmed that the EIA Scoping Report was submitted to the Inspectorate in mid-July.
	14 August 2021	EA forwarded the response which had been sent to the Inspectorate on the EIA Scoping Opinion.
Historic England	04 August 2021	The Applicant’s project team provided Historic England with an update on the Scheme stating that the Scheme is a NSIP and a DCO submission is due to be made in Autumn 2022. The Applicant confirmed that the EIA Scoping Report was submitted to the Inspectorate in mid-July.
Natural England	21 July 2021	The Applicant requested a file transfer link to the ecology report (Identification of land with proven or possible functional linkages with the Severn Estuary Special Site of Scientific Interest (SSSI)/Special Protection Area (SPA) – Phase 5 (Gloucestershire and Worcestershire)) from Natural England, and also attached a Bat Survey Protocol for comment and review.
	29 July 2021	Natural England assured that they will come back with the comments. Natural

Consultee	Date	Discussion
		England also asked for the timeline and the whether the intention to submit as an NSIP.
	02 August 2021	The Applicant informed Natural England that the Scheme is a NSIP, and a scoping report has been submitted to the Inspectorate with notification that team will be submitting an Environmental Statement for the Scheme. The timeframe is statutory consultation from November this year, with the DCO scheduled to be submitted in September 2022.

5.5. Developers

Table 5-3 - Summary of engagement with developers

Consultee	Date	Discussion
Persimmon Homes	29 March 2021	<p>The Applicant's project team suggested to schedule a meeting with the developer to discuss the 260 dwelling application at North West Cheltenham allocation (timing, reliance on A4019, other planned transport mitigations).</p> <p>The Applicant's project team called the Persimmons Homes developers. The developer provided the following updates on the application:</p> <ul style="list-style-type: none"> • Targeting the scheme taken to planning committee in April 2021. • S106 negotiations and agreements from April to Autumn 2021. • Construction from Autumn 2021 to 2025. • S278 works to start first. • Units to be delivered from 2022 at a rate of approx. 65 units per year.
Bloor Homes	29 March 2021	The Applicant's project team provided the developer with the design for North West Cheltenham Safeguarded Site and shared the next iteration of the design fix.

Consultee	Date	Discussion
	29 March 2021	<p>The developer responded that they would try to respond to queries this week in relation to ecology and archaeology.</p> <p>They added that in short ecology surveys are all up to date and part of a re-submission package in 2018 and one that he has just had revised final version of this morning. Some targeted archaeological trial trenching has also been undertaken. In both cases there's 'nothing new' to report, if anything less ecology.</p>
Robert Hitchins	27 January 2021	A member of the Applicant's project team sent an update on the flood model development for the Scheme. A memo providing details on the changes made on the model and initial outputs was attached to the email.
	22 March 2021	A member of the Applicant's project team sent a notification to the impacted landowner to understand the effects of the Scheme on farming activities.
	09 April 2021	A member of the Applicant's project team informed the developer that the Environment Agency was unsupportive of the use of the Boddington model and required the Applicant to carry out a full calibration of our flood model. The Applicant explained that as a consequence the modelling team changed the approach and decided to use a new flood model targeted to the Scheme study area and based on hydrology from the Flood Estimation Handbook.
	18 May 2021	A member of the Applicant's project team emailed the developer to suggest a meeting to discuss some design developments.
	03 June 2021	The developer sent an email to a member of the Applicant's project team regarding the access for the Informal Traveller site. They mentioned that the Travellers do not have planning for the usage of the land, and they only have a right of way over the existing track for agricultural purposes. The developer was concerned that any realignment of access to the Informal Traveller site would be seen to legitimise their illegal usage. They suggested to give careful

Consultee	Date	Discussion
		<p>consideration to this going forward as Robert Hitchins Limited would not agree to its land being provided for this unlawful use.</p> <p>The Applicant assured that their project team will be working with Robert Hitchins and the other landowners on this issue. The Applicant mentioned that the current assumption is that a re-aligned access track has to be provided as the landowner has no alternative way of accessing their land, but this would be on a like-for-like basis.</p>
	17 June 2021	<p>The developer outlined their concern regarding land access following the PRA email. The Applicant provided a response stating the following:</p> <ul style="list-style-type: none">• The main point is that the PRA plan appears to legitimise a permanent access track to the Informal Traveller site. This is incorrect, the Scheme is replacing an existing access, which the land registry details show land parcel GR146674 having a right of way along the track from the A4019, on the basis that the current track sits beneath our proposed slip road. The fact that Travellers are on the land parcel is not relevant to the PRA and is being dealt with separately by Tewkesbury Borough Council. The project team is working with them to assist in any way that it can.• The location of the track on the PRA leaflet is indicative and is intended to show that there will be a means of access to the land parcels north of the A4019 from a common access route rather than directly from the A4019.

5.6. Parish Councils

Table 5-4 - Summary of engagement with Parish Councils

Consultee	Date	Discussion
Bishop's Cleeve Parish Council	05 March 2021	The Applicant sent a project update including a notification that consultation summary report will be published in March 2021.
Boddington Parish Council	11 March 2021	The Applicant sent a project update including a notification that consultation summary report will be published in March 2021.
	06 August 2021	The Applicant sent an email notification informing that the Scheme has been classified as a NSIP and a DCO application is due to be made in late 2022. It was communicated that for any questions on the EIA Scoping Report or role in this process, the stakeholder should contact the Inspectorate directly.
Elmstone Hardwicke Parish Council	05 March 2021	The Applicant sent a project update including a notification that consultation summary report will be published in March 2021.
	06 August 2021	The Applicant sent an email notification informing that the Scheme has been classified as a NSIP and a DCO application is due to be made in late 2022. It was communicated that for any questions on the EIA Scoping Report or role in this process, the stakeholder should contact the Inspectorate directly.
Leigh Parish Council	05 March 2021	The Applicant sent a project update including a notification that consultation summary report will be published in March 2021.
	08 June 2021	The Applicant's project team shared information regarding the ground investigation surveys, planned to take place at the Coombe Hill junction between 14 June and 30 June 2021, between 8am and 5pm, Monday to Friday.
Staverton Parish Council	March 2021	The Applicant provided an update on publication of the consultation summary report in March and confirmed a full report on the public consultation alongside the Preferred Route Announcement will be published in mid-2021.

Consultee	Date	Discussion
	06 August 2021	The Applicant sent an email notification informing that the Scheme has been classified as a NSIP and a DCO application is due to be made in late 2022. It was communicated that for any questions on the EIA Scoping Report or role in this process, the stakeholder should contact the Inspectorate directly.
Stoke Orchard and Tredington Parish Council	07 July 2021	Email to the Applicant's project team with a number of queries regarding land use and traffic modelling. The Applicant's project team provided a response to the Councillor's query. Parish Council asked follow-up questions to which the Applicant also provided a response providing requested information on traffic modelling.
	06 August 2021	The Applicant sent an email notification informing that the Scheme has been classified as a NSIP and a DCO application is due to be made in late 2022. It was communicated that for any questions on the EIA Scoping Report or role in this process, the stakeholder should contact the Inspectorate directly.
	31 January 2022	Councillor Ternmouth stated that he is unable to respond to the consultation because his query on traffic modelling has not been answered. The Applicant's project team responded offering a face to face meeting with the Parish to further explain the modelling work undertaken to date, and noting that a further written response on this topic had the potential to confuse matters further. The Applicant did not receive a response from the Parish Council to the meeting offer.
Swindon Parish Council	05 March 2021	The Applicant sent a project update including a notification that consultation summary will be published in March 2021.
	06 August 2021	The Applicant sent an email notification informing that the Scheme has been classified as a NSIP and a DCO application is due to be made in late 2022. It was communicated that for any questions on the EIA Scoping Report or role in this process, the stakeholder should contact the Inspectorate directly.
	01 February 2022	Councillor Cullimore asked if it would be possible for someone from the Applicant's project team to attend a meeting of Swindon Parish Council. The Applicant's project team responded offering a virtual meeting ahead of the Parish Council meeting and a further meeting post consultation, if that would be of benefit.

Consultee	Date	Discussion
Twyning Parish Council	30 December 2021	A member of Twyning Parish Council requested a map showing the route of the new link road mentioned in the visual presentation and asked to explain what improvements will be made to the Kingsditch roundabout to alleviate pressure there. The Applicant's project team provided a response, sharing a link to the plan and explained that Improvements to Kingsditch Road Junction are beyond the scope of the Scheme.
Uckington Parish Council	05 March 2021	The Applicant sent a project update including a notification that consultation summary will be published in March 2021.
	06 August 2021	The Applicant sent an email notification informing that the Scheme has been classified as a NSIP and a DCO application is due to be made in late 2022. It was communicated that for any questions on the EIA Scoping Report or role in this process, the stakeholder should contact the Inspectorate directly.
	21 December 2021	Councillor Davies sent a query regarding A4019 Tewkesbury Road, subsection one. The Applicant's project team provided a response confirming that there are no proposals to provide access via The Green for future developments.

5.7. Local residents

- 5.7.1. Prior to the commencement of statutory consultation, the Applicant conducted a targeted letter drop for residents living on the A4019 between Cheltenham West Community Fire and Rescue Station and Gallagher Retail Park junction, including Homecroft Drive. A total of 62 properties received an invitation to attend a face to face meeting with the project team. 27 residents responded to the email invitation and booked a meeting slot.
- 5.7.2. The meeting was set up due to concerns raised from residents of Homecroft Drive and the A4019, and to ensure that they felt that they had the opportunity to provide feedback on the Scheme.
- 5.7.3. Meetings were offered in one-hour slots between the hours of 2pm to 7pm on 29 September and 30 September 2021. The meetings were limited in numbers due to the COVID-19 restrictions at the time and to ensure that residents would be able to ask any questions about the Scheme in the time slot.
- 5.7.4. A meeting with residents along Homecroft Drive and the A4019 had not previously been set up at an earlier stage of the Scheme development, due to the assumption that this section of the road would be carried forward by the Elms Park developer. However, as the Scheme developed, it became necessary to include this section of the A4019 into the Scheme.
- 5.7.5. Key discussion points raised by attendees were service roads off the A4019, a deceleration lane for turning into Homecroft Drive, environmental impacts, and level of traffic flows. Key discussion points were summarised after the meeting and a response to each topic was provided by the Applicant's project team. Attendees were then sent a letter with the key discussion points and responses. A copy of the letter can be found in Appendix P.

6. Environmental Impact Assessment

- 6.1.1. The Scheme has been subject to Environmental Impact Assessment (EIA) procedures on the basis that: it is listed within Schedule 2 Regulation 3(1) Part 10 (f) 'Construction of roads' of the EIA Regulations; and has the potential to generate significant environmental effects by virtue of its nature, scale and location.
- 6.1.2. The Scheme requires an Environmental Impact Assessment (EIA) under the EIA regulations and an Environmental Statement (ES) to accompany the application for a DCO.
- 6.1.3. On 20 July 2021 the Inspectorate, on behalf of the Secretary of State (SoS), received a scoping request from the Applicant under Regulation 10 of the Infrastructure Planning (EIA) Regulations 2017 for the proposed M5 Junction 10 Improvements Scheme (the Scheme).
- 6.1.4. An Environmental Scoping Report (ESR) was prepared to establish the scope of the ES by setting out the proposed technical content and methodologies to be used during the EIA.
- 6.1.5. EIA Regulations consultation on the ESR was undertaken as part of this process. This consultation is separate to the consultation requirements under the Act and concerns prescribed consultees identified in Schedule 1 of the APFP Regulations 2009.
- 6.1.6. The deadline for consultation responses was 18 August 2021.
- 6.1.7. The full list of the consultation bodies formally consulted by the Inspectorate is provided at Appendix B, summarised in Table 6-1.

Table 6-1 - EIA Scoping Opinion consultation bodies summary

Consultation body type	Number	Details
Prescribed consultation bodies	21	Schedule 1 of The Infrastructure Planning ('APFP Regulations')
Relevant statutory undertakers	45	'Statutory Undertaker' is defined in the APFP Regulations as having the same meaning as in section 127 (s127) of the Planning Act 2008 (PA2008)
Section 43 (s43) local authorities	17	As defined in s43(3) of the PA2008

- 6.1.8. The consultation bodies were notified under Regulation 11(1)(a) of the duty imposed on them by Regulation 11(3) of the EIA Regulations to make information available to the Applicant relevant to the preparation of the ES.
- 6.1.9. A total of 18 consultation bodies responded to the consultation before the statutory deadline, and therefore their comments were taken into consideration by the Inspectorate during preparation of the Scoping Opinion. These consultation bodies included:

- Cadent Gas Limited
 - Cheltenham Borough Council
 - Environment Agency
 - ESP Utilities
 - Forest of Dean District Council
 - Forestry Commission
 - Gloucestershire County Council
 - Health and Safety Executive
 - Highways England
 - Historic England
 - Natural England
 - Public Health England
 - South Gloucestershire Council
 - Stoke Orchard and Tredington Parish Council
 - Stroud District Council
 - Tewkesbury Borough Council
 - Uckington Parish Council
 - Wychavon District Council
- 6.1.10. Copies of the responses received by the consultation bodies are included in the Scoping Opinion in Appendix B.
- 6.1.11. Any consultation responses received after the statutory deadline for receipt of comments were not considered within the Opinion. However, late responses were forwarded to the Applicant for due consideration during preparation of the ES.
- 6.1.12. The Scoping Opinion was provided to the Applicant in August 2021.
- 6.1.13. A PEIR was produced for the statutory consultation to inform the parties consulted under the s42 of the Act and the public of the environmental work which had been undertaken to this point.
- 6.1.14. During preparation of the ES topic specific consultations have been undertaken with various organisations as part of the baseline data gathering process and to review some early assessment work. All consultation undertaken as part of the EIA is outlined in Chapter 1 of the ES (Application document TR010063 – APP 6.2).

7. 2021 Statutory consultation

7.1. Summary

- 7.1.1. Statutory consultation ran for ten weeks from 08 December 2021 to 15 February 2022. The Applicant decided on a ten-week consultation period to ensure the local community, residents and stakeholders had an opportunity to fully understand the proposals and have their say over the festive period.
- 7.1.2. Since non statutory consultation on options and the PRA, the Scheme proposals have been developed to include:
- Changing the A4019 west of junction 10 from a dual carriageway to a single carriageway.
 - Signalised junctions on the A4019 and B4634 instead of roundabouts.
 - The addition of the Elms Park section of the A4019 at the eastern end of the project into the Scheme.
 - New flood storage area, east of junction 10.
- 7.1.3. The statutory consultation was an opportunity to seek views on aspects of the Scheme including:
- Level of support for the improvements to M5 Junction 10; West Cheltenham Link Road and A4019 proposals.
 - Agreement with environment improvement proposals.
 - Views on what is the preferred option for Withybridge Lane as part of the West Cheltenham Link Road proposals.
 - Level of support for closure of right turns off the A4019 at Gallagher Retail Park junction.
- 7.1.4. The Applicant conducted the consultation under s42, s47 and s48 of the PA 2008 and Regulation 13 of the EIA Regulations 2017 in parallel. This meant that all materials made available for consultation under s47 and s48 of the PA 2008 were available to consultees under s42 of the PA 2008 and Regulation 13 of the EIA Regulations 2017.
- 7.1.5. A variety of methods were used to engage with local communities and stakeholders and provide them with the opportunity to share their feedback during the statutory consultation.
- 7.1.6. Multiple channels were used to publicise the consultation, including a series of media releases, a social media campaign, a leaflet drop, VMS and A-Frames, and posters located at various public information points.
- 7.1.7. A range of consultation materials were developed for the statutory consultation. The key materials developed included the consultation brochure, consultation feedback survey, Scheme website (including a list of frequently asked questions (FAQs) and 'Hear from the team' video), and the PEIR. The key information covered in these materials included:
- The alignment of the Scheme.
 - Junction layouts.

- Environmental assessments and potential environmental impacts of the Scheme.
- Environmental mitigation measures.
- Other impacts of the Scheme such as on congestion and on active travel, and our proposed mitigation measures.

7.1.8. The Applicant considered it was important that the consultation enabled members of the public and stakeholders to have their say, by:

- Encouraging the community to help shape and feedback on the proposals to maximise local benefits.
- Helping people understand how the proposals support wider strategic and local objectives.
- Understanding the local impact of the proposals.
- Enabling potential mitigation measures to be considered and, if appropriate, built into the Scheme before an application is submitted, as well as providing the opportunity to give feedback on the proposed mitigation options.

7.2. Impact of COVID-19

7.2.1. In light of the COVID-19 pandemic, ever improving digital technology and feedback from the non statutory consultation, a 'digital first' approach was adopted for this statutory consultation. It was however recognised that some audiences were unable or uncomfortable with engaging through digital platforms.

7.2.2. Therefore, two face to face events were held alongside four virtual events and hard copies of consultation materials were provided to those who requested them.

7.2.3. In July 2021, the UK Government issued guidelines in response to the COVID-19 pandemic, announcing that England had moved to Step 4 and that most legal restrictions to control COVID-19 would be lifted.

7.2.4. During the delivery of the statutory consultation the Applicant was mindful that the stakeholders were at different stages of their deconfinement and adjustment to the current situation. The goal was to respect people's wishes with regards to adhering to guidelines. To do so, the Applicant has remained flexible throughout the consultation process to accommodate stakeholders. The Applicant's engagement strategy for public consultation has been to undertake virtual and face to face events, to ensure all stakeholders were included.

7.2.5. The Applicant's project team have done their utmost to ensure that the public were able to provide their comments and feedback on the Scheme, whilst accommodating the needs of seldom heard groups, maintaining social distancing, and without impacting upon the project's programme.

7.2.6. A variety of measures were in place at face to face events to ensure the event followed the UK Government guidelines, for example through the wearing of face masks, provision of hand sanitiser, regular cleaning of surfaces and touch points, and directional signage to support separate entrances and exits to the event space.

7.3. Preparation of the 2021 Statement of Community Consultation (SoCC)

- 7.3.1. Under s47 of the Act, a SoCC was developed. It was published in the prescribed manner and consultation with the local community was carried out in line with proposals set out in the SoCC.
- 7.3.2. This section describes the process that was undertaken in developing and publicising the SoCC for the Scheme, as well as summarising its contents.

7.4. Identification of local authorities within s43(1) of the PA 2008

- 7.4.1. S47(2) of the Act states that before preparing the SoCC, the Applicant must consult each local authority that is within s43(1) about what is to be in the statement. A s43(1) authority is a local authority (host authority) within which the land to which the proposed application relates.
- 7.4.2. Cheltenham Borough Council, Tewkesbury Borough Council and Gloucestershire County Council) were identified as s43(1) authorities.

7.5. Development of the SoCC including early engagement with host authorities

- 7.5.1. The Applicant's preparation of a draft SoCC took into account best practice and guidance from the Inspectorate, early engagement with host local authorities (as set out in Table 7-3), lessons learnt from the non statutory consultation summarised in section 3, and desk-based research. This included proactively seeking the views of the host authorities on the Applicant's proposed approach to community consultation during the preparation of the SoCC.
- 7.5.2. Initially, the Applicant prepared an early draft SoCC for informal discussion with the host authorities and shared this draft with them on 02 August 2021. The Applicant asked for comments back to be discussed at a Planning Liaison group meeting on 11 August 2021.
- 7.5.3. Following feedback from the Planning Liaison group meeting and written comments received via email, amendments were made including expanding the buffer for the distribution list of the leaflet to include nearby residential areas.
- 7.5.4. The Applicant shared a second draft of the SoCC with host local authorities on 02 September 2021. Minor amendments following feedback from the local authorities, informed the final version of the SoCC for statutory consultation with the host local authorities.
- 7.5.5. The information contained within the SoCC consisted of an introduction outlining the purpose of the document; the DCO process and Applicant's application, a description of the need for the Scheme, and its objectives. It also included a description of the statutory consultation, including the consultation period and justification for holding the consultation.

- 7.5.6. Further detail was provided on the proposed consultation activities and methods, documents available for inspection and how to respond to the consultation. Finally, the SoCC set out how the Applicant would pay regard to comments received and the next steps of the DCO process.
- 7.5.7. The draft and final consultation versions of the SoCC are included in Appendix F.

7.6. Consultation on the 2021 SoCC

- 7.6.1. Each local authority was provided with a copy of the SoCC via email on 23 September 2021 (Appendix F) and invited to provide comments and suggestions in response to the SoCC, over a statutory period of 28 days. Responses were due by 22 October 2021.

Table 7-1 - Summary of early engagement and formal consultation on the SoCC

Activity	Date	Consultee
First draft of the SoCC shared by the Applicant.	02 August 2021	Gloucestershire County Council Cheltenham Borough Council Tewkesbury Borough Council
Planning Liaison meeting with the Applicant and consultees.	11 August 2021	Gloucestershire County Council Cheltenham Borough Council Tewkesbury Borough Council
Feedback on the first draft provided by the consultee.	12 August 2021	Gloucestershire County Council Cheltenham Borough Council, Tewkesbury Borough Council
Second draft of the SoCC shared by the Applicant based on the feedback provided by the consultee.	27 August 2021	Gloucestershire County Council Cheltenham Borough Council Tewkesbury Borough Council
Feedback on the second draft provided by the consultee.	31 August 2021	Cheltenham Borough Council
Planning Liaison meeting with the	08 September 2021	Gloucestershire County Council

Activity	Date	Consultee
Applicant and consultees.		Cheltenham Borough Council Tewkesbury Borough Council
Formal notification of the SoCC under s47(2) of the Planning Act.	23 September 2021	Gloucestershire County Council Cheltenham Borough Council Tewkesbury Borough Council
Formal response received from the consultee.	07 October 2021	Gloucestershire County Council
Reminder sent to confirm if consultee will submit formal comments on the SoCC by the deadline.	18 October 2021	Cheltenham Borough Council Tewkesbury Borough Council

7.7. Local authority responses to the draft SoCC

- 7.7.1. The Applicant received a response to the draft SoCC from Gloucestershire County Council on 07 October 2021.
- 7.7.2. This presented the local authority's response to the draft SoCC as comments made via email.
- 7.7.3. A copy of the response is included in Appendix F.
- 7.7.4. Cheltenham Borough Council and Tewkesbury Borough Council did not provide a formal response to the consultation on the SoCC.

7.8. Regard had to local authority responses to the draft SoCC

- 7.8.1. In accordance with s47(5) of the 2008 Act, due regard was given to the responses to consultation in finalising the SoCC. A summary of the responses received and how they have been addressed is provided in Table 7-2, an email notification was sent to each of the local authorities confirming that the SoCC had been finalised and, where appropriate, confirming that all comments had been taken on board.

Table 7-2 - Regard had to local authority responses to the draft SoCC

Comment made by local authorities	Regard had to suggestion	Amendment to SoCC (if applicable)
All references to 'Highways England' should now read 'National Highways'.	Noted, and all references were changed.	All references to "Highways England" changed to National Highways'.
Please can you confirm that the proposed approach in relation to the Applicant's libraries has been discussed and agreed?	The approach has been discussed and agreed.	N/A
Please be aware that there have been several recent instances of some libraries temporarily closing / opening hours changing – I suggest that some form of 'proviso' wording is included in the SoCC, as it refers to very precise opening days / hours, which may not be the case (often at short notice, due to staff shortages, etc.).	Noted, wording to highlight this added.	If any of the events included in the list above need to be cancelled for example due to social distancing restrictions from the COVID-19 pandemic, the project team will endeavour to provide additional virtual consultation events for the community to view the proposals. Where any changes to the events are required, the team will publicise the changes through the scheme website and social media.
There is some missing highlighted text in both Appendices B and C. These will need to be rectified in the final version of the SoCC.	Agree and will be rectified.	Highlighted text updated and highlight removed.
A more specific postal address for Gloucestershire County Council needs to be included on pages 26 and 27. Letters / representations simply sent to the Applicant at Shire Hall will not necessarily find their way to the correct team – which needs to be specified.	Agree and the Applicant's major projects team address to be included.	Contact details updated to: M5Junction10@atkinsglobal.com 01454 667900 Major Projects Highways Commissioning Block 5, Floor 5 Shire Hall Gloucester.

7.9. Publication of the 2021 SoCC

- 7.9.1. The 2021 SoCC was published on 25 November 2021 stating that a ten week statutory consultation starting on 08 December 2021 and ending on 15 February 2022 would be undertaken and would constitute the ‘statutory’ consultation, held under Part 5, Chapter 2 of the Act.
- 7.9.2. The 2021 SoCC was made publicly available on the Scheme website and sent electronically as part of the consultation pack to all statutory consultees including prescribed consultees and PwL.
- 7.9.3. The final SoCC document detailing the planned approach to this statutory consultation is provided in Appendix F.
- 7.9.4. Two copies were also made available at the two face to face consultation events.
- 7.9.5. The SoCC was not made available in other public deposit points, following changes to DLUHC guidance due to COVID-19⁹. As stated within the introduction, additional legislation was released in 2020 to support developers to safely undertake consultation during the COVID-19 pandemic, stating that “Section 47(6) of the Planning Act 2008 requires that at the pre-application stage the Statement of Community Consultation must be made available for inspection. This requirement can be met by making documents available for inspection online. Applicants should take reasonable steps to ensure that anyone wishing to view the documentation can find these documents on their website. Hard copies should be made available by the applicant on request”. The legislation states that this should be evidenced within the Consultation Report.
- 7.9.6. An electronic copy of the 2021 published SoCC can be found on the Scheme website¹⁰.
- 7.9.7. S47(6)(a) of the 2008 Act also requires the 2021 SoCC notice to be published in newspapers detailed in Table 7-3. Copies of the SoCC notice as published are provided within Appendix I.

Table 7-3 - 2021 SoCC Notice Publication Dates

Date Published	Newspapers
25 November 2021	The Times
25 November 2021	London Gazette
25 November 2021, 02 December 2021	Gloucester Citizen
25 November 2021, 02 December 2021	Gloucestershire Echo

⁹ Guidance on procedural requirements for major infrastructure projects.

<https://www.gov.uk/guidance/guidance-on-procedural-requirements-for-major-infrastructure-projects> (Accessed 18/10/2022)

¹⁰ SoCC. <https://www.gloucestershire.gov.uk/media/2111366/statement-of-community-consultation-socc.pdf> (Accessed 18/10/2022).

8. Consultation under s42

8.1. Summary

8.1.1. S42 of the PA 2008 requires the Applicant to consult with:

- Prescribed consultees (s42(1)(a)).
- The relevant local authorities (s42(1)(b)).
- The Greater London Authority (s42(1)(c)) where applicable.
- Those with an interest in the land and those who would or might be entitled to make a relevant claim under (s42(1)(d) and 44).

8.1.2. The above list does not imply that other parties should not be consulted. It merely highlights certain parties that Applicants are legally obliged to consult before submitting a DCO application.

8.2. Prescribed consultees (s42 (1)(a))

8.2.1. Schedule 1 to the 'APFP Regulations' outlines the list of prescribed consultees that need to be consulted prior to application, informed once the application has been accepted, or consult on revisions.

8.2.2. Schedule 1 makes a provision through a 'circumstances' test for whether there is a requirement to consult a specific party, and therefore only the relevant Schedule 1 consultees were consulted during the statutory consultation period. Appendix K lists each consultee prescribed in Schedule 1 of the APFP Regulations, whether they were included in the consultation and justification for that inclusion.

8.3. Relevant local authorities (s42 (1)(b))

8.3.1. S42(1)(b) of the PA 2008 requires the Applicant to consult with the local authorities identified in s43 of the PA 2008, which sets out four categories of authority:

- A is a neighbouring local authority (s43(2)) that shares a boundary with a unitary council or lower-tier district 'B' council within whose area development is situated.
- B is either a unitary council or a lower-tier district council in which the development is situated – a host local authority.
- C is an upper-tier county council in which the development is situated – a host local authority.
- D is either a unitary council or an upper tier county council which shares a boundary with a host 'C' authority – a neighbouring local authority (s43(2)a)).

8.3.2. Details of the identification of relevant local authorities, including whether they are an A, B, C or D authority, and the criteria for their identification, are included in Table 8-1.

Table 8-1 - Identification of consultees under s42(1)(b)

Name	A, B, C or D authority	Criteria for inclusion
Gloucestershire County Council	C	Gloucestershire County Council is an upper tier county authority in which the Scheme is located.
Tewkesbury Borough Council	B	Tewkesbury Borough Council is lower tier district authority, and a host local authority in which part of the Scheme is located.
Cheltenham Borough Council	B	Cheltenham Borough Council is lower tier District authority, and a host local authority in which part of the Scheme is located.
Gloucester City Council	A	Gloucester City Council is lower tier district authority which shares a boundary with a B authority, Tewkesbury Borough Council.
Cotswolds District Council	A	Cotswolds District Council is a lower tier district authority which shares a boundary with two B authorities, Tewkesbury Borough Council and Cheltenham Borough Council.
Forest of Dean District Council	A	Forest of Dean District Council is a lower tier district authority which shares a boundary with a B authority, Tewkesbury Borough Council.
Herefordshire Council	D	Herefordshire Council is a unitary authority which shares a boundary with a C authority, Gloucestershire County Council.
Malvern Hills District Council	D	Malvern Hills District Council is a unitary authority which shares a boundary with a C authority, Gloucestershire County Council.
Monmouthshire County Council	A	Monmouthshire County Council is a unitary authority which shares a boundary with a C authority, Gloucestershire County Council.
Oxfordshire County Council	D	Oxfordshire County Council is an upper-tier county council which shares a boundary with a C authority, Gloucestershire County Council.
South Gloucestershire Council	D	South Gloucestershire Council is a unitary authority which shares a

Name	A, B, C or D authority	Criteria for inclusion
		boundary with a C authority, Gloucestershire County Council.
Stroud District Council	A	Stroud District Council is a lower tier district authority which shares a boundary with a B authority, Tewkesbury Borough Council.
Swindon Borough Council	D	Swindon Borough Council is a unitary authority which shares a boundary with a C authority, Gloucestershire County Council.
Warwickshire County Council	D	Warwickshire County Council is an upper tier county authority which shares a boundary with a C authority, Gloucestershire County Council.
Wiltshire Council	D	Wiltshire Council is a unitary authority which shares a boundary with a C authority, Gloucestershire County Council.
Worcestershire County Council	D	Worcestershire County Council is an upper tier county authority which shares a boundary with a C authority, Gloucestershire County Council.
Wychavon District Council	D	Wychavon District Council is an upper tier county authority which shares a boundary with a C authority, Gloucestershire County Council.

8.4. Persons with an interest in land (PwIL) (s42 (1)(d))

- 8.4.1. S42(1)(d) of the PA 2008 requires the Applicant to consult each person who is within one or more of the categories set out in section 44 (s44) of the PA 2008. This requires the developer to consult with landowners, lessees, tenants, or occupiers (Category 1 persons, as per s44(1)); those with an interest in the land or certain powers with respect to the land (Category 2 persons, s44(2)); and those who the Applicant thinks would or might be entitled to make a relevant claim under s44(4) (Category 3 persons).
- 8.4.2. The Category 1 persons were identified via a diligent inquiry process. The Applicant's process of diligent inquiry made use of the methodology detailed below.
- 8.4.3. A shapefile of the search area encompassing the proposed land requirements was submitted to the Land Registry, so that a search could be completed of the index map.

Ongoing Land Registry searches have been used to ensure that any changes in Title were identified. The official copies of the Registered Titles and Plans were examined to identify all land interests. At completion of this initial desk-based exercise it was then possible to identify the extent of unregistered land interests.

- 8.4.4. To establish ownership of unregistered land that falls within the proposed land requirements, public sources of information were used, such as site visits, the posting of site notices, the Planning Portal, Rural Payments Agency website, Department for Environment, Food and Rural Affairs (DEFRA), Natural England, Companies House website, the relevant Highways Authority, records held by Statutory Undertakers, Electoral Registers, and online resources.
- 8.4.5. Following the initial non-contact methods and desk-based studies above, identified parties were issued with a letter and questionnaire requesting return of information about land in which they may have an interest. This exercise was conducted to further identify land interests which have no registered interest via the land registry or other publicly available sources. This was then followed up by telephone, letter contact and a door-to-door site visit exercise to increase the response rate of land questionnaires.
- 8.4.6. Throughout the programme of the Scheme, the land information was refreshed/re-referenced at key intervals/milestones and at key design fixes to capture new parties where land interests have changed over time and to further assure the land information contained within the Book of Reference and land plans.
- 8.4.7. Category 2 and Category 3 persons were identified via a similar process.
- 8.4.8. More detail of this methodology is described further in the Book of Reference (Application document TR010063 – APP 4.3).
- 8.4.9. As the Scheme progressed, the landowners of an affected land parcel changed. Therefore, the Applicant sent a s42 consultation pack to the new landowners on 17 January 2023, asking for a response back by 16 February 2023, to give them a chance to respond to the Statutory Consultation.
- 8.4.10. As part of the land referencing undertaken additional data refreshes have been completed resulting in the identification of new interests and additional parties whose interests may be affected. The Applicant has written to all newly identified parties to advise them of the Scheme and how it may affect their property or rights and has invited these parties to make contact to discuss any concerns or views they may have in relation to the scheme and their property interests.

8.5. S42 notification and consultation pack

- 8.5.1. A s42 statutory consultation letter was prepared which provided an overview of the Scheme, an explanation around the classification of the Scheme as a NSIP and the requirement to apply for a DCO. The duty to consult and the statutory consultation process during the pre-application period is also further explained. The consultee was advised of the public consultation events and the opportunity to provide feedback on the Scheme. A web link was provided to the consultation documents and the methods of providing a response.

- 8.5.2. Copies of the letters provided to s42 consultees are provided within Appendix H.
- 8.5.3. Accompanying the s42 letter was a consultation pack which was issued in the form of an USB containing digital copies of the consultation materials. This was sent to all prescribed consultees, local authorities and PwIL between 06 December 2021 and 07 December 2021. All consultation packs were posted using Royal Mail tracked delivery to ensure proof of delivery.
- 8.5.4. The consultation pack contained:
- S42 consultation letter
 - Consultation brochure
 - Feedback survey
 - PEIR
 - Non-technical summary of the PEIR
 - Scheme plan
 - Indicative application red line boundary plan
 - SoCC
 - A copy of the s47 notice Publicising the SoCC
 - A notice of the Proposed Application (s48) (ensuring compliance with the requirements of Regulation 13 of the Infrastructure Planning (EIA) Regulations 2017
- 8.5.5. All prescribed consultees were contacted prior to the consultation to confirm they would accept a USB and if this was not possible documents were sent via file transfer.
- 8.5.6. Statutory undertakers who had been identified through development of the Scheme but had no interest in land received a s48 notification and a consultation pack could be provided to them upon request. These included:
- Cadent Gas Limited
 - Eclipse Power Network Limited
 - Energy Assets Networks Limited
 - Energy Assets Pipelines Limited
 - ES Pipelines Ltd
 - ESP Connections Ltd
 - ESP Electricity Limited
 - ESP Networks Ltd
 - ESP Pipelines Ltd
 - Forbury Assets Limited
 - Fulcrum Electricity Assets Limited
 - Fulcrum Pipelines Limited
 - Harlaxton Energy Networks Limited
 - Harlaxton Gas Networks Limited
 - Independent Pipelines Limited
 - Independent Power Networks Limited

- Indigo Pipelines Limited
- Indigo Power Limited
- Last Mile Electricity Ltd
- Last Mile Gas Ltd
- Leep Electricity Networks Limited
- Leep Gas Networks Limited
- Murphy Gas Networks Limited
- Murphy Power Distribution Limited
- Quadrant Pipelines Limited
- Royal Mail Group
- Scotland Gas Networks Plc
- Severn Trent
- South West Ambulance Service NHS Trust
- Southern Gas Networks Plc
- SSE Enterprise Telecoms
- The Electricity Network Company Limited
- UK Power Distribution Limited
- Vattenfall Networks Limited

8.6. Analysis approach to s42 consultation feedback

- 8.6.1. Responses provided in the form of a written consultation response, have been considered and details of the topics raised are outlined later in this report along with the responses which have been received from local authorities (s42(1)(b)) and prescribed consultees (s42(1)(a)).
- 8.6.2. All responses to the s42 consultation were logged and recorded in a spreadsheet. The Applicant conducted a thematic analysis of the written responses received to identify themes across the matters raised. Each matter raised was passed on to the Applicant's project team to consider the response as part of the Scheme development. A response to each matter raised was produced. The Applicant's responses can be found in Appendix M.
- 8.6.3. In addition to the above, the Applicant also engaged an external consultant to analyse the written responses to identify key themes and provide statistical evidence.

8.7. Results of s42 consultation

- 8.7.1. This section outlines written responses to the statutory consultation. All responses were identified as coming from stakeholders and have been grouped according to the type of stakeholder they represent.
- 8.7.2. A summary of the responses received is provided below which outlines levels of support and key themes that arose across the responses.
- 8.7.3. There were 34 responses from stakeholders received as letters or emails. Stakeholder responses have been grouped into the following categories:

- Prescribed consultees
- Local authorities (s43)
- Non statutory stakeholders
- Prescribed consultees (statutory undertakers)
- Persons with an interest in Land

8.7.4. There were 16 responses from prescribed consultees:

- Bloor Homes and Persimmon Homes
- Cotswold Conservation Board
- Environment Agency
- Golden Valley Development (Cheltenham Borough Council developer)
- Health and Safety Executive
- Historic England
- National Highways
- Natural England
- Robert Hitchins Limited
- Stoke Orchard and Tredington Parish Council
- Swindon Parish Council (two submissions)
- The Canal and River Trust
- The Coal Authority
- The Woodland Trust
- Uckington Parish Council
- UK Health Security Agency (Public Health England)

8.7.5. There were five responses from Local authorities (s43):

- Cheltenham Borough Council (joint response with Tewkesbury Borough Council)
- Gloucestershire County Council
- South Gloucestershire Council
- Tewkesbury Borough Council (joint response with Cheltenham Borough Council)
- Wychavon District Council

8.7.6. There were six responses from non statutory stakeholders:

- GCHQ
- Gloucestershire Wildlife Trust
- Cheltenham and Tewkesbury Cycling Campaign
- Stagecoach
- Save the Countryside
- Western Gateway Sub Regional National Transport Body

8.7.7. There were two responses from prescribed consultees (statutory undertakers):

- Neos Network
- Severn Trent Water Limited

- 8.7.8. There were three responses from Persons with an Interest in Land:
- Aldi Stores Limited
 - DFS Group
 - Two landowners

8.8. Overview of comments received via written representations

- 8.8.1. The same code frame was used when analysing written representations from stakeholders as for open responses to questions in the feedback survey.
- 8.8.2. Figure 8-1 shows the top five themes identified from the analysis of written responses with an assessment of whether it was positive, negative or neutral.

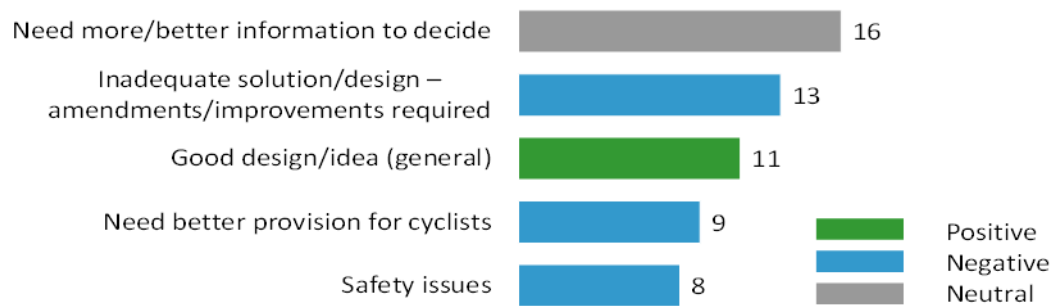


Figure 8-1 - Top five themes identified across written responses

Response (n=31 stakeholders). N.B. 3 respondents who provided a written response stated that they have no comments to make and therefore are not shown on the figure. Feedback related to the broader topics of design, environment, general and traffic and largely related to the need for traffic modelling information, land take and the construction process.

- 8.8.3. The most common theme that arose was ‘need more/better information to decide’, coded as neutral and identified in 16 representations.
- 8.8.4. The second most common theme shown in Figure 8-1 as ‘inadequate solution/design/improvements required’ and was coded as negative and identified in 13 representations. Comments related to the broader topics of design, traffic, and active travel, and largely related to the provision of bus priority measures and bus stops, access to future developments and to land, and cycling provision.

- 8.8.5. The third most common theme shown in Figure 8-1 'good design/idea (general)' and was coded as positive and identified in 11 representations. Comments overall were expressions of general support for the Scheme.
- 8.8.6. The fourth most common theme shown in Figure Figure 8-1 'need better provision for cyclists' and was coded as negative and identified in nine representations. Comments provided related to the wider topic of active travel: the provision of crossings and the types of movements promoted (e.g., junctions, roundabouts), the design and type of cycling facilities, and queries about the extension of the proposed cycle network.
- 8.8.7. The fifth most common theme shown in Figure 8-1 was 'safety issues' and was coded as negative and identified in eight representations. Comments related to the broader topics of active travel, design, general and traffic, such as including crossings for pedestrians and cyclists which related also to the location of bus stops, and access to land.

8.9. Key feedback from prescribed consultees and the Applicant's response

- 8.9.1. The responses received from the prescribed consultees are summarised along with the regard the Applicant had to this response.

Table 8-2 - Summary of responses from prescribed consultees

Ref	Consultee	Topic	Matter raised	Scheme change	Response
48	Bloor Homes	Design	The site access does not include any bus priority measures. Bus priority is a key element of the Tewkesbury Road transport strategy, which has been developed in conjunction with Gloucestershire County Council for a number of years.	Yes	The northern verge of the A4019 has been widened to allow for future bus lane provision from the fire station to Gallagher Junction. The right turn lane from A4019 westbound to North West Cheltenham (Elms Park) Allocated Site access has been changed to bus only. The entrance to Park and Ride is added to the west of Safeguarded Site junction to match the developer's design.
51	Bloor Homes	Design	The design does not include any bus priority measures, including the removal of the measures included within the Elms Park access works. Bus priority measures are a key feature of the Tewkesbury Road transport strategy and their removal risks prejudicing delivery of the Western Expansion land. These measures must be fully reinstated within the Elms Park works and included within the Western Expansion site access/Tewkesbury Road/Link Road design.	Yes	The northern verge of the A4019 has been widened to allow for future bus lane provision from the fire station to Gallagher Junction. The right turn lane from A4019 westbound to North West Cheltenham (Elms Park) Allocated Site access has been changed to bus only. The entrance to Park and Ride is added to the west of Safeguarded Site junction to match the developer's design.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
54	Bloor Homes	Environment	Insufficient information has been provided to fully understand how the flood risk and drainage strategy would affect development of the Western Expansion land. This must be provided in the form of a hydraulic model.	N/A	The hydraulic model has been provided to the Environment Agency and has been further documented in separate Baseline Modelling and Scheme Modelling reports. Environment Agency has reviewed the baseline model. Discussions on the Scheme modelling, and embedded mitigations have also been held with the Environment Agency. Details are provided in the Environmental Statement (Chapter 8). A copy of the drainage strategy is included as Appendix 2.1 in the Environmental Statement.
55	Bloor Homes	Design	The consultation documents do not include any information describing why a single vehicular access is considered to be appropriate for the Western Expansion land and why a secondary access could not be delivered. Justification must be provided for this design choice.	Yes	The central reserve between the Link Road Junction and Uckington Junction has been widened to accommodate the potential for a future junction and right turn lane.
57	Bloor Homes	Design	The Scheme design provides a site access from Tewkesbury Road up to the boundary of the land, which is promoted by, and under Option agreement with, Bloor Homes. This is supported and must be delivered in full.	Yes	An indicative layout to accommodate Bloor Homes request was shown in the Statutory Consultation design. This indicative access is now replaced with a field access only. This is due to the status of land (Safeguarded Site), which is only "safeguarded" for future development. The Applicant has assessed a layout in the traffic modelling to ensure that a junction

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			Any other design options, interim or otherwise, that fail to provide the full design as presented would not be acceptable.		with sufficient capacity is feasible at this location and the proposals of the Scheme will not restrict any such provisions in future. Under the Scheme proposal, the northern arm will be for field access opposite Link Road Junction and future proofing the highway layout for the provision of a future main access junction for Safeguarded Site development. It is the responsibility of the developer to develop the Safeguarded Site access and obtain the required planning permission as part of the wider Safeguarded Site planning application.
59	Bloor Homes	General	The main objective of the Scheme, and subsequent business case for funding approval, is centred on facilitating growth in jobs and housing, including the Safeguarded land. Any Scheme that did not fully provide access to the Bloor Homes land would not meet these objectives and would not be acceptable.	Yes	An indicative layout to accommodate Bloor Homes request was shown in the Statutory Consultation design. This indicative access is now replaced with a field access only. This is due to the status of land (Safeguarded Site), which is only "safeguarded" for future development. The Applicant has assessed a layout in the traffic modelling to ensure that a junction with sufficient capacity is feasible at this location and the proposals of the Scheme will not restrict any such provisions in future. Under the Scheme proposal, the northern arm will be for field access opposite Link Road Junction and future proofing the highway layout for the provision of a future main access junction for Safeguarded Site development. It is the responsibility of the developer to develop the Safeguarded Site access and obtain the required planning permission as part of the wider Safeguarded Site planning application.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
60	Bloor Homes	Design	The Scheme changes the safeguarded land access to a signalised junction. This would offer improved facilities for non-motorised users and is supported in principle. It should still be ensured that the access would provide sufficient capacity to accommodate forecast traffic flows.	Yes	The proposed junction remains as a signalised junction and has been designed to accommodate forecast traffic based on the trajectory provided by the Joint Core Strategy for the business case. However, the number of lanes on the future development arm of the junction has been reduced. The design allows for the future upgrade of the northern arm by the developer.
62	Bloor Homes	Design	We asked for a review of the termination of the 'stub access' to the safeguarded land to provide a road to the boundary with Bloor Homes land. This has been accommodated within the design and is supported.	N/A	It is noted that this change in design is supported.
65	Bloor Homes	Active travel	The inclusion of the segregated cycle route on the new link road to provide a route between the safeguarded land and west of Cheltenham, and a new crossing on the A4019 is welcomed.	N/A	It is noted that this change in design is supported.
66	Bloor Homes	Active travel	Additional details on the cycle route design on the northern side of A4019 appear to be	Yes	The Scheme design has been updated to provide segregated walking and cycling facilities alongside the A4019 through Uckington.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			included in the current design, which is welcomed, although a full assessment will be required within later design stages.		
68	Bloor Homes	Traffic	The principle of the Scheme presented to provide a grade-separated traffic signal-controlled roundabout is supported.	N/A	It is noted that this change in design is supported.
69	Bloor Homes	Active travel	The Scheme design seeks to provide a mostly segregated walking and cycling route on the northern side of Tewkesbury Road, except where it passes through Uckington.	Yes	The Scheme design has been updated to provide segregated walking and cycling facilities alongside the A4019 through Uckington.
70	Bloor Homes	Traffic	There is no information provided such as junction modelling or traffic flow forecasts which would indicate how M5 Junction 10, or any other part of the highway network, would operate in future. Given that the Scheme will allow southbound access to the M5, it should be recognised that there will be significant uncertainty in future traffic flow demands.	N/A	This comment was taken into consideration. Traffic modelling details have been shared as part of ongoing engagement. It is included in the Transport Assessment which forms part of the Development Consent Order submission.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
72	Bloor Homes	Traffic	Forecast traffic flow demands from the Western Expansion and any modelling information for the proposed new access have not been provided.	N/A	Traffic modelling details have been shared as part of ongoing engagement. Assuming the Western Expansion refers to the development sites, there are in total 6 access points to these three development sites. Traffic flow information to and from these access points at various forecast years and under different scenarios is available. The Traffic Forecasting Report includes some of such information and additional information can be made available upon request.
74	Bloor Homes	Design	The Scheme provides access to the Bloor Homes land to deliver jobs and housing, which is the main objective of the Scheme and fundamental to the business case funding approval. Any alternative to this Scheme which fails to provide full access to the land, including any interim access solution, would result in a very strong objection to the Scheme.	Yes	An indicative layout to accommodate Bloor Homes request was shown in the Statutory Consultation design. This indicative access is now replaced with a field access only. This is due to the status of land (Safeguarded Site), which is only "safeguarded" for future development. The Applicant has assessed a layout in the traffic modelling to ensure that a junction with sufficient capacity is feasible at this location and the proposals of the Scheme will not restrict any such provisions in future. Under the Scheme proposal, the northern arm will be for field access opposite Link Road Junction and future proofing the highway layout for the provision of a future main access junction for Safeguarded Site development. It is the responsibility of the developer to develop the Safeguarded Site access and obtain the required planning permission as part of the wider Safeguarded Site planning application.
75	Bloor	General	Bloor Homes formally registers	N/A	Safeguarded Site is currently only 'safeguarded' for

Ref	Consultee	Topic	Matter raised	Scheme change	Response
	Homes		a very strong objection to the compulsory acquisition of any land (permanent and temporary works land) until such time as this issue has been resolved to their satisfaction and there is a clear agreement on the level and nature of any compensation that will be payable on the basis that this is a safeguarded development site.		development and therefore is it considered inappropriate to provide a full development access. The Applicant will continue to liaise with all stakeholders on the short term and long term access arrangements for the land to the north of the A4019.
76	Bloor Homes	Traffic	There has been no publication of any of the supporting traffic modelling information. This reduces the ability to meaningfully comment on the Scheme design. Traffic modelling information must be provided to justify the design proposals.	N/A	Traffic modelling has been undertaken and included in the Transport Assessment which forms part of the Development Consent Order submission
77	Bloor Homes	Design	Consideration should be given to providing a secondary access to the Safeguarded land, or to allow for one in future. This has not been provided.	Yes	The central reserve between the Link Road Junction and Uckington Junction has been widened to accommodate the potential for a future junction and right turn lane.
78	Bloor Homes	Active travel	The cycle route is reduced to shared-use, presumably due to	Yes	The Scheme design has been updated to provide segregated walking and cycling facilities alongside the

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			the restricted width of the highway corridor. Options should be considered to improve this section, which could include widening the route beyond the 3m minimum where possible.		A4019 through Uckington.
79	Bloor Homes	Active travel	The route narrows adjacent to a bus stop, this is not appropriate as there would be higher levels of pedestrians congregating in conflict with cyclists.	Yes	The Scheme design has been updated to provide segregated walking and cycling facilities through Uckington. The proposed eastbound bus stop has now been moved to the east of the Uckington junction, closer to the proposed signalised pedestrian crossing of the A4019. The design includes a bus stop with a 3.5m wide island provided between the bus stop and the cycle track. A zebra crossing of the cycle track is included to allow pedestrians to cross the cycle path to the footway maintaining segregation between the cyclist and pedestrian facilities.
82	Bloor Homes	Active travel	The cycle route design through Uckington does not comply with the guidance set out within Local Transport Note 1/20. This section of the route will act as a deterrent to cycling between the Western Expansion land and Cheltenham town centre. The design must be revisited to ensure compliance with Local	Yes	The Scheme design has been updated to provide segregated walking and cycling facilities alongside the A4019 through Uckington, which comply with the guidance set out within Local Transport Note 1/20.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			Transport Note 1/20.		
230	National Highways	Environment	It is noted that the LV is now 20µg/m ³ for PM2.5 and with the PM2.5 change in concentration there is no risk of LV compliance issue with the scheme. This can be done by utilising PM10 values if necessary.	N/A	Comparisons to PM2.5 Air Quality thresholds are presented in the Environmental Statement and have been updated to present concentrations rather than change where modelled receptors are below the Air Quality threshold.
231	National Highways	Environment	References to the Design Manual for Roads and Bridges methodology for consideration of significant effects in the short term should be provided, particularly in relation to 1dB change and exceedance of the Significant Observed Effect Level. As this is a local authority scheme, if consultation is undertaken with other local authority departments, the reporting of this should be factual and clearly state who will or has been consulted, why and the reason why the consultation work hasn't been completed to date.	N/A	More information on the short term assessment, as well as the consultation process has been included in the Environmental Statement.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
23 2	National Highways	Environment	National Highways have data available which confirms the locations of Noise Important Areas on the strategic road network and confirms where low noise surfacing has previously been deployed. The Applicant should consider accessing this data source and referring to the information in the Environmental Statement to be produced with a note included to say this will be the case It should offer clarity as to why only daytime noise was assessed.	N/A	The Environmental Statement includes the additional information including night time assessment.
23 3	National Highways	Environment	Attention should be given to the translation between Phase 1 and UK Habitat Classification not always being direct, therefore the necessary surveys should be undertaken using UK Habitat Classification, assessing conditions accordingly. Translation of Phase 1 isn't considered a robust approach to establish the biodiversity baseline.	N/A	This has been identified as a limitation in the Biodiversity Net Gain assessment, with UK Habitat surveys undertaken to address this. The results of these surveys have been used in the assessment of the Biodiversity Net Gain for the Scheme. Details of the methodology and the results are reported in the Environmental Statement.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
23 4	National Highways	Environment	As the design develops it should also include that it is both Design Manual for Roads and Bridges and Water Framework Directive compliant.	N/A	The Scheme has been designed in line with Design Manual for Roads and Bridges and Water Framework Directive legislation to ensure it is compliant with both.
23 5	National Highways	Environment	Maintenance responsibilities for bat roosts where created need to be considered. It was also noted that n-dep hasn't been considered quantitatively to inform assessment at this stage so this will need to be referenced.	N/A	Further detail has been included in the Environmental Statement.
23 6	National Highways	Environment	Clarification should be given around the availability of the results of the Geophysical survey undertaken in 2020 and subsequent surveys to be included within the Environmental Statement.	N/A	The full results of the geophysical survey and trenching have informed the Environmental Statement.
24 4	National Highways	Design	If the scheme stops up any of the land we own, it will need to be identified and National Highways duly informed. Any land acquisition required for the scheme should not impede the safe operation and maintenance	N/A	The plans that form part of the Development Consent Order application show this information. The Applicant has continued to liaise with National Highways to clarify the position.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			of the Strategic Road Network.		
24 6	National Highways	Active Travel	The Indicative General Arrangement Plan shows the welcome provision of new cycle paths and footways along the local road network. The section to the west of the M5 terminates shortly after the junction and merges into a narrow footway on the northern side of the A4019. It is considered that the plan should show a direct access onto the cycle path from the eastbound carriageway of the A4019 (just after the bus stop) so that this can be accessed before the motorway junction and without having to cross the road markings of the earlier junction. Thought must be given to how cyclists travelling west on the new cycle path can safely access the westbound carriageway of the A4019 to continue their journey.	Yes	This comment is noted, and such provision has been incorporated into the scheme design. This includes features to provide a connection between the off-road facility and the carriageway (and vice versa).
24 7	National Highways	General	There will be some directional drilling by Statutory Undertakers	N/A	National Highways have been fully involved in the design process and the initial proposals for directional

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			involved which could have an impact on the safe operation and maintenance of the Strategic Road Network.		drilling have been developed in conjunction with them to ensure the safe operation and maintenance of the Strategic Road Network.
25 1	National Highways	Environment	The Historic Statement should be characterised using the current Scheme boundary at the very least and the limitations to the magnitude of impact stated if it isn't possible to undertake the assessment of impacts on it. Clarification around the availability of its assessment should be included within the Environmental Statement.	N/A	The study area for the assessment of the impacts to the historic environment is defined by the Development Consent Order Limits for a Scheme. The methodology for identifying the magnitude of impact has been presented as part of the Preliminary Environmental Information Report and is included as part of the Environmental Statement.
25 3	National Highways	Environment	Clarification is needed as to where responsibility will lie with delivering mitigation for cumulative effects being provided through "archaeological recording that provides a landscape scale interpretation of the information recovered"	N/A	The responsibility for the mitigation lies with the developer. The landscape scale interpretation does not mean that work is required outside of the Development Consent Order Limits, only those recent investigations in the area need to be considered when interpreting the results to provide an understanding beyond the specific remains impacted by the Scheme.
25 4	Historic England	Environment	Historic England has reviewed the Preliminary Environmental Information Report and	N/A	Further information is provided as part of the Environmental Statement, including an assessment of the potential impacts to the Scheduled Monument and

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			considers that there is not enough information to provide a clear understanding of the nature and full extent of the potential impacts on the historic environment as required either by the Environmental Impact Assessment regulations, National Planning Statements or the National Planning Policy Framework.		Listed Buildings at Moat House.
257	Historic England	Environment	Concerns regarding the level of information provided regarding the highly designated heritage asset of Uckington Moated Site (a scheduled monument and several listed buildings). Some aspects of the scheme in its current form will impact on and cause harm to the significance of the asset through a change in its setting, which contributes to its significance.	N/A	The new link between Cooks Lane and Moat Lane and the creation of passing bays along Moat Lane has been removed from the Scheme design. This will reduce the proximity of the Scheme to Moat House. An assessment of the setting of the Scheduled Monument and the Listed Buildings is presented as part of the Environmental Statement.
258	Historic England	Environment	Proportional and refined information is necessary to understand these impacts upon designated heritage assets in	N/A	Setting assessments for designated heritage assets have been conducted as part of the assessments and are reported on in the Environmental Statement. Embedded mitigation has been included in the design.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			their landscape setting.		
25 9	Historic England	Environment	We will not be providing detailed comments on the assessment of non-designated archaeological remains which we recommend should be addressed in further consultation with Gloucestershire County archaeological advisors.	N/A	Consultation with the Gloucestershire County Council archaeological advisors is ongoing and has informed geophysical survey, trial trenching, and proposed mitigation works.
26 5	Historic England	Environment	<p>Considerations to be taken into account when proposals of this nature are being assessed include:</p> <ul style="list-style-type: none"> • Impact of ancillary infrastructure and development, including local link roads and drainage proposals. • Impact upon the landscape, especially if a site falls within an area of historic landscape. • Direct impacts on historic/archaeological fabric (buildings, sites or areas), whether statutorily protected 	N/A	These elements have been considered in the development of the study area and impact assessments and have been addressed in the submitted Environmental Statement.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			<p>or not.</p> <ul style="list-style-type: none"> • Setting of listed buildings, scheduled monuments, registered parks and gardens, conservation areas etc, including long views and any specific designed views and vistas within historic designed landscapes. • The potential for buried archaeological remains. • Effects on landscape amenity from public and private land. • Cumulative impacts. 		
26 6	Historic England	Environment	<p>Uckington Moated site consists of a number of designations:</p> <ul style="list-style-type: none"> • Moat House moated site Scheduled Monument (Mon. No. 32340, NHLE 1016835). • Moat House Grade II Listed Building (NHLE 1091874). • Barn circa 30 metres north west of The Moat House Grade II Listed Building (NHLE 1340069). 	N/A	All of these are included in the study area and have been assessed for impacts to setting. The heritage receptors listed in the comment have been covered within the Environmental Statement.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			<ul style="list-style-type: none"> Bridge and attached pair of lodges Moat House Grade II Listed Building (NHLE 1154528). 		
268	Historic England	Environment	The improvements to Junction 10 and the dualling of the A4091 will increase vehicle use of the road into Cheltenham. Close to the site at the end of Moat Lane there will be a signal-controlled junction, which will increase movement, noise and lighting on the approach to the moated site.	N/A	A setting assessment has been conducted for the designated assets at Moat House to understand how the surroundings contribute to the assets' significance. This has informed the Environmental Statement.
277	Historic England	Environment	The water quality within the moated site is also of concern and how or if the proposed works will impact on that through changes in the water table or run-off from the road.	N/A	A site survey has been undertaken by the Applicant's groundwater team. The initial assessment from a survey undertaken by the groundwater team is that the spring feeding the moat is a locally fed spring that is highly unlikely to be affected by the design of the Scheme. Detail has been added into the Register of Environmental Actions and Commitments to avoid dewatering issues during construction. Water for construction activities will not be sourced from groundwater supply in this area for example.
278	Historic England	Environment	The demolition of the three bungalows to the east of Moat Lane, along the A4091 will	N/A	A setting assessment has been conducted for the designated assets at Moat House to understand how the surroundings contribute to the assets' significance. This

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			remove the current protection they give to the Moated site. The Preliminary Environmental Information Report states that a setting study of the designated heritage asserts will be undertaken for the Environmental Statement. It then states that the setting of the Moated site is confined to its borders and that the scheme will not impact on its significance as a good example of a medieval moated site. We do not agree with this assessment.		has informed the Environmental Statement.
28 2	Historic England	Environment	Mitigation measures to reduce any harm will need to be included within the Environmental Statement and Construction Environmental Management Plan.	N/A	Mitigation measures are expected to include embedded mitigation (mitigation measures within the design) as well as additional mitigation to minimise or off-set impacts to the significance of heritage assets. These form part of the Archaeological Management Plan (which will be produced as part of the second iteration of the Environmental Management Plan), Register of Environmental Actions and Commitments and Environmental Management Plan, requirements of the Development Consent Order.
28 3	Historic England	Environment	The National Policy Statement for National Networks polices for the Historic Environment state	N/A	The Gloucestershire Historic Environment Record, along with the National Heritage List for England, has been consulted. Setting assessments have been included to

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			that the Applicant should describe the significance of any heritage assets affected, including any contribution made by their setting.		inform the Environmental Statement, and field investigations have been conducted to inform the Environmental Statement and Archaeological Management Plan.
297	Historic England	Environment	The Applicant should look at opportunities to enhance or better reveal significance of heritage assets through the new development.	N/A	Opportunities to enhance or better reveal the significance of heritage assets have been considered as part of the development of the mitigation measures developed for the Scheme and as part of the Archaeological Management Plan.
298	Historic England	Design	The proposal to widen Moat Lane and connect it to Cooks Lane to the west. Although these two Lanes are connected by a footpath, and in the past a farm track, the widening and connection of these two rural single-track roads will impact on the rural character which contributes to the significance of the Moated site.	Yes	Following further work, the new link between Cooks Lane and Moat Lane and the creation of passing bays along Moat Lane have been removed from the Scheme design. This will reduce the proximity of the Scheme to Moat House. An assessment of the setting of the Scheduled Monument and the Listed Buildings is presented as part of the Environmental Statement.
300	Historic England	Environment	We recognise the need for this road improvement but do have a concern regarding the widening of the A4019 and the current proposals for the widening and joining of Moat and Cook Lane.	Yes	The new link proposed between Cooks Lane and Moat Lane, and the creation of passing bays along Moat Lane have been removed from the Scheme.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			This is because we feel that this will cause harm to the highly designated heritage asset - Uckington Moated Site - through the urbanising of its immediate rural setting which contributes to its significance.		
30 1	Historic England	Environment	<p>We recommend:</p> <ul style="list-style-type: none"> • A more thorough settings assessment of this designated heritage asset is undertaken. • Further work is needed on understanding the water system that feeds and drains the moat to ensure there is no loss of levels, flow or quality through the proposed works. • Further work is needed on providing suitable noise and visual screening between the new road and the Moated Site. • In consultation with the Local Community and Parish alternatives to the Moat and 	Yes	<p>A setting assessment has been undertaken and reported in the Environmental Statement. The water system that feeds and drains the moat has been considered and reported on within the Environmental Statement.</p> <p>Landscape design considers the implementation of planting for visual screening to Moat House. The new link proposed between Cooks Lane and Moat Lane, and the creation of passing bays along Moat Lane have been removed from the Scheme.</p>

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			Cook Lane joining and widening are found which better protects the rural setting of the Moated site.		
304	UK Health Security Agency - Public Health England	Environment	All developments will have some effect on the determinants of health, which in turn will influence the health and wellbeing of the general population, vulnerable groups and individual people. Although assessing impacts on health beyond direct effects from, for example emissions to air or road traffic incidents is complex, there is a need to ensure a proportionate assessment focused on an application's significant effects.	N/A	An air quality assessment has been prepared in accordance with best practice guidance, specifically LA105 published by National Highways.
305	UK Health Security Agency - Public Health England	Environment	The application has not fully assessed the impact of PM2.5. We agree that the Design Manual for Roads and Bridges LA 105 states that there is no need to model for PM2.5 but as the UK has national air quality standards for PM2.5 and the Design Manual for Roads and	N/A	A comparison to PM2.5 Air Quality thresholds is presented in the Environmental Statement.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			Bridges LA 105 is planning on requiring air quality assessments to consider PM2.5, that the applicants should assess possible emissions of this pollutant.		
306	UK Health Security Agency - Public Health England	Environment	The application has not addressed our previous comments on Electric and Magnetic Fields and request that this is considered.	N/A	The potential for electric and magnetic fields to be generated by the Scheme have been reviewed and comment has been made in the Environmental Statement.
308	UK Health Security Agency - Public Health England	Environment	The Preliminary Environmental Information Report notes a significant level of further consultation will be undertaken with the local community and stakeholders. The report proposes to provide further detail within the final Environmental Statement. This prevents early dialogue and changes to the scheme design, mitigation or delivery of additional benefits.	N/A	The process the Scheme has followed with regards to consultation, is in line with Development Consent Order guidance. Ongoing stakeholder engagement and dialogue has been maintained during the production of the Environmental Statement.
309	UK Health Security	Environment	The structure of the Population and Human Health chapter of	N/A	The Design Manual for Roads and Bridges LA112 methodology has been followed for the Environmental

Ref	Consultee	Topic	Matter raised	Scheme change	Response
	Agency - Public Health England		the Preliminary Environmental Information Report prevents a clear understanding of the findings of the assessment so far. The report format follows the assessment process rather than being community centred which makes it very difficult to follow the assessment for each affected community or receptor. The Chapter should be structured such that a reader can consider route wide and then consider each local community, sensitive population, or community asset.		Statement. This does not prescribe whether the findings should be sub-topic based or receptor-centric and it is considered that either is acceptable. This has been reviewed once the assessment was finalised and the Environmental Statement has been drafted in a manner that aims to provide clarity of the effects.
310	Historic England	Design	We understand that discussions have already taken place regarding alternatives to the Moat and Cook Lanes, and we encourage the investigation of alternatives.	Yes	The new link proposed between Cooks Lane and Moat Lane, and the creation of passing bays along Moat Lane have been removed from the design as part of the development of the design.
324	Persimmon Homes & Bloor Homes	Design	The PJA design includes an access into a Transport Hub from Tewkesbury Road. This is not included within the Gloucestershire County Council Scheme and there is no	Yes	The design has been updated to include the access to the Transport Hub.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			indication of where it would be provided.		
32 5	Persimmon Homes & Bloor Homes	Design	There are considerable differences between the PJA design, and the Gloucestershire County Council Scheme designs for this junction. An additional exit lane has been provided from the development, but the bus priority lane has been removed.	Yes	This has been noted and discussions have continued with the developer on the Scheme proposals prior to the submission of the Development Consent Order application.
32 6	Persimmon Homes & Bloor Homes	Design	The Elms Park design includes a pedestrian / cycle route into the development opposite Sandpiper Drive, which is a direct and dedicated non-vehicular access. This is not included within the Gloucestershire County Council Scheme.	N/A	This was combined with the Safeguarded Site access junction to reduce the number of traffic signals along this short length. The Applicant is continuing discussions with the stakeholder and Gloucestershire County Council Planning Team on this matter, and details will be confirmed in the Statement of Common Ground.
32 7	Persimmon Homes & Bloor Homes	Active Travel	The pedestrian and cycle facilities included in the Gloucestershire County Council junction design would offer an alternative, but on an indirect and non-segregated route.	Yes	The improvement of accessibility for pedestrians and cyclists as a fundamental part of the Scheme is fully supported. Alternative crossings of the A4019 have been included that better create a balance between reducing severance for pedestrians and cyclists and the number of sets of traffic signals along the A4019.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
328	Persimmon Homes & Bloor Homes	Design	Elms Park 'Access B' - There are considerable differences between the PJA and Gloucestershire County Council Scheme designs. The PJA design only permits buses to turn to turn right into the site and provides a bus gate allowing priority for buses to leave the site. These features are removed from the Gloucestershire County Council Scheme.	Yes	The design of North West Cheltenham (Elms Park) Allocated Site access changed due to the option of a potential right turn ban.
330	Persimmon Homes & Bloor Homes	Design	Tewkesbury Road / Retail Park Junction. The design for this section removes the bus priority measures included within the PJA design.	Yes	The consideration of bus priority measures into the design is ongoing, and further detail will be provided as part of Development Consent Order submission
331	Persimmon Homes & Bloor Homes	Traffic	This junction is the main entrance to the business park element of Elms Park. By restricting access from the east, arriving vehicles would be forced to detour through the residential elements of Elms Park. This could potentially result in knock-on junction	N/A	This comment is believed to be about the proposal for a right turn ban at Gallagher Junction. Following feedback from Statutory Consultation, a right turn ban at Gallagher Junction is not being taken forward.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			capacity effects on the surrounding road network that requires further analysis. This could also necessitate future changes to the internal road layout and road hierarchy of Elms Park. A convoluted access arrangement could also make the business park less attractive to potential occupiers, including during the initial development phases prior to 2031.		
333	Persimmon Homes & Bloor Homes	Design	The Gloucestershire County Council Scheme does not include any consideration of the access to the Transport Hub. This could prejudice delivery of Elms Park. It is necessary for the Gloucestershire County Council Scheme to either include the Transport Hub access or demonstrate how it could be separately delivered at a later stage.	Yes	The Applicant has liaised with Bloor Homes on this matter. The Scheme has been updated to include the access from the A4019 eastbound to the Park and Ride.
334	Persimmon Homes & Bloor	Traffic	The Gloucestershire County Council Scheme removes all bus priority measures included	Yes	The consideration of bus priority measures into the Scheme is ongoing, and further detail will be provided as part of Development Consent Order submission.

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	Homes		within the Elms Park designs.		
33 5	Persimmon Homes & Bloor Homes	Active Travel	The Gloucestershire County Council Scheme removes the standalone pedestrian and cycle access and associated crossing. This reduces the provision for non-motorised users and is prejudicial to delivery of the Elms Park planning application.	No	This was combined with the Safeguarded Site access junction to reduce the number of traffic signals along this short length. The Applicant is continuing discussions with the stakeholder and Gloucestershire County Council Planning Team on this matter, and details will be confirmed in the Statement of Common Ground.
33 6	Persimmon Homes & Bloor Homes	Design	Banning right turn movements at the Tewkesbury Road / Retail Park junction may prejudice delivery of the business park within Elms Park and would deter potential future occupiers. This must not be included as a future design option.	Yes	The Applicant has reviewed the right turn ban option following feedback to the Statutory Consultation and has decided not to progress with this option.
33 7	Persimmon Homes & Bloor Homes	Traffic	There has been no publication of any of the supporting traffic modelling information. Traffic modelling information must be provided to justify design variations from the PJA scheme.	N/A	This comment is noted. Traffic modelling details are to be shared with the developer as part of an ongoing engagement, and forms part of the Development Consent Order submission.
34 1	UK Health Security Agency -	Environment	The Population and Human Health chapter makes no reference to undertaking a	N/A	The requirement to produce a separate Health Impact Assessment has been reviewed and it has been concluded that such a document is not required for the

Ref	Consultee	Topic	Matter raised	Scheme change	Response
	Public Health England		separate Health Impact Assessment or how the findings from a Health Impact Assessment would be linked to the statutory Environmental Impact Assessment and Environmental Statement.		Scheme. The human health section of the Population and Human Health chapter has been expanded to include details which would be included in a Health Impact Assessment.
34 2	UK Health Security Agency - Public Health England	Environment	The Preliminary Environmental Information Report specifies Coombe Hill and Badgeworth wards and Springbank and Swindon Village. These wards names appear to have changed and may also involve boundary changes. The Environmental Statement should clearly identify ward boundaries and identify if any changes will affect interpretation of data. The Preliminary Environmental Information Report does not consider local health priorities which have been identified within local Joint Strategic Needs Assessments or Health and Wellbeing Strategies. Any 2011 census data must be supplemented with more current	N/A	The baseline data has been verified and updated as appropriate within the Environmental Statement. This includes review of availability of Census 2021 data; ward boundaries and proportionate review of health statistics. The human health section of Population and Human Health chapter has been expanded, allowing (within its methodology) for the fuller consideration of health priorities and wider health determinants, as expressed within the Joint Strategic Needs Assessment.

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			health data available from the Joint Strategic Needs Assessments but also from other sources.		
34 3	UK Health Security Agency - Public Health England	Environment	The impacts on health and wellbeing and health inequalities of the scheme may have particular effect on vulnerable or sensitive populations, including those that fall within the list of protected characteristics. The Environmental Statement and any Equalities Impact Assessment should not be completely separated.	N/A	The Equality Impact Assessment has been updated post consultation to reflect any scheme changes and to reflect the statutory consultation. The Equality Impact Assessment is a standalone document, which provides an assessment of the likelihood or actual effects of the Scheme on social groups as defined in the Equality Act 2010.
34 4	UK Health Security Agency - Public Health England	Environment	Cheltenham West Community Fire Station has not been specifically identified as a sensitive receptor. Access to this emergency responder location is directly from the A4019 and the construction phase will directly impact the operation of this facility.	N/A	This receptor has been reviewed and included within the population and Human Health assessment.
34 5	UK Health Security Agency -	Environment	The assessments and findings of the Environmental Statement and any Equalities Impact	N/A	The Equality Impact Assessment is a standalone document, which provides an assessment of the likelihood or actual effects of the scheme on social

Ref	Consultee	Topic	Matter raised	Scheme change	Response
	Public Health England		Assessment should be crossed reference between the two documents, particularly to ensure the comprehensive assessment of potential impacts for health and inequalities and where resulting mitigation measures are mutually supportive.		groups as defined in the Equality Act 2010. The Equality Impact Assessment has been updated post consultation to reflect any scheme changes and to reflect the statutory consultation.
347	UK Health Security Agency - Public Health England	Environment	The proposed construction phase results in the need for very clear reporting on the temporal impacts and effects on the local population.	N/A	The items referenced in the response form part of Design Manual for Roads and Bridges LA104 (para. 3.9). They have already been considered within the outputs to date and they have been expressed more explicitly within the Environmental Statement, including a definition of the temporal scope.
348	UK Health Security Agency - Public Health England	Environment	The Scoping Opinion noted... “Whilst the precise timing of construction activities and phasing of the Proposed Development are not yet known, these have potential to alter the magnitude of impacts. The Environmental Statement should clearly set out the anticipated timing and duration of construction effects and the proposed implementation of mitigation measures, within the	N/A	The introductory sections of the Environmental Statement provide details about the construction activities and their phasing. The assessment of construction impacts, and their resultant effects has been informed by this.

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			context of the overall phasing of the proposals.		
349	UK Health Security Agency - Public Health England	Environment	The reporting of temporary effects is not clear.	N/A	The items referenced in the response form part of Design Manual for Roads and Bridges LA104 (para. 3.9). They have already been considered within the outputs to date and are expressed more explicitly within the Environmental Statement, including a definition of the temporal scope.
350	UK Health Security Agency - Public Health England	Environment	The reporting of temporary impacts within the Environmental Statement should ensure a consistent, transparent and accurate approach to the reporting of temporary effects, for example by sub dividing temporary effects into weeks, months or years.	N/A	The introductory sections of the Environmental Statement provide details about the construction activities and their phasing. The assessment of construction impacts, and their resultant effects have been informed by this.
351	UK Health Security Agency - Public Health England	Environment	The Preliminary Environmental Information Report does not acknowledge the broad definition of health proposed by the World Health Organisation which includes reference to mental health.	N/A	The Design Manual for Roads and Bridges LA112 methodology has been followed in further developing the baseline information for the Environmental Statement. The baseline data has been verified and updated as appropriate within the Environmental Statement. Mental wellbeing has been incorporated within this, as appropriate.

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35 2	UK Health Security Agency - Public Health England	Environment	There are potential significant impacts on mental health and social community cohesion due to land take and the demolition of private domestic property. The Preliminary Environmental Information Report, however, makes no reference to mental health and wellbeing of the local community. This is a significant omission that needs to be addressed prior to the submission of the Environmental Statement. This point was raised by Public Health England in the scoping report consultation submission to the Inspectorate.	N/A	This has been addressed in the Environmental Statement.
35 4	UK Health Security Agency - Public Health England	Environment	There should be parity between mental and physical health, and any assessment of health impact should include the appreciation of both. The Mental Well-being Impact Assessment Toolkit could be used as a methodology.	N/A	The Human Health element of the Environmental Statement has been developed further, in accordance with Design Manual for Roads and Bridges LA112. Following engagement with UK Health Security Agency representatives in October 2022, the Environmental Statement has been developed to move from health outcomes to health effects and assignment of a level of significance to these effects, reflecting the latest Planning Inspectorate precedent within the Scoping Opinion for the Scheme and the requirements of the

Ref	Consultee	Topic	Matter raised	Scheme change	Response
					Environmental Impact Assessment Directive. The Gloucestershire County Council Prevention, Wellbeing and Communities team has been consulted to discuss health and wellbeing issues and concerns in the study area, as well as explore means of mitigating potential effects that could arise.
35 5	UK Health Security Agency - Public Health England	Environment	<p>We draw your attention to the following data sources:</p> <ul style="list-style-type: none"> • PHE Fingertips – Mental Health and Wellbeing Joint Strategic Needs Assessment • Area profiles with various indicators on common mental disorders (including anxiety) and severe mental illness which can be benchmarked with other local areas as well as regional and national data. • Office for National Statistics - Wellbeing Indicators • Range of datasets related to wellbeing available including young people’s wellbeing measures, personal wellbeing estimates and loneliness rates by local 	N/A	<p>The Design Manual for Roads and Bridges LA112 methodology has been followed in further developing the baseline information for the Environmental Statement. Information from the Joint Strategic Needs Assessment; the Gloucestershire Joint Health and Wellbeing Strategy 2020 - 2030 and Mental Health Needs data from Inform Gloucestershire have been incorporated into the baseline. The baseline data has been verified and updated as appropriate within the Environmental Statement.</p> <p>Mental wellbeing has been incorporated within this, as appropriate. The human health section of the Population and Human Health chapter has been expanded. Issues have also been discussed with officers within Gloucestershire County Council Prevention Wellbeing and Communities team. Consultation responses have been reviewed to explore common themes regarding community concerns and issues; and targeted consultation has been undertaken to supplement the baseline data.</p>

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			<p>authority.</p> <p>When estimating community anxiety and stress in particular, a qualitative assessment may be most appropriate. assessment and subsequent mitigation measures.</p>		
35 6	UK Health Security Agency - Public Health England	Environment	<p>The Preliminary Environmental Information Report makes no qualitative assessment on the impact from construction on walkers, cyclists or horse riders using the affected road network. There is no consideration to the number and location of any construction HGVs or construction workforce vehicles using the local road network.</p>	N/A	<p>The impact of construction is not covered by the GG 142 process, which is only focused upon the impact of the completed Scheme. This has been considered as part of the Environmental Statement.</p>
35 7	UK Health Security Agency - Public Health England	Environment	<p>A review of the Landscape and Visual Impact Assessment and the Noise chapters did not reveal any assessment in relation to impacts on tranquillity or amenity on public open space, including Public Rights of Way.</p>	N/A	<p>The Landscape and Visual Impact Assessment and Noise chapters follow prescribed methodologies as described within their respective chapters. The Population and Human Health assessment draws the cumulative impacts of changes to the landscape, visual outlook and noise climate (amongst other factors) in seeking to consider and assess the way in which people will experience the changes arising from the Scheme in a more holistic sense.</p>

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358	UK Health Security Agency - Public Health England	Environment	The Walking Cycling and Horse Riding survey results should be used to review the existing allocation of sensitivity and final assessment of significance to each of the affected Public Rights of Way or bridleways. There should be continued local consultation in order to identify any additional enhancements for active travel and physical activity and agree effective mitigation measures.	N/A	These suggestions have been addressed within the Environmental Statement. Consideration has been given to the Institute of Environmental Managers and Assessors GEART Guidelines and their suitability/necessity for application to this Scheme, on the basis that the principal methodology followed is Design Manual for Roads and Bridges.
359	UK Health Security Agency - Public Health England	Environment	The Preliminary Environmental Information Report identifies potential severance from the highway changes both in the construction and operational phase, but findings are highly narrative with no evidence base. The report also identifies the potential for existing traffic to re-route or use rat runs to avoid traffic delays from construction. Little assessment has been made regarding the impact of traffic changes in terms of road safety, air quality, noise,	N/A	The Population and Human Health assessment draws on the findings of the noise and air quality assessments using traffic modelling. This traffic modelling explores the likely dispersion of traffic across the network under different scenarios and identifies potential changes to 'rat runs', allowing for the resultant impacts on traffic flows, air quality and noise climate to be quantified in accordance with the recognised Design Manual for Roads and Bridges methodologies. The Population and Human Health assessment follows the LA112 methodology to take account of these technical assessments and highlight them as appropriate within the Environmental Statement.

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			pedestrian/cycle amenity or delay across this wider affected road network.		
360	UK Health Security Agency - Public Health England	Environment	The Preliminary Environmental Information Report notes that the introduction of free-flowing traffic along main access routes could give rise to increased risk of damage to physical health to vulnerable road users, particularly cyclists and new drivers. The area near All Saints Academy, where a negative health outcome is predicted. No identifiable mitigation is proposed within the Preliminary Environmental Information Report.	N/A	The Environmental Impact Assessment process has identified potential impacts, effects and mitigation. These are reported fully within the Environmental Statement. Regarding impacts to the All Saints Academy, this is located at the western fringe of Cheltenham, approximately 180 m from the Development Consent Order Limits. Whilst key access routes to this facility fall outside the Development Consent Order Limits for the Scheme, construction activities on the A4019 are assessed to effect access through to this location on a temporary basis. The assessment of this has concluded a slight adverse effect to the All Saints Academy during construction of the Scheme, which is not significant.
361	UK Health Security Agency - Public Health England	Environment	Determination of Sensitivity notes that all 14 of the residential properties at Withybridge Gardens, plus two properties adjacent to the A4019 and three properties at Sheldon Nurseries would be the subject of demolition works to allow for the construction of the Scheme. This receptor cluster is	N/A	This has been reviewed, and additional information gathered through the consultation has been referenced in the Environmental Statement.

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			noted to be of medium sensitivity to change. This level of sensitivity is under-estimated given the impact will be forced relation of the small community both in terms of land use and human health within LA 112.		
36 2	UK Health Security Agency - Public Health England	Environment	There are also many instances of inconstancy within the determination of sensitivity for the same population or receptor, for example All Saints Academy sensitivity is described as medium and high. The gypsy and traveller site has been determined to be medium sensitivity yet given the vulnerability of this population and that they fall within a protected characteristic sensitivity of high or very high should be assigned in accordance with LA 112.	N/A	This is addressed in the Environmental Statement.
36 5	UK Health Security Agency - Public	Environment	The Population and Human Health chapter of the Preliminary Environmental Information Report is drafted in accordance with LA 112 and no	N/A	The Human Health element of the Environmental Statement has been developed further, in accordance with Design Manual for Roads and Bridges LA 112. Subsequent to this and following engagement with UK Health Security Agency the Environmental Statement

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	Health England		assessment of significance is provided for human health. This does not conform to the requirements of the Equality Impact Assessment Regulations and as such an assessment of significance will be required to form part of the Environmental Statement.		will be further developed to move from health outcomes (as per Design Manual for Roads and Bridges LA 112) to health effects and assignment of a level of significance to these effects, reflecting the latest Planning Inspectorate precedent within the Scoping Opinion for the Scheme and the requirements of the Environmental Impact Assessment Directive. Legal advice has confirmed in October 2022 that this Planning Inspectorate published view has changed the precedent (altering the legal advice previously received in Summer 2022).
366	UK Health Security Agency - Public Health England	Environment	The Preliminary Environmental Information Report does report on effects on human health (positive, negative or neutral) and identifies the potential impacts from reduced amenity, changes to air quality and noise. The report provides little evidence-based justification for the findings and does not draw upon the findings from other chapters within the Preliminary Environmental Information Report, including noise or air quality chapters.	N/A	The preliminary assessment findings are based on the content of the contributing topic assessments. However, the evidence has been expressed with greater clarity within the Environmental Statement, commensurate with the greater degree of certainty and quantitative evidence that underpin these within the Environment Statement.

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367	UK Health Security Agency - Public Health England	Environment	LA112 does not define an approach to the assessment of significance for human health it is strongly advise that any proposed approach is agreed with Office for Health Improvement and Disparities/UK Health Security Agency and the local public health team prior to the submission of the Environmental Statement.	N/A	The Human Health element of the Environmental Statement has been developed further, in accordance with LA 112. Design Manual for Roads and Bridges. LA 112 does not require significance to be assigned to human health outcomes and no methodology is provided for this aspect of the chapter. Significance has been assigned to the Population aspects of the chapter. Instead of a separate Human Impact Assessment, the human health section of the Population and Human Health chapter has been expanded.
368	UK Health Security Agency - Public Health England	Environment	Very little detail is provided within the Preliminary Environmental Information Report in relation to embedded or additional proposed mitigation. Some paragraphs list mitigation that should be included but lacks any detail or confirmation that these mitigation measures will be put into place.	N/A	Mitigation measures have been set out in more detail in the Environmental Statement.
369	UK Health Security Agency - Public	Environment	The following documents should be added as relevant guidance to the planning policy and topic legislative context World Health Organisation (2018)	N/A	These documents have been considered during production of the Environmental Statement.

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	Health England		Environmental Noise Guidelines for the European Region and Department for Environment, Food and Rural Affairs (2014) Environmental Noise.		
370	UK Health Security Agency - Public Health England	Environment	The Applicant has followed the Design Manual for roads and Bridges LA 111 method for establishing significance of effects. UK Health Security Agency welcomes the Applicant's consideration of certain contextual factors, such as the absolute exposure, in the determination of significance and encourages consideration of further contextual factors in the final Environmental Statement.	N/A	Further contextual factors have been included in the Environmental Statement.
371	UK Health Security Agency - Public Health England	Environment	There are areas of land near the Scheme which have been earmarked for almost 9,000 new properties to be developed. The Preliminary Environmental Information Report states that this 'Scheme Dependent Development' has been considered in the assessment of	N/A	A more detailed assessment of cumulative effects has been included in the Environmental Statement.

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			cumulative operational noise effects. It is unclear whether the Applicant has considered the 9,000 new properties as potential noise sensitive receptors when considering the long-term impacts of operational noise from the Scheme and the assessment of effects in the Environmental Statement. UK Health Security Agency would welcome clarity on this point.		
37 2	UK Health Security Agency - Public Health England	Environment	Several Noise Important Areas were identified within the study area, and UK Health Security Agency welcomes the Applicant's commitment to noise mitigation in these areas, where possible to do so. It appears that some Noise Sensitive Receptors in or near a Noise Important Areas, for example along Stoke Road, will experience an increase in noise exposure, but 'mitigating these minor increases where noise levels already exceed the Significant Observed Adverse	N/A	This has been considered as part of the Environmental Statement assessment, with regards to effects to Noise Important Areas.

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			Effect Level would be difficult due to property access requirements'. The Applicant should explore every opportunity for reducing the existing noise exposure in these areas.		
37 3	UK Health Security Agency - Public Health England	Environment	Regarding the assessment methodology for construction noise impacts, it is stated that "Minor" magnitudes of impact are considered to represent the threshold of perceptibility'. The Applicant should clarify that construction noise is likely to be clearly perceptible even in areas exposed to Lowest Observed Adverse Effect Level.	N/A	These have been included in the Environmental Statement.
37 4	UK Health Security Agency - Public Health England	Environment	A baseline sound survey was carried out at four locations (short term) and one location long term. The long-term survey results should be used to test the assumption that the proportionate traffic flow volumes within the study area between daytime and night-time, and different days of the	N/A	Commentary on the baseline noise levels has been included in the Environmental Statement.

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			week, can be considered as typical.		
37 5	UK Health Security Agency - Public Health England	Environment	The Applicant states that 'It is expected that most receptors within the study area have day-time baseline noise levels in the range 40-45 dB LA10,18h. Receptors which are close to the motorway have baseline noise levels up to 75 dB LA10,18h. The measurements taken on the A4019 Tewkesbury Road show that noise in the front gardens of some of these properties already exceed 80dB'. It is unclear as to whether the Applicant came to these conclusions using modelled road-traffic noise data or the sound survey results.	N/A	This has been made clearer in the Environmental Statement.
37 6	UK Health Security Agency - Public Health England	Environment	A variety of metrics can be used to describe the sound environment with and without the Scheme – for example, levels averaged over finer time periods, background noise levels expressed as percentiles, and number of event metrics	N/A	The Design Manual for Roads and Bridges guidance that we are working to does not include these metrics and the noise modelling software cannot predict them. The Environmental Statement includes an assessment of night time noise levels.

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			(e.g., N65 day, N60 night). This suite of metrics could be used to inform judgements of significance.		
37 7	UK Health Security Agency - Public Health England	Environment	The Applicant has chosen to use the default values suggested in Design Manual for Roads and Bridges LA 111. UK Health Security Agency recommends that the Applicant expresses its chosen Lowest Observed Adverse Effect Levels and Significant Observed Adverse Effect Levels into health terms, referring to the evidence in the World Health Organisation 2018 guidelines (1) for this purpose.	N/A	The Lowest Observed Adverse Effect Level and Significant Observed Adverse Effect Level has remained in line with Design Manual for Roads and Bridges. Percentages have not been stated.
37 8	UK Health Security Agency - Public Health England	Environment	'The predicted changes in noise have been reviewed alongside the absolute noise levels at the receptors and the overall site context, to arrive at a conclusion on the potential significance of the predicted changes in noise.' The data only takes into account absolute noise levels'. UK Health Security Agency	N/A	The assessment has taken into account the site context when determining significance and the potential for mitigation.

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			recommends further consideration of “overall site context” to arrive at conclusions on potential significance. UK Health Security Agency also recommends that the use of > and < signs is checked for accuracy.		
379	UK Health Security Agency - Public Health England	Design	It is unclear from the Preliminary Environmental Information Report if temporary access to the gypsy and travellers’ site is to be provided during the construction phase, although it appears that alternative access will be provided at some point.	N/A	Permanent access is being re-provided as part of the Scheme. Temporary access will also be provided during the construction stage.
380	UK Health Security Agency - Public Health England	Environment	UK Health Security Agency recommends that the Applicant distinguishes between increases and decreases in modelled road-traffic noise as a result of the Scheme in the noise impacts assessment, and the noise contour mapping of change.	N/A	The number grouping used is in line with Design Manual for Roads and Bridges where the long term changes between -3dB and 3dB are considered negligible (when below the Significant Observed Adverse Effect Level). However, the display of the figures has been reviewed, particularly where some contour figures do not show properties that exceed the Significant Observed Adverse Effect Level and are predicted a 1dB increase in noise.

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38 2	UK Health Security Agency - Public Health England	Environment	Non-residential receptors appear to be assessed as one category with no apparent consideration of their specific sensitivities in the Noise and Vibration chapter of the Preliminary Environmental Information Report. A more bespoke assessment should be carried out for non-residential noise sensitive receptors, and one-to-one discussions are held with those receptors deemed as highest risk from increased road-traffic noise exposure as a result of the scheme.	N/A	The Environmental Statement names the non-residential receptors with potential noise impacts and includes bespoke assessment where necessary.
38 3	UK Health Security Agency - Public Health England	Environment	A quantitative assessment of construction noise impacts has not been undertaken at this stage but that the Applicant plans to include one in the Environmental Statement. UK Health Security Agency would welcome a quantitative assessment of construction noise impacts, including details of the construction traffic, diversion routes, construction	N/A	The construction assessment is presented in more detail in the Environmental Statement.

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			schedule, construction methodology and plant requirements, when confirmed.		
384	UK Health Security Agency - Public Health England	Environment	The Environmental Statement documentation should give a much clearer acknowledgement of the strengthening body of evidence that road traffic noise is associated with adverse health effects and on green and open spaces.	N/A	This additional work has been considered and included in the Environmental Statement.
385	UK Health Security Agency - Public Health England	Environment	The main mitigation measures proposed for operational noise include low-noise road surfacing on the M5 and reflective or absorptive noise barriers along the A4019. UK Health Security Agency recommends that the Applicant considers a broader set of mitigation measures.	N/A	The operational noise mitigation measures include low noise surfacing, environmental noise barriers and funding towards traffic calming measures on Stoke Road.
387	UK Health Security Agency - Public Health England	Environment	It is strongly recommended that the assessment team meet with Office for Health Improvement and Disparities and the local public health team to discuss the assessment methodology, assessment of significance,	N/A	The Applicant has met with the Office for Health Improvement and Disparities to discuss these matters (October 2022).

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			mitigation and the format of the final population and human health chapter.		
388	Robert Hitchins Limited	Environment	Relocate proposed pond and access track shown to the Southwest of the junction to the existing National Highways land where presently the northbound on circular slip resides.	No	This is not feasible without significant implications for design risk, constructability, maintenance, cost and water quality. It is therefore recommended the basin location is retained as per the current proposal.
389	Robert Hitchins Limited	Environment	Where the present proposed pond access track is located, plant a tree belt to assist in visual amenity and air/noise pollution.	Yes	This request has been included in the landscape design.
390	Robert Hitchins Limited	Environment	Robert Hitchins Limited would seek betterment regarding land that could be affected by minor changes in the flood risk. Robert Hitchins Limited land to the Southwest of the junction should not be affected by any additional flood zone change.	N/A	The Scheme is not designed to be a flood alleviation project, however, it does intend to avoid any significant adverse impact on flood risk. The impacts of the Scheme are described in the Flood Risk Assessment report. The land to the southwest of Junction 10 is also predicted to receive considerable benefit in terms of flood risk, with a reduction in both frequency, depth and extent of flooding. The modelling does predict that there would be an increase in the duration of the residual flooding.
391	Persimmon Homes &	General	Timing Support of the Gloucestershire County Council Scheme is conditional on Bloor	N/A	This has been noted, and the Applicant has continued discussions with the developer on this matter.

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	Bloor Homes		Homes and Persimmon Homes being able to progress the Elms Park development in a timely manner. It will be necessary to agree to a construction phasing plan for the Gloucestershire County Council Scheme which has regard to the Elms Park construction programme.		
39 2	Swindon Parish Council	Environment	A significant increase in noise, which given the nearby residential properties would likely be unacceptable. The Preliminary Environmental Information Report information shows that these receptors have not be considered. It is also noted that the noise modelling shows no increase in noise levels along Hayden Road.	Yes	The Environmental Statement noise assessment has been carried out using the most up to date road traffic data, which includes traffic on Hayden Road.
39 3	Swindon Parish Council	Environment	A significant decrease in air quality, which given the nearby residential properties would likely be unacceptable. The information provided in the Preliminary Environmental Information Report demonstrates this impact has	N/A	Air Quality levels are modelled to provide information on the concentrations of pollutants experienced at representative receptors that are present within the affected road network, as per the guidance set out in LA 105.

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			not been considered as part of the Scheme.		
394	Uckington Parish Council	Environment	The Parish Council is particularly concerned at the potential loss of countryside, loss of agriculture and horticulture for which Uckington is traditionally involved and for the loss of Grades 1 and 2 agricultural land.	N/A	Initial surveys were undertaken along the route of the West Cheltenham Link Road, and additional surveys have also been completed for the agricultural land to the north of the A4019 and land surrounding Junction 10. The impacts to agricultural land likely to be affected have been considered within the Environmental Statement.
395	Uckington Parish Council	Environment	The Scheme includes a Scheduled Monument as recognised by English Heritage.	Yes	The heritage features identified has been considered within the Environmental Statement. The junction arrangement has been reviewed to reduce the impacts on the Scheduled Monument.
398	The Environment Agency	Environment	Both embedded mitigations, and any essential (additional) mitigation will need to be based on a sound evidence base. This would take the form of a detailed hydraulic model to support the design works.	N/A	The Scheme modelling report and hydraulic model was issued to the Environment Agency (March 2022). These items support the information presented in the Environmental Statement, and the Flood Risk Assessment.
401	The Environment Agency	Environment	With regards to road drainage and water, if the sequential test is deemed to have been passed then, as the link road will cross all flood zone designations, it is	N/A	Agreed that both parts of the exception test need to be met, being wider sustainability benefits to the community; and the Scheme being safe over its lifetime.

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			felt that both parts of the exception test would also need to be passed.		The Flood Risk Assessment and the Environmental Statement include this.
402	The Environment Agency	Environment	With regards to road drainage and water, if part one of the test is felt to outweigh the presence of a vulnerability use not defined as essential infrastructure which is partially located in Flood Zone 3b, as this would be unavoidable as a result of the sequential test decision, then the exception test must be passed.	N/A	If the Scheme, or part of it thereof, is reclassified as being other than essential infrastructure then its presence in Flood Zone 3b is not compatible with that vulnerability. Then, by virtue of its requirement as part of the overall Scheme the Applicant agrees that the Exception Test would still need to be applied, and passed. The Flood Risk Assessment considers the Scheme in its entirety and not as separate components – there are no standalone elements. The Flood Risk Assessment applies the Exception Test to demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and in fact reduces flood risk overall.
404	Robert Hitchins Limited	Design	Northwest field access, presently shown to be diverted and within land to be retained by Robert Hitchins Limited. Our preference is that the diverted access to the Travellers site to reside in National Highways land. By altering this access route are Gloucestershire County Council legitimising their use over and above agricultural	N/A	The issues on land usage are noted. The Scheme needs to provide an alternative access to the land as the current access is being removed. The Applicant is continuing to work with the landowners and relevant stakeholders to find a solution.

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			usage, taking into consideration that the Travellers site does not have planning permission. Safe and suitable access to Robert Hitchins Limited land which is defined as “Land safeguarded for development” should be adequately provided.		
405	The Environment Agency	Environment	Managing flood risk should be based on the hierarchy set out within Preliminary Environmental Information Report, with the emphasis being on Avoidance/Prevention through appropriate design and location rather than relying on significant mitigation or other interventional measures to provide a truly sustainable scheme.	N/A	The approach taken has been to avoid areas of predicted flooding where technically possible. Through the embedded mitigation, built by default into the Scheme, detrimental impacts to flood risk are avoided. As the inclusion of flood culverts and flood storage/attenuation was part of the initial design, these control measures in effect prevent adverse effects on flood risk.
407	Stoke Orchard and Tredington Parish Council	Traffic	What is the forecast peak hour and 24hr trip attraction and generation assumed for the new developments unlocked by the scheme and those in the Bishops Cleeve Area? What is the assigned peak hour and 24hr loading of these new trips	N/A	Traffic modelling has been undertaken and included in the Transport Assessment which forms part of the Development Consent Order application. Within the Transport Assessment (Appendix B) there are flow difference plots which show the changes in flow predicted by the Gloucestershire Countywide Traffic Model as a result of the Scheme in isolation, and the Scheme with the associated unlocked development.

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			to/from the new developments through the Parish and what is the change from recent surveys? What is the impact of the changes in capacity and routing potential brought about by Junction 10 diverting trips through the Parish?		Additionally, as part of ongoing engagement, a separate technical note has been prepared and issued to the Stoke Orchard Parish Council which has provided the required information.
41 2	Uckington Parish Council	Environment	With the introduction of a 4-way junction at M5 Junction 10, it is proposed that the A4019 be dramatically widened bringing this highway closer to the Moated Site. The introduction of traffic lights, street lighting and all of the infrastructure along with increased air and noise pollution that comes with such a major development would completely destroy the unique setting that the site currently enjoys.	Yes	The junction arrangement has been reviewed to reduce the impacts on the Scheduled Monument.
41 4	Swindon Parish Council	Traffic	The lack of traffic modelling and assessment information provided in the consultation, it has been impossible for us to assess whether the proposed scheme have sufficient capacity	N/A	Traffic modelling and associated assumptions have been included as part of the Development Consent Order application submission. The Traffic Forecasting Report includes the full listing of all developments considered and those included in the traffic model in accordance to the certainty levels defined in the relevant

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			to support the longer-term growth in North West Cheltenham. We are concerned the design only considers development set out in the current Joint Core Strategy period that ends in 2031.		Department for Transport Guidance at the time of developing the traffic model. The phasing of developments has been taken into account under different forecast years with the latest year being 2042 when all development sites are expected to be completed. The Transport Forecasting Report together with Transport Assessment include information on performance of the Scheme.
41 5	Swindon Parish Council	Traffic	What level of development the Scheme could support beyond that immediately proposed within the Joint Core Strategy, while still providing acceptable journey reliability and times?	N/A	Traffic modelling and associated assumptions have been made as part of the Development Consent Order application, which provides information on journey times along the key corridors including A4019. The Traffic Forecasting Report includes the full listing of all developments considered and those included in the traffic model in accordance to the certainty levels defined in the relevant Department for Transport Guidance at the time of developing the traffic model. The phasing of developments has been taken into account under different forecast years with the latest year being 2042 when all development sites are expected to be completed. The Transport Forecasting Report together with Transport Assessment include information on performance of the Scheme.
41 6	Swindon Parish Council	Design	The Scheme does not include the junction between the A4019 and the road north to Stoke Orchard, located adjacent to the Gloucester Old Spot, noting this	No	The changes to Junction 10 are considered to indirectly improve the safety issues at the Gloucester Old Spot Junction. The Scheme is not planning any improvements to increase the capacity of the junction. Whilst the traffic modelling shows there would be an

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			junction is within the scheme's Red Line boundary. This junction needs to be enhanced. Additionally, the dedicated right turn lane should be extended, as this is often full leading to congestion for traffic travelling West on the A4019.		increase in traffic using this junction, the increase did not exceed the available capacity. Making any junction capacity improvements as this would further attract traffic onto Stoke Road, which is not desirable by residents and the Stoke Orchard Parish Council.
41 7	Swindon Parish Council	Design	We would support closing to through traffic at the northern end of Withybridge Lane, but still providing access for cyclist and pedestrians. We would also suggest that the ability to open Withybridge Lane to through traffic temporarily should be retained, to provide a sensible alternative route.	Yes	Following feedback from the statutory consultation Withybridge Lane is to be kept open for traffic with Withybridge Lane/A4019 junction having a left in and left out turn.
41 8	Swindon Parish Council	Traffic	We propose that a suitable corridor is maintained to upgrade the link road to West Cheltenham to dual carriageway in the future at minimal cost. This area of Cheltenham is likely to see significant development post 2031.	N/A	The forecast traffic flows for the design year of 2042 are significantly below the lower threshold of that considered for provision of a dual carriageway. Therefore, the need to allow provisions for future widening with associated economic, land take and environmental impacts would not be justified.

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41 9a	Swindon Parish Council	Active travel	There should be provision for pedestrians to safely cross A4019 at the existing Withybridge Lane.	Yes	An underpass has been included beneath the A4019 to the east of M5 Junction 10 to provide a Public Right of Way route from the bridleway AUC1 to Withybridge Lane. The underpass is intended to be shared use with a segregated cycle and pedestrian crossings are provided, as part of the signal-controlled A4019/West Cheltenham Link Road junction. A segregated footway and cycleway are provided from the crossing point to Withybridge Lane.
41 9b	Swindon Parish Council	Design	Gallagher Retail Park West End Junction. The removal of right turns from A4019 into the side roads in the 2031 scenario is highly undesirable. This is the main access route from the M5 for 1000 approx. existing homes, located in North West Cheltenham.	Yes	Following feedback from the statutory consultation the Scheme is no longer including the removal of right turns at Gallagher Retail Park junction.
42 1	The Environment Agency	Environment	The principles set out in the Preliminary Environmental Information Report are also crucial in minimising impacts during the construction phase and need to be considered fully prior to final development boundaries being set.	N/A	The Buildability Report provides some further information on how this Scheme might be constructed. Requirements to the Contractor have been set out in the Environmental Management Plan that has been produced as part of the Environmental Statement and secured through the Development Consent Order.

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42 2	Swindon Parish Council	Active Travel	The active travel corridor currently terminates into the junction at the north end of Gallagher Retail Park. To link up with existing and planned cycleways it needs to continue down Tewkesbury Road to link up with the junction with Manor Road / Hayden Road.	No	The Elms Park planning application has further improvements, including cycle provision for the A4019 east of the Gallagher Retail Park Junction and therefore this is outside the scope of the Scheme.
42 3	Swindon Parish Council	Active Travel	The proposals do not show sufficient provision for safe crossing of pedestrians and cyclists at the North End of Gallagher Retail Park. There must be appropriate provision of crossings close to the junction / crossing / other active modes going straight on the A4019, in line with recent changes to the Highway Code.	No	All active travel infrastructure has followed the latest guidance and design standards including Local Transport Note 1/20.
42 4	Swindon Parish Council	Traffic	As detailed in the Joint Core Strategy and the Cheltenham Plan, a Park and Ride facility is expected to deliver sustainable transport from close to the M5 Junction 10 into Cheltenham town centre and other key	N/A	The Park and Ride is part of the Elms Park Planning Application, and therefore outside the scope of the Scheme. However, the Applicant has been continuing to engage with the developers and Local Planning Authorities to ensure the Scheme takes this into account.

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			areas. This Scheme should clearly show the link with the expected Park and Ride facility which should be positioned on the north side of the A4019 as part of the North West Cheltenham strategic area for development. It is essential that detailed scheme for the M5 junction show the connections onto the Park and Ride and demonstrate that the road network can support such a facility.		
429	The Environment Agency	Environment	The Environment Agency require details such as the location of work compounds, location of temporary spoil storage areas, details of the phasing works and a flood warning/evacuation procedure to all be included with the supporting details for any planning application. This may avoid the need for both parties to duplicate the same work to obtain separate permissions	N/A	Further details have been provided as part of the Environmental Statement. The item on flood warning/evacuation procedure has been covered at a high level within the draft Environmental Management Plan, which has been produced as part of the Environmental Statement, and Emergency Preparedness and Response Plan (including a Flood Management Plan, and a Severe Weather Plan) will be produced as part of the second iteration of the Environmental Management Plan. The Contractor will address this specifically as part of their activities, and provide more detail as part of the Development Consent Order requirements discharge process.

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			under the Environmental Permitting Regulations 2016.		
430	Uckington Parish Council	Active travel	The Parish Council considers in any Scheme a fully integrated cycle path should be linked to Coombe Hill.	No	The Scheme's funding from Homes England is for work associated with unlocking the three development areas east of Junction 10. It is recognised the benefits of extending the cycleway to Coombe Hill, the scale of work required is unfortunately beyond the scope of what can be delivered under the Scheme.
431	Uckington Parish Council	Design	If there is to be a Park and Ride facility it should be located at Junction 10.	No	The Park and Ride is part of the Elms Park Planning Application and is outside the scope of the Scheme. The Applicant has liaised with the developers and Local Planning Authorities to ensure the Scheme takes this into account and provided them with feedback that has been received.
432	Uckington Parish Council	Design	The Parish Council considers the A4019 / Stoke Road junction by The Gloucester Old Spot should be accommodated in any Scheme as this is a difficult and dangerous junction to negotiate and where traffic volumes will increase if the Scheme as proposed goes ahead.	No	The changes to Junction 10 are considered to indirectly improve the safety issues at the Gloucester Old Spot Junction. The Scheme is not making any junction capacity improvements as this would further attract traffic onto Stoke Road, which is not desirable by residents and the Stoke Orchard Parish Council.
433	The Environment Agency	Environment	We would highlight the need to fully understand the groundwater regime in the area of the wetland compensation	N/A	Ground investigations in the area of the flood storage have been undertaken. The Applicant does not perceive loss of the available storage volume through

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			scheme, to avoid this area being full prior to out of bank fluvial flows reaching the feature meaning the proposals would not meet the design concepts outlined in the Preliminary Environmental Information Report or Flood Risk Assessment, this is deemed a potentially significant issue to providing appropriate mitigation.		accumulation of groundwater. The flood storage will remain available for overland flow and fluvial storage.
43 4	Uckington Parish Council	Design	The Scheme remains very car-centric. Greater emphasis should be given to public transport.	Yes	Bus priority measures are being considered and will form part of the Development Consent Order Application. Specific measures in the design include the northern verge of the A4019 widened to allow for future bus lane provision from the fire station to Gallagher Junction. The right turn lane from A4019 westbound to North West Cheltenham (Elms Park) Allocated Site access changed to bus only. The entrance to Park and Ride added to the west of Safeguarded Site access junction to match the developer's design.
43 5	Uckington Parish Council	Traffic	The increased traffic volumes will be detrimental to air quality, generate more traffic noise and vibration and cause biodiversity contamination and is not persuaded that the	N/A	The impact of the Scheme is subject to the necessary environmental assessments including air quality modelling of the study area which provide the necessary information on potential impacts of the Scheme on air quality and mitigation measures to address them. This information is available in the Environmental Statement.

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			proposed mitigation will resolve these issues.		
43 6	Uckington Parish Council	Active Travel	The Parish Council is not satisfied that equine interests, which are a traditional local recreational activity, have been satisfied.	Yes	An underpass has been included beneath the A4019 to the east of M5 Junction 10 to provide a Public Rights of Way route from the bridleway AUC1 to Withybridge Lane. The underpass is intended to be shared use and has been designed to accommodate equestrians. The underpass will provide a more desirable route for equestrians away from the A4019. Equestrian users will be accommodated at the east of the Scheme by the inclusion of an equestrian phase and a push button at the Uckington Junction linking the bridleway (AUC14) to The Green in the north.
43 7	The Environment Agency	Environment	Any solution for the crossing of the Link Road through the Chelt flood plain should take account of the extents of Flood Zone, where an open viaduct structure should be considered to meet the avoidance principles.	N/A	Testing has been undertaken to evaluate the size of conveyance structures and optimise the balance between a zero afflux structure and something smaller and its adverse impacts upstream. Further testing was undertaken to establish the location of the floodplain crossing in relation to the overland flow paths. The Link Road structures are described in the Scheme modelling report.
43 8	The Environment Agency	Environment	There are some minor errors in the Flood Risk Assessment with respect to description of the current flood alleviation measures in the Chelt for example Dowdeswell reservoir.	N/A	The ownership and operation of the Dowdeswell Reservoir have now been updated in the Flood Risk Assessment.

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439	Uckington Parish Council	Design	The Parish Council remains concerned as to whether the flood defence plan will work.	Yes	Hydraulic modelling has been provided to the Environment Agency and is documented in separate Baseline Modelling and Scheme Modelling reports. Discussions on the Scheme modelling, and embedded mitigations have also been held with the Environment Agency. A drainage strategy has been produced. The Scheme is proven to work in accordance with the UK standards and guidance and this has been evidenced in the Development Consent Order submission.
445	The Environment Agency	Environment	The assessment as it stands does not appear to facilitate the necessary river and floodplain restoration we would expect to see.	N/A	Following early consultation with the Environment Agency the Development Consent Order Limits were extended beyond normal best practice to include 100m upstream and downstream of crossings on the River Chelt. It is the Applicant's understanding that the mitigation proposed as part of the Preliminary Environmental Information Report is sufficient and proportionate to the impacts of the Scheme. Additional detail has been added to the mitigation strategy as part of the landscape plans, Water Framework Directive assessment and Environmental Statement.
450	The Environment Agency	Environment	The Biodiversity chapter of the Preliminary Environmental Information Report provides a thorough and detailed initial account of the main environmental issues. Some effects have been avoided,	N/A	Additional detail has been added to the mitigation strategy as part of the landscape plans, Water Framework Directive assessment and Environmental Statement. It is the Applicant's understanding that the mitigation proposed as part of the Preliminary Environmental Information Report is sufficient and proportionate to the impacts of the Scheme and includes

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			reduced or mitigated the range of mitigation measures considered to offset the identified environmental effects on the aquatic environment have been underestimated.		a wide range of measures. In addition, following early consultation with the Environment Agency the Development Consent Order Limits was extended beyond normal best practice to include 100m upstream and downstream of crossings on the River Chelt. This provided sufficient space for measures including bank rehabilitation, riparian improvements and enhancements to the in-channel morphology.
457	The Environment Agency	General	The Scheme, has been defined as “essential infrastructure”. Whilst we consider that this is appropriate to the improvement works to the motorway junction and A4019 link, it could be considered that the West Cheltenham Link Road is proposed to support future development only, which would fall outside of this definition. We would welcome the relevant Planning Authorities views on this matter in respect to future planning requirements.	N/A	The various elements of the Scheme clearly make up a single project, either as part of the main alignment or as associated development. Any works identified as associated development, linked to a Development Consent Order, have been treated in the same way as the main Development Consent Order during the examination process. In the case of the Scheme, the three elements of the road improvements (Junction 10, A4019 and the West Cheltenham Link Road) are all clearly linked and dependent on each other. The Applicant is treating the entire Scheme as essential infrastructure as the full Scheme makes up a single Development Consent Order and is required to enable the identified growth in the area.
459	The Environment Agency	Environment	For West Cheltenham Link Road River Chelt Bridge, a single span structure is the preferred type of crossing to minimise impact on the water	Yes	The details presented regarding the geometry of the River Chelt bridge have been reviewed and a consistent set of details has been presented as part of the Environmental Statement. Details have been included in the environmental masterplan, the Environmental

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			environment if designed appropriately. However there are conflicting descriptions of the geometry of the bridge in relation to the river. Whilst there will not be the direct permanent habitat loss and significant habitat severance associated with the culverting of the other watercourses there is potential for changes to riparian and associated flood plain quality and as well as water body hydromorphology leading to changes in river processes and habitats upstream and downstream.		Statement and the Water Framework Directive assessment to create a two stage channel to allow for more natural flooding processes, and for riparian vegetation enhancements.
460	The Environment Agency	Environment	We agree with the Water Framework Directive chapter set out in the Preliminary Environmental Information Report where it states it will be designed and constructed in such a way as to minimise disruption to the river and riparian zone with abutments being set well back from the bank edge to allow the river to	Yes	The layout of the new River Chelt Bridge is predominantly dictated by the proposed alignment of the Link Road, which crosses the river on a skew. A square (perpendicular) crossing was considered but was found to only reduce the bridge span by around 1m, with greater negative impacts to the surrounding land due to reprofiling of the highway to achieve a square approach. There is a possibility that bank protection will be necessary to reduce the risk of erosion due to vegetation loss under the structure. The details of the

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			function naturally and to maintain a wildlife corridor along the banks.		bank protection will be determined at detailed design stage.
461	The Environment Agency	Environment	The Water Framework Directive assessment assumes a clear span structure with a 25m deck width with abutments set back 5m from the river bank tops. The Preliminary Environmental Information Report states a 24 m wide span with the deck soffit set at least 600 mm above the predicted design flood level of 27.75 m Above Ordnance Datum. The abutments will be set back from the river banks by 4m on the north and 8m on the south, permitting access under the bridge on both banks if required.	Yes	The bridge will have a clear span of 24.8m to allow for a clear crossing of River Chelt with a minimum abutment offset from top of bank of 4m. The offset will ensure minimum disturbance during construction and provide a wildlife corridor and general through access in the permanent condition. The total bridge deck width is 20.8m to accommodate the single carriageway road and separated active travel route. The minimum deck soffit clearance to high ground level is 2.8m at 31.04m Above Ordnance Datum, with the highest solid feature (top of parapet upstand) proposed at 32.82m Above Ordnance Datum. This information is in the Environmental Statement.
466	The Environment Agency	Environment	The Preliminary Environmental Information Report refers to advice from the Environment Agency indicating that a 4m easement on the south bank and a 2m easement on the north bank would be acceptable for their regulatory	Yes	The bridge will have a clear span of 24.8m to allow for a clear crossing of River Chelt with a minimum abutment offset from top of bank of 4m. The offset will ensure minimum disturbance during construction and provide a wildlife corridor and general through access in the permanent condition. The total bridge deck width is 20.8m to accommodate the single carriageway road and separated active travel route. The minimum deck soffit

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			requirements. However this would represent a significant compromise ecologically and geomorphological and may necessitate bank protection.		clearance to high ground level is 2.8m at 31.04m Above Ordnance Datum, with the highest solid feature (top of parapet upstand) proposed at 32.82m Above Ordnance Datum.
467	The Environment Agency	Environment	The section on wildlife crossings in the Preliminary Environmental Information Report makes reference to otter ledges to be installed on both sides of the River Chelt bridge, along the Link Road. Are these attached to the structure above the height of the flood levels in addition to the natural bank? Maintaining a bankside strip will additionally act as a mammal easement below the Link Road in most river level conditions.	Yes	The otter ledges under the River Chelt bridge have been removed. A new otter ledge is included within the existing River Chelt culvert (underneath the M5). Tunnels for wildlife including otters) are included underneath the West Cheltenham Link Road.
468	The Environment Agency	Environment	We strongly support landscape plans and other embedded measures designed to encourage use of these features and prevent otters from accessing the carriageway. We advocate an acknowledgement that otters also travel overland particularly along ditches and	N/A	An acknowledgement that otters also travel overland has been included in the Environmental Statement and has been considered accordingly.

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			hedgerows and the increase in complexity and hazards as a result of the scheme and associated developments leads to some residual risk.		
470	The Environment Agency	Environment	The Preliminary Environmental Information Report acknowledges there are potential opportunities for enhancements to aquatic features across the Scheme, which will contribute to any biodiversity net gain targets and may contribute to the Strategic Nature Areas. We would welcome more detail on this aspect.	N/A	Additional detail has been added to the mitigation strategy as part of the landscape plans, Water Framework Directive assessment and Environmental Statement.
472	The Environment Agency	Environment	The storage design was proven in the hydraulic model and it includes for nominal 1 in 3 side slopes around the wetland, it is important that this don't translate into final design and there is stronger commitment to optimise the biodiversity value of this feature with organic planform shape that includes bays, inlets and islands, so	N/A	This has been considered through the development of the design and reported in the Environmental Statement.

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			promoting a future wetland area with significant excavation below existing ground level proximity of floodplain compensation area to the road junction will impact on its attractiveness to some wildlife.		
473	The Environment Agency	Environment	Additional mitigation will need to be included in the next stage of design to mitigate impacts on the water environment and reach compliance with Water Framework Directive and other relevant planning policy.	N/A	It is the Applicant's understanding that the mitigation proposed as part of the Environmental Statement is sufficient to ensure compliance with the Water Framework Directive and other planning policy.
475	The Environment Agency	Environment	The Preliminary Environmental Information Report states that opportunities to enhance and restore sections of the River Chelt may be available within the redline boundary. Our assessment is that an element of river restoration is required to mitigate the impacts of the scheme and on top of that improvements to watercourses and riparian condition to align	N/A	It is the Applicant's understanding that the area assigned for mitigation measures (100m upstream and downstream of crossings on the River Chelt) will be sufficient to align with Water Framework Directive legislation. Additional detail has been added to the mitigation strategy as part of the landscape plans, Water Framework Directive assessment and Environmental Statement.

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			with Water Framework Directive status objectives are essential.		
479	The Environment Agency	Environment	It is not yet possible to scope out/prevent the future attainment of Good status. In relation to Test B, the Water Framework Directive requires that surface water discharges are managed so that their impact on the receiving environment is mitigated. The objective is to protect the aquatic environment and control pollution from diffuse sources such as urban drainage.	N/A	<p>The Highways Agency Water Risk Assessment Tool (Design Manual for Roads and Bridges LA 113) has been used to determine whether the risk to the receiving surface water receptors water quality is acceptable and whether any surface water receptors require mitigation through three assessments:</p> <ul style="list-style-type: none"> • Assessment of acute impacts from soluble pollutants. • Assessment of chronic impacts due to sediment related pollutants. • Compliance with Environmental Quality Standards for dissolved copper and dissolved zinc. A pass for these three assessments demonstrates that the Scheme adequately mitigates against potential impacts on water quality and will therefore pass Test B.
480	The Environment Agency	Environment	With regards to mitigation measures for the River Chelt set out in the Preliminary Environmental Information Report - source to M5 water body makes reference to potential Water Framework Directive mitigation measures which are all possible and	N/A	It is the Applicant's understanding that the mitigation proposed is sufficient to be compliant with the Water Frame Directive and other planning policy. The approach to the implementation of mitigation measures is proportionate to the impacts of the Scheme. Additional detail has been added to the mitigation strategy as part of the environmental masterplan, and the Water Framework Directive assessment presented as part of the Environmental Statement.

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			necessary within and without the redline boundary.		
48 1	The Environment Agency	Environment	The flood risk assessment makes reference to many of the River Chelt banks in this area being slightly raised above the local floodplain. In the context of flood risk during construction of the Scheme, that may impact on the works or third party receptors. Lowering of slightly raised levels in the river restoration zone should be factored into the model as a potential means of improving connectivity with the flood plain and bank enhancements.	Yes	Enhancement measures along the River Chelt will include reprofiling the shape of the banks in places. However, the flood risk implications have been considered and bank levels will not be lowered. Improvements to the connectivity of the wider floodplain cannot be implemented as it would increase flood risk to farmland and other receptors, specifically in the frequency of flooding. Localised berms and channel widening are being proposed as part of the reprofiling enhancements.
48 2	The Environment Agency	Environment	There is reference to improving in-channel and riparian habitat diversity, bank re-profiling, riparian planting and removal of invasive species (namely Himalayan balsam). The Environment Agency note that the redline boundary has been extended 100m upstream and downstream of the two River Chelt crossings to allow for	No	Following early consultation with the Environment Agency the Development Order Limits was extended beyond normal best practice. This provided sufficient space for meaningful mitigation measures to be applied, including bank rehabilitation, riparian improvements and enhancements to the in-channel morphology. Further extensions to the Development Order Limits would require further justification and clarifications from the regulator. Further extension of the Development Order

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			enhancements along these sections of channel. We would recommend an extension to this boundary particularly with respect to net gain.		Limits is not expected to be required to achieve the Scheme's biodiversity net gain.
483	The Environment Agency	Environment	Although the Severn Estuary Special Protection Area, Special Area of Conservation and Ramsar site boundary is 23km south-west of the Scheme it is important to capture the distance downstream to confluence with the tidal Severn River Chelt, Leigh Brook, and River Swilgate.	N/A	This has been captured in the Environmental Statement as well as in the Habitats Regulations Assessment.
484	The Environment Agency	Environment	The importance valuation of the River Chelt in the Preliminary Environmental Information Report does not refer to the native brown trout that reside in the river. The Water Framework Directive assessment makes reference to Environment Agency fish monitoring sites which have been surveyed within the last 10 years where bullhead, three-spined stickleback, brown trout and	N/A	The Biodiversity chapter within the Environmental Statement makes reference is to these fish species. Consistency between all chapters of the Environmental Statement have been reviewed and updated. It is considered that, even with the consideration of these additional species, the valuation of the River Chelt would remain at County importance.

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			European eel were found and acknowledges that the species present are considered to be important.		
485	The Environment Agency	Environment	The summary document highlights that Construction of the River Chelt bridge will avoid ecologically sensitive periods for fish species e.g. migratory/spawning periods, in particular for European eel. This also needs to take into account the salmonid spawning season.	N/A	Key ecologically sensitive periods have been added to the Register of Environmental Actions and Commitments which will form part of the Development Consent Order Application.
486	The Environment Agency	Environment	The Environment Agency strongly welcome the inclusion of our suggestion to retrofit an otter ledge within the existing River Chelt culvert beneath the M5, on the opposite side of the footbridge which we consider essential mitigation.	Yes	The otter ledge within the River Chelt culvert has been included in the Scheme and information is in the Environmental Statement.
487	The Environment Agency	Environment	We request that model runs including blockage runs include this sediment and high channel roughness to ascertain if the natural substrate can be retained in the long term to	N/A	The flood modelling undertaken for this Scheme is not based on the assumption that sediment has been removed. The Applicant agrees that sediment and natural substrate should be kept in place.

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			maintain habitat continuity and quality and reduce or remove unsustainable ongoing management and disposal of material to a minimum.		
488	The Environment Agency	Environment	There are several references to the drainage ditches to be relocated due to encroachment from road widening and embankment and the current plan to replace with like for like habitats. Even though some of these watercourses will not be in water all year it is best practice to replace with an improved physical habitat e.g. with variation in bank slope and improved sinuosity.	N/A	Where possible within the Scheme boundary, the physical form of the drainage ditches will be enhanced, including forming some sinuosity (where space is available to allow for this) and variation in profile. However, these will be largely dry/ephemeral and vegetation will likely dominate, therefore appropriate seeding will be applied.
491	The Environment Agency	Environment	As there will be extensive lengths of ditches created as part of the Drainage and Environment Plans, there is potential for enhancement of these features to create a biologically diverse habitat. This will help the attainment of Good through the preservation and restoration of habitats and	N/A	Additional detail has been added to the mitigation strategy as part of the landscape plans, Water Framework Directive assessment and Environmental Statement. The extent and nature of the plans are being discussed further as part of the Statement of Common Ground.

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			enhancements to ecology as part of the mitigation measures set out by the Environment Agency. This potential does not yet appear to have been realised in the current design iterations.		
492	The Environment Agency	Environment	The Environment Agency have concerns regarding the cited guidance presented in the Design Manual for Roads and Bridges LA 113.	N/A	The Applicant acknowledges the potential limitations of the guidance in this context, however LA 113 is part of the overall Design Manual for Roads and Bridges guidance and therefore has been applied appropriately. Further assessment has been undertaken as part the Environmental Statement and Water Framework Directive and discussed as part of the Statement of Common Ground.
493	Natural England	Environment	Natural England strongly encourages clear reference to the natural environment opportunities and enhancements flowing from this scheme. Impacts may be positive as well as negative. They should include consideration of the synergies on offer by integrating environmental and social themes, in particular through	N/A	This has been addressed in the Environmental Statement, and further dialogue with Natural England is taking place through a Statement of Common Ground.

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			multifunctional green and blue infrastructure.		
49 4	Natural England	Environment	This approach is supported by: The report's reference to National Policy Statement for National Networks, 2014, in particular "the applicant should show the extent to which the project has 'taken advantage of opportunities to conserve and enhance biodiversity and geological conservation interests'.	N/A	This has been addressed in the Environmental Statement, and further dialogue with Natural England is taking place through a Statement of Common Ground.
49 7	Natural England	Environment	Natural England draw your attention to the emerging Cotswold Beechwoods Special Area of Conservation 'strategic solution'. This project's focus on informal recreation involves an area of land ('zone of influence') which includes the scheme red line boundary. This represents a further consideration and an opportunity to integrate the scheme's design with the strategic allocations' land use planning context.	N/A	It is acknowledged that the Scheme will 'unlock' a number of housing developments that will result in an increase in residents in the area, which could potentially result in an increase in visitor pressure to the sites mentioned. Further consideration has been given to in-combination recreational impacts as part of the Cumulative Effects Assessment. The Habitats Regulations Assessment incorporates any potential in-combination recreational effects on the Cotswold Beechwoods Special Area of Conservation and the Severn Estuary Ramsar/Special Protection Area. The Habitat Regulations Assessment also considers the plan-level Habitats Regulation Assessment for the local plan and bears in mind that the respective housing developments will also require Habitat Regulations

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					Assessment, and the incorporation of mitigation measures as necessary.
49 8	Natural England	Environment	Natural England note the reference to designated sites, in particular the Severn Estuary Ramsar/SPA/SAC. We would caution against screening this site on distance alone.	N/A	The Applicant has considered the distance between the Severn Estuary Ramsar/Special Protection Area/Special Area of Conservation and the Scheme but have also taken into account functional linkage between the Scheme and the designated site. It concludes a potential functional linkage between the Scheme and the qualifying feature populations of migratory fish within the River Chelt. Further consideration has been given to recreational impact pathways, and it has been incorporated into the updated Habitats Regulations Assessment.
50 0	Natural England	Environment	We previously drew attention to the issue of Functional Linkage for the Severn Estuary Special Protected Area Wild Birds. Natural England has commissioned a report, currently unpublished, "Identification of land with proven or possible functional linkages with the Severn Estuary SSSI/SPA – Phase 5 (Gloucestershire and Worcestershire)" (Link Ecology). From our understanding of the report we would conclude that	N/A	This unpublished report was provided by Natural England previously and has been reviewed and referenced within the Habitats Regulations Assessment. As suggested, significant effects on functionally linked land with regard to wintering and migratory birds has been screened out, and this useful report provided valuable contextual information to strengthen this discussion.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			significant effects on functionally linked land may be screened out though the report shows that such land lies much closer to the project area than the Special Protected Area itself.		
50 2	Natural England	Environment	Functional linkage between the site and the Severn Estuary has been established and it is accepted that mitigation is required. With regards to the birds, notified as part of the Severn Estuary Special Protected Area, reference should be made to the Phase 5 Functionally Linked Land Report, “Identification of land with proven or possible functional linkages with the Severn Estuary SSSI/SPA– Phase 5 (Gloucestershire and Worcestershire)” (Link Ecology), to ensure that the approach is consistent.	N/A	The Link Ecology report was provided by Natural England previously and has been reviewed and referenced within the Habitats Regulation Assessment. As suggested, significant effects on functionally linked land with regard to wintering and migratory birds has been screened out. No mitigation in respect of wintering and migratory birds associated with the Special Protection Area is necessary or has been provided.
50 3	Natural England	Environment	It has been accepted that the scheme will cause disturbance to both European Eels and river lamprey during construction.	N/A	Migratory fish have not been screened out on the Habitats Regulations Assessment. Likely Significant Effects a result of pollution during construction and operation on migratory fish using functionally linked

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			Mitigation will need to be considered. Clarification of the content of the Construction Environmental Management Plan to cater for these species would be beneficial and necessary for the Habitats Regulation Assessment and would support the conclusion to screen out these species.		habitat within the River Chelt has been identified in the Habitats Regulation Assessment Screening. In addition, Likely Significant Effect as a result of disturbance during construction to qualifying fish species using functionally linked habitat within the River Chelt has also been identified in the Habitats Regulation Assessment Screening. Migratory fish were therefore taken through to Appropriate Assessment, where detailed mitigation measures are proposed to reduce likely significant effects. Further information is included in the Habitats Regulation Assessment. An Environmental Management Plan has been produced to accompany the Environmental Statement.
505	Natural England	Environment	A bridge over the river is proposed and it states that the bridge structure will avoid direct impacts to the river, ensuring fauna can continue to move through the river. No direct loss of river habitat is proposed, which is welcomed. With regards to the bridge, consideration should be given to a green bridge to help with habitat connectivity.	N/A	The Link Road will be carried over the River Chelt by way of a clear span bridge structure. Landscape planting along the verges of this road will provide wildlife corridors north/south and the clear span structure over the River Chelt will ensure that this river will remain as an important wildlife corridor.
506	Natural England	Environment	The report has ruled out a hydrological connection to Coombe Hill Canal Site of	N/A	This information has been included in the Environmental Statement to inform any potential impacts.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			Special Scientific Interest. There is a hydrological connection between the River Chelt and Coombe Hill Canal Site of Special Scientific Interest and Coombe Hill Meadows at times of flooding.		
507	Natural England	Environment	The land within the red line boundary is 2km north and south of the highway. We would question how much net gain can be delivered within this land.	N/A	This refers to land within the Development Consent Order Limits that extends approximately 2km north of the works area and 2km south of the works area along the verges of the M5 motorway. In these areas, the only works that will take place are the installation of signage. The number and precise location of the signs are not currently known, and in any case, given that this would constitute minor, routine highway works, the entirety of these areas are assumed to be retained as they are currently. Net gain is therefore not anticipated from these areas.
510	Natural England	Environment	Previous advice advised that as part of the process, through the Habitat Regulations Assessment, consideration of designated sites is sought and the impacts from air quality examined. This will include for example, consideration of nitrogen deposition on any Sites of Special Scientific Interest. We	N/A	The Preliminary Environmental Information Report air quality assessment was prepared in accordance with industry best practice guidance, LA105 published by National Highways, to examine the potential impact of the Scheme on air quality in terms of human health and biodiversity. Updated information is provided in the Environmental Statement.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			would draw attention to the two pieces of case law; the Wealden Judgement and Dutch Nitrogen Case. Consideration should be given to the relevant methodology set out in Highways England's 'Design Manual for Roads and Bridges'. The Air Pollution Information System also provides specific information on the air quality theme for each designated site, which may be affected, and should be factored into the methodology when establishing the 'baseline'.		
51 9	Natural England	Environment	The footprint of the scheme covers ground underlain by the Lower Jurassic Charmouth Mudstone Formation and the Pleistocene Cheltenham Sand and Gravel Formation. These may both be temporarily exposed in excavations for the balancing ponds and flood relief zone. However, the current plans that have been provided are not detailed enough to set	N/A	Further detail on construction is provided in the Environmental Statement and Environmental Management Plan. A watching brief is provided as part of the proposed mitigation.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			out the design and method of construction for these features. If the excavations for the ponds go to any depth (greater than 2 m) then there may be value in having a watching brief to record and collect from these temporary exposures.		
520	Natural England	Environment	The scheme lies within the setting of the Cotswolds Area of Outstanding Natural Beauty. The views of the Cotswolds Conservation Board should be sought.	N/A	The Cotswold National Landscape Board has been consulted and conclude that the Scheme is not likely to affect the Area of Outstanding Natural Beauty and are not required to be consulted on further. The Area of Outstanding Natural Beauty will remain as a receptor within the Landscape and Visual Impact Assessment.
537	Uckington Parish Council	General	The Parish Council is of the view that 'the Scheme' does not meet the key objectives.	N/A	The aim of the Scheme is to remove constraints on the highway network, improve connectivity between the Strategic Road Network and the local transport network, and ensure there is enough capacity to accommodate traffic demand associated with the housing and employment growth in the area. The Scheme also aims to provide safe access to services for the local community and for active travel users as well as establishing biodiversity net gain and meeting climate change requirements. The Scheme's objectives were developed using a systematic and established process and formed part of the successful funding bid. These are

Ref	Consultee	Topic	Matter raised	Scheme change	Response
					reviewed throughout the process to ensure as the Scheme develops it still meets these objectives.
539	Natural England	Active travel	Recognition should be given to the value of rights of way and access to the natural environment in relation to health and wellbeing and links to the wider green infrastructure network. The proposal should seek to link existing rights of way where possible and provides for new access opportunities.	Yes	There are limited direct connections to existing rights of way in the Scheme extents. However, a crossing of the A4019 is being included to improve the permeability of the bridleway network and public footpaths are being upgraded near the River Chelt where these are affected by the Scheme. Improvements to the A4019 junction at Uckington may also include provision to assist horse-riders when crossing the A4019 at this junction.
550	Bloor Homes	Environment	The Gloucestershire County Council Scheme offers no significant benefit to the Western Expansion land in the 1 in 100 year flood event. It is likely that the M5 Junction 10 scheme will offer an improvement to the ability to develop the Western Expansion land, but the degree to which this would occur cannot be determined from the scenarios provided. The hydraulic model	N/A	The hydraulic model has been provided to the Environment Agency and is documented in separate Baseline Modelling and Scheme Modelling reports. Discussions on the Scheme modelling, and embedded mitigations have also been held with the Environment Agency. The western expansion land being the land to the north of the A4019 on the east of the M5 motorway will receive significant and notable benefit in terms of flood risk as a result of the Scheme. Details on this are presented within the Environmental Statement.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			has not been provided within the consultation documents.		
560	UK Health Security Agency - Public Health England	Environment	There is a Travellers' site, however, it is not clear if this site is fixed or temporary. It appears that the site has not been accounted for in the list of sensitive receptors. Regardless of the status of the site, it does not seem as if the Applicant have assessed the impacts at construction or operational phase and we request that this is included.	N/A	The Traveller site adjacent to the M5 is not a permitted site. However, the Environmental Statement assumes that the site will be occupied at the time of construction of the Scheme, and has therefore included this site as a sensitive receptor within the assessments undertaken.
586	Uckington Parish Council	Environment	As to the proposed development at West Cheltenham and the proposed Cyber Park the Parish Council considers they would be better served by access to and from Junction 11 rather than building a new link road from Junction 10 with the substantial land take and damaging environmental impacts.	N/A	This option is not deemed suitable as Junction 11 already suffers from congestion. It is therefore considered necessary to provide the West Cheltenham Link Road to relieve the pressure that the West Cheltenham Development would have on Junction 11.
727	Elmstone Hardwicke	Design	There is a complete lack of thought to the roads on the west side of Junction 10, the opening	N/A	Traffic modelling has been undertaken and included in the Transport Assessment Report within the Development Consent Order submission.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
	Parish Council		up to four ways at Junction 10 will drastically increase traffic on the A4019 and in particularly the Stoke Orchard to Piffs Elm road, which is heavily used at the moment and in need of improvement as is the road from Bishops Cleeve, and surrounding areas as it will draw even more traffic wishing to access Junction 10.		
730	Elmstone Hardwicke Parish Council	General	This proposal will have a detrimental effect on the quality of life for the people that will be living in the shadow of the plan and should be scrapped the area is becoming over developed this is a rural part of the county which will be lost forever because once done it will become a developer's paradise.	N/A	The level of new homes and employment areas have been set out in the Joint Core Strategy which has been agreed between the three local planning authorities: Cheltenham Borough, Tewkesbury Borough and Gloucester City Councils. The Joint Core Strategy forms part of the statutory development plan for these areas. The Scheme's aim is to remove constraints on the highway network, improve connectivity between the Strategic Road Network and the local transport network, and ensure there is enough capacity to accommodate traffic demand associated with the housing and employment growth in the area. The Scheme also aims to provide safe access to services for the local community and for active travel users as well as establishing biodiversity net gain and meeting climate change requirements.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
706	Golden Valley Development	Active Travel	An enhancement would be to provide the cycle lanes that are planned adjacent to the A4019, and West Cheltenham Link Road connected by a similar facility adjacent to B4634 to ensure a more interconnected network for cyclists.	No	The B4634 lies outside the boundary of the Scheme. The B4634 is part of the Gloucestershire County Council's Local Cycling and Walking Infrastructure Plan network and there may be future aspirations to provide facilities along this link.
707	Golden Valley Development	Design	An enhancement would be the provision of bus lanes/priority at Junction 10 to improve public transport to/from and across Junction 10. We request that all technical and financial evidence related to bus priority be shared at the Development Consent Order. We consider it essential that this nationally significant piece of infrastructure not only caters for current planned growth and travel patterns, but subsequent Local Plans and expected changes in travel behaviours; the use of buses being a key component of the Connecting Cheltenham Strategy.	No	The Scheme has undertaken traffic modelling in accordance with national guidance. However, the need for modal shift in transport provision is recognised. The Scheme includes high quality active travel facilities. The Applicant is continuing to examine bus provisions, including options that would allow for future provision to coincide with the delivery phasing of the Development Sites. The Applicant is working with the Local Planning Authorities on elements that the Scheme can provide and those outside the scope of the Scheme, which therefore need to be provided by others.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
708	Golden Valley Development	General	The final position on the proposed Infrastructure Recovery Strategy, is required.	N/A	The Applicant understands the importance of this information and is waiting for further information on recovery from the Scheme funders, Homes England, and are hopeful of being able to share an update on their position in the very near future.

8.10. Key feedback from Local Authorities and the Applicant's response

8.10.1. The responses received from local authorities are summarised along with the regard the Applicant had to this response.

Table 8-3 - Summary of responses from local authorities

Ref	Consultee	Topic	Matter raised	Scheme change	Response
7	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	Further details required in the Environmental Statement on the reasoning behind why visual receptors are scoped out.	N/A	A full review of potential receptors has been undertaken for the Landscape and Visual Impact Assessment as part of the Environmental Statement, and justification is provided for those then scoped out from further assessment.
9	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	The Preliminary Environmental Information Report refers to a Health Impact Assessment and Equalities Impact Assessment, which will be prepared separately, and, as such, it is expected that the population and human health Environmental Statement chapter will need to both reflect and inform these reports.	N/A	An Equality Impact Assessment has been produced for the Scheme and is referred to in the Population and Human Health chapter of the Environmental Statement. The requirement to produce a separate Health Impact Assessment has been reviewed and it has been concluded that such a document is not required for the Scheme. Instead of a separate Health Impact Assessment, the human health section of the Population and Human Health chapter has been expanded.
10	Gloucestershire County Council	Environment	There has been no geophysical survey or trial trenching in areas outside of	N/A	Additional survey work has been undertaken for areas outside of the link road corridor, where access allows, and is included in the Environmental

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			the link road and a scheme of further investigation should be agreed to inform the Environmental Statement and proposed Archaeological Management Plan for mitigation outside the link road. It is recommended that a scheme for evaluative investigation of the remainder of the red line area be agreed with the County Archaeology Service.		Statement. The Archaeological Management Plan includes approaches for areas inaccessible or otherwise unavailable in advance of the Environmental Statement to ensure the full consideration of the historic environment.
11	Gloucestershire County Council	Environment	Historic England and District Conservation staff should also be consulted regarding potential impacts on designated heritage assets and their settings.	N/A	Assessments of significance are being conducted for the Environmental Statement, and Historic England and local conservation officers have been consulted. Initial responses have already been received from Historic England.
12	Gloucestershire County Council	Environment	The Preliminary Environmental Information Report does not include that archaeological trial trenching has been completed in that area.	N/A	The results of the geophysical survey and trial trenching have been used to inform the assessments reported in the Environmental Statement.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
13	Gloucestershire County Council	Design	We are aware that Stagecoach have concerns that the Scheme provides no details or provision at this stage for bus priority measures. Given the importance that bus services provide in encouraging non-car use, these are concerns that we echo, and it is imperative that bus priority measures are considered.	Yes	The Applicant is in regular discussions with Stagecoach and Gloucestershire County Council to ensure the design meets as much of the requirements for retaining current services and future proposals as possible. The consideration of bus priority measures into the design is ongoing, and further detail will be provided as part of this Development Consent Order submission.
14	Gloucestershire County Council	Design	We are keen to understand how the needs of bus services have been considered in the lead up to this design of the Scheme, and where improvements can be included. Given there is a clear policy requirement to consider non-car modes, and that Gloucestershire County Council has declared a Climate Emergency, the Scheme should be considering bus priority measures.	Yes	The Applicant is in regular discussions with Stagecoach and Gloucestershire County Council to ensure the design meets as much of the requirements for retaining current services and future proposals as possible. The consideration of bus priority measures into the design is ongoing, and further detail will be provided as part of this Development Consent Order submission.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
15	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	Consultation with the Gloucestershire Council archaeological advisor is ongoing and has informed the production of the assessment within the Preliminary Environmental Information Report. This is welcomed by the Joint Councils and the continuation of this consultation is recommended.	N/A	Consultation with the county Archaeological Advisor is ongoing. Consultation with Tewkesbury Borough Council and Cheltenham Borough Council Conservation Officers has been included in the Environmental Statement assessment.
16	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	The Joint Councils welcome the proposed approach of developing a robust programme of archaeological investigation following an Archaeological Management Plan prepared in consultation with the local authority's archaeological advisor and the awareness that any such Archaeological Management Plan should also take into account cumulative effects.	N/A	Cumulative impacts on cultural heritage have been addressed in the Environmental Statement.
17	Cheltenham Borough Council and Tewkesbury	Environment	The Preliminary Environmental Information Report assessment does not include an assessment of the	N/A	Lighting columns are mentioned in the Preliminary Environmental Information Report and are included in the Landscape and Visual Impact Assessment.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
	Borough Council		proposed lighting columns. The Environmental Statement should include these in the assessment if they will be visible from the receptors in both the day and night and outline the effects these will have, and any mitigation measures needed to reduce the effects.		
19	Gloucestershire County Council	Environment	It is unclear as to the potential of the area (particularly the drift geology) to produce evidence of early prehistoric material and would like to see that this has been assessed by a relevant specialist for the Environmental Statement.	N/A	The results of the geotechnical investigations have informed the assessments for the Environmental Statement. Geoarchaeological assessment undertaken for the trial trenching has also been used to inform the potential for early prehistoric remains. However, initial findings do not suggest a strong likelihood of such remains.
20	Gloucestershire County Council	Environment	There should be early discussion regarding the Development Consent Order requirement necessary to secure the production and implementation of the Archaeological Management Plan.	N/A	The Archaeological Management Plan forms part of the Register of Environmental Actions and Commitments, which is a requirement of the Development Consent Order.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
21	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	The Environmental Statement need to consider the potential effects of the Scheme on a series of wider health determinants that are considered relevant to the Scheme.	N/A	The baseline data has been verified and updated as appropriate within the Environmental Statement statistics. The human health section of the Population and Human Health chapter has been expanded, allowing (within its methodology) for the fuller consideration of health priorities and wider health determinants, as expressed within the Joint Strategic Needs Assessment.
22	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	The Environmental Statement is expected to consider the distribution of effects within the affected population. This should include identifying the vulnerable groups present in the study area and assessing the potential effects of the Scheme on these vulnerable groups.	N/A	The Design Manual for Roads and Bridges LA 112 methodology has been followed in developing the baseline information for the Environmental Statement. The baseline data has been verified and updated as appropriate within the Environmental Statement. A separate Equality Impact Assessment has been produced, and the human health section of the Population and Human Health chapter expanded.
23	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	The Environmental Statement should be clearer and more prescriptive when assessing and describing health impacts and health outcomes rather than just providing a general direction of change.	N/A	The Human Health element of the Environmental Statement has been developed further in accordance with LA112. Design Manual for Roads and Bridges LA 112 does not require significance to be assigned to human health outcomes; therefore, no methodology is provided for this aspect of the chapter. Further detail has been added to explain health outcomes and consideration has been given

Ref	Consultee	Topic	Matter raised	Scheme change	Response
					to potential measures that could address identified negative health outcomes.
24	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	The Joint Councils recommend that the approach/assessment methodology for human health in the Environmental Statement needs to be undertaken in accordance with Design Manual for Roads and Bridges LA112 guidance,	N/A	The Human Health element of the Environmental Statement has been developed further, in accordance with LA 112. Design Manual for Roads and Bridges LA112 does not require significance to be assigned to human health outcomes, and no methodology is provided for this aspect of the chapter. Consideration has been given to potential measures that could address identified negative health outcomes.
25	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	Consistency and clarity need to be provided in the Environmental Statement with regard to temporary and permanent effects, which should be addressed separately, as well as clarity around the consideration of Scheme design/embedded mitigation, versus additional mitigation, which needs to be considered when assessing residual effects.	N/A	They have already been considered within the outputs to date; however, are expressed more explicitly within the Environmental Statement. The Environmental Statement also includes consideration of the potential effects, mitigation and residual effects for the population element of the chapter (as per Design Manual for Roads and Bridges MRB LA112), but this is not a requirement for human health. Further detail has been added to explain health outcomes and consideration has been given to potential measures that could address negative health outcomes.
28	Cheltenham Borough Council and	Environment	All human health and population assessment findings should state the	N/A	They have already been considered within the outputs to date; however, have been expressed more explicitly in the Environmental Statement.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
	Tewkesbury Borough Council		direction of change (positive, negative, or neutral) but also the relationship (direct or indirect), frequency and duration (short-term, medium-term, long-term, temporary or permanent) and permanence (i.e. reversible or irreversible).		
30	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	The Preliminary Environmental Information Report (Design Manual for Roads and Bridges LA 107) is to be followed in the Environmental Statement and the assessment of effects should follow the criteria for the identification of the sensitivity and magnitude of impacts to determine the significance of the effects and ensure these are outlined. The methodology should also define the terms used to describe the length of time the effects will occur until any mitigation becomes effective, e.g. how long is 'long term'.	N/A	The methodology for the Landscape and Visual Impact Assessment has followed that set out in the Preliminary Environmental Information Report (Design Manual for Roads and Bridges LA107) to identify the sensitivity, magnitude of impact, and significance of effects for all receptors. Timescales assumed for mitigation and assessment have also been set out.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
31	Gloucestershire County Council	Environment	There is a high probability of significant waterlogged remains being present in this area, which should be assessed in the Environmental Statement.	N/A	The potential for waterlogged deposits has been identified and evaluated during trial trenching activities. Results from the analysis have informed the Environmental Statement and the Historic England science advisor approached during the development of the Archaeological Management Plan where appropriate.
32	Gloucestershire County Council	Design	It is currently unclear if any compounds, haul roads, or other landscaping and engineering will be required outside of the current red line, but the impacts of these developments also need to be understood. The evaluation reports into the trial trenching of the West of Cheltenham (Cyber Park) site should be reviewed to assess any impacts that may occur on the south side of the B4636 (Old Cheltenham Road).	N/A	The Development Consent Order Limits include all working space, site compounds, haul roads, and other landscaping and engineering associated with this application. At present, there is no work proposed south of B4634 (Old Gloucester Road) except the minor works required for the new junction with the West Cheltenham Link Road and is included in the Development Consent Order Limits.
33	Gloucestershire County Council	Environment	The Preliminary Environmental Information Report underestimates the potential of the area for early	N/A	The results of the geophysical survey and trial trenching have informed the assessments undertaken for the Environmental Statement, and more information has been provided in the Environmental Statement.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			medieval (Anglo-Saxon) archaeology.		
34	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	The landscape design plans that no tree planting along the southern verge of the A4019 between Cooks Lane and Homecroft Drive is identified. The Joint Councils would recommend a greater amount of landscape screening to be provided in this section to mitigate effects on visual receptors located in the southeast, south, and southwest.	No	There are a few existing trees along this section, with hedgerow being the main feature, allowing views out from (and towards) the existing road. The idea of the landscape design was to retain this openness. Planting around the attenuation basin close to the fire station would restrict close proximity views for residential properties. The landscape design for the Scheme has been reviewed and no further changes have been made in this section in line with the overall landscape design for the Scheme.
35	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	There are no heritage assets located within Cheltenham Borough that would be affected by the proposed work. However, there are several listed buildings located within Tewkesbury District that might be affected by the proposed works and assessment of these should be included in the Environmental Statement.	N/A	These matters have been addressed in the Environmental Statement.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
36	Gloucestershire County Council	Environment	The work on the potential ecological impact of the various highway improvements has been reassuringly detailed so far. The biodiversity resources being scoped in as being potentially adversely impacted in the Preliminary Environmental Information Report seem correct. It is acknowledged that more survey work in the coming months will be carried out to fully inform the Environmental Statement for the Development Consent Order process. For this reason, final assessments, particularly for bats, dormice, and reptiles, are not possible. Generally, though, the mitigation listed looks appropriate but may need to vary a little when all survey information is in.	N/A	These matters have been addressed in the Environmental Statement.
37	Cheltenham Borough Council and	Environment	The assessment of landscape character does not include any reference to the tranquilly	N/A	Tranquillity of the area has been considered within the landscape character section of the Landscape and Visual Impact Assessment.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
	Tewkesbury Borough Council		of the landscape and suggest that this should be undertaken and included in the Environmental Statement.		
43	Cheltenham Borough Council and Tewkesbury Borough Council	Active travel	<p>The Joint Councils welcome the proposed widening of the A4019 and the provision of a separate, dedicated cycle track and footway lanes for non-motorised traffic. However, they would expect further information articulating the opportunities the Scheme brings for modal shift to align with local strategies such as Cheltenham Borough Council's Connecting Cheltenham report (2019), more details need to be provided to explain how the use of the improved network will encourage shorter journeys and build in mechanisms to enable and encourage sustainable transport, particularly measures that allow people to use active and collective</p>	N/A	<p>This comment is noted. The 'Strategic Connections' section of the Connecting Cheltenham strategy report states that "improving both motorway access capacity and resilience will support the delivery of these areas of development whilst helping mitigate their impact on the existing urban area." Within the corridor-based remit of a highway scheme it is felt that the proposed walking and cycling facilities will provide good quality off-road connections. For cyclists, these are intended to encourage the less confident cyclists that are needed to deliver the aims of Connecting Cheltenham.</p>

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			forms of transport to travel to work.		
73	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	The Preliminary Environment Information Report gives a brief overview of the key aspirations for the environmental design which the Joint Councils welcome. The Joint Councils would expect to see further details on this provided in the Environment Statement, including reference to Biodiversity Net Gain and whether and how the Scheme is looking to achieve this.	N/A	Details have been provided as part of the Environmental Statement including the assessment undertaken of the biodiversity net gain achieved by the Scheme.
81	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	The Scheme alternatives and option selection process is outlined clearly in the Preliminary Environmental Information Report. However, the Joint Councils would expect to see further details on any environmental considerations that were included in the option selection processing the Environmental Statement and	N/A	Detail is provided as part of the Environmental Statement. The selection of options through the design process included consideration of the impacts to the environment.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			how this influenced the outcome.		
83	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	The Joint Councils note the latest versions of assessment guidance documents, emission datasets and other assessment tools at the time of the assessment have been used. It is noted that a revised emission database has been issued since the assessment was undertaken.	N/A	The most recent air quality tools have been adopted through the Environmental Statement assessment work.
84	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	Construction traffic was not considered in the Preliminary Environmental Information Report, as construction vehicle numbers were not yet known. It should be confirmed if further consideration would be given to changes in traffic due to traffic management measures during construction.	N/A	The methodology in LA105 has been used to update the construction information for the Environmental Statement.
86	Cheltenham Borough Council and Tewkesbury	Environment	The baseline noise surveys were undertaken in May and June of 2021 following COVID-19 lockdown restrictions, as it was	N/A	The validity of baseline noise survey data was considered for the Environmental Statement. The noise surveys undertaken are considered to be appropriate and further measurements not to be required.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
	Borough Council		considered to be representative of an almost 'back to normal' situation. The Joint Councils suggest that additional baseline surveys may be required if it is judged that the traffic circumstances have changed significantly,		
87	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	The Preliminary Environmental Information Report states that the Environmental Statement will include a full BS 5228-1:2009+A1:201 assessment. The proposed more detailed assessment for the Environmental Statement is welcomed. The Joint Councils would also expect the detailed construction noise assessment to provide more Scheme specific best practical means mitigation measures.	N/A	The construction noise assessment is provided in the Environmental Statement.
89	Cheltenham Borough Council and Tewkesbury	Environment	The Joint Councils would expect the Environmental Statement to identify all properties that are predicted	N/A	These matters have been addressed in the Environmental Statement.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
	Borough Council		to have a residual significant adverse effect, and which may need to be considered for noise insulation measures, or temporary rehousing of occupiers.		
91	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	There is no explanation within the Biodiversity chapter about whether the project is committing to achieving Biodiversity Net Gain, or what the intended target is. The Joint Councils would expect this to be clarified, either in the Environmental Scheme or elsewhere. It is also noted that a biodiversity using metric 3.0 is listed as part of the next steps and it is expected that this would be submitted with the Environmental Statement. The Joint Councils preference is for Biodiversity Net Gain to be achieved on site, as an integral component of the Scheme. If this cannot be achieved, then we would	N/A	The Scheme has an objective of achieving a net gain in biodiversity and has assessed the preliminary Scheme design using the Department for Environment, Food and Rural Affairs' v3.0 metric. Details of the assessment undertaken are reported in the Environmental Statement, with the results showing a net gain in biodiversity for each of the habitat types relevant to the Scheme area.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			request an early conversation about the proposals.		
93	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	The methodology of assessment is in line with Design Manual for Roads and Bridges LA 108, which is considered appropriate for a road scheme. The Joint Councils would expect these to be reviewed and refined for the Environmental Statement, taking into account any additional survey data collected and any changes to the Scheme.	N/A	These matters have been addressed and set out in the Environmental Statement.
94	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	Detailed terrestrial invertebrate surveys have not been carried out, but no explicit explanation for excluding them has been provided. The Joint Councils expect the Environmental Statement to provide a clear explanation for the exclusion of detailed surveys and to set out any potential limitations to the assessment/mitigation proposals as a result of this.	N/A	The presence of notable terrestrial invertebrate assemblages was ruled out within most of the study area due to poor habitat. The exception was traditional orchard habitat, which was assumed to support noble chafer and accorded a value of County importance on a precautionary basis. Noble chafer was then scoped out of the assessment because none of the traditional orchards will be affected by the Scheme. This detail is included within the Environmental Statement.

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95	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	The bat survey report includes data from 2019 and 2020 only. It is noted from the Preliminary Environmental Information Report that further bat survey work continued in 2021 and analysis of data is ongoing and will be reported on within the Environmental Statement. A footnote explains that advanced license bat surveys were proposed for Bechstein's batin 2021, but were subject to limitations and may, or may not, be carried out in 2022. If these surveys are not carried out, the Environmental Statement should set out an explanation about why these proposed surveys have been scoped out.	N/A	Advanced licence bat surveys were only undertaken in May 2021. A second round in 2021 was not undertaken as originally intended, nor did were any undertaken in 2022. Justification of this has been set out in the Bat Technical Appendix, submitted as part of the Environmental Statement. It is also within the updated Bat Survey Protocol, also submitted as part of the Environmental Survey, and will discussed with Natural England.
96	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	The Preliminary Environmental Information Report appropriately considers the age of survey data and notes that some updates to the extended	N/A	These matters have been addressed and set out in the Environmental Statement.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			Phase 1 habitat survey in some areas will be carried out, to verify the baseline conditions prior to submission of the Environmental Statement and determine whether any conditions have changed. This approach is acceptable.		
97	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	The Environmental Statement should consider the best way to present the overall mitigation plan and habitat loss/creation in relation to terrestrial and aquatic habitats. If there is an overall net loss of terrestrial or aquatic habitat, the Environmental Statement will need to include further explanation/evidence about how the habitat creation proposals offset the effects of this loss.	N/A	For the habitat that will be lost, the majority of these areas are of lower value for biodiversity, such as improved grassland/arable habitats. The habitat creation proposed will offset effects of habitat loss by providing an increase in area of the more valuable habitats. More information is provided in the Environmental Statement.
100	Cheltenham Borough Council and Tewkesbury	Environment	The Environmental Statement should explain the proposed aims and objectives of grassland design for both the	N/A	This has been noted and addressed in the Environmental Statement and accompanying documents.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
	Borough Council		road verge habitats and other areas.		
101	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	The preliminary assessment indicates a significant residual effect on bats may remain as a result of the Scheme, even when the proposed mitigation is taken into account. It is worth clarifying whether this relates to all species of bats. Further mitigation or compensation measures to reduce the significance of effects would be welcomed.	Yes	The 2021 survey data has been analysed. We have concluded that additional mitigation measures are required. These additional measures include an underpass and structures for roosting bats to provide mitigation for the loss of roosts in the construction of the Scheme. Further detail is included in the Environmental Statement.
102	Cheltenham Borough Council and Tewkesbury Borough Council	Design	Are the alder trees adjacent to the road alongside the Gallagher Retail Park going to be impacted?	N/A	The Scheme design requires the majority of these trees to be removed to allow additional lane at Gallagher Junction for capacity reasons.
103	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	A Landscape and Ecology plan should be submitted with the Environmental Statement as part of the Development Consent Order application.	N/A	This has been considered within the first iteration of the Environmental Management Plan, which forms part of the Development Consent Order application. Further iterations of the Environmental Management Plan will be produced as the Scheme progresses.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
106	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	The proposal for a monitoring plan is welcomed. This should be committed to within the Environmental Statement.	N/A	Any monitoring required for European Protected Species will be agreed with Natural England as part of the licensing process. More information is available in the Environmental Statement.
108	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	A summary of water quality data from available sources and the ground investigation would be expected to be provided in the Environmental Statement stage.	N/A	The Environmental Statement includes a baseline water quality assessment using the National Highways Water Risk Assessment Tool.
109	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	A Highways Agency Water Risk assessment has been undertaken, based on available information at this stage. No ambient background concentrations for copper or water hardness data were reported. This should be applied at the next stage of the assessment to ensure appropriate mitigation measures are accounted for.	N/A	This has been included in the updated assessment using the Highways Agency Water Risk Assessment Tool.
111	Cheltenham Borough Council and	Environment	The Joint Councils would expect the surface water quality assessment to include	N/A	The Design Manual for Roads and Bridges LA 113 does not include any specific guidance for assessing the impact from salt and gritting on the water

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	Tewkesbury Borough Council		impacts from salt and gritting activities within the Environmental Statement.		environment. Reference is made in the Environmental Statement to the potential impact salt and gritting can have on the water environment by including the following statement, but a specific assessment has not been undertaken.
112	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	The Joint Councils recommended that at the next stage of assessment, flow estimates are either amended based on catchment area scaling or estimated using Low Flow Estimates modelling (or equivalent).	N/A	The Low Flows Estimation Tool has been used in the updated assessment.
113	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	The Joint Council recommend in the next stage of groundwater assessment that flow estimates based on catchment area scaling or Low Flows modelling are considered.	N/A	A Low Flow Estimation has been carried out and due to none of the receptors having flows equal to or less than 0.001m ³ /s, there is no requirement for a groundwater assessment.
114	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	In the Preliminary Environmental Information Report, site-specific groundwater conditions were not available such that an informed assessment of impact to groundwater levels	N/A	A detailed impact assessment including site-specific ground investigation data is included in the Environmental Statement.

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			and flow could be completed. It is expected that a detailed impact assessment will be included in the Environmental Statement.		
115	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	The Preliminary Environmental Information Report states that without mitigation the Scheme will displace floodwater and impact on its "neighbours". The Joint Councils would expect to see further details on which neighbours this refers to and what the extent is of changes to flood depths/area of these receptors within the Environmental Statement.	N/A	The effects of changing discharge outfall locations have been considered as part of the design development. Without mitigation the Scheme would impact on the farmland east of the West Cheltenham Link Road. Increases in flood depth against the M5 motorway are also predicted. The Scheme modelling report and hydraulic model has been issued to the Environment Agency. More information is available in the Environmental Statement.
116	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	Compensatory floodplain volumes and locations have been identified. However, further details on what has been done to ensure high confidence in the viability of these areas in terms of ground conditions and like-	N/A	The identified flood storage has been subject to detailed ground investigation and testing. The interpretation of this is such that the basin would not suffer from groundwater intrusion and thus retain the required volume for floodwater. There may be some isolated and localised intrusion, or infiltration through a gravel lens found near the southern excavated edge of the flood storage area. The storage area is not intended to provide reprovision of floodplain on a

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			for-like vertical profile of storage volumes are required.		level for level basis as the Junction does not displace water on a level for level basis. The compensatory floodplain by the West Cheltenham Link Road will be free draining and discharge all temporarily stored water in the same manner that the existing floodplain does today: any residual standing water will not be increased. Similarly, at the flood storage area the basin will fully drain after a flood event, with the exception of any permanent body of water purposefully retained for biodiversity or related benefit.
117	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	The Preliminary Environmental Information Report recognises the necessity of a Right to Flood agreement. The Joint Councils expect that the extent of land acquired for the Scheme construction period should ensure it takes account of requirements for land to facilitate construction of storage areas as well as the final extents of the completed Scheme.	N/A	We agree that temporary, or early construction of permanent flood storage needs to be in place to offset any construction stage impacts on the floodplain. The temporary construction phase needs to be understood by the contractor to minimise risk during the build stage. The Buildability Report provides further information on how this Scheme might be constructed, and the relevant contents of the buildability report have been included in the Environmental Statement.
118	Cheltenham Borough Council and	Environment	There is some inconsistency in the flood risk assessment and so would expect	N/A	The Preliminary Environmental Information Report reflects the interim assessment at the time of writing based on the flood modelling prior to that

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	Tewkesbury Borough Council		clarification of this assessment.		assessment. Since that time, the design has been updated along with the flood modelling. The Scheme modelling report and hydraulic model has been issued to the Environment Agency. These items support the Flood Risk Assessment and the Environmental Statement.
119	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	The Joint Councils acknowledge this is a preliminary Flood Risk Assessment and would expect more details included in the updated Flood Risk Assessment.	N/A	The updated Baseline model and accompanying report, and the Scheme modelling report have been issued to the Environment Agency. These documents support the Flood Risk Assessment which is available in the Environmental Statement.
120	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	The Joint Councils would expect to see confirmation of whether the proposed compensatory flood storage falls within the scope of the Reservoirs Act and if so, that an All Reservoir Panel Engineer will be engaged.	N/A	The project has engaged an All Reservoirs Panel Engineer to advise the preliminary design with regards to the large flood storage area and raising of road embankments. The slip road and A4019 improvements at Junction 10 do come under the remit of the Reservoirs Act 1975.
121	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	The Preliminary Environmental Information Report refers to the Environmental Permitting Regulations (2016) which is welcomed however, the Joint	N/A	These matters have been addressed in the Environmental Statement, where a connection will be made between the Environmental Permitting Regulations (2016) and Water Framework Directive as one of the EU Directives.

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			Councils agree it would be useful to make the linkage between these regulations and Water Framework Directive.		
123	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	The Preliminary Environmental Information Report indicates the impacts of the attenuation basins, flood compensation areas and temporary works on agricultural soils will be covered in a later stage of the Environmental Impact Assessment as their location/extent is not finalised. The Joint Councils would expect that these are assessed along with the necessary agricultural surveys/sampling in these areas and that the Environmental Statement will include this data.	N/A	The impacts on attenuation basins, flood compensation areas and temporary land take is contained in the Environmental Statement. Agricultural surveys have been undertaken and are also reported within the Environmental Statement.
124	Cheltenham Borough Council and Tewkesbury	Environment	The Joint Councils would expect to see further details of the extent of surface water run-off to be contaminated	N/A	As stated in the guidance (LA 113) the Highways Agency Water Risk Assessment Tool is used to predict whether the risk to the water environment from road runoff is acceptable. The concentrations

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	Borough Council		(e.g. with hydrocarbons) and how will this be mitigated in the Environmental Statement. Natural storage solutions in terms of swales would be preferred and welcomed, over and above hard landscaped proposals.		of soluble pollutants and sediment bound pollutants (which includes hydrocarbons) is calculated within the Highways Agency Water Risk Assessment Tool and the results presented in the Environmental Statement as Pass or Fail. The drainage strategy provides information on the proposed mitigation, and this is summarised in the Environmental Statement.
125	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	There is no mention of whether or not any permitted/licensed processes (e.g. IPPCs, COMAH, etc) are within 500m of the Scheme. If this is because there are none within the boundary, the Joint Councils would welcome this confirmation in the Environmental Statement.	N/A	Environmental permit data is available for the Scheme. These are included in the Environmental Statement.
126	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	The Joint Councils would welcome consultation with Environmental Health Officers and would expect confirmation in the Environmental Statement as to whether the planning portal was reviewed to identify any ground investigation reports on, or in close proximity to the	N/A	A search of the ground investigation reports on the planning portal has been undertaken and the details reported in the Environmental Statement, together with the findings of the Scheme specific ground investigation. The Applicant has been in discussions with the relevant Environmental Health Officers.

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			Scheme boundary, particularly in the vicinity of the Violet Villa landfill. If reports do exist, then this data should be used to inform the baseline.		
128	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	The Joint Councils recommend referring to and explaining the EU List of Waste and its transposition into UK law within the planning policy section of the Environmental Statement.	N/A	The EU List of Waste and its transposition into UK law has been included within the planning policy section of the Environmental Statement.
130	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	The Preliminary Environmental Information Report outlines an assumption the waste will all be primarily aggregate. The Joint Councils suggest that there is likely to be sufficient resource in the aggregate market for recycled aggregate products, however, if it has to be primary, the Joint Councils suggest a justification for this be provided within the Environmental Statement.	N/A	The principal contractor would be expected to source as much as possible from recycled aggregate. More details are set out in the Environmental Statement.

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131	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	The Joint Councils would expect the waste hierarchy would be applied to avoid disposal and recommends this is undertaken.	N/A	The Environmental Statement sets out details on how waste will be generated and managed, not disposed following the waste hierarchy.
132	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	Further details and measures for waste mitigation should be included in the Environmental Statement.	N/A	Mitigation is included in the Environmental Statement. There will be more detailed information once a principal contractor is appointed to advise on specific mitigation measures.
135	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	The Joint Councils note that the Scheme will contribute 114,207 tCO ₂ e net emissions towards the UK Carbon Budgets as far as 2037 and that it is identified that the Scheme will not therefore have a significant effect on climate. The Joint Councils would expect to see more details on how 'significant' is defined in the Environmental Statement.	N/A	Significance is determined primarily through whether the Scheme will materially impact the ability for the UK to meet its carbon reduction targets. Information is available in the Environmental Statement. The Applicant will continue to work with stakeholders, including National Highways, to ensure our approach is consistent with other schemes and relevant legislation.
136	Cheltenham Borough	Environment	The Joint Councils welcome the mitigation measures	N/A	Specific mitigation measures included as part of the Scheme are outlined in the Environmental

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	Council and Tewkesbury Borough Council		outlined in the Preliminary Environmental Information Report. However, they would expect to see further specific mitigation measures implemented as part of the Scheme.		Statement. Minimising Greenhouse Gas emissions through design is a core principle of PAS2080:2016 and evidence of this is provided within the Environmental Statement. PAS 2080 is a global standard for managing infrastructure carbon. The framework looks at the whole value chain, aiming to reduce carbon and reduce cost through more intelligent design, construction and use.
137	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	No land use change assessment has been undertaken due to data not being available. However, this should be included in the Environmental Statement.	N/A	This data has been used during the assessment undertaken for the Environmental Statement, with Land Use change included.
138	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	It is expected for the Scheme to consider carbon emissions adequately and include innovative design and mitigation measures to reduce carbon emissions during the construction phase and ongoing operation of the Scheme.	N/A	The Scheme objectives include an aim to meet the requirements of climate change within the context of successfully unlocking the required growth in the area. As part of this, the Scheme will help to reduce carbon emissions when compared to a 'with development, but without scheme' scenario. The Environmental Statement includes an assessment of greenhouse gas emissions from the construction and the operation of the Scheme.
139	Cheltenham Borough Council and Tewkesbury	Environment	The review of the Preliminary Environmental Information Report has found extensive reference to operational	N/A	Assessment of wildfire impacts has been included within the Environmental Statement.

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	Borough Council		impacts of climate change to the Scheme and mitigation of those impacts. However, the operational impact of wildfires, both to road furniture/equipment and landscaping and safety hazards to end users should be added.		
140	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	It is recommended that the Scheme should take into account the county-wide Gloucestershire Air Quality and Health Strategy. Additional traffic measures aiming to reduce congestion and source emissions should help to reduce dangerous pollutant concentrations and reduce the risk of detrimental impact on health and wellbeing within the area.	N/A	The Environmental Statement acknowledge the Gloucestershire Air Quality and Health Strategy. The Air Quality assessment is limited to modelling the Scheme and provide comparison to relevant air quality threshold values. Mitigation measures which are embedded into the Scheme are incorporated into the modelled traffic data and traffic emission improvements. Wider traffic measures incorporated within the Scheme are described in the Environmental Statement.
146	Gloucestershire County Council	Environment	It is crucial that a standalone chapter on Transport is provided in the Environmental Statement in support of the Development Consent Order application. This should be	N/A	A Transport Assessment has been submitted as part of the Development Consent Order. The Environmental Statement does not include a chapter on transport, as a separate transport assessment is being produced.

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			supported by a comprehensive Transport Assessment.		
148	Gloucestershire County Council	Environment	The National Networks National Policy Statement sets out the need for, and the policies to deliver, nationally significant infrastructure projects on the national road network. Of key concern is Chapter 5, page 87 which refers to the impact of schemes on the wider transport network. It requires applicants to have regard to the policies set out in local plans. It also requires applicants to consider reasonable opportunities to support other transport modes in developing infrastructure.	N/A	A Transport Assessment has been produced for the Scheme. This forms part of the Development Consent Order Application.
157	Gloucestershire County Council	Environment	Gloucestershire's Cycle Network seeks to deliver high quality, coherent, direct, safe, comfortable and attractive cycle networks.	N/A	The Scheme includes provision for active travel within the Scheme boundary whilst connecting into existing active travel infrastructure. Developers and Local Planning Authorities are anticipated to continue to develop complementary facilities and provision beyond the Development Consent Order Limits.

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159	Gloucestershire County Council	Environment	It is expected that the Applicant fully outlines how the Scheme fully aligns with the policies within the Local Transport Plan.	N/A	The Development Consent Order application contains details on alignment with national and local policies.
160	Gloucestershire County Council	Environment	There is a clear need that the scheme needs to fully integrate active travel opportunities where possible and help to reduce CO2 emissions.	N/A	An active travel corridor is included as part of the design for the full extent of the Scheme.
161	Gloucestershire County Council	Environment	The Environmental Statement needs to include the updated Environment Bill. It is pleasing to see reference to the Gloucestershire Highways Biodiversity Guidance, the fledgling Nature Recovery Network, and the county Tree Strategy. Useful reference should also be made in the Environmental Statement to the Gloucestershire Local Nature Partnership's current strategy "Growing Natural Success 2021-2024" and that	N/A	These matters have been addressed in the Environmental Statement.

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			Gloucestershire County Council is a key member.		
163	Gloucestershire County Council	Environment	A section on the Gloucestershire Local Nature Partnership in the Environmental Statement should reference the old Biodiversity Action Plan. This section should also refer to the new National Recovery Network and work currently underway to produce a mandatory Local Nature Recovery Strategy for Gloucestershire.	N/A	These matters are addressed in the Environmental Statement.
164	Gloucestershire County Council	Environment	The objective to aim for a level of Biodiversity Net Gain is welcomed. Retaining as much existing vegetation that has good value for biodiversity is supported. Where necessary, mitigation to reduce risks to a low level must be effective. The results of using the new metric 3.0 will be an important part of the Environmental Statement as	N/A	The Scheme has an objective of achieving a net gain in biodiversity and has assessed the Scheme design using the Department for Environment, Food and Rural Affairs' v3.0 metric. Details of the assessment undertaken are reported in the Environmental Statement, with the results showing a net gain in biodiversity for each of the habitat types relevant to the Scheme area.

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			will a response to the calculation made.		
165	Cheltenham Borough Council and Tewkesbury Borough Council	Traffic	Within the public consultation materials, there is no information relating to the transport assessment or traffic modelling. Thus, the recent consultation documents do not detail the traffic impacts to a level that are required for a full detailed response. However, in principle, the Joint Councils accept the significant traffic benefits of allowing traffic from the West Cheltenham development and Golden Valley Development to use Junction 10 and thereby reducing pressure on Junction 11 and local roads.	N/A	This comment is noted. Traffic modelling has been undertaken and included in the Transport Assessment. This forms part of the Development Consent Order Application.
166	Gloucestershire County Council	Design	At this stage, the submitted scheme drawings do not provide any details of the proposed signing or lining of the road scheme. There are no details of the proposed	N/A	Draft signage and lining have been included in the preliminary designs as part of the submission of the Development Consent Order application.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			signing or lining of the road scheme.		
167	Gloucestershire County Council	Environment	Tables on watercourse construction impact pathways and watercourse operational impact pathways are very useful and should be included in the Environmental Statement.	N/A	The tables referenced are within the Environmental Statement, with any necessary updates made.
170	Gloucestershire County Council	Design	We are pleased to see there will be a dedicated cycle path created on the northern side of the A4019. More detail is required on the interaction of the proposed bus stop and cycle lane in the location of the junction of Homecroft Drive on the northern side of the A4019.	Yes	It is noted that the provision of a dedicated cycle path on the northern side of the A4019 is supported. The eastbound Elms Park bus stop near Homecroft Drive includes a bus stop layby with a 3.5m wide island provided between the bus stop layby and the cycle track. A zebra crossing of the cycle track is included to allow pedestrians to cross the cycle path to the footway maintaining segregation between the cyclist and pedestrian facilities.
171	Gloucestershire County Council	Design	There is a requirement that swept path analysis of all junctions and access roads is provided. This is a key consideration for the new short sections of access roads which will be created alongside the proposed	Yes	Additional primary signal heads has been provided. These signals have been positioned for visibility to main side road carriageway but should be visible to service road traffic without causing confusion as to where the right of way applies. 'Keep Clear' markings have also been added to prevent vehicles blocking the entry width into the access to the eastern service road. The available space between

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			widened A4019. There will be a need to understand how these proposed short access roads will interact with the proposed signalisation of the junctions. Of particular note is the new section of access road created at the junction of the A4019/The Green. At present it is difficult to understand how residents using these access roads will have visibility of the proposed signal heads at this junction.		the stop line and the start of the 'Keep Clear' marking would be approximately 5m and sufficient for a standard car to enter. Swept path analysis has been undertaken to confirm that the turning movements are possible for various types of vehicle anticipated to use the service roads. The design at this location comprises a non-typical layout based on the need to minimise impacts on existing properties on the north side of the A4019 and Manor Farm land and outbuildings to the south of the scheme. Further geometrical improvements are constrained without acquiring additional land.
172	Gloucestershire County Council	Design	Access to the existing Cheltenham West fire station should be provided and clarified. It is recommended that the Applicant consults with Gloucestershire Fire and Rescue Service to understand their requirements for access. With the proposed arrangement, any fire tenders leaving the site will need to cross a dual carriageway to head towards Cheltenham. It is likely some form of part	No	The Applicant has continued to liaise with Gloucestershire Fire and Rescue Service to ensure their requirements are met. The design currently proposes use of Wig Wags (as current situation) to allow emergency exit onto the A4019. The comment on the Traffic Regulation Order has been noted.

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			time control will be needed here to allow the safe and efficient exit of these vehicles. A Traffic Regulation Order will be required.		
173	Gloucestershire County Council	Traffic	The Transport Assessment will need to include a comprehensive Walking, Cycling and Horse-Riding Assessment which follows the guidance in GG142.	N/A	A Walking, Cycling and Horse Riding Assessment following GG142 guidance has been undertaken.
174	Gloucestershire County Council	Design	Is it sufficient to have same colour lines as a segregated barrier at the motorway junction?	N/A	The Applicant is not clear on the comment. If it refers to the method for segregating cyclists and pedestrians through the junction, then this will be some form of kerb or separation strip and not just coloured lines.
175	Gloucestershire County Council	Traffic	It is crucial that a full Transport Assessment is provided as part of the Environmental Statement. This should include individual junction assessment of the proposed signalised junctions on the A4019 so we can fully understand the operation and capacity of these junctions. It is suggested that in a future	N/A	This comment is noted, and a full Transport Assessment has been prepared and submitted as part of the Development Consent Order application. A microsimulation model using Paramics software has been developed and used to assess the key junctions along A4019 between Coombe Hill and Kingsditch Roundabout. The Scheme results in five new signalised junctions between M5 Junction 10 and Gallagher Retail Park Junction. Given the total number of signalised junctions that would be in operation over relatively short length of the A4019

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			year six after the opening of the Scheme, there is a substantial change to the turning movements proposed at the Gallagher Retail Park junction, with the banning of right turns.		corridor (about 3.25km) between M5 Junction 10 and Kingsditch, the junctions need to work in a co-ordinated manner. The collective performance of these junctions is reported in the Transport Assessment in terms of journey time and queues under various scenarios.
176	Gloucestershire County Council	Design	Will there be sufficient linkages from segregated routes to local networks?	Yes	The Scheme includes a segregated route along the north side of the A4019 from its western scheme extent to the A4019 / B4634 junction. This route connects into the Public Rights of Way network and the local highway network with controlled crossings provided at key locations (Withybridge Lane, the West Cheltenham Link Road and at Uckington where there is a signal-controlled junction with The Green and Moat Lane). The segregated route ties-in at the Development Consent Order Limits, ready for future connections by developers and Gloucestershire County Council.
177	Gloucestershire County Council	Design	How will segregated route outlined for the West Cheltenham Link Road be connected into Tewkesbury Road and Kings ditch, Hester's Way and Springbank?	No	This falls outside the scope of the Scheme. The expectation is that the West Cheltenham Development will be taking this forward.

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178	Gloucestershire County Council	Design	Welcome the effort to provide new walking and cycling links within the Scheme. However, it doesn't appear that the opportunity to link walkers, cyclists and horse riders with an improved Bridleway AEH1 which runs north east from the A4019, has been taken, which may be seen as a lost opportunity.	Yes	An underpass has been included on the A4019 to the east of M5 Junction 10 to provide a Public Rights of Way route from the bridleway AUC1 to Withybridge Lane. The underpass is shared use and has been designed to accommodate equestrians. The underpass will provide a more desirable route for equestrians away from the A4019. Equestrian users will be accommodated at the east of the Scheme by the inclusion of an equestrian crossing at the Uckington Junction linking the bridleway (AUC14) to The Green in the north.
179	Gloucestershire County Council	Environment	The general abundance of such species in the surrounding countryside after Scheme completion will be a factor and some reference to this topic for biodiversity and road safety reasons in the Environmental Statement would be wise. Landscaping including embankment height and tree planting can mitigate some such risk upon barn owls but possibly not larger mammals such as deer (or even wild boar in the future) but other measures could help with this.	N/A	Species such as deer and wild boar would not usually be considered within the Environmental Statement as they are not protected or priority species. However, following this comment, consideration has been given to the most appropriate place to discuss this matter within the Environmental Statement.

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180	Gloucestershire County Council	Environment	Otters are present in the area and so there needs to be some anticipation of likely change in otter movements because of implementing the Scheme.	Yes	Badger and otter fencing has been included along the West Cheltenham Link Road. More information is in the Environmental Statement.
181	Gloucestershire County Council	Environment	Great Crested Newt District Level Licensing should be employed if the cost is similar or less than traditional licencing.	N/A	It is noted that the Applicant is in support of the District Level Licensing scheme for Great Crested Newts.
182	Gloucestershire County Council	Environment	A Habitats Regulations Assessment screening report is being prepared with input from Natural England and the main concern is impact on migratory fish population connected with Severn Estuary. It would be good to see early sight of a confirmed or near final version of a Habitats Regulations Assessment document for the Scheme.	N/A	The Habitats Regulations Assessment has been submitted within the Environmental Statement.
183	Gloucestershire County Council	Environment	Landscaping with an emphasis on native woodland strips, hedgerows, wetland	N/A	Further detail has been included in the Environmental Statement.

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			features and wildflowers (grass verges/reservations) is appropriate and could have benefits in certain locations for improving visual appearance, water capture, attenuation of air, noise and light pollution.		
184	Gloucestershire County Council	Environment	In the Cumulative Effects chapter intra-scheme topics to be covered include Safe Lighting/Biodiversity/Landscape, Highway Drainage/Biodiversity and Visual Impact & Landscape Character/Biodiversity.	N/A	The methodology for the Cumulative Effects Assessment sets out the process that has been followed for the identification of intra-Scheme cross-topic cumulative effects and is included in the Environmental Statement.
193	Gloucestershire County Council	Environment	Reference to a Construction Environmental Management Plan and what ecological topics it should include is welcomed. An outline Construction Environmental Management Plan should form part of the Development Consent Order submission.	N/A	An outline Construction Environmental Management Plan (referred to as the Environmental Management Plan 1st iteration) has been included as part of the Development Consent Order submission. Annex B and Annex C of the Environmental Management Plan 1st iteration outlines the environmental method statements which will be completed as part of further iterations.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
194	Gloucestershire County Council	Environment	The primary source of flood risk to the area is fluvial flooding from the River Chelt, its associated tributaries and the Leigh Brook. These not only pose a risk to the Scheme but the Scheme could have an adverse impact on flooding elsewhere if appropriate mitigating steps are not taken.	N/A	Flood risk both to and from the Scheme along with the embedded mitigation that controls that impact is described in the Flood Risk Assessment which forms part of the Environmental Statement.
195	Gloucestershire County Council	Design	How can future maintenance of verges could be facilitated to allow for removal of arisings and for them to perhaps be deposited somewhere on site as a sacrificial area maybe along with shrub/tree prunings. The sacrificial areas (if appropriate) would provide a different kind of habitat for a range of different animal species.	N/A	This comment is noted. Options for inclusion are being investigated with Gloucestershire County Council and will be finalised at the detailed design stage.
196	Gloucestershire County Council	Design	Lighting impact on potential bat and other nocturnal wildlife needs to be considered sufficiently. We	N/A	Design of lighting has considered the environmental and ecological impacts and has been updated where possible to mitigate impacts, e.g. creation of

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			need to be sure that indicative lighting schemes can be acceptable because they can demonstrate no significant impact on valued species. Some mitigation will take the form of enhancing existing or creating new dark corridors/areas. It would be extremely helpful if indicative schemes could be presented in the Environmental Statement showing predicted lux levels as contours on a drawing and/or 3D indicative visualisation diagrams.		dark corridors for bats on A4019. Residual impacts have been reported in the Environmental Statement.
197	Gloucestershire County Council	Environment	The proposed review of the 'South West Aggregates Working Party Annual Report: 2018' needs updating to: 'South West Aggregates Working Party - Annual Report 2020';	N/A	The most up to date version of documents has been reviewed for the Environmental Statement.
198	Gloucestershire County Council	Environment	The proposed review of the 'Environment Agency, Waste Data Interrogator, 2019' needs updating to: '2020 Waste Data Interrogator';	N/A	The most up to date version of documents has been reviewed for the Environmental Statement.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
199	Gloucestershire County Council	Environment	The proposed review of the 'Environment Agency, Remaining Landfill Capacity, 2020' needs updating to: 'Remaining Landfill Capacity 2021'	N/A	The most up to date version of documents has been reviewed for the Environmental Statement.
200	Gloucestershire County Council	Environment	A review of the recommended updated data sources highlighted above may also have an impact on the future presentation of the 'Baseline conditions'.	N/A	Baseline sections have incorporated most recent data from updated documents on landfill capacity and waste infrastructure.
202	Gloucestershire County Council	Environment	Within 'Potential mitigation measures', consideration could be given to the future use of underlying mineral resources. The resources could make a positive contribution to the proposed material assets of the development. On-site sourced aggregate minerals could potentially reduce the amount of imported raw materials needed and the carbon footprint of the overall project. The concept of 'prior extraction', which would	N/A	Where the option to utilise the underlying mineral resources is proposed by the Principal Contractor, this has been recorded in the mitigations section of the Environmental Statement.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			transpire if this suggested opportunity was pursued, is identified in the adopted Minerals Local Plan for Gloucestershire (2018 – 2032). It is a potentially acceptable solution for resolving the risk of needless mineral sterilisation.		
203	Gloucestershire County Council	Environment	Given the deprivation and health profile of these communities, there is the potential for this Scheme to contribute towards a reduction in health inequalities. Less traffic also has the potential to encourage and enable residents to access local green and recreational space. Traffic calming measures, if not already in place, would enhance the potential benefits when congestion levels fall.	N/A	Noted. The Human Health element of the Environmental Statement has been developed further, in accordance with LA 112. Design Manual for Roads and Bridges LA112 does not require significance to be assigned to human health outcomes -no methodology is provided for this aspect of the chapter. Detail has been added to explain health outcomes and consideration has been given to potential measures that could address identified negative health outcomes.
204	Gloucestershire County Council	Environment	Noise, vibration and air quality impacts during construction and operation of the new or altered routes have the potential to impact negatively	N/A	Noted. The Human Health element of the Environmental Statement has been developed further, in accordance with LA 112. Design Manual for Roads and Bridges LA112 does not require significance to be assigned to human health

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			on physical and mental health and wellbeing. We strongly support the intention to study these potential effects during the next stage of the Environment Impact Assessment and to undertake mitigations along sensitive areas.		outcomes - no methodology is provided for this aspect of the chapter. Detail has been added to explain health outcomes and consideration has been given to potential measures that could address identified negative health outcomes.
205	Gloucestershire County Council	Environment	The temporary and permanent loss of land and/or demolition of some properties has the potential to have a significant detrimental impact on the mental health and wellbeing of landowners and occupiers. The intention to undertake further consultation and compensate landowners and occupiers is strongly supported alongside any other mitigation identified via these conversations alongside the provision of mental health awareness training for community engagement workers, signposting to sources of	N/A	Consultation and engagement is underway and ongoing with affected landowners and occupiers in respect of loss of land and demolition of properties, with the Applicant seeking to respond to comments received. The health outcomes of these impacts are noted and will be converted to effects assessment. The Gloucestershire County Council Prevention, Wellbeing and Communities team has been consulted to discuss health and wellbeing issues and concerns in the study area, as well as explore means of mitigating potential effects that could arise. Suggestions regarding mitigation are being considered. The Applicant has identified opportunities to support better mental health through the way in which the contractor engages with and informs the affected communities about the Scheme.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			support and any other mitigations identified via these conversations.		
206	Gloucestershire County Council	Environment	The potential benefits to communities living close to existing 'rat runs' through Hesters Way could be offset by the development of new rat runs during the construction period and beyond. An assessment of when and where these could occur and their potential impact on noise, air quality, safety and opportunities to enjoy local facilities, alongside the necessary undertake mitigations, would be strongly supported.	N/A	The Population and Human Health assessment draws on the findings of the noise and air quality assessments using traffic modelling data. The data explores the likely dispersion of traffic across the Affected Road Network under different scenarios and should allow for the resultant impacts on traffic flows, air quality and noise climate to be quantified in accordance with the recognised Design Manual for Roads and Bridges methodologies. The Population and Human Health assessment follows the LA112 methodology to take account of these technical assessments and highlights them as appropriate within the Environmental Statement. The Scheme has been subject to a Stage 1 Road Safety Audit. A Stage 2 Road Safety Audit will be undertaken at Detailed Design and a Stage 3 following scheme construction. These Road Safety Audits will identify any road safety issues with the design.
216	Gloucestershire County Council	Environment	The climate change impacts seem to be based on very general assumptions with no specific modelling and no consideration of changing vehicle usage.	N/A	The traffic modelling assessment includes changes to vehicles as the UK moves towards Net Zero and the increase in Electric vehicles grows. It is anticipated that the drop in emissions will be greater than modelled due to government policy to phase out petrol/diesel vehicles in the 2030s and will reach

Ref	Consultee	Topic	Matter raised	Scheme change	Response
					close to Net Zero emissions by 2050. This is in the Environmental Statement when operating emissions are discussed.
223	Gloucestershire County Council	Environment	It is not clear whether the proposed flood measures have been scaled to account for the increasing frequency and impact of extreme weather events arising from the warming climate.	N/A	This point has been clarified in the Environmental Statement. Drainage infrastructure is designed with consideration of projected future changes in precipitation, both gradual changes to average amounts and changes to maximum amounts from extreme events. Information on this is available in the Environmental Statement.
224	Gloucestershire County Council	Active Travel	Will there be advanced lines provided at traffic lights for cyclists to ensure priority at junctions otherwise the incentive to use the route is diminished?	No	The Scheme is providing separate segregated facilities and will not provide advanced stop lines. Local Transport Note 1/20 recommends against advanced stop lines when the traffic flows, number of lanes and proportion of green time expected are similar to those that will be found on most parts of this Scheme.
225	Gloucestershire County Council	Environment	Clarification is also required in relation to the frequency of air quality monitoring. Will this be undertaken before construction commences, during construction and after scheme completion?	N/A	Routine monitoring of dust generated at the construction stage has not been recommended. Given the largely rural surroundings for the M5 Junction 10 construction site it would not be anticipated that construction dust monitoring would be necessary as standard high risk site mitigation measures are likely to be sufficient to control construction dust emissions. This has been assessed in the environmental

Ref	Consultee	Topic	Matter raised	Scheme change	Response
					<p>assessment and proposed mitigation measures are included in the Environmental Management Plan which has been prepared alongside the Environmental Statement. Annex B of the Environmental Management Plan outlines that an Air Quality Management Plan will be produced as part of the 2nd iteration.</p> <p>Should particularly sensitive receptors such as food production plants or electronics factories or activities with a much higher than normal dust risk potential be identified, quantitative monitoring surveys will be recommended to ensure that the appropriate mitigation measures are effective. Where the local authority requires a monitoring survey, a suitable approach would be recommended.</p>
227	Gloucestershire County Council	Environment	There is a need to consider other development which may have a cumulative impact with the proposed Scheme. Part of this process will be to consider Reasonably Foreseeable Future Projects including major planning applications in the vicinity of the Scheme, registered Transport and Works Act	N/A	<p>This forms part of the Cumulative Effects Assessment which is reported in the Environmental Statement. The Reasonably Foreseeable Future Projects long-list has been produced and a short-listing process is underway. In addition to this, the Cumulative Effects Assessment team has liaised with the traffic modelling team to confirm the way in which the detail of Reasonably Foreseeable Future Projects is expressed within the model, alongside any modelling assumptions made regarding the phasing of site allocations within the local development plan. The aim of this process is to</p>

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			<p>order, development plan projects amongst others.</p> <p>A key consideration of this will be to consider how the traffic flows from these proposals have been considered in the transport modelling supporting the Scheme. This will need to ensure that there is no double counting of trips should a TEMPRO growth factor be used alongside individual flows for allocated sites. Again, it is recommended that the scope of any modelling work is agreed with National Highways at the earliest possible stage.</p>		<p>ensure that there is no double counting; and that any local spatial bias is appropriately reflected within the traffic model (and in turn through the noise and air quality modelling and assessment work). Relevant technical stakeholders have been engaged in a process of validating the Reasonably Foreseeable Future Projects shortlist, the scope of which includes the traffic modelling.</p>
323	Gloucestershire County Council	Design	<p>Recommend an assessment of the potential impacts on access to and from the Cheltenham West Fire Station during construction and operation and robust mitigation against any risks to access.</p>	N/A	<p>This will be discussed with the successful contractor and incorporated within the Early Contractor Involvement Construction Contract at the next stage.</p>

Ref	Consultee	Topic	Matter raised	Scheme change	Response
552	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	The Joint Councils would expect the Environmental Statement to assess and determine the benefit and/or efficiency of noise mitigation options. The Joint Councils would also expect the Environmental Statement to include non-acoustic environmental factors that have been considered for the design of noise barriers and/or noise bunds.	N/A	The mitigation section of the Noise and Vibration chapter of the Environmental Statement includes further detail.
555	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	It is noted that arboricultural surveys are proposed. These surveys must be to the BS 5837 (2012) standard and must include surveys for any ancient and veteran trees which may be impacted by the Scheme. Impacts on existing trees should be detailed and made clear as well as proposed tree planting details in the Environmental Statement. The Biodiversity chapter should also refer to the results of this survey to	N/A	The arboricultural survey is to BS 5837 (2012) standard and includes a survey for any ancient and veteran trees which may be impacted by the Scheme. The Biodiversity Environmental Statement chapter refers to the results of the arboricultural survey to confirm whether any additional ancient or veteran trees are recorded within the study area.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			confirm whether any additional ancient or veteran trees are recorded within the study area.		
557	Cheltenham Borough Council and Tewkesbury Borough Council	Environment	The Joint Councils would expect to see more details regarding the reasons for screening out water bodies in the update to the Water Framework Directive assessment.	N/A	The text has been updated and included in the Water Framework Directive.
558	Gloucestershire County Council	Environment	There is further potential for the proposed scheme to help support Gloucestershire's commitment for an 80% reduction in transport carbon emissions by 2030 and achieve Net Zero by 2045. This could include measures to encourage car sharing and public transport use	N/A	Every effort to integrate proposals to support use of sustainable transport measures where possible within the scope of the Scheme, which is designed to enable planned development in the area. Some of the suggestions will be beyond the scope of the Scheme, however we recognise the importance of this context.
559	Gloucestershire County Council	Environment	More information is required on proposals to overcome the barriers to wildlife movement caused by the proposed scheme. Will there be	N/A	Information on proposals to avoid fragmentation of habitats and therefore overcome barriers to wildlife movement are presented in the Biodiversity chapter of the Environmental Statement.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			biodiversity monitoring post-scheme development?		
513	South Gloucestershire Council	Traffic	The preferred option taken forward is to improve at the existing junction location, resulting in greater potential for traffic disruption during construction as the traffic management will be more complex and may require longer periods of local traffic management diversions than if construction were off-line.	N/A	The impacts of the necessary closures as part of new Junction 10 have been considered and mitigated as best as possible. The Applicant continues to work with National Highways and Gloucestershire County Council as the Highways Authority to ensure minimal impact of construction on the wider network, whilst recognising that closures and diversions will be necessary over the course of the works. Further work on constructability, phasing and traffic management is produced as part of the Development Consent Order Application.
514	South Gloucestershire Council	Traffic	No information on traffic management, potential diversion/displacement routes relating to the construction phase.	N/A	A Traffic Management Plan for the construction phase, will be developed once a contractor is appointed. This will include the necessary details on potential diversions.

8.11. Key feedback from non statutory stakeholders and the Applicant's response

8.11.1. The responses received from the non statutory stakeholders are summarised along with the regard the Applicant had to this response.

Table 8-4 - Summary of responses from non statutory stakeholders

Ref	Consultee	Topic	Matter raised	Scheme change	Response
521	Gloucestershire Wildlife Trust	Environment	Impacts on the Site of Special Scientific Interest and land functionally linked to the Special Protection Areas are not adequately covered by the Preliminary Environmental Information Report, which does not assess impact on recreational pressure.	N/A	It is acknowledged that the Scheme will 'unlock' housing developments that will result in an increase in residents in the area, which could potentially result in an increase in visitor pressure to the sites mentioned. The cumulative effects of the Scheme and these other developments have been addressed as part of the Environmental Statement process within the Cumulative Effects Assessment. This includes an assessment of recreational pressure.
523	Gloucestershire Wildlife Trust	Environment	To be compliant with The Conservation of Habitats and Species Regulations 2017 (as amended) the Preliminary Environmental Information Report should undertake a Habitats Regulations Assessment. This should include an assessment of cumulative impacts on the Site of Special Scientific Interest	N/A	A Habitats Regulation Assessment has been produced for the Scheme and is included as part of the Environmental Statement. The assessment provided is an update to the version included as part of the Preliminary Environmental Information Report.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			and Special Protection Areas linked land that will result from providing enhanced access for the growing population, which is due to several strategic housing allocations being near to the Scheme.		
524	Gloucestershire Wildlife Trust	Environment	Gloucestershire Wildlife Trust considers that any residual significant adverse impact on the Site of Special Scientific Interest or Special Protection Areas functionally linked land would also not be compliant with the National Policy Statement for National Networks to “avoid significant harm to biodiversity interests”. Would this be compliant with the enhanced Natural Environment and Rural Communities Act duties for Public Bodies, introduced by the Environment Act 2021.	N/A	The Applicant has resolved any significant adverse effects prior to submission of the Development Consent Order Application to avoid any consenting risks.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
526	Gloucestershire Wildlife Trust	Environment	The assessment of impacts on the Site of Special Scientific Interest and land functionally linked to the Special Protection Areas should include information from a new visitor survey being led by Stroud District Council on behalf of the Local Authorities involved in the Special Protection Areas.	N/A	The information was requested, received and subsequently reviewed, and incorporated into the updated Habitats Regulations Assessment, which has been included as part of the Environmental Statement.
527	Gloucestershire Wildlife Trust	Environment	Natural England's established guidance requires a minimum of 8 ha of Suitable Accessible Natural Green Spaces per 1000 people in new development that impacts internationally designated sites. The scheme presents an opportunity to create Suitable Accessible Natural Green Space that can support future housing growth, as well as multiple environmental benefits such as carbon sequestration	No	The Development Consent Order Application does not apply for public access for the flood storage area, due to the uncertainty around the position on land acquisition, with the landowner previously indicating a desire for the land to be returned post construction and would not want land returned with public access rights. Public access is not considered a justifiable reason for a Compulsory Purchase Order of the land.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			and water management. The potential for this has been discussed but is disappointed that this is not currently reflected in the Preliminary Environmental Information Report or scheme design.		
528	Gloucestershire Wildlife Trust	Environment	The National Policy Statement for National Networks requires decisions to “consider Government aims to halt biodiversity loss’ and ‘establish coherent ecological networks”. However, the Preliminary Environmental Information Report does not currently highlight the Nature Recovery Network as a receptor against which impacts should be assessed.	N/A	The Nature Recovery Network has used as a tool to guide the assessment. The Nature Recovery Network has been drawn on when valuing receptors (habitats) and in the design of the mitigation and compensation proposals. The Nature Recovery Network has also been used when establishing the value of existing and proposed habitats as part of the Biodiversity Net Gain assessment. As the Nature Recovery Network encompasses a number of habitat types, which are considered separately as part of the assessment, it is not considered appropriate for the Nature Recovery Network to be a receptor in its own right, but instead used as an important guiding tool, as has been done.
529	Gloucestershire Wildlife Trust	Environment	The Environment Act 2021 introduced mandatory Biodiversity Net Gain for all new developments, including National	N/A	An assessment of the Biodiversity Net Gain for the preliminary design of the Scheme has been undertaken using the Department for Environment, Food and Rural Affairs Metric 3.0. The methodology applied and the results are reported as part of the

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			Significant Infrastructure Projects. Government has indicated that there will be phased introduction of this, with National Significant Infrastructure Projects being required to comply by 2025. The Scheme should be required to deliver mandatory Biodiversity Net Gain because the Development Consent Order will be submitted after the Environment Act received royal ascent.		Environmental Statement. Based on the design, the Scheme will achieve a positive net gain in biodiversity within the current Development Consent Order limits.
530	Gloucestershire Wildlife Trust	Environment	Gloucestershire Wildlife Trust welcomes the Scheme's current commitment to delivering Biodiversity Net Gain guided by the local environment and suggests that this should refer to being guided by the Nature Recovery Network.	N/A	An initial Biodiversity Net Gain assessment has been undertaken using the Department for Environment, Food and Rural Affairs Metric 3.0. Based on the design, a positive net gain is considered to be achievable within the current Development Consent Order Limits. The Nature Recovery Network was a key tool in this assessment.
531	Gloucestershire Wildlife Trust	Environment	Is there sufficient land available within the red line boundary to deliver	N/A	An assessment of the Biodiversity Net Gain for the preliminary design of the Scheme has been undertaken using the Department for Environment,

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			Biodiversity Net Gain and the likelihood of this land being secured by Development Consent Order. This has been a major issue with A417 Missing Link scheme where there is insufficient land within the red line boundary, much of which has not yet been secured. This means that the scheme is currently predicted to result in a minimum 29% net loss.		Food and Rural Affairs Metric 3.0. The methodology applied and the results are reported as part of the Environmental Statement. Based on the design, the Scheme will achieve a positive net gain in biodiversity within the current Order limits.
532	Gloucestershire Wildlife Trust	Environment	It is strongly advised that the Department for Environment, Food and Rural Affairs biodiversity metric 3.0 is completed before the red-line boundary is set. This will reveal whether the boundary needs to be expanded or if additional land for offsetting is needed. If offsetting is required then a detailed plan for how this will be	N/A	An assessment of the Biodiversity Net Gain for the preliminary design of the Scheme has been undertaken using the Department for Environment, Food and Rural Affairs Metric 3.0. The methodology applied and the results are reported as part of the Environmental Statement. Based on the design, the Scheme will achieve a positive net gain in biodiversity within the current Development Consent Order Limits.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			achieved, along with evidence of landowner support should be submitted as part of the Development Consent Order application.		
535	Gloucestershire Wildlife Trust	Environment	It is not clear how achievable compensatory habitat commitments will be given the Nitrogen Oxides levels around the junction. Gloucestershire Wildlife Trust recommends that this should be a detailed assessment in the Environmental Statement, depicting how much compensatory habitat will be in locations that exceed critical thresholds for Nitrogen Oxides.	N/A	An assessment has taken place and details provided in the Environmental Statement.
547a	Save the Countryside	Environment	The proposed Western Relief Road, and alterations to the A4019 across the flood plain will add to this potential flooding and additional measures should be taken to counter this.	N/A	The potential impacts of pluvial and fluvial flooding are being assessed as part of the development of the scheme design, and mitigation measures are included in the design to minimise the impacts of flooding.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
547b	Save the Countryside	Environment	The widening of Tewkesbury Road, will have a detrimental effect on residents of properties and homes, adjacent, with particular importance to several listed buildings at the proposed new junction at the Moat Lane, and New Road, and especially the Scheduled Monuments at the Moat House and the Moat. Mitigation barriers are not adequate to prevent pollution, they should be accompanied with landscape screening.	N/A	The potential impacts of the scheme to people and properties are being assessed and will be reported on in the Environmental Statement. The Scheduled Monument of Moat House is considered as a sensitive receptor within the air quality assessment.
548	Save the Countryside	Environment	Flooding of the River Chelt flood plain will be altered by the construction of the proposed raised Western Link Road. We note that several holding ponds have been included in the designs, all on the south side of the A4019. However, the hamlet around Uckington, with	N/A	The Scheme includes drainage ponds to attenuate runoff from the new highway and ensure discharges are kept at the existing greenfield rates, compensatory floodplain to provide replacement land for flooding where the scheme displaces water and flood storage to accept and accommodate floodwater that is prevented from moving to where it would without the scheme. Hydraulic modelling has been provided to the Environment Agency and is further documented in separate Baseline Modelling and Scheme Modelling reports. Discussions on the

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			listed buildings, is very susceptible to flooding and drainage issues, from the Leigh Brook. We suggest that additional holding ponds should be constructed in Gloucestershire County Council's field adjacent to the houses.		Scheme modelling, and embedded mitigations have also been held with the Environment Agency. The work demonstrates that the scheme will not adversely impact on flood risk, and permits the unimpeded passage of floodwater westwards, as well as retaining sufficient floodwater to not increase flood risk downstream.
565	Save the Countryside	Active Travel	Transport and congestion have been one of our key concerns already shared relating to the development of North West Cheltenham. The proposed development of Junction 10, Tewkesbury Road and West Cheltenham link road is such a significant piece of investment, the scope should include points of concern already raised as part of the Joint Core strategy.	No	Approval for development is a local planning authority function but in delivering this Scheme, the Applicant recognises the works are the catalyst for enabling this growth and the Applicant is liaising with the developers and Local Planning Authorities to ensure the Scheme takes this into account. Any future proposals for highway infrastructure outside of the Development Consent Order Limits have not been considered as part of these works.
566	Save the Countryside	Active travel	The connection to the existing cycle network is incomplete. Pedestrian and	No	The scheme's funding from Homes England is for work associated with unlocking the three development areas east of Junction 10. The benefits

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			cycle ways should be in place for its entire length to Coombe Hill, not stopping at the Junction 10, but linking up with the wider cycle network.		of extending the cycleway to Coombe Hill are recognised, the scale of work required is beyond the scope of what can be delivered under the Scheme.
567	Save the Countryside	Design	The proposed Western Relief Road does not provide a full network, as it only goes from a roundabout to another roundabout. It should include the dualling of the B4634. This road encourages traffic to go towards West Cheltenham, but does not provide any connectivity with the large North West Cheltenham Strategic Allocation, named Elms Park in the planning application 16/02000/OUT for over 4500 homes and ancillary services, effectively a new town on the outskirts of Cheltenham. The designs for the proposed West	No	The West Cheltenham Link Road will connect to the main road through the West Cheltenham Development. Works within the West Cheltenham Development are for the developer to bring forward as part of their planning application and outside the scope of this project. The purpose of the Link Road is to provide a connection from the West Cheltenham Development and Junction 10. Traffic modelling indicates that a single carriageway has sufficient capacity to accommodate the West Cheltenham Development. Wider improvements to the B4634 are beyond the scope of the Scheme.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			Cheltenham, are not promoting this, as the road proposed through the site is restricted to 20mph, and is accompanied by a mobility hub, and a bus interchange.		
568	Save the Countryside	Design	The scheme is missing the Park and Ride at Uckington which was part of the Joint Core Strategy and the draft Gloucestershire Local Transport Plan. This scheme only supports vehicles leaving Junction 10 to travel to the enlarged Arle Court Park and Ride via the Western Link Road, and the West Cheltenham development. A Park and Ride at Uckington is essential to reduce that amount of traffic using the already overloaded A4019 in both directions and to reduce congestion in the surrounding roads.	Yes	A Park and Ride is currently included in the Elms Park planning application and is outside the scope of this scheme. However, the entrance to this Park and Ride facility has however been included on the latest design to match the developer's design.
570	Save the Countryside	Traffic	The plan does not sufficiently deliver the	N/A	Details of traffic modelling were included in the Staged Overview of Assessment Report, which was

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			<p>sustainable transport modes for West and North West Cheltenham. A lack of traffic modelling and assessment information. As there is a lack of this evidence, it is unclear how improving the junction capacity will improve traffic flow, and queuing on the hard shoulder, in the long term, (post the Joint Core Strategy time period) including any additional development that may be planned on the nearby safeguarded for development land. The B4634, Hayden Road/Old Gloucester Road, is a very busy rat run, to the A4019 toward Gloucester and needs to be dualled in its own right, to incorporate the new development at Arle Nurseries for over 200 homes, and the proposed development at West Cheltenham.</p>		<p>published as part of the Preferred Route Announcement. The traffic model has been updated and refined as the preliminary design is developed. The Transport Assessment Report is included as part of the Development Consent Order application. Traffic modelling is being used to inform the design to ensure there is suitable capacity on the highway network, including avoiding queues extending back onto the motorway. The Scheme is providing active travel measures and the Applicant continues to review the provision for buses. The traffic modelling takes into account planned and potential developments, including the safeguarded land. The Uncertainty Log in the Traffic Forecasting Report lists the developments considered and included at the time of developing the traffic model. Developments which have emerged since constructing the traffic model or their certainty status has changed would not be explicitly modelled. Given that the overall demand in trip matrices of the traffic model is constrained to Department for Transport forecast for the model area, the overall demand in the study area would not be underestimated.</p>

Ref	Consultee	Topic	Matter raised	Scheme change	Response
571	Save the Countryside	Design	The proposal should clarify any work regarding the reinstatement of the bus shelters along Tewkesbury Road, A4019. We are surprised that the proposal does not acknowledge the fast and efficient bus service from Cheltenham to Tewkesbury.	Yes	Bus stop locations along the A4019 have been slightly amended in the latest design notably the bus stops now located to the east of Uckington Junction rather than to the west. Although specific details regarding bus shelters are not provided in the proposals, space for shelters has been allowed for within the designs.
572	Save the Countryside	Design	The Uckington Park and Ride Scheme, as well as the Elms Park Transport Hub is absent from these new proposals. It is essential that the scheme can demonstrate that the road network can support such a scheme, to promote these plans for sustainable development. Why is this, when the West Cheltenham Garden scheme indicates both a Transport Hub and a Park and Ride on the A4019?	Yes	A Park and Ride is currently included in the Elms Park planning application and is outside the scope of this scheme. However, the entrance to this Park and Ride facility has been included on the latest design to match the developer's design.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
573	Save the Countryside	Design	We draw your attention to the live planning application for Elms Park Travel Plan 2016. Their proposals for sustainable transport have not been integrated into this consultation.	Yes	A Park and Ride is currently included in the Elms Park planning application and is outside the scope of this scheme. However, the entrance to this Park and Ride facility has been included on the latest design to match the developer's design.
574	Save the Countryside	General	We note the Coombe Hill element has been removed, but it in fact this plays a vital part of the whole scheme and should be included in the widening of the A4019. As Coombe Hill has been designated a Service Village in the Joint Core Strategy, and there are already several small industrial developments in the locality, as well as a planning application for housing developments approved at the traffic lights, it is unclear if the proposed alterations will be suitable to accommodate the extra traffic usage. Especially as those	N/A	The proposals at Coombe Hill still very much remain part of the wider M5 Junction 10 Improvements Scheme, but are being proposed via an alternative planning route, taking into account the localised nature of the improvements.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			residents living in the new developments to the West of Tewkesbury will find it easier to travel along the A38, to access the Motorway at Junction 10.		
575	Save the Countryside	Active travel	The junction should incorporate pedestrian and cycle ways running along the whole of the A4019, to encourage sustainable means of transport, for the proposed new developments. The Coombe Hill junction should incorporate a bus interchange and a mobility hub.	No	Extending the cycleway outside the Scheme boundary is beyond the scope of the Scheme. The Applicant investigated options, but these were not included due to available budget. The proposals at Coombe Hill still very much remain part of the wider M5 Junction 10 Improvements Scheme, but are being proposed via an alternative planning route, taking into account the localised nature of the improvements, and therefore major non-highway works such as a bus interchange are beyond the scope of that scheme.
576	Save the Countryside	Design	It is our recommendation that the A4019 should be dualled for the whole of its length, and a new junction created at the Stoke Road/Old Spot Pub to allow for safe access onto the road, and to the Boddington Road. As this is an accident black spot.	No	The widening of the A4019 west of junction 10 does not form part of the Scheme. Improvements to Junction 10 are considered to indirectly improve the safety issues at the A4019/Stoke Road (Gloucester Old Spot Junction). There are no plans to improve capacity as this is likely to further increase traffic on Stoke Road, which is not desired by the local community.

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589	Cheltenham & Tewkesbury Cycling Campaign	Active Travel	Cyclists differ as to whether they are comfortable riding with traffic or whether they prefer to be accommodated off-road where possible. Safety is a complex issue but in general there is no evidence that cycling on paths is safer than on roads.	N/A	It is acknowledged that the wide variety of types of cyclists and the non-homogenous needs and wishes of these different users. The key aim of the off-carriageway facilities included in the Scheme is to increase the overall cycling mode share and this is unlikely to be achieved without off-carriageway routes. It is anticipated that the segregated facilities will encourage new and resurgent cyclists who would otherwise be unlikely to cycle on busy roads such as the A4019 due to perceived safety issues, before or after the Scheme.
590	Cheltenham & Tewkesbury Cycling Campaign	Active Travel	In the context of the A4019 corridor, almost all cyclists who at present use the road beyond Uckington are relatively experienced riders making longer journeys. They do not cycle the route for any inherent benefit in doing so but to reach the road network west of Junction 10 as easily and quickly as possible. There are no settlements of any size for a great distance beyond Junction 10 or places that are destinations for local trips. The potential	No	The difference in levels of cycling and types of cyclists highlighted (west of Uckington and east of Uckington) was identified in the GG 142 assessment process. That process highlighted that, when all the proposed development is complete, the change in cycling levels/cyclist type is more likely to be observed at M5 Junction 10 or the top of the West Cheltenham Link Road as development is expected up to that point.

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			for journeys along this section of the route by casual or less experienced cyclists or families is therefore very limited and likely to remain so unless and until further development takes place west of Junction 10. There is, however, much potential for more broad-based cycling between Cheltenham and Uckington and the new developments in the area.		
591	Cheltenham & Tewkesbury Cycling Campaign	Active Travel	In an on-line meeting it was pleasing that these distinctions between cyclists (on carriageway and off carriageway) seemed to be recognised. However, this doesn't seem to have been followed through in the plans for Junction 10 in the consultation document.	Yes	This comment is noted. Many of the proposed design amendments using the guidance in Local Transport Note 1/20 were not ready to be included in the Statutory Consultation materials but are being included in the developing preliminary design.
592	Cheltenham & Tewkesbury	Active Travel	We very much regret the use of a roundabout at this junction. Roundabouts are	No	A roundabout layout has been chosen as it is the only viable junction form for catering for the forecast traffic flows. For off carriageway cyclists there will be

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	Cycling Campaign		by far the least safe junction type for two-wheeled vehicles the riders of which are 10 to 15 times more at risk than car occupants. It is inevitable that if this scheme goes ahead in its present form, it will increase cyclist casualties directly as a consequence of its design. This is not compatible with goals to encourage safe cycling.		signal-controlled crossings of the north-facing slip roads similar to at M5 Junction 9 where records indicate there is not a collision problem for these users. It is acknowledged that there are safety concerns for cyclists at roundabouts and the signal control on the entries remove the conflicts between entering vehicles and circulating cyclists. However, it is acknowledged that circulating cyclists would be at risk from exiting vehicles if they were to cut across the cyclist.
593	Cheltenham & Tewkesbury Cycling Campaign	Active Travel	We do not believe that the use of a large roundabout at this junction is in any way compatible with Government or Gloucestershire County Council cycling or climate change policies. The motorway provides the opportunity for drivers to travel fast without having to share space with vulnerable road users. The limits and driving practices of the motorway should not be	No	The junction improvement is intended to cater for the traffic impact of the development and a roundabout is the junction form most suited to this purpose. Whilst it is acknowledged that a green signal for traffic entering the roundabout from the motorway would allow vehicles to enter without stopping the geometry would restrict the entry speeds; this would generally be similar with other junction forms.

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			extended onto the A4019. Although a roundabout will most adversely affect road cyclists, it will also have an impact in creating a hostile environment for people using the cycle path. For everyone the roundabout will be yet another barrier and a deterrent to cycle use.		
594	Cheltenham & Tewkesbury Cycling Campaign	Active Travel	<p>In a meeting with the Applicant it was stated that the roundabout would be signalled and that it would be possible for confident cyclists to ride from the entry signals onto the bridge with relative ease. However, the consultation plan suggests that this manoeuvre will be much more fraught, less safe and possibly illegal.</p> <p>Going west, the leftmost lane approaching the roundabout from the A4019 (SE) has markings</p>	No	<p>The lane layout on the A4019 westbound approach to M5 Junction 10 roundabout remains the same i.e. lane 1 is for left turning traffic wishing to join the M5 southbound. Lane 2 and 3 will be signed as a straight ahead movement so traffic in Lane 2 should not be intending to join the M5 southbound slip road. The 2-lane exit for the M5 southbound slip road is for the circulatory traffic which would be on a red signal when the A4019 westbound entry is on green. It is acknowledged that the preference for cyclists would be for Lane 1 to be a straight ahead and left turn movement however the proposed layout was required to cater for the forecast traffic movements. To mitigate this layout for cyclists, carriageway to cycle track transitions have been provided in advance of the M5 Junction 10 roundabout on the A4019 in both directions. A transition has been</p>

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			<p>indicating that its use is only for turning left onto the motorway. Road markings direct this lane exclusively towards the motorway. The second circulatory lane also splits with one arm directing traffic towards the motorway. Cyclists need to be able to go ahead from the leftmost lane approaching the roundabout towards the motorway bridge. But as proposed they will have to cross two lanes of traffic accelerating towards the motorway, with neither priority nor protection. This is foreseeably a lethal situation where serious accidents will occur.</p> <p>To provide a minimum of protection for confident cyclists riding ahead, all the lanes on the circulatory road should go onto the bridge, with drivers having to consciously turn left from</p>		<p>provided at the signal-controlled Link Road junction to enable cyclists on the A4019 westbound to use the signal-controlled crossing at the junction and access the dedicated cycling facilities on the northern side of the A4019. Cyclists can then use the signal-controlled crossings of the northern slip roads at M5 Junction 10 to safely navigate the junction. A crossing point is provided to the west of M5 Junction 10 to allow cyclists to cross the A4019 and re-join the A4019 westbound via a cycle track to carriageway transition. The crossing point has a central refuge island to make it easier for cyclists to cross. Waymarking signage will be considered at detailed design stage to inform cyclists of the safest route to navigate the M5 Junction 10 roundabout.</p>

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			<p>these lanes in order to reach the motorway. This would cause no additional delay to motor traffic but would prevent cyclists having to ride in violation of the markings and it could offer them some modest priority (and thereby protection) over motorway traffic. The approach to the roundabout from the A4019 (NW) is better in that the left most approach lane is marked for both left-turning and ahead traffic. Also broken lines lead from the left most lane onto the bridge. Cyclists who adopt the primary riding position on the approach stand a much better chance of avoiding a left hook by a following driver. At the very least, the westbound approach should be laid out similar to the eastbound.</p>		

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598	Cheltenham & Tewkesbury Cycling Campaign	Active Travel	The cycle track both on the bridge and leading to it is too close to the carriageway and will create an unpleasant environment. Riding west cyclists will be closer to oncoming traffic than is hardly ever the case on a road. People who fear cycling close to motor vehicles are not going to be accommodated by this design.	No	The wide-ranging needs of cyclists are noted and consideration of greater separation between the cycle facility and carriageway has been investigated. The considerable additional expense of a wider structure over the motorway has been hard to justify within a fixed scheme budget. Additional land and earthworks for greater separation would need to be strongly evidenced to be accepted as part of the Development Consent Order process. It is believed that a balance has been struck to allow the facility to be included in the Scheme.
599	Cheltenham & Tewkesbury Cycling Campaign	Active Travel	East of the roundabout the cycle track should be routed via the adjacent development in to gain greater separation from the road.	No	As this development land currently only has safeguarded status this aspiration cannot be relied upon. It is hoped that in the future a route will be created as noted in this comment.
600	Cheltenham & Tewkesbury Cycling Campaign	Active Travel	At the western end of the crossing of the M5 on-slip the cycle track makes a 90 degree left turn. The radius should not be less than the minimum recommended radius of 4 metres, preferably greater.	Yes	This layout has been developed in the proposals to avoid this issue.

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601	Cheltenham & Tewkesbury Cycling Campaign	Active Travel	Riding east, cyclists will not be able to see traffic behind them as they approach the on-slip crossing. Although this may appear to be unnecessary as there will be a signal controlled crossing, it is always essential that cyclists should be able to see all about them that it is safe to cross before moving off. Their safety should not depend upon others obeying the rules.	Yes	The angle of approach, as well as the radius, has been amended in the latest design to improve visibility for cyclists approaching the crossing point.
602	Cheltenham & Tewkesbury Cycling Campaign	Active Travel	To resolve these problems may require additional land take north of the on-slip road crossing to provide a gentler and better aligned approach.	No	Earthwork extents and land take issues are critical in achieving a balance between provision, cost, and impact upon the environment and landowners. The Development Consent Order process will consider if the correct balance has been achieved.
603	Cheltenham & Tewkesbury Cycling Campaign	Active Travel	Access to the off-road facilities will be indirect and probably not intuitive for cyclists arriving on the road from Cheltenham. The cycle facilities proposed for crossing the A4019 do not	Yes	A carriageway to cycle track transition has been provided on the A4019 westbound for cyclists approaching the signal-controlled junction at Gallagher Retail Park. The transition will allow on-carriageway cyclists to transition from the A4019 to the crossing point at the junction, where they will be able to cross to the northern side of the A4019 to use

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			appear to be convenient for these people to use.		the dedicated off-carriageway cycle facilities. Shared use paths are proposed on either side of the A4019 to the east of Gallagher Retail Park junction to provide consistency with the Elms Park Development proposals.
604	Cheltenham & Tewkesbury Cycling Campaign	Active Travel	It is not clear how cyclists riding west are supposed to re-join the A4019 following the roundabout. They will need at least a central refuge by which to turn right on to the main road safely.	Yes	Facilities are now included in the scheme design, and these would incorporate a central refuge. The design was in abeyance due to uncertainty about the western extent of the Scheme.
605	Cheltenham & Tewkesbury Cycling Campaign	Active Travel	This is the kind of design that has proved universally unpopular with cyclists and is little used in most places where it has been provided in Gloucestershire.	No	Within the limited corridor available for this Scheme, given the existing constraints and development boundaries, the proposal is intended to provide a direct arterial route for utility journeys along a recognisable corridor. It is hoped that other routes away from major roads will be provided in the neighbouring developments.
606	Cheltenham & Tewkesbury Cycling Campaign	Active Travel	The cycle track is too close to the road and crosses too many side roads where cyclists are likely to have to stop. The maintenance of momentum is important for cycling to be comfortable.	No	Providing greater separation from the carriageway has not been possible within the constraints of this highway scheme. Routes through the developments are outside the scope of the highway scheme but would be more appealing from less confident cyclists.

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607	Cheltenham & Tewkesbury Cycling Campaign	Active Travel	More confident cyclists are unlikely to use the cycle track because it is too convoluted, slow and less safe than riding on the road with the priority of traffic. People who value their time are not going to appreciate multiple crossings of the A4019 or side roads.	No	Waiting times for cyclists and pedestrians have been minimised wherever possible. The option to include greater priority for cyclists and pedestrians at signal-controlled junctions remains possible with the final preliminary design not precluding amendments at detailed design. Options such as 'hold the left turn' and cyclists/pedestrians proceeding east-west alongside the A4019 whilst through traffic is on green have been explored but would have a detrimental impact upon junction operation for traffic.
608	Cheltenham & Tewkesbury Cycling Campaign	Active Travel	Less confident people are also not likely to make much use of the facility because of the unpleasantness of riding so close to traffic. Westbound cyclists will be closer to oncoming motor traffic than on the road so people who fear traffic are going to have their fears heightened rather than reduced.	No	Routes through the developments may be included by the developers and would be expected to provide a more appealing, but possibly less direct, route. The route alongside the A4019 would be direct for journeys along the A4019.
609	Cheltenham & Tewkesbury Cycling Campaign	Active Travel	Geometry at junctions is poor. Sightlines and turning radii appear unacceptable. Signal control of crossings will add further delay unless cyclists can cross in a	Yes	The geometry design has been developed at the crossings to improve sightlines and turning radii for cyclists. Single stage phasing has been incorporated where possible however due to the forecast traffic flows and movements was not possible at all

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			single phase and there is automatic actuation of the cycle phase on the approaches.		crossing points. The traffic signals design has aimed to minimise waiting times for cyclists/pedestrians.
610	Cheltenham & Tewkesbury Cycling Campaign	Active Travel	The shared footways around Uckington are inappropriate, unnecessary and unsafe. This could be mitigated to some extent by cyclists using the access roads.	Yes	The Scheme design has been updated to provide segregated walking and cycling facilities alongside the A4019 through Uckington.
611	Cheltenham & Tewkesbury Cycling Campaign	Active Travel	Some off-road facility from Manor Road to Uckington would be useful to enable less confident riders and families to reach the lanes and new development around Uckington, but it will need to be further from the carriageway and to a much higher standard than proposed to be acceptable.	No	Improvements on the A4019 east of the Gallagher Retail Park Junction are outside the scope of this scheme. However, the Elms Park Development has various improvement proposals included in their planning application.
612	Cheltenham & Tewkesbury Cycling Campaign	Active Travel	The international 'bible' on designing for cyclists, The Design Manual for Bicycle Traffic, emphasises the importance of adequate	No	Where a highway scheme is upgrading an existing route there are naturally significant constraints created by existing housing, businesses, and junctions. Whilst the promoted 8-10m segregation is understandably more attractive the corridor within

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			<p>segregation verges where cycle tracks are placed near to roads, for both comfort of cycling and safety. For roads with a high traffic volume (such as the A4019), the minimum recommended width for a segregation verge is 8 metres, with 10 metres preferred. This standard of design not only makes cycle tracks more pleasant and attractive to use but significantly benefits safety at side roads (where it is easier to provide good sightlines) and minimises dazzle from oncoming headlights at night (and also dazzle of motorists by cyclists using powerful modern cycle lights). Hedging between the cycle path and road away from junctions can be used to further enhance paths by shielding cyclists from traffic and wind. In our view, the</p>		<p>which the scheme must fit does not allow for this. The routes included in the Scheme are direct; we are using the guidance in Local Transport Note 1/20 to maximise opportunities for cyclist and pedestrian priority over traffic where these may be possible. Routes within the adjacent developments would be hoped to provide the more attractive routes described.</p>

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			location of the cycle track along the A4019 is much too close to the carriageway and a major and fundamental failing of the design which will minimise its use.		
613	Cheltenham & Tewkesbury Cycling Campaign	Active Travel	We acknowledge that the junctions at either end of the link road are to be signal-controlled crossroads rather than roundabouts. This will make them safer and easier to handle for cyclists.	N/A	This comment is noted. The changes in layout were as a direct result of the consideration of the safety of cyclists.
614	Cheltenham & Tewkesbury Cycling Campaign	Active Travel	We agree that it would be opportune to provide a cycle track along this corridor to encourage broad-based cycling between the housing and commercial developments. However, this must be well spaced from the road. The present proposal for a cycle track immediately adjacent to the Link Road is not acceptable.	No	This comment is noted. Although proposals run adjacent to the carriageway the design will include a level of verge separation between the cycleway and carriageway. There will also be further separation between the cycleway and footway.

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615	Cheltenham & Tewkesbury Cycling Campaign	Active Travel	To access development along the Link Road a cycle route within the development (perhaps central within the development grid) could be more useful than one along the Link Road.	No	At present there are no development plans along the West Cheltenham Link Road and a route alongside is the only option.
616	Cheltenham & Tewkesbury Cycling Campaign	Active Travel	The junction at the north end of the Link Road seems excessively complicated with 4 or 5 lanes on three approaches. This will be a very hostile environment for cycling on road or on the cycle facilities, especially when turning. This kind of 'large tarmac' design is inappropriate for a modern urban area and is not sympathetic to environmental or climate change goals.	N/A	The comment is noted. Whilst the Scheme is being funded by Homes England to provide access to and from the developments, a balance between pedestrians and cyclists and vehicles entering and exiting the developments is being sought.
617	Cheltenham & Tewkesbury Cycling Campaign	Active Travel	It is not possible to comment further on the Link Road, its accesses or the southern junction without knowing more about the	N/A	The West Cheltenham development is allocated for a mix of housing and commercial development. The Scheme has no further detail as this is for the

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			nature of the development that is to take place in the area.		developers to put forward as part of their planning applications.
618	Cheltenham & Tewkesbury Cycling Campaign	Active Travel	This road should remain fully accessible to cyclists, for whom it may provide more pleasant cycling conditions than along the Link Road. Closing this road as a through route for motor vehicles would enhance the quality of the environment; we are unconcerned about exactly where the road is closed so long as the closure arrangements do not impede cycle passage.	No	Withybridge Lane is to be retained as a through road for all traffic. There are no plans for any traffic calming as part of the Scheme.
619	Cheltenham & Tewkesbury Cycling Campaign	Active Travel	This scheme will lead to more and faster motor traffic not just along its course but also continuing into the centre of Cheltenham and along all connecting roads. The impact on cycling will be overwhelmingly negative; it is simply not possible to encourage cycling and to	N/A	It is acknowledged that the nature of the scheme is likely to make the environment for on-road cyclists less appealing. Providing a direct off-carriageway segregated cycle lane running alongside the A4019 will provide safe facilities that should encourage usage for cyclists of all abilities.

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			facilitate more and faster motoring at the same time.		
620	Cheltenham & Tewkesbury Cycling Campaign	Active Travel	Confident cyclists may be able to cope with most of the changes proposed for the A4019, but that does not mean that they will find it pleasant to do so. The roundabout at Junction 10, and particularly the design of the south east approach, can be reliably predicted to increase accident risk and will likely discourage cycling in this direction.	No	It is acknowledged that the nature of the scheme is likely to make the environment for on-road cyclists less appealing. Providing a direct off-carriageway segregated cycle lane running alongside the A4019 will provide safe facilities that should encourage usage for cyclists of all abilities.
621	Cheltenham & Tewkesbury Cycling Campaign	Active Travel	The proposed cycle tracks are much too close to the roads to make for a pleasant environment and are unlikely to meet the needs of people who wish to cycle away from traffic. It does not provide an alternative route to the A4019 that is equivalent in ease of use, speed, maintenance of momentum or safety. It would appear	No	Local Transport Note 1/20 is being used to support the development of the cycle facilities design within the constraints placed upon the Scheme. It is hoped the adjacent developments will provide facilities for cyclists wishing to cycle away from traffic.

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			that important criteria do not meet the requirements of Local Transport Note 1/20 let alone the more stringent requirements of the Design Manual for Bicycle Traffic that have been shown to be essential to cycling becoming a popular, practical and safe mode of transport.		
633	Stagecoach West	Traffic	All this will be the concern of a review of the Joint Core Strategy, that is currently progressing, relatively slowly. The appropriateness of bringing forward further large scale development will need to be evidenced and set against other reasonable options, if the due process laid down by the National Planning Policy Framework and separate legislative instruments is to be duly followed. There is a degree of uncertainty what the final position will be, in	N/A	The Applicant undertook initial operational modelling for the Scheme. This has been updated as the Scheme has developed. A Transport Assessment is included in the submission of the Development Consent Order Application.

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			<p>terms of the development quantum and mix that will be facilitated and directly served by the scheme. The current highways proposals, being committed improvement to the network, will form part of the baseline position for the transport evidence base behind the Joint Core Strategy Review. This will involve further substantial transport modelling of the transport and mobility demands associated with various options. However, this modelling including an updated Strategic Transport Model, and a more locally focused PARAMICS micro-simulation has not yet been finalised or published. We understand that the PARAMICS model is under the stewardship of National Highways and covers a wider part of the highways network west of</p>		

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			Cheltenham. The Applicant in advancing this scheme, has taken a smaller section of this model, that is quite closely bounded by the scheme extent. As a result, while the operation of the Scheme itself can be expected to be reasonably well understood, there is no evidence available on what the consequential issues will be to the east and south of the scheme itself, where some of the most serious current problems on the local network currently exist.		
634	Stagecoach West	General	Stagecoach West recognise that exactly synchronising the advancement of a major highways scheme like this, in parallel with the advancement of a major review of a strategic plan, and a supporting transport strategy for that, is practically impossible.	N/A	As with all planning policy applicable to the Scheme, the current status of the Joint Core Strategy review and the relevant weight that should be given to any considerations are constantly being reviewed. The Applicant is in constant dialogue with the relevant planning authorities for the Joint Core Strategy review to ensure that potential Joint Core Strategy or Scheme updates are as aligned as is reasonably practicable. With regards to the careful examination of the Scheme proposals and their potential effects

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			<p>However, the nature of the proposals, their effects and the likely wider reverberations around the local network immediately beyond the project boundary, demand a very careful examination at this stage. This would both help to inform the evidence base for the Joint Core Strategy review, and also to ensure that in improving traffic capacity and network connectivity in a limited portion of the network, this does not lead to seriously perverse and deleterious outcomes for network operation and bus services over a much wider area.</p>		<p>on the local highway network it should be noted that the Joint Core Strategy Local Authorities have been consulted throughout the Scheme's development, including the statutory consultation process, and will continue to be consulted on the Scheme.</p>
635	Stagecoach West	General	<p>Stagecoach have been informed by the Applicant that the detailed design of this part of the scheme, between Uckington and the Gallagher Retail Park junction, remain under</p>	N/A	<p>The Development Consent Order application addresses the Scheme's compliance with both national and local planning policy including policies within the Joint Core Strategy and Local Authority Transport Planning Policy. There is a degree of overlap between the Scheme and the Elms Park Development Planning Application. The Applicant is</p>

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			<p>review, and negotiation with the Elms Park applicants, such that there is a possibility that an alternative agreed solution that reflects the access and movement strategy for that allocation can be affected in line with adopted Joint Core Strategy and Local Transport Plan Policy. These policies should be material considerations in determining the Development Consent Order Application. It would be entirely perverse if, being advanced to help bring forward allocated development land, the delivery of this highway infrastructure precluded or in any way undermined the achievement of a policy-compliant transport strategy, including mode shift towards sustainable transport, for the largest single development within</p>		<p>working with the local planning authorities and the Elms Park developer on elements that the Scheme can provide and those to be provided by others. This includes a review of bus provisions for opening year and options that would allow for future provision to coincide with the delivery phasing of the Development Sites.</p>

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			<p>the Joint Core Strategy. Key elements of those proposals include:</p> <ul style="list-style-type: none"> • A local Intermodal Interchange at Uckington, including convenient access to intercept eastbound car-borne movements and the most efficient possible access by bus to and from this facility in both directions; • Priority bus access from the development onto the A4019 west of the Gallagher junction; • And bus priority towards and from the east along the A4019 Tewkesbury Road. <p>It is essential that the scheme facilitates within its extent, all these elements as far as it can. The Scheme under consultation does not do so. This is a serious concern.</p>		

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637	Stagecoach West	Traffic	<p>Even at the time the Joint Core Strategy Examination in Public was reaching its conclusion in early 2016, the “Transport Evidence Base” had concluded for all the modelled scenarios, substantial mode shift away from single occupancy car use was required for the development needs of the area to avoid creating unacceptable traffic impacts. This was equally true of scenarios that included the provision of an all-movements M5 Junction 10 and a new highways link between the A4019 and A40. The strategy that involves the construction of the proposed works requires mode shift, to work. It does not replace the need to secure that mode shift. Without this mode shift taking place the proposed works cannot be expected to appropriately or</p>	N/A	<p>The Scheme has undertaken traffic modelling in accordance with national guidance. However, the need for modal shift in transport provision is recognised. The Scheme includes high quality active travel facilities. The Applicant is continuing to examine bus provisions, including options that would allow for future provision to coincide with the delivery phasing of the Development Sites. The Applicant is working with the local planning authorities on elements that the Scheme can provide and those outside the scope of the Scheme, which therefore need to be provided by others. Further detail will be provided as part of the Development Consent Order Submission.</p>

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			adequately address the growing demands on the network on their own.		
640	Stagecoach West	Traffic	The Applicant should very carefully consider the appropriateness and necessity of incorporating high quality bus infrastructure and bus priority where appropriate within the Scheme extents. This is a context where there already is a relatively high level of existing bus movements, both along and through the Scheme. The immediate locality is one where demand for movement can be expected to grow very substantially, being the largest concentration of employment and residential development anticipated anywhere in the County and is perhaps unprecedented. We are thus very disappointed that the	N/A	The Applicant is continuing to examine bus provisions, including options that would allow for future provision to coincide with the delivery phasing of the Development Sites. The Applicant is working with the local planning authorities on elements that the Scheme can provide and those outside the scope of the Scheme, which therefore need to be provided by others. Further detail will be provided as part of the Development Consent Order Submission.

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			published scheme makes no clear provision for bus priority, nor does it make any attempt to explain the rationale for the design approach taken, especially within the Cheltenham urban area, and along the key Uckington-Gallagher frontage.		
647	Stagecoach West	Design	There are two existing pairs of bus stops on this part of the scheme: “Stanboro Lodge”, west of the junction, and Withy Bridge Gardens to the east. West of the M5, there is another existing pair of stops at the “Gloucester Old Spot”, which are about 400m to the West of the Stanboro’ Lodge stops. Given that this part of the A4019 will be dualled, and the current stops have virtually no hinterland, it would be appropriate to delete the Stanboro’ Lodge stops and	Yes	The Scheme design does not include replacement of the existing Stanboro Lodge bus stops. The Scheme includes a proposed 2m wide shared use path on the northern side of the A4019 which would provide facilities for pedestrian and cyclists between Stanboro Lodge and Gloucester Old Spot. There are no current proposals to improve A4019 pedestrian crossing facilities at the Gloucester Old Spot as this is outside the scope of the current Scheme.

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			improve the pedestrian facilities along the existing historic redundant carriageway to the west to tie into the facilities to the west. These should be upgraded and a safe pedestrian crossing installed.		
648	Stagecoach West	Design	East of the M5, the “Withy Bridge Gardens” stops will be redundant and replacing them would serve no useful purpose.	N/A	There are no proposals to replace the existing Withybridge Garden bus stops within the Scheme.
649	Stagecoach West	Active Travel	The signalisation of the scheme is intended to allow easy use by pedestrians, cyclists and other Non Motorised Users. The junction nevertheless sits in open countryside a considerable distance from any substantial settlement and while Cheltenham is expected to expand substantially towards the M5, it is far from clear what the major trip generating	N/A	Facilities across junction 10 for pedestrians and cyclists have been included to prevent the new junction being an obstacle to these users. A connection to walking routes and on-carriageway cycling to the west of the M5 is seen as a worthwhile provision. Future development plans cannot be guessed and retrofitting facilities would be complicated.

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			destinations are, or will be on the west of the junction, within convenient walking or cycling distance from origins on the eastern side.		
651	Stagecoach West	Design	The Scheme provides the initial element of much a link to a standard that should facilitate that kind of public transport connectivity in due course. The link passes through open countryside and given there is no hinterland either side, nor is there any built development envisaged (the area remains within the Green Belt) there is no need for bus stops to be provided.	N/A	No bus stops are being provided on West Cheltenham Link Road.
657	Stagecoach West	Design	A large number of private accesses to the mainline are to be replaced by a variety of means including accommodation roads and new connections that will allow some properties to be serviced better from behind.	No	It is noted that it appears the Scheme is taking a “maximalist” approach with the provision of the two new service roads. These are considered essential mitigation for residents with direct accesses onto A4019. The alternative option of making residents turn right across the new dual carriageway is considered inappropriate from both safety and operational aspects.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			Two new service road lengths are to be provided. To achieve this demands a substantial land acquisition and, from what can be established, the demolition of several properties mainly on the south side of the existing road. Substantial horticultural structures and associated property at what was The Plant Centre north of the A4019 within the Elms Park application redline has already been cleared. It is apparent then, that the proposals are taking a quite “maximalist” approach having regard to the existing public highway and adjoining property.		
660	Stagecoach West	Traffic	New bus stops are proposed at Uckington, west of the village rather than immediately east as today. Given the volume of traffic on the road, and its likely high speeds, we have	Yes	This comment is noted. The provision of bus laybys has been investigated and it was decided to locate these to the east of the proposed Uckington junction, which will be close to the signal control crossing facilities and within the 40mph speed limit.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			<p>some safety concerns. The distance from signalised junctions and the village to the east reflects that Design Manual for Roads and Bridges standards have been used to site the stops upstream from the junction. The standard relates to the speed limit, which here we understand will be around the point that a 50mph limit transitions to 40 mph. The result is that the stops sit in open countryside and given the context Stagecoach consider that a departure from standards would be justified, especially given that signals exist a short distance downstream eastbound. This would justify moving the stops towards the village. Irrespective, while there is no blanket objection to on-line stops on 40mph roads, this is context dependent. This road is intended to be</p>		

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			a high volume dual carriageway in an extra-urban context. We therefore consider that for these stops, laybys should be provided.		
666	Stagecoach West	Design	The Elms Park applicant has set aside land for the Transport Hub within their control, north of the A4019. There is no sign or acknowledgement of this on the proposals. This omission is of great concern to Stagecoach.	Yes	A Park and Ride is currently included in the Elms Park planning application and is outside the scope of this scheme. However, the entrance to this Park and Ride facility has been included on the latest design to match the developer's design.
667	Stagecoach West	Design	The bus stops proposals under consultation should be taken forward. However, these arrangements need significant detailed rework.	Yes	The comments are noted and have been taken into consideration when liaising on the Park and Ride with developers and Local Planning Authorities.
668	Stagecoach West	Design	The proposals replace bus stop laybys with on-line stops. This is inappropriate on a heavily trafficked dual carriageway which we understand will have a 40 mph limit at this point.	Yes	Full 3.5m wide bus stop laybys have been included to the east of Safeguarded Site access junction. On-line bus stops are proposed to the east of Uckington Junction due to space constraints.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
669	Stagecoach West	Design	In both directions the stops will require what is close to being an 'Island' bus stop so that alighting bus passengers do not stray into the path of a moving cycle inadvertently. There would be a strong case to incorporate a number of secure cycle stands at this stop.	Yes	Space has been provided within the bus stop islands so that consideration of cycle stands can be made at the detailed design stage. At locations where pedestrians would alight the bus and would be required to cross a cycle track a zebra crossing has been included to allow pedestrians to cross the cycle path safely.
670	Stagecoach West	Traffic	The proposed signalised junctions are engineered to maximise their capacity for traffic, and typically feature two lanes for ahead movements, and filter lanes to both the left and right with significant stacking capacity. Is developer access B actually necessary?	N/A	The comments are noted. The Applicant is liaising with the Local Planning Authorities and developers and will include feedback on the number of accesses for the Elms Park Development.
671	Stagecoach West	Design	There is no sign of any attempt to incorporate of the very modest bus priority measures that were proposed by the Elms Park	Yes	The Applicant is working with the local planning authorities and the Elms Park developer on elements that the Scheme can provide and those to be provided by others. This includes a review of bus provisions for opening year and options that would

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			developers at these junctions.		allow for future provision to coincide with the delivery phasing of the Development Sites.
672	Stagecoach West	Design	The failure to consider and incorporate bus priority measures is not in accordance with national and local policy and it is not something Stagecoach can accept.	Yes	The Applicant is working with the Local Planning Authorities and the Elms Park developer on elements that the Scheme can provide and those to be provided by others. Bus priority measures will be included in the Development Consent Order submission.
673	Stagecoach West	Active Travel	There is an important pair of existing stops at Sainsburys east of the Gallagher junction. While there are currently no controlled pedestrian crossing facilities – a major deficiency – these stops benefit from shelters and real-time information. They are also timing points on the passing services, meaning that, if buses are running early, they need to wait time here. Given this, the heavy concentration of employment and retail directly served by these stops, and a wider residential hinterland, it is	No	Options to reinstate the bus stops at the eastern extent of the Scheme (i.e. near Sainsburys) are being considered. Discussions with Gloucestershire County Council and Stagecoach are ongoing to confirm proposals, which also need to consider the Elms Park planning application proposals.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			essential that these stops are replaced with facilities of an appropriate standard, including controlled pedestrian crossing facilities that are well related to the stops.		
674	Stagecoach West	Active Travel	The needs of Non Motorised Users have apparently been placed at a rather higher level of consideration than public transport despite the location and nature of the Scheme. Stagecoach notes that a substantial investment in improving pedestrian and cycle facilities is made, that largely runs along the north side of the A4019 scheme. West of Uckington this includes 2m pedestrian and “at least 3m” segregated cycle provision. However, this converges uncomfortably just west of the new Moat Lane bus	Yes	The government has a target of 50% of all local urban journeys being undertaken by walking and cycling by 2030. Due to the proposed developments the facilities for these users are intended to assist in the delivery of this target. The Scheme design has been updated to provide segregated walking and cycling facilities alongside the A4019 through Uckington.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			stops to become a shared use 3m wide unsegregated facility, made rather more tricky still by the fact that the cycling provision to the west is to be two-way, which means that cycles in both directions will be sharing the space with pedestrians. The use by pedestrians of this facility will be very low indeed, and density of cycle traffic is also likely to be relatively low.		
675a	Stagecoach West	Active Travel	The design of the non-motorised users facilities needs some significant finesse, especially around the bus stops on the eastbound carriageway of the A4019, which, it should be recalled, have been rationalised significantly, to only two (plus a third at Sainsburys that needs upgrade). There is a much stronger safety and	Yes	The Scheme proposals now include segregated cycle and footway facilities along this section, in place of the previously proposed shared use path.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			business case for full cycle segregation to be provided east of Uckington, where pedestrian demands will be that much greater, rather than to the west. Within the design and associated scheme cost envelope, we therefore urge that the Non Motorised Users provision is better rebalanced east and west of Uckington to reflect this.		
675b	Stagecoach West	Active Travel	The approach to the Non Motorised Users provision between Cheltenham 1100 and Uckington (passing behind a proposed bus stop) seems especially irrational. From west to east, segregated 2-way cycle provision up to 4m wide (as it should be to meet Local Transport Note 01/20 standards) converges into a 3m shared use path behind the bus stop, despite no apparent space	Yes	The Scheme proposals now include segregated cycle and footway facilities along this section, in place of the previously proposed shared use path. The proposed cycle path would generally follow the route of the previously proposed shared use path. The segregated footway is proposed between the service road and the property frontages, slightly to the north of the proposed cycle path. At the proposed eastbound bus stop, a mini zebra crossing of the cycle path is proposed for safe access between the bus boarding area and the footway.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			constraint. In so doing the provision lines up and “fires” cycles travelling at speed directly into a pedestrian waiting area. This is neither safe nor is it justified by space constraints. Rather, the segregated cycle facility can continue to pick up the end of the farm accommodation road to reach the village.		
675c	Stagecoach West	Active Travel	Some thought will need to be given to the detail of how cycles cross The Green at a significant signalised junction. East of the Green the accommodation road arrangement could easily pick up the cycle provision, given the tiny number of vehicular movements. Cycles should be able to flow seamlessly to and from the eastern end of the road without any change of direction into segregated 4m wide cycle provision.	Yes	The Scheme proposals now include segregated cycle and footway facilities along this section, in place of the previously proposed shared use path. The proposed cycle path would cross The Green with a signal-controlled cycle crossing, located between the proposed service roads and the A4019. The segregated footway is proposed between the service road and the property frontages, slightly to the north of the proposed cycle path. This footway would cross The Green just north of the service road junctions and due to its position away from the main junction and low forecast traffic flows, an uncontrolled pedestrian crossing is proposed. At the proposed eastbound bus stop, a mini zebra crossing of the cycle path is proposed for safe access between the bus boarding area and the footway.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			This will need a well-considered design response. At this point the pedestrian footway should be adjusted to cross at 90 degrees north to south, would be much safer and more intuitively legible. The shared use ped-cycle facility should be provided as a conventional 2m wide footway as it is redundant and does not accord with Local Transport Note 01/20 nor “Inclusive Mobility”.		
676	Stagecoach West	Active Travel	The number of pedestrian and cycle crossing points east of Uckington at all key junctions and nodes means that east of developer Access A it is likely to be more expedient and provide a better level of service to all sustainable modes, to provide one-way 2m-wide “with flow” cycle provision. The width and geometry of some of the service and	No	The majority of cycle movements are anticipated to be on the northern side of the A4019 and thus a two-way facility is being promoted. The suggestion was noted although the existing constraints along the corridor have prevented a number of options being developed.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			accommodation roads looks very generous, also incorporating dedicated parking facilities on the public highway. The balance within the design orthodoxy looks to be amenable to raising the status of cycles in the scheme, to provide seamless segregation without causing conflict with pedestrians, a large proportion of which in this context are likely to be bus passengers.		
577	Stagecoach West	General	The operation of the Scheme and its effects on the wider network. These improvements cannot be considered to sit in isolation. They are intended to address key links and movements not just to and from Cheltenham from the M5 at Junction 10, and Tewkesbury beyond, but a much wider and more	N/A	The Applicant is liaising with the Local Planning Authorities and developers to take into consideration wider aspects that are not part of the scope of this Scheme.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			complex range of movements on the western side of Cheltenham including the A40, M5 Junction 11 and the local road links between them, most important of those being Princess Elizabeth Way. they facilitate both access to, and connectivity between some of the largest planned developments anywhere in the area, or the County.		
678	Stagecoach West	General	It is not apparently known, if a new north-south spine road for all traffic will be provided through Joint Core Strategy Allocation A7. Tewkesbury Borough and Cheltenham Borough Councils progressed a Supplementary Planning Document for the allocation A7 including the land to the west excised from the Green Belt that does not yet benefit from the allocation.	N/A	A north-south spine road is to be provided but the Applicant have not yet received confirmation if this is a through road for all traffic or will contain a bus gateway mid-way through. The islands have been designed large enough to allow them to be modified in the future, should bus gates be required.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			Tewkesbury Borough Council did adopt this on 28th July 2020 and we understand that Cheltenham Borough Council did also. It thus forms a part of the statutory adopted development plan for the A7 allocation and adjoining safeguarded area within Tewkesbury Borough Council.		
679	Stagecoach West	General	The approach to access and circulation has a fundamental bearing on the way in which the West Cheltenham Link Road element of the Housing Infrastructure Fund Scheme would be used, and how far any relief would be provided to existing traffic making local trips on the western flank of the town.	N/A	Traffic modelling has been undertaken to determine the appropriate provision needed. This will be made available in the Transport Assessment Report as part of the Development Consent Order application. It is for developers and the Local Planning Authorities to come forward with proposals within the development sites and how they propose to use the infrastructure that the Scheme is providing.
680	Stagecoach West	General	Stagecoach very well recognises the exceptional tension in the Joint Core Strategy Supplementary	N/A	It is for developers and the Local Planning Authorities to come forward with proposals within the development sites and how they propose to use the infrastructure that the Scheme is providing.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			Planning Document on access and movement and many of the other place-making principles that both the Councils initially wished to pursue.		
681	Stagecoach West	Traffic	The principle established in the access and movement Framework Plan was that “Subject to traffic modelling, the management of the main street through the site should give priority to bus and cycle movements to help prevent the route being used as a rat run.” This indicated, rather controversially, that the whole development would be accessed by general traffic only from its edges, and that the primary street would be likely to entirely prohibit through vehicular movements, except by public transport.	N/A	A north-south spine road is to be provided but the Applicant has not yet received confirmation if this is a through road for all traffic or will contain a bus gateway mid-way through. The islands have been designed large enough to allow them to be modified in the future, should bus gates be required.
682a	Stagecoach West	Traffic	Given the existing pressures on the local	N/A	Traffic modelling has been undertaken and included in the Transport Assessment which forms part of the

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			network as well as the scale of the proposals, this has momentous implications for how the local highways network operates, and in particular Princess Elizabeth Way, as well as a number of other streets within Springbank and Hesters Way, all of which currently accommodate regular bus services.		Development Consent Order application. Whilst the microsimulation corridor model developed in Paramics software which is used in the Transport Assessment only models Princess Elizabeth Way as an approach to Kingsditch Roundabout, the strategic model developed in SATURN software simulates Princess Elizabeth Way in its entirety.
682b	Stagecoach West	Traffic	It also obviously has significant implications for the role of the M5 between Junction 10 and Junction 11 in facilitating some of the local journey demands likely to arise. that compared with car use. Any such new service would, it should be stressed, use the new Junction 10 and the proposed Housing Infrastructure Fund Scheme links. However it is not clear how far which, if any, of the principles Cheltenham	N/A	It is for developers and the Local Planning Authorities to come forward with proposals within the Development Sites and how they propose to use the infrastructure that the Scheme is providing.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			Borough Council as both landowner, promoter and Local Planning Authority is committed to pursuing, including this fundamental matter. As currently planned this might well be expected to function as little more than a development access road for the northern (mainly residential) portion of Golden Valley.		
683	Stagecoach West	Traffic	The introduction of a very large amount of additional demand onto the Tewkesbury Road corridor further boosted by greatly improved highways capacity provided by the consultation proposals, suggests that congestion and delay at all points east of the junction would be likely to materially worsen. The implementation of the facility at Uckington to perform a consolidation function onto public	N/A	The comment is noted, however the feedback provided is with regards to unlocking development identified in the Joint Core Strategy, which is outside of the scope of the Scheme.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			transport (“Park and Ride”) or otherwise facilitate mode change, for example to or from cycling is material to the operation of the whole route. This facility has consistently featured in Gloucestershire County Council transport policy set out in the Local Transport Plan, for many years. The view is that the Uckington site is highly suitable to perform this role. What has been lacking is any commitment to provide an attractive public transport offer beyond it, via the provision of seamless bus priority on the Tewkesbury Road corridor.		
684	Stagecoach West	Traffic	As part of our input into the proposals for Allocation A7 of the Joint Core Strategy we have long maintained that taking advantage of the plentiful carriageway and wider public highway on	N/A	The comment is noted. It is for the developers and Local Planning Authorities to come forward with proposals within the Development Sites and how they propose to use the infrastructure that the Scheme is providing.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			Princess Elizabeth Way to provide seamless segregation for frequent bus services along its length, ought to be among the highest priorities in any strategy.		
685	Stagecoach West	Traffic	Such modelling is necessary to act as crucial evidence for the ongoing review of the Joint Core Strategy, including the addition of 2,200 possible additional homes at Golden Valley within Tewkesbury Borough and further development west of Elms Park, which could include employment and possibly further residential uses. As well as an up-to-date Strategic Traffic Model, we are aware that micro-simulation models have been constructed by the Elms Park promoter focused on the scheme location, and quite possibly	N/A	Details of the traffic modelling were included in the Staged Overview of Assessment Report, which was published as part of the Preferred Route Announcement. The traffic model has been updated and refined and is presented in the Transport Assessment Report as part of the Development Consent Order Application.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			by National Highways and the Applicant in support of these specific proposals.		
686	Stagecoach West	Traffic	The proposals must actively seek to improve the relative attractiveness, relevance and effectiveness of bus services in meeting both existing and future travel requirements, not just within the immediate proximity of the improvements, but over a much broader area extending from the A40 as far as Tewkesbury and Ashchurch.	N/A	The Applicant continues to have further discussions and work with the stakeholder throughout the development of the Scheme. Gloucestershire County Council's Bus Service Improvement Plan sets out to improve connectivity to the wider network through joint working with the Local Planning Authorities and bus operators.
687	Stagecoach West	General	We would respectfully urge that the Applicant and National Highways, engage in urgent dialogue alongside the scheme designers to ensure that the design of the scheme is able to meet the requirements of national policy and support the implementation of Gloucestershire County Council's own recently	N/A	The Applicant is working with National Highways and Gloucestershire County Council on Statements of Common Ground. The Applicant will continue to have discussions throughout the development of the Scheme.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			adopted Local Transport Plan, in advance of the presentation of final proposals.		
688	Stagecoach West	General	We have already signalled our willingness to work collaboratively and at pace, to explore each of the matters we highlight with the designers. If necessary this should include the Elms Park Applicant.	N/A	The Applicant is working with the stakeholder on a Statement of Common Ground. The Applicant will continue to have discussions throughout the development of the Scheme.
689	Stagecoach West	General	It is recognised that the funding set aside for the project has very clear date by which the scheme must be implemented. This may well explain why the proposals are as they are. It is crucial that in seeking to progress the project with haste, that the final proposals consented do not lead to very serious longer-term consequences for the environment, economy and society.	N/A	This comment is noted.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
690	Stagecoach West	General	Given national policy is so clear and given the imperative to support buses providing for a much high proportion of movements between Tewkesbury and Cheltenham, and for local journeys on the western flank of Cheltenham alike, it is inadmissible for the Scheme to fail to even evaluate the case to incorporate bus priority measures in a transparent and rigorous manner. It is expected that a clear process followed, looking at both the existing and the potential evolution of bus services through and impinging on the Scheme, particularly at the Cheltenham end. This should be set against the movement demands the scheme accommodates.	N/A	The need for modal shift in transport provision is recognised. The Scheme includes high quality active travel facilities. The Applicant is continuing to examine bus provisions, including options that would allow for future provision to coincide with the delivery phasing of the Development Sites. The Applicant is working with the Local Planning Authorities on elements that the Scheme can provide and those outside the scope of the Scheme, which therefore need to be provided by others. Further detail will be provided as part of the Development Consent Order Submission.
691	Stagecoach West	Traffic	Where modelling shows the potential to significantly	N/A	As part of the Scheme development bus provision has been reviewed and included in the latest

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			<p>advantage bus on given junction arms, the mechanism to achieve this should be evaluated. This may or may not require or justify segregation. This process should have regard for the way the number of bus movements and seats per hour through the scheme would increase. It would be appropriate to look at a range of scenarios for mode shift towards bus, and how such measures could be expected to “level up” the convenience of bus against personal car use to achieve them.</p>		<p>proposals as part of the Development Consent Order submission. However, the Scheme has limited control over potential future bus provisions, which sits with developers and the Local Planning Authorities.</p>
692	Stagecoach West	Design	<p>It will be necessary to ensure that suitable, convenient and safe bus stop facilities are provided, at the eastern end of the project, and alongside those, associated street furniture, passenger information, lighting, and</p>	Yes	<p>The Scheme is providing a bus layby and space allowed for shelter and other street furniture. This will be developed as part of detail design.</p>

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			pedestrian and cycle crossing facilities. Given the extent of the hinterland to such stops, especially within Elms Park, we would expect secure cycle provision to be provided.		
693	Stagecoach West	Design	The Scheme needs to demonstrate how it will facilitate the successful integration of the Multi-Modal Interchange at Uckington.	Yes	A Park and Ride is currently included in the Elms Park planning application and therefore is outside the scope of this scheme. However, the entrance to this Park and Ride facility has been included on the latest design to match the developer's design.
694	Stagecoach West	General	We are keen to work to the objective to producing a Statement of Common Ground with the Applicant.	N/A	The Applicant is working with the stakeholder on a Statement of Common Ground. The Applicant will continue to have discussions throughout the development of the Scheme.

8.12. Key feedback from prescribed consultees (Statutory Undertaker) and the Applicant’s response

8.12.1. The responses received from the prescribed consultees (Statutory Undertaker) are summarised along with the regard the Applicant had to this response.

Table 8-5 - Summary of responses from prescribed consultees (statutory undertaker)

Ref	Consultee	Topic	Matter raised	Scheme change	Response
703	Severn Trent Water	Consultation	We welcome a discussion on the proposed protective provisions which incorporates appropriate provisions to ensure that the delivery of its statutory functions and essential public services are not put at risk. Pending the agreement of such provisions, we wish to register its objection to any proposed compulsory acquisition which might affect our assets or access thereto, so as to safeguard the ongoing delivery of these essential public services.	N/A	The draft protected provisions will form part of the Development Consent Order application and the Applicant will continue to engage with the stakeholder on this.

8.13. Key feedback from PwL and the Applicant's response

8.13.1. The responses received from the PwL are summarised along with the regard the Applicant had to this response.

Table 8-6 - Summary of responses from PwL

Ref	Consultee	Topic	Matter raised	Scheme change	Response
700	Aldi Stores Limited	Traffic	Further clarity to be provided on the precise land-take and construction programme for the Gallagher Retail Park junction.	Yes	In response to statutory consultation the removal of right turn at Gallagher Retail Park junction is no longer part of the design.
563	DFS Group PLC	Traffic	Initiatives such as this have occurred in proximity to our stores, the disruption has been quite significant. With careful consideration and consultation diversions can be effectively implemented.	N/A	This comment is noted. The Applicant will continue to engage with stakeholders including businesses as the Scheme progresses to ensure the local community is kept up to date of the latest plans.
549	PwL 1	Environment	Request a full land drainage survey and soils report is carried out prior to commencement of the works on the land to be used for the construction compound/works and that follow up surveys post scheme to be carried out to ensure that there is no damage to the land drainage, compaction on contamination of the land and soils on return of the additional land required as part of the works.	N/A	The continuity of land drainage is maintained by the introduction of ditches and filter drains at the new toes and top of cutting slopes. Connectivity of existing land drainage found during construction will be maintained. We will continue our liaison with Landowners throughout the design development to ensure this is being addressed.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
582	PwIL 1	Design	Can you confirm that both access points will be provided as part of the Scheme?	Yes	A second field access has been included from the A4019 approximately opposite Cooks Lane.
583	PwIL 1	General	The interim solution to the access is even less practical as it is a narrow track with several bends on it, whereas the current four access points are directly off the A4019 and straight. It will not be suitable for the size of vehicles.	N/A	Under the Scheme, the northern arm will be for field access opposite the Link Road Junction and future proofing the highway layout for provision of future main access junction for Safeguarded Site development. This is due to the Status of land (Safeguarded Site), which is only 'safeguarded' for future development. The Applicant has assessed a layout in the traffic modelling to ensure that a junction with sufficient capacity is feasible at this location and the proposals of the Scheme will not restrict any such provisions in future. It is the responsibility of the developer to develop the Safeguarded Site access and obtain required planning permission as part of the wider Safeguarded Site planning application. For secondary access the Central reserve between Link Road Junction and Uckington Junction has been widened to accommodate

Ref	Consultee	Topic	Matter raised	Scheme change	Response
					potential for future junction and right turn lane.
584	PwIL 1	Design	There does not appear to be any proposed traffic lighting for the temporary access.	Yes	The Scheme includes any temporary solution would be under signal control.
585	PwIL 1	Design	The new access is built to an adoptable standard with two lanes in and two lanes out with traffic lights. The access track is adopted as public highway. A replacement secondary access further east is provided and maintained as an alternative emergency route in case the main access is blocked by an accident.	Yes	Under the Scheme, the northern arm will be for field access opposite the Link Road Junction and future proofing the highway layout for provision of future main access junction for Safeguarded Site development. This is due to the Status of land (Safeguarded Site), which is only 'safeguarded' for future development. The Applicant has assessed a layout in the traffic modelling to ensure that a junction with sufficient capacity is feasible at this location and the proposals of the Scheme will not restrict any such provisions in future. It is the responsibility of the developer to develop the Safeguarded Site access and obtain required planning permission as part of the wider Safeguarded Site planning application. For secondary access the Central reserve between Link Road

Ref	Consultee	Topic	Matter raised	Scheme change	Response
					Junction and Uckington Junction has been widened to accommodate potential for future junction and right turn lane.
713	PwIL 2	Design	The removal of two accesses points, to be replaced by a single one over land the landowner does not own, meaning that if there is an accident on the main road around that point there will be no availability of an alternative exit and entry point.	Yes	A second field access has been included from the A4019 approximately opposite Cooks Lane.
714	PwIL 2	Design	The single access is informally proposed to be initially an interim solution of a narrow track with several bends on it, whereas the current two access routes are both straight. The new access would be shared with three other land owners who may well all be looking to carry out similar high peak volume works at the same time e.g. during harvest.	No	To provide safe access and left and right turning options, the Scheme has combined a number of field accesses on the northern side of the A4019 to provide a single shared field access from A4019 Link Road Junction (northern arm). The single access is being designed for anticipated agricultural usage.
715	PwIL 2	Design	The new access for the third party land by the M5 would also pass along the frontage of the landowners' land and expose them to the substantial risk and costs of the illegal users of one of the	No	The Scheme is proposing to provide fences on either side of the access track and will work with the landowner on any further security measures that may be required.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			nearby fields causing similar problems, as well as fly tipping, on to their land.		
716	PwIL 2	Design	The splays as shown for the temporary access do not look sufficient for longer vehicles which include combine harvesters and articulated lorries collecting either crops or straw from the land.	N/A	The design work has considered long vehicles. The Applicant will provide details as they continue discussions with the Landowner.
717	PwIL 2	Design	There does not appear to be any proposed traffic lighting for the temporary access.	Yes	The Scheme includes any temporary solution would be under signal control.
718	PwIL 2	Design	The new access needs to be built to an adoptable standard with two lanes in and two lanes out with traffic (exit triggered) lights, as previously promised and as shown in the consultation document.	No	To provide safe access and left and right turning options, the Scheme has combined a number of field accesses on the northern side of the A4019 to provide a single shared field access from A4019 Link Road Junction (northern arm). As the land to the north is only 'safeguarded' for development, it is not considered appropriate to provide a full development access but the Scheme has taken this into account in the design of the A4019 Link Road Junction. It is for the developers to put their access proposals as part of their planning applications.

Ref	Consultee	Topic	Matter raised	Scheme change	Response
719	PwIL 2	Design	The proposals should be updated to ensure this access is straight, built as per the main scheme design shown in the consultation and extends/is adopted all the way up to their land, otherwise the landowners are suffering a major degradation in the safety, quality and accessibility of their remaining land.	No	To provide safe access and left and right turning options, the Scheme has combined a number of field accesses on the northern side of the A4019 to provide a single shared field access from A4019 Link Road Junction (northern arm). As the land to the north is only 'safeguarded' for development, it is not considered appropriate to provide a full development access but the Scheme has taken this into account in the design of the A4019 Link Road Junction. It is for the developers to put their access proposals as part of their planning applications.
720	PwIL 2	Design	A replacement secondary access further east should be provided and maintained as an alternative emergency route in case the main access is blocked by an accident.	Yes	A second field access has been included from the A4019 approximately opposite Cooks Lane.
721	PwIL 2	Design	The third party fields to the west between the identified land and the M5 should be provided with their own new accesses from the north. Sharing between four agricultural users is seen as unwise at best and likely to cause accidents at worst, given the increase	No	The Scheme is not looking to provide an access from the north, plans are to replace the existing access as close to the current position as possible. The Applicant is continuing to work with Landowners to understand what

Ref	Consultee	Topic	Matter raised	Scheme change	Response
			in traffic volumes above the current high levels.		additional safety provisions can be put in place.
722	PwIL 2	Environment	Further detailed information is required with regards to the flood risk and drainage modelling as this could impact detrimentally on to the subject land.	N/A	The Environmental Statement is informed by extensive hydraulic modelling, the details of which have been reviewed by the Environment Agency. Significant effort has been input to the evaluation of flood risk and demonstrating measures to remove any adverse impacts. More detail is available in the Environmental Statement.
723	PwIL 2	Design	Until the lesser standard of accesses are satisfactorily resolved there should be no progression with either a Development Consent Order or the use of compulsory powers should not be progressed.	N/A	The Applicant will continue to liaise with the stakeholder to develop and agree a solution.

9. S46 Duty to Notify the Planning Inspectorate

- 9.1.1. To satisfy the requirements of s46 of the Act, the Applicant formally notified the Inspectorate prior to the start of the statutory consultation required under s42. On behalf of the Secretary of State, the Inspectorate were sent consultation documents via secure file transfer on 07 December 2021. The documents included:
- S46 notification.
 - Consultation brochure.
 - Consultation feedback survey.
 - PEIR.
 - Non-Technical summary of the PEIR.
 - Scheme plan.
 - Indicative application red line boundary plan.
 - SoCC.
 - A Copy of the s47 notice publicising the SoCC.
 - A notice of the Proposed Application (s48).
- 9.1.2. Under s46 of the Act the Applicant received written acknowledgement on 14 December 2021 that the notification had been received.
- 9.1.3. The documents provided were accompanied by a covering letter that outlined information including that the s46 notification and letter of acknowledgement are available to view on the Inspectorate's website. A copy of the aforementioned document has been included in Appendix H.

10. S47 Local Community Consultation

- 10.1.1. To fulfil the requirements of s47(7) of the Act, the Applicant undertook consultation with the local community through a variety of methods and approaches as set out in the SoCC.

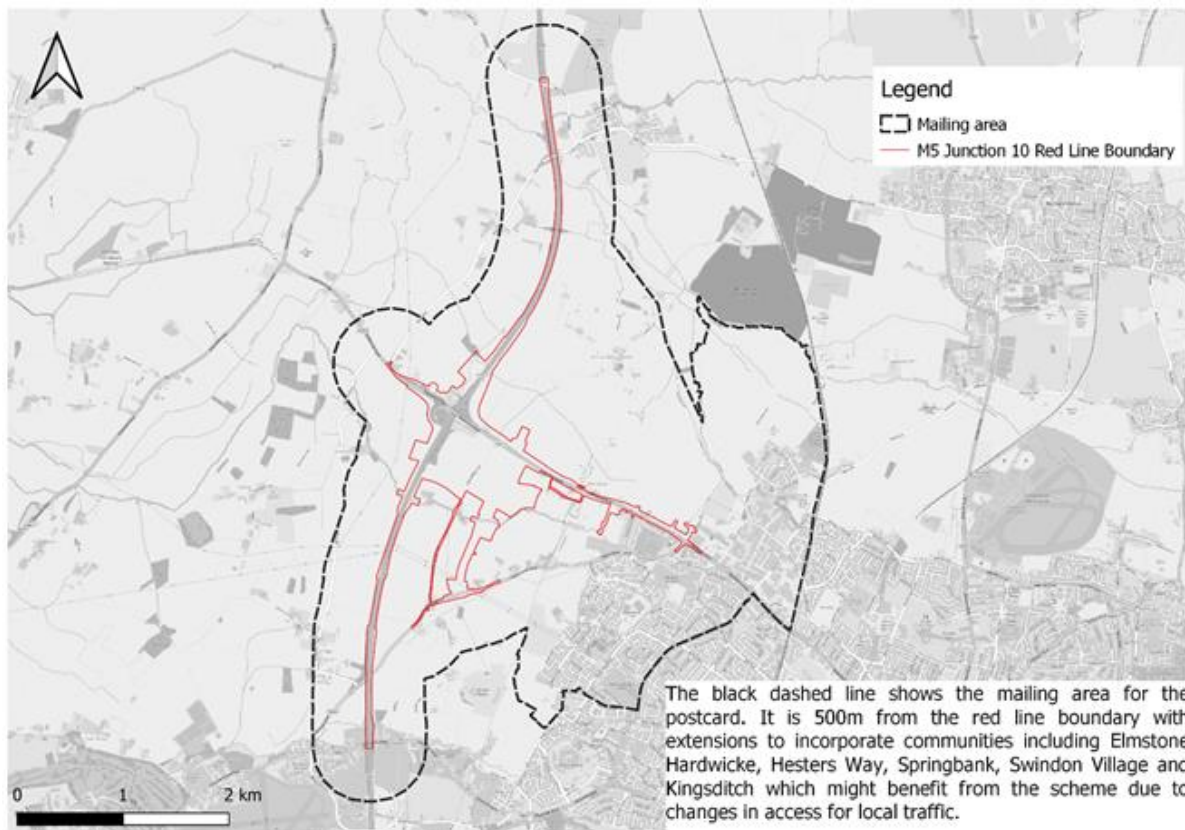


Figure 10-1 - Statutory consultation area

- 10.1.2. With the intention of engaging with the local communities for consultation, the Applicant established a consultation area as set out in the SoCC.
- 10.1.3. Figure 10-1 outlines the statutory consultation area. The consultation area included a 500m buffer from the DCO Limits. Following feedback from a local authority during consultation on the SoCC, additional areas were included in the consultation area as they were identified as potential areas impacted by the Scheme.
- 10.1.4. This shows the area that received a consultation leaflet detailing the public consultation, which included detail about how people could get further information and respond to the consultation. Consultation with any interested party was welcomed and not restricted to this area.

10.2. Statutory consultation events

10.2.1. Table 10-1 outlines the key details of the six face to face and virtual events that took place during the consultation period, including when they took place and attendance.

Table 10-1 - Statutory consultation event information

Date, time and location	Event type	Public engagement and attendance
Tuesday 14 December 2021, 10am - 7pm: Cheltenham West Community Fire and Rescue Station, Tewkesbury Road, Uckington, Cheltenham GL51 9SN	Face to face event 1	84
Wednesday 15 December 2021, 7pm - 8:30pm: Microsoft Teams Live	Virtual event 1	5
Thursday 13 January 2022, 2pm - 3:30pm: Microsoft Teams Live	Virtual event 2	25
Saturday 15 January 2022, 10am - 5pm: Hesters Way Community Resource Centre, Cassin Drive, Cheltenham GL51 7SU	Face to face event 2	52
Saturday 29 January 2022, 2pm - 3:30pm: Microsoft Teams Live	Virtual event 3	8
Wednesday 2 February 2022, 7pm-8:30pm: Microsoft Teams Live	Virtual event 4	23

10.3. Statutory consultation materials

10.3.1. The Applicant developed a range of materials for the statutory consultation detailed in Table 10-2.

Table 10-2 - Statutory consultation materials

Material	Description
Website	<p>The Scheme website was the main ‘go to’ source of information for the statutory consultation, in line with the Applicant’s ‘digital first’ approach. Information related to the statutory consultation was publicly accessible via the Scheme website from the first day of the consultation period, at 00:01 on 08 December 2021, until 23:59 on 15 February 2022.</p> <p>The Scheme website provided information on the proposed Scheme including key consultation documents, scheme plans, details of public consultation events, and access to the feedback survey. The scheme website also included a detailed list of FAQs regarding the proposed Scheme, including questions on specific Scheme elements, the consultation, environmental impacts and mitigation.</p> <p>The website also hosted an interactive portal for consultees to navigate certain sections of the Scheme. This was split into schematic areas (M5 Junction 10, A4019 Tewkesbury Road - Subsection 1 and 2, and West Cheltenham Link Road) which could be viewed according to the topic of interest: environment, active travel, or road improvements.</p> <p>The website also included the animation of the Scheme and a ‘hear from the team’ video with key members of the project team and supporting organisations (such as local authorities and National Highways) discussing the proposed Scheme.</p> <p>The website offered the local community and stakeholders a more interactive way of understanding the proposed Scheme. Section D.8 in Appendix D shows the Scheme website.</p>
Preliminary Environmental Information Report including Non-Technical Summary	<p>The PEIR was published as part of the development of the Environmental Impact Assessment (EIA) which has been undertaken for the Scheme and submitted to the Inspectorate as part of the DCO application. This EIA is required under the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.</p> <p>The PEIR sets out the environmental information that had been gathered to inform consultees of the likely significant environmental implications of the Scheme. It also outlined, in general terms, the potential mitigation measures that could be implemented to reduce any potential environmental impacts of the Scheme, or why alternative solutions have been discounted. A non-technical summary of the PEIR was also made available on the Scheme website alongside the PEIR.</p>
Consultation brochure	<p>The consultation brochure provided details about the consultation and proposed improvements.</p> <p>The brochure was designed to be read before completing the feedback survey, to help inform responses to the consultation. It</p>

Material	Description
	also explained the different ways that people could share their views and feedback, as well as next steps of the project. The brochure was available to view on the Scheme website.
Consultation feedback survey	The Applicant's primary tool for collecting feedback was via a consultation feedback survey. The survey was available online via the scheme website, or a paper copy and freepost envelope could be requested free of charge by contacting M5Junction10@atkinsglobal.com . Surveys could also be completed in person or online at the face to face consultation events. A dedicated phonenumber was provided for those unable to access a digital or paper copy of the consultation materials and/or survey. If required, the survey could also be completed by the Applicant's project team, via the phonenumber.
Consultation leaflet	Leaflet providing the dates for the consultation period and the links to the Scheme website.
Plans	Large scale scheme plan. Indicative application red line boundary plan.
Position statements	Information on key topics relevant to the Scheme including Active Travel, Climate Change, Construction, Safety and Social Value.
Exhibition boards	Copies of the exhibition boards used at the public consultation events.
Presentation	A copy of the presentation used for the four virtual events.
Statement of Community Consultation and Statutory Notices	Copies of the SoCC and the s47 and s48 notices were available on the website. Two copies were available at the face to face events.

- 10.3.2. Paper copies of consultation materials and the feedback survey could be provided on request by contacting the Scheme inbox: M5Junction10@atkinsglobal.com or by calling 01454 667900 and leaving a message.
- 10.3.3. Documents were available in alternative formats on request by contacting the project team via the email or phonenumber above, including in different languages, accessible PDF, large print, easy read, audio recording and/or braille.

10.4. Consultation materials available at public consultation events

- 10.4.1. Table 10-3 outlines the consultation materials made available at public consultation events.
- 10.4.2. PDF copies of consultation materials were made available on the Scheme website under 'Supporting Documents' meaning users could view documents online, download and print.
- 10.4.3. Touchscreens were available at all face to face events that provided access to the Scheme website, meaning all visitors had access to the contents of the scheme website, in addition to the content provided at the consultation venues.
- 10.4.4. The virtual events followed a consistent format where a pre-recorded presentation with key scheme information was played followed by a live Question and Answer session. Attendees had the opportunity to submit questions during the event or prior via the registration form. Pre-submitted questions were responded to first during the event.
- 10.4.5. The Applicant endeavoured to ensure there was as much consistency of content provided at the virtual and face to face events as possible so that no attendee was advantaged or disadvantaged by their event selection. The public were also able to attend one or more events should they have wished to. The exhibition board content from face to face events was also made available on the Scheme website as a supporting document, available to download. A list of consultation materials at events are outlined in Table 10-3.
- 10.4.6. A recording of each virtual event was made available on the Scheme website within seven days of the event. This allowed attendees who were not able to join the live event but had submitted a question, to playback the event and view the response to their question. The recordings remain publicly available and can be provided by the Applicant upon request.
- 10.4.7. During the penultimate virtual event on 02 February 2022, the project team experienced a technical issue that affected some attendees' access to the event platform. Immediate action took place to ensure attendees had sufficient opportunity to engage. The email communication sent to attendees is available under Appendix D.
- 10.4.8. All registered attendees for the virtual events were sent a final email, two days prior to the end of the consultation period, signposting:
 - All recorded virtual events.
 - The online survey.
 - Contact information for further support.
 - An accessible version of the PowerPoint presentation for virtual events with speaker notes included.

Table 10-3 - Provision of statutory consultation materials at events

Consultation materials	Ways in which content was made available
Consultation brochure	Available to view online, download and print on the Scheme website. Printed copies were also available to take away at the face to face events.
Consultation leaflet	Available to view online, download and print on the Scheme website. Printed copies were also available to take away at the face to face events.
Statement of Community Consultation	Available to view online, download and print on the Scheme website. Printed copy was also available to view in venue at the face to face events.
Feedback survey	Available to view online, download and print on the Scheme website. A link to the survey was signposted at the end of the virtual events. Printed copies were also available to complete at the face to face events and take away to be returned via freepost.
Scheme plan	Available to view online, download and print on the Scheme website and virtual events. Large, individual scheme element plans were available at the face to face events to view in venue only.
Indicative application red line boundary plan	Available to view online, download and print on the Scheme website. Large map was available at the face to face events to view in venue only.
S47 notice	Available to view online, download and print on the Scheme website. Available to access via touchscreens at the face to face events.
S48 notice	Available to view online, download and print on the Scheme website. Available to access via touchscreens at the face to face events.
Position statements	Available to view online, download and print on the Scheme website and virtual events. Paper copies available to view in venue, as well as available to access via touchscreens at the face to face events.

Consultation materials	Ways in which content was made available
Preliminary Environmental Information Report Non-Technical Summary	Available to view online, download and print on the Scheme website and virtual events. Two printed copies were also available to view in venue at the face to face events.
Preliminary Environmental Information Report	Available to view online, download and print on the Scheme website and virtual events. A printed copy of each chapter was also available to view in venue at the face to face events.
Face to face event exhibition boards	Digital version available on the Scheme website to view online, download and print. Exhibition boards were available at both face to face events.
Virtual event PowerPoint presentation	Digital version available on the Scheme website to view online, download and print. Not available at time of virtual events ¹¹ .

10.5. Publication materials and channels

10.5.1. To ensure the local community and stakeholders were aware of the statutory consultation and adhering to the guidelines as set out in s42 of the Act, the Applicant had a duty to sufficiently publicise the consultation. This was fulfilled by using a variety of channels to ensure a broad audience was captured.

10.5.2. The primary channels of publicising the consultation are listed below, and outlined in more detail in Table 10-4:

- Newspaper and media adverts to promote the consultation, with dates of the events.
- Press releases and statutory notices.
- A leaflet drop to local properties in the consultation area (see Figure 10-1).
- Posters with QR codes at key local community centres such as libraries, directing people to the scheme website.
- Variable Message Signs (VMS) and A-frames on the M5 and local roads to capture road users.
- Social media platforms including Twitter, Facebook, Instagram, LinkedIn and YouTube.

¹¹ The virtual event presentation was uploaded to the scheme website in February 2022 after both face to face events had taken place.

Table 10-4 - Summary of methods undertaken to publicise the consultation

Date	Publicity method	Detail	Audience
08 December 2021 12 January 2022 25 January 2022 07 February 2022	Media releases	<p>To promote the consultation, four media releases were issued across the consultation period. These were distributed to the Applicant’s media list.</p> <p>27 publications featuring the statutory consultation were published by numerous media outlets including:</p> <ul style="list-style-type: none"> • BBC Online Gloucestershire. • BBC Radio Gloucestershire. • Birmingham Mail. • Business & Innovation Magazine. • Gloucestershire Citizen. • Gloucestershire County Gazette. • Gloucestershire Echo. • Gloucestershire Live. • Punch Online. • Somerset Live. • Stroud News & Journal. • Western Daily Press. • Wiltshire & Gloucestershire Standard. <p>The first media release announced the start of the statutory consultation, outlining the events being held and how to provide feedback.</p> <p>The second media release was a reminder for the public of the ongoing statutory consultation, highlighting the remaining consultation events and how to give feedback.</p> <p>The third media release announced the final two consultation events which were to be held in the final two weeks of the statutory consultation.</p>	The public.

Date	Publicity method	Detail	Audience
		<p>The fourth media release was a final reminder highlighting the upcoming end to the statutory consultation, encouraging people to provide their feedback before the consultation formally closed.</p> <p>Examples of newspaper articles featuring the consultation are included in Appendix I.</p>	
<p>Throughout the consultation period, from 08 December 2021 to 15 February 2022</p>	<p>Posters</p>	<p>Posters advertising the consultation were shared with Gloucestershire County Council libraries, Cheltenham Borough Council and Tewkesbury Borough Council, local community centres, and were located at public information points.</p> <p>Overall, 18 public information points displayed a poster for the duration of the consultation period which contained a QR code for people to scan linking them to the scheme website. These venues are listed in Table 10-5.</p> <p>An updated version of the poster with information on consultation events was distributed to public information points on 14 January 2022 to be displayed for the remainder of the consultation period.</p> <p>Examples of both posters are included in Appendix D.</p>	<p>Local residents and the public.</p>
<p>Throughout the consultation period, from 08 December 2021 to 15 February 2022</p>	<p>Variable Message Signs (VMS) and A-frames</p>	<p>The Applicant promoted the consultation to road users by using two VMS and four A-frames located at key locations close to the Scheme, such as on the M5, the A4019 Tewkesbury Road, and local roads. These were in place for two weeks from 07 December 2021 to 21 December 2021, and for a subsequent two weeks from 04 January to 18 January 2022.</p> <p>Photos of a VMS and an A-frame publicising the statutory consultation, both located on the A4019, are included in Appendix D.</p>	<p>Users of the M5 J10, the A4019, and local roads.</p>
<p>Throughout the consultation period, from 08 December</p>	<p>Social Media</p>	<p>The Applicant promoted and publicised the consultation through a social media campaign using the following social media platforms: Twitter (@GlosCC), Facebook (Gloucestershire County Council), LinkedIn (Gloucestershire County Council), Instagram (@gloucestershirecc) and YouTube (GloucestershireCC).</p>	<p>Users of social media.</p>

Date	Publicity method	Detail	Audience
2021 to 15 February 2022		<p>This included publicising upcoming virtual and face to face consultation events, directing people towards the scheme website, promoting key themes of the project (e.g. the environment, active travel) and giving reminders prior to the end of the consultation period.</p> <p>54 posts were published across the Applicant's social media channels. Additional stories were posted on the Applicant's Facebook and Instagram pages.</p> <p>The posts had a total reach of 822,700 people and 786 click-throughs. 183 likes, 86 shares, and 18 comments were received, the majority of which were positive or balanced. The Applicant also shared two videos on our YouTube channel which received a total of 199 views.</p> <p>Five advertising campaigns were run during the consultation period to promote the scheme and raise awareness of the statutory consultation, these being paid for. Together, these campaigns had a total reach of 513,781 and 2,855 click-throughs.</p>	

10.6. Approach to engagement with seldom heard groups

- 10.6.1. Targeted engagement, through direct email to organisations linked to underrepresented groups, was conducted mid-way through the consultation period to increase engagement.
- 10.6.2. It was identified that young people and people with a disability were underrepresented, therefore local youth groups and disability groups were selected to contact. This targeted approach involved emailing a variety of local and national organisations and charities to inform them of the consultation, point them to the ways in which they could gain further information and explain how to respond (including accessible formats and the Applicant's contact centre). The groups included:
- GCC Carer Partnership Board and GCC Autism Spectrum Conditions Partnership Board.
 - GCC Learning Disability Partnership Board.
 - GCC Mental Health and Wellbeing Partnership Board and GCC Physical Disability and Sensory Impairment Partnership Board.
 - Gloucestershire Wheels for All.
 - Hester's Way Partnership and Neighbourhood Project.
 - Royal National Institute of Blind People (RNIB).
 - UK Youth Parliament in Gloucestershire.
 - Youth Hostels Association.

10.7. Public information points

- 10.7.1. As outlined in Table 10-5, digital and paper copies of the consultation materials were also made accessible at public information points.
- 10.7.2. The venues listed below displayed a poster for the duration of the consultation period containing a QR code for people to scan, linking them to the scheme website. Cheltenham and Tewkesbury libraries also hosted paper copies of the consultation brochure and feedback survey for the duration of the consultation period.
- 10.7.3. In addition, all public computers located in Gloucestershire County Council libraries had a link to the scheme website on their desktop for the duration of the consultation period.

Table 10-5 - Venues at which the consultation poster was made available

Public information point	Address
Bishops Cleeve Library	Tobyfield Road, Bishops Cleeve, Cheltenham, GL52 8NN
Brockworth Link and Community Library	Moorfield Road, Brockworth, Gloucester, GL3 4EX
Charlton Kings Library	Church Street, Charlton Kings, Cheltenham, GL53 8AR

Public information point	Address
Cheltenham Library ¹²	Clarence Street, Cheltenham, GL50 3JT
Cheltenham West Community Fire and Rescue Station	Tewkesbury Road, Uckington, Cheltenham, GL51 9SN
Churchdown Library	Parton Road, Churchdown, Gloucester, GL3 2AF
Cotswolds Area Civil Service Club	3 Tewkesbury Road, Uckington, Cheltenham, GL51 9SL
Gloucester Library	Brunswick Road, Gloucester, GL1 1HT
Hesters Way Library	Goldsmith Road, Cheltenham, GL51 7RT
Hucclecote Library	Hucclecote Road, Gloucester, GL3 3RT
Longlevens Library	Church Road, Longlevens, Gloucester, GL2 0AJ
Prestbury Library	The Burgage, Prestbury, Cheltenham, GL52 3DN
Sainsbury's Gallagher Retail Park	Gallagher Retail Park, Cheltenham, GL51 9RR
Swindon Village Community Hall	Church Road, Swindon Village, Cheltenham, GL51 9QP
Tewkesbury Community Fire and Rescue Station	Oldbury Road, Tewkesbury, GL20 5ND
Tewkesbury Library ¹⁰	Sun Street, Tewkesbury, GL20 5NX
Up Hatherley Library	Caernarvon Road, Cheltenham, GL51 3BW
Winchcombe Library	Back Lane, Winchcombe, Cheltenham, GL54 5PZ

¹² Cheltenham and Tewkesbury libraries also hosted paper copies of the consultation brochure and feedback survey.

10.8. Response channels

- 10.8.1. Statutory consultees, stakeholders and members of the public who wanted to formally respond to the consultation or find out more information were able to contact the project team using the following channels:
- By emailing M5Junction10@atkinsglobal.com.
 - By leaving a voicemail at 01454 667900.
 - Using a Freepost service: Freepost M5 JUNCTION 10.
 - At consultation events, both virtual and face to face.
 - By calling the Applicant's phonenumber during the consultation period only. The team could be contacted by telephone via the main switchboard on 01452 426256, Monday to Friday, 9am to 4pm (excluding weekends and public holidays).
- 10.8.2. The primary tool for collecting feedback was via a consultation feedback survey. The survey was available online via the scheme website, or a paper copy and freepost envelope could be requested free of charge by contacting M5Junction10@atkinsglobal.com. Surveys could also be completed in person or online at one of the face to face consultation events. A dedicated phonenumber was provided for those unable to access a digital or paper copy of the consultation materials and/or survey. If required, the survey could be completed over the phone via the Applicant's project team.
- 10.8.3. All responses had to be received by 15 February 2022 at 11:59pm, marked as the end of the formal statutory consultation period. Paper responses that arrived up to 18 February 2022 were also accepted, to ensure all paper copies were delivered.

10.9. Compliance with the SoCC

10.9.1. Evidence that consultation with the community adhered with those commitments made in the SoCC is outlined in Table 10-6.

Table 10-6 - SoCC approach and comparison

	SoCC	Actual
Who can take part?	Everybody will be welcome to take part in the statutory consultation.	<p>Respondent demographics were sought from those completing the consultation feedback survey. It was not mandatory but helped to identify the socio-demographic profile of those responding to the survey. The demographics are presented in detail in the EqIA and a summary is presented below:</p> <ul style="list-style-type: none"> • 72% of respondents were male, compared to a national average of 49%, and 28% were female, compared to a national average of 51%. 1% of respondents were non-binary. • 84% were English and 3% Welsh. 4% of respondents were any other white background, which was slightly lower than the national average of 5%. • 8% of respondents had a disability, compared to a national average of 18%.
How will we inform people about the consultation?	Leaflet drop: All properties within a defined study area will receive a leaflet informing them about the consultation.	Due to feedback from Gloucestershire County Council following their review of the SoCC, additional areas were included in the consultation zone as they were identified as potential areas impacted by the Scheme. All properties within 500m of the DCO Limits, and communities such as Elmstone Hardwicke, Hester's Way, Swindon

	SoCC	Actual
		Village, Springbank and Kingsditch were sent a leaflet advertising the consultation. See Figure 10-1 for a map of the distribution area.
	Posters: Posters advertising the consultation will be shared with local authorities and at a number of public information points.	Posters were issued for display at the offices of Gloucestershire County Council, Cheltenham Borough Council and Tewkesbury Borough Council as well as 18 public information points. These are listed in Table 5-11.
	Emails and letters: Either emails or letters will be sent advising of the consultation and how to get involved to MPs, elected representatives of the local authorities and local parishes.	380 emails and nine letters were issued at the start of the consultation period (from 08 December 2021 onwards).
	Council member briefing: A briefing event will be held before the start of the consultation to raise awareness amongst council members to provide the opportunity to discuss the proposals.	Three briefings were held. One for members of Gloucestershire County Council, one for Cheltenham Borough Council and one for Tewkesbury Borough Council. These were well attended and well received.
	Partner communications: Information will be provided at the start of the consultation to directly affected local authorities, National Highways, Homes England and other organisations such as GFirst LEP so that they can raise awareness of the consultation through their own communications channels.	Stakeholder information packs containing the consultation materials and materials to support the publicity of the consultation, such as suggested social media content, were issued to the following organisations: Gloucestershire County Council, Cheltenham Borough Council, Tewkesbury Borough Council and National Highways.
	Statutory notices: To publicise the DCO application and this Statement will be published in national and local newspapers.	As evidenced in Appendix I, statutory notices to publicise the DCO application were published in The Times, London Gazette, Gloucester Citizen

	SoCC	Actual
		and Gloucestershire Echo.
	<p>Media releases: Local press publications and media outlets will be issued with a media release at the start of the consultation and two weeks before the end of the consultation. Additionally, an advert promoting the public consultation events, both face to face and virtual, will be publicised via Gloucestershire Live.</p>	<p>There were 27 publications made about the Scheme during the statutory consultation period. 20 of these publications being positive or very positive, and the remaining seven publications being neutral on the Scheme. The total figure includes two broadcast interviews with members of the Applicant’s project team at the start of the consultation.</p>
	<p>Social media: The consultation will be promoted using a social media campaign on the Applicant’s social media accounts.</p>	<p>Organic social media: 54 posts appeared on the Applicant’s social media channels during the ten week consultation period. This included Facebook, Twitter and LinkedIn. The Applicant also posted to their Facebook and Instagram stories. There were 786 click-throughs from the Applicant’s posts. The Applicant received 183 likes, 86 shares, and 18 comments, the majority of which were positive or balanced. In addition, the Applicant shared two videos on their YouTube channel which received a total of 199 views.</p> <p>Paid-for social media: The Applicant ran five separate advertising campaigns during the ten week consultation period. The five campaigns had a total reach of 513,781 and 2,855 click-throughs.</p>
	<p>Variable Message Signs (VMS) and A-frame signs: Will be used to advertise the consultation period at nearby locations on the road network.</p>	<p>Two VMS and four A-frame signs were located on roads close to the Scheme for two weeks from 07 December 2021 – 21 December 2021 and then again for a subsequent two weeks from 04</p>

	SoCC	Actual
		January 2022 – 18 January 2022. See Appendix D for plans of the locations of the signs.
How will we consult?	Events: We will aim to hold two face to face public consultation events supported by a series of virtual consultation events.	Two face to face events were held at Cheltenham West Community Fire and Rescue Station and Hester’s Way Community Resource Centre on 14 December 2021 and 15 January 2022, respectively. Four virtual events took place at a range of dates and times throughout the consultation period on 15 December 2021, 13 January 2022, 29 January 2022 and 02 February 2022.
	Scheme website: Information on the proposed Scheme, public consultation events, what we are consulting on and how to respond will be available on the scheme website from 08 December 2021.	The dedicated scheme website hosting all scheme information was live throughout the consultation period. Overall, 7,700 visitors viewed the scheme website during the consultation period.
	Ad Hoc Meetings: Can be requested by all and will be held at the discretion of the project team.	Three meetings were requested and held in relation to the consultation during the consultation period. The Applicant met with Uckington Parish Council, St Modwen and Stagecoach.
	Public information points: deposit points in the local area will host information about the Scheme.	The 18 information points in operation during the consultation period are listed in Table 10-5.
How to respond to the consultation	Consultation feedback survey: Comments on the proposals and the consultation can be made by completing the consultation feedback survey online (via the scheme website) or via paper survey provided at face to face events and made	579 responses were received in total. 560 responses were received through the online feedback consultation survey, constituting 97% of total responses. The remaining 19 responses were submitted via paper surveys.

SoCC	Actual
available upon request (free of charge) by Freepost.	

10.10. Responses to s47 local community consultation

- 10.10.1. The Applicant received 617 responses to the statutory consultation including 560 online surveys, 19 postal surveys and 4 written responses via email, in the form of representations from members of the public.
- 10.10.2. This section of the report provides a summary of the approach used to analyse the consultation responses, and a summary of the views on the Scheme. The full analysis can be found in Appendix N.

10.11. Analysis approach

- 10.11.1. The Applicant engaged with an external consultant to process, analyse and report on the public consultation findings. As part of the independent assurance, the external consultant reviewed the feedback survey prior to the statutory consultation to ensure questions were impartial and not leading.
- 10.11.2. All responses were passed on to the external consultant for analysis. Online responses were forwarded securely by the Applicant and hard copy responses were scanned digitally.
- 10.11.3. Closed question responses were totalled, this included responses using a multiple choice 'tick box' format. The open question responses, which contained space for free text comments, were each analysed to identify the themes emerging from the consultation, using a code frame agreed between the external consultant and the Applicant.
- 10.11.4. The findings from survey responses in this section were analysed based on the respondents who answered each question. It is a self-selecting sample meaning the respondent has chosen to respond or not respond to each question. Consequently, the results can only be taken to apply to those who responded to the question(s) and not representative of all consultees.
- 10.11.5. It was not mandatory to provide personal data to complete the survey and therefore it is not always possible to identify if a response to the survey has come from a PwIL or a prescribed consultee. Where this is identified it is reported.
- 10.11.6. The Applicant conducted a thematic analysis of the free form responses received to identify themes across the matters raised. Each matter raised was passed on to the Applicant's project team to consider the response as part of the Scheme development. A response to each matter raised was produced. The Applicant's responses can be found in the following Appendix N.

10.12. Analysis of feedback survey: closed question responses

- 10.12.1. Overall, the Applicant found that there is considerable agreement on the need for the Scheme, with 74% of survey respondents agreeing or strongly agreeing with the proposals for improvements to M5 Junction 10.
- 10.12.2. The consultation survey comprised a combination of open and closed questions. The respondents did not have to provide an answer to every question to complete the survey and submit their responses. Consequently, the response rate differs between questions.
- 10.12.3. There was a total of 579 survey responses received. This was made up of 560 (97%) online responses via the scheme website and 19 (3%) paper responses.
- 10.12.4. The responses are examined further by question in Table 10-7.

Table 10-7 - Summary of responses to the feedback survey

Question	Response	Number of responses
To what extent do you agree or disagree with the proposals for an all-movement signalised junction at M5 Junction 10?	76% of respondents agreed or strongly agreed with the Applicant's proposal for an all-movement signalised junction at M5 Junction 10.	A total of 579 responses were received to this question.
To what extent do you agree or disagree with our proposals for West Cheltenham Link Road?	65% of respondents agreed or strongly agreed with the proposal for a new road linking Junction 10 to West Cheltenham.	A total of 579 responses were received to this question.
Part of our West Cheltenham Link Road proposals identify changes to Withybridge Lane. What is your preferred option for Withybridge Lane?	<p>Respondents were provided the following three options:</p> <ul style="list-style-type: none"> Option 1: Withybridge Lane kept open for traffic with Withybridge Lane/A4019 junction having a left in and left out turning only. Option 2: Permanently closing to through traffic at the northern end of Withybridge Lane. Option 3: Permanently closing to through traffic in the middle of Withybridge Lane. <p>Of the three options listed to explore restricting traffic movement along Withybridge Lane, 58% of respondents preferred Option 1 followed by</p>	A total of 579 responses were received to this question.

Question	Response	Number of responses
	<p>9% of respondents who preferred Option 2. Just 6% preferred Option 3, with 21% stating they did not prefer any of the three options.</p>	
<p>To what extent do you agree or disagree with our proposals for A4019, Subsection 1?</p>	<p>67% of respondents agreed or strongly agreed with the proposal on A4019 Tewkesbury Road Subsection 1.</p> <p>Overall, 453 comments were negative and were principally focused on 'inadequate solution/design with amendments/improvements required' (46 responses) and 'not in favour of dual carriageway' (43 responses). Other negative comments were 'against proposal - not needed' (38 responses), 'Negative effect on local residents' (36 responses), 'does not address congestion/improve traffic flow' (35 responses) and 'road traffic should be reduced' (31 responses).</p> <p>Overall, 108 comments were positive; 26 were 'in favour of the dual carriageway', 24 were 'good idea' and 14 were 'reduces congestion/improves traffic flow'.</p>	<p>A total of 579 responses were received to this question.</p> <p>A total of 202 provided further comments, which have been coded to a code frame with 581 separate codes allocated (an average of 2.9 per comment).</p>
<p>To what extent do you agree or disagree with our proposals for A4019 Subsection 2?</p>	<p>62% of respondents agreed or strongly agreed with the proposal on A4019 Tewkesbury Road Subsection 2.</p> <p>Overall, 376 comments were negative and were principally focused on 'inadequate solution/design with amendments/improvements required' (44 responses) and 'does not address congestion/improve traffic flow' (32 responses).</p>	<p>A total of 579 responses were received to this question.</p> <p>A total of 149 provided further comments, which have been coded to a code frame with 444 separate codes allocated (an average of 3.0 per comment).</p>

Question	Response	Number of responses
	<p>Other negative comments were 'negative effect on local residents' (29 responses), 'issues caused by traffic lights' (29 responses) and 'against proposal - not needed' (26 responses).</p> <p>Overall, 50 comments were positive; 12 were 'good idea' and 8 said were 'in favour of the dual carriageway.'</p>	
<p>To what extent do you agree or disagree with our proposals for Gallagher Retail Park Junction in 2031?</p>	<p>60% of respondents agreed or strongly agreed with the proposals for Gallagher Retail Park junction in 2031.</p> <p>Overall, 196 comments were negative. The main comments were 'against the proposal - not needed' (25 responses), 'right turns should be retained at Gallagher Park Junction etc' (20 responses) and 'inadequate solution/design - amendments/improvements required' (20 responses).</p> <p>Overall, 44 comments were positive; 15 were 'good idea' and 5 were 'the sooner the better - long overdue'.</p>	<p>A total of 579 responses were received to this question.</p> <p>A total of 140 provided further comments, which have been coded to a code frame with 283 separate codes allocated (an average of 2.0 per comment).</p>
<p>To what extent do you agree or disagree with our proposed approach to improve the environmental impacts of the M5 Junction 10 Improvements Scheme?</p>	<p>62% of respondents agreed or strongly agreed with the proposed approach to improve the environmental impacts of the Scheme.</p> <p>Overall, 250 comments were negative. The main comments were 'environmental impact too great - against Scheme etc' (49 responses), 'road traffic should be reduced - shift to sustainable modes' (27 responses) and 'insufficient mitigation' (26 responses).</p> <p>Other negative responses covered 'negative impact on air quality - increased volume of traffic' (25 responses), 'negative impact on biodiversity - trees,</p>	<p>A total of 579 responses were received to this question.</p> <p>A total of 176 provided further comments, which have been coded to a code frame with 347 separate codes allocated (an average of 2.0 per comment).</p>

Question	Response	Number of responses
	wildlife etc' (24 responses) and 'better approach required' (23 responses). Overall, 70 comments were positive; 21 were 'good approach' and 12 were 'mitigation is key - minimising impact'.	

10.13. Analysis of feedback survey: free form responses summary

10.13.1. The free form responses to the feedback survey have been tabulated in Table 10-8.

Table 10-8 - Free form responses summary

Question	Positive comments	Negative comments
Question 6: Do you have any comments on our proposals for M5 Junction 10?	451 comments were positive: <ul style="list-style-type: none"> • Good design/idea (99 responses). • The sooner the better/long overdue (76 responses). • Better access to/egress from junction (59 responses). • Removes traffic from local roads - Princess Elizabeth Way etc (37 responses). 	516 comments were negative and were principally focused on: <ul style="list-style-type: none"> • Inadequate solution/design - amendments/improvements required (77 responses). • Road traffic should be reduced (41 responses). • Against scheme - not needed (36 responses). • Negative impact on environment - carbon footprint etc (35 responses). • Negative impact on local traffic/roads (34 responses). • Negative impact on local residents (29 responses).
Question 8: Do you have any comments on our proposals for West Cheltenham Link Road?	145 comments were positive: <ul style="list-style-type: none"> • Good idea (44 responses). • The sooner the better - long overdue (13 responses). • Better access to/egress 	365 comments were negative with the main comments focused on: <ul style="list-style-type: none"> • Inadequate solution/design - amendments/improvements required (51 responses).

Question	Positive comments	Negative comments
	<p>from the junction (11 responses). Removes traffic from local roads - Princess Elizabeth Way etc. (11 responses).</p>	<ul style="list-style-type: none"> • Against proposal - not needed (39 responses). • Negative impact on environment - carbon footprint etc (29 responses). • Road traffic should be reduced (27 responses). • Negative impact on green belt/countryside - land loss (25 responses). • Does not address congestion/improve traffic flow (25 responses).
<p>Question 11: Do you have any comments on our proposals for A4019 Subsection 1</p>	<p>108 comments were positive:</p> <ul style="list-style-type: none"> • In favour of the dual carriageway (26 responses). • Good idea (24 responses) • Reduces congestion/improves traffic flow (14 responses). 	<p>453 comments were negative and were principally focused on:</p> <ul style="list-style-type: none"> • Inadequate solution/design with amendments/improvements required (46 responses). • Not in favour of dual carriageway (43 responses). Against proposal - not needed (38 responses). Negative effect on local residents (36 responses). Does not address congestion/improve traffic flow (35 responses). • Road traffic should be reduced (31 responses).
<p>Question 13: Do you have any comments on our proposals for A4019 Subsection 2?</p>	<p>50 comments were positive:</p> <ul style="list-style-type: none"> • Good idea (12 responses). • In favour of the dual carriageway (8 responses). 	<p>376 comments were negative and were principally focused on:</p> <ul style="list-style-type: none"> • Inadequate solution/design with amendments/improvements required (44 responses). • Does not address congestion/improve traffic flow (32 responses). • Negative effect on local

Question	Positive comments	Negative comments
		residents (29 responses). <ul style="list-style-type: none"> Issues caused by traffic lights (29 responses). Against proposal - not needed (26 responses).
Question 15: Do you have any comments on our proposals for Gallagher Retail Park Junction?	44 comments were positive: <ul style="list-style-type: none"> Good idea (15 responses). The sooner the better - long overdue (5 responses). 	196 comments were negative. The main comments were: <ul style="list-style-type: none"> Against the proposal - not needed (25 responses). Right turns should be retained at Gallagher Park Junction etc (20 responses). Inadequate solution/design - amendments/improvements required (20 responses).
Question 17: Do you have any comments on our proposed approach to improve the environmental impacts of the M5 Junction 10 Improvements Scheme?	70 comments were positive: <ul style="list-style-type: none"> Good approach (21 responses). Mitigation is key - minimising impact (12 responses). 	250 comments were negative. The main comments were: <ul style="list-style-type: none"> Environmental impact too great - against scheme etc (49 responses) Road traffic should be reduced - shift to sustainable modes (27 responses). Insufficient mitigation (26 responses). Negative impact on air quality - increased volume of traffic (25 responses). Negative impact on biodiversity - trees, wildlife etc (24 responses). Better approach required (23 responses).
Question 18: Do you have any comments on our proposed	19 comments were positive, all coded as 'good designs' (although many also pointed out that they would need	213 comments were negative. The main comments were: <ul style="list-style-type: none"> More/better vegetation

Question	Positive comments	Negative comments
landscape designs?	long term maintenance).	required (29 responses). <ul style="list-style-type: none"> • Not necessary - scheme wasn't required/is inadequate etc (25 responses). M5 Junction 10 Improvements Scheme Statutory Consultation Report Page 93 of 164 • Impact of noise should be minimised (16 responses). • Reduce impact on biodiversity/ecosystems - better habitats for wildlife required (16 responses). • Reduce impact on residents (15 responses).
Question 19: Do you have any other comments you would like to make about our proposals?	171 comments were positive: <ul style="list-style-type: none"> • In favour of scheme (40 responses). • The sooner the better - long overdue etc (33 responses). Better access to/egress from junction (24 responses). 	330 comments were negative. The main comments were: <ul style="list-style-type: none"> • Inadequate solution/design - amendments/improvements required (47 responses). • Negative impact on local residents (26 responses). • Safety issues (22 responses). Road traffic should be reduced (22 responses). • Negative impact on local traffic/roads (21 responses). • Negative impact on environment - carbon footprint etc (21 responses).

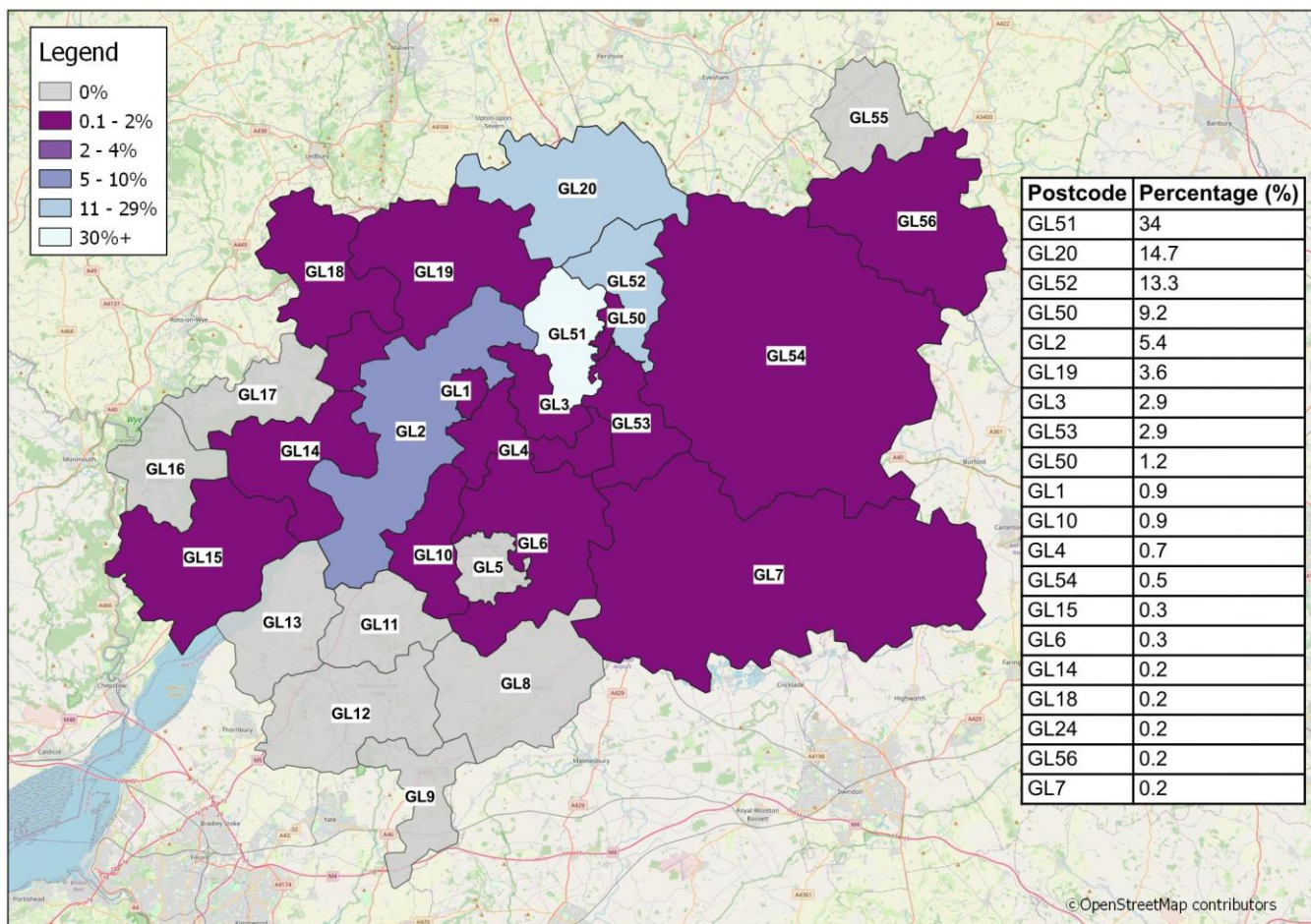
10.13.2. Several questions in the consultation feedback survey were to obtain information on who the Applicant engaged with and how they currently use M5 Junction 10 and A4019 Tewkesbury Road. The responses have been tabulated in Table 10-9.

Table 10-9 - Summary of responses showing who the Applicant engaged with and how they currently use the M5 Junction 10 and A4019 Tewkesbury Road

Question	Response
What do you currently use M5 Junction 10 and A4019 Tewkesbury Road for?	<ul style="list-style-type: none"> • The most common purposes for the M5 Junction 10 were leisure (42%) and work commuting (34%). • A larger proportion used the A4019 Tewkesbury Road for work commuting (43%) than for leisure trips (38%).
How often do you currently use M5 Junction 10 or A4019 Tewkesbury Road?	<ul style="list-style-type: none"> • Both the M5 Junction 10 and the A4019 Tewkesbury Road were used regularly: 54% used the M5 Junction 10 once a week or more and 76% used the A4019 Tewkesbury Road once a week or more. • 3% never used the M5 Junction 10 and 1% never used the A4019 Tewkesbury Road.
How do you typically travel when you use M5 Junction 10 and A4019 Tewkesbury Road?	<ul style="list-style-type: none"> • Car or van predominate with respect to mode use: 91% for the M5 Junction 10 and 86% for the A4019 Tewkesbury Road. For the A4019 Tewkesbury Road 5% cycle. No other mode accounts for more than 2% on either road. • Questions were asked to gather partial postcode data and demographic data. This enabled us to understand where respondents lived approximately in relation to the Scheme and to identify which communities or groups respondents might belong to, to enable equality monitoring. • Equality monitoring is used to gain an understanding of whether a service is performing well for all users, or whether there is any difference of opinion or experience between different Protected Characteristic Groups (PCGs), defined by the Equality Act 2010. • More than twice as many males responded than females: 59% compared to 24%. 17% did not answer the question. • 3% of survey respondents said they re-assigned their gender. Over a quarter (26%) did not answer the question. • 69% of respondents described themselves as heterosexual / straight. Over a quarter (27%) did not answer the question.

Question	Response
	<ul style="list-style-type: none">• 70% classified themselves as English. No other ethnic group accounted for more than 4%. 17% did not respond.• Older people were more likely to respond than younger people. The modal age group was 65+ with 21%.• 75% said they did not have a disability and 7% said they did. 18% did not respond.• Over half (52%) said they were married or in a civil partnership, with 24% saying they were not. 24% did not respond.• The main religion mentioned was Christianity with 34%. 41% said they had no religion. 22% did not respond.• Over 90% of the total responses stated they lived within the GL postcode area with 34% living in GL51, the postcode where the Scheme is located. A total of 5% did not provide their postcode. The proportion of responses across the GL postcode area is mapped below Figure 10-2.

Figure 10-2 - Map showing responses by postcode in the Gloucestershire area*



*Percentages in the table are rounded to one decimal place

10.13.3. The responses from all postcode areas are shown in Table 10-10. This table was created from every response to the consultation that provided their partial postcode information.

Table 10-10 - Responses by main postcode area

Postcode	Number	Percent*
B (Birmingham)	5	0.9
BS (Bristol)	1	0.2
CF (Cardiff)	1	0.2
DE (Derby)	1	0.2
DY (Dudley)	1	0.2
G (Glasgow)	1	0.2
GL (Gloucester)	531	91.8
HR (Hereford)	1	0.2
NP (Newport)	1	0.2

Postcode	Number	Percent*
SN (Swindon)	1	0.2
SP (Salisbury)	1	0.2
W (West London)	1	0.2
WR (Worcester)	6	1.0
No postcode given	27	4.7
Total	579	100

*Percentages in the table are rounded to one decimal place.

10.13.4. Questions were also asked about what respondents thought about the consultation, these are examined below.

- How did you find out about our consultation?
- Of the 579 respondents, over half (53%) did not answer the question, and almost none of the access means in the survey were ticked. 38% chose 'other'.
- Respondents were also asked if they had any comments on the consultation process, to which 140 respondents provided responses. These responses have been coded to a code frame with 216 separate codes allocated (an average of 1.5 per comment).
- Overall, 123 comments coded were negative. The main comments were coded as:
 - 'Question validity of consultation - already decided etc' (26 responses).
 - 'Focus should be on views of local residents' (21 responses).
 - 'Better communication required - clarity etc' (17 responses).
- Overall, 69 comments were positive. The main codes were:
 - 'Good consultation process - methods etc' (32 responses).
 - 'Good communication/provision of information' (16 responses).
 - 'Clearly presented' (13 responses).

10.13.5. A detailed breakdown of the responses to the consultation survey can be viewed in the voluntary Winter 2021-22 Statutory Public Consultation Report¹³.

¹³ Winter 2021-22 Statutory Public Consultation Report.
<https://www.gloucestershire.gov.uk/media/2117325/m5-junction-10-statutory-consultation-report.pdf>
(Accessed 18/10/2022)

10.14. Regard had to 2021 feedback survey responses (in accordance with section 49 (s49) of the Act)

- 10.14.1. The responses to the consultation survey demonstrate that respondents support many elements of the Scheme. 74% strongly agreed or agreed with the Scheme proposals.
- 10.14.2. The majority of respondents strongly agreed or agreed with the specific proposals of an all movement signalised junction at M5 Junction 10; new West Cheltenham Link Road and A4019 Tewkesbury Road widening.
- 10.14.3. The majority of respondents also supported the proposals to improve the environmental impacts of the Scheme.
- 10.14.4. All the responses received to the s47 community consultation, via both the feedback survey and individual written consultation responses from members of the public have been analysed and the issues raised allocated to key themes.
- 10.14.5. A table outlining the Applicant's regard to those responses and whether they have resulted in a design change are listed in Appendix N.

11. S48 Duty to Publicise

- 11.1.1. In accordance with s48 of the Act, notices were published in the newspapers shown in Table 11-1 publicising a proposed application for a DCO.
- 11.1.2. The s48 notice was also sent to the EIA consultation bodies and statutory undertakers with no interest in land. See section 8.4.9 for further information on the s42 notification and consultation pack.
- 11.1.3. Copies of the newspaper notices are provided in Appendix I.

Table 11-1 - Publication of newspaper notices under s48 of the Act

Name	Week 1	Week 2
National Newspaper		
The Times	25 November 2021	N/A
London Gazette	25 November 2021	N/A
Local Newspaper		
Gloucester Citizen	25 November 2021	02 December 2021
Gloucestershire Echo	25 November 2021	02 December 2021

12. Summary of scheme changes as a result of 2021 statutory consultation

12.1. Summary of changes to the Scheme as a result s42 consultation

12.1.1. A summary of key design changes which have resulted from comments raised during statutory consultation are provided in Table 12-1.

12.1.2. Key design changes have been grouped into key geographical areas:

- M5 Junction 10.
- A4019 from West Cheltenham Link Road to Uckington.
- A4019 between Homecroft Drive and Gallagher Junction.
- Futureproofing on the A4019.

12.1.3. A table outlining all the responses and the Applicant's regard to these are included in Appendix M.

Table 12-1 - Summary of key changes in response to s42 consultation

Key design change area	Design change	In response to...
M5 Junction 10	An underpass has been included on the A4019 to the east of M5 Junction 10 for bat mitigation. The opportunity was also taken to provide a public right of way from the bridleway AUC1 to Withybridge Lane. The underpass is shared use and has been designed to accommodate non-motorised users, including equestrians. The underpass will provide a more desirable route for equestrians away from the A4019.	Concerns raised regarding the provision of sufficient linkages from segregated routes to local networks by several stakeholders. Gloucestershire County Council highlighted that the opportunity to link walkers, cyclists and horse riders with an improved bridleway which runs north to east from the A4019, has been missed. Natural England suggested that consideration be given to ensuring protection and enhancement of public rights of way and National Trails. Feedback was provided from Cheltenham Borough Council and Tewkesbury Borough Council regarding the residual effect on bats as a result of the Scheme.
	A structure for roosting bats will be created in the flood storage area to provide mitigation for the loss of roosts in the construction of the Scheme.	Concerns from Cheltenham Borough Council and Tewkesbury Borough Council regarding the residual effect on bats as a result of the Scheme.
	Layout of cycle track at the western end of the crossing of the M5 Junction 10 on-slip has been revised to increase the radius of the turn.	Feedback from Cheltenham and Tewkesbury Cycling Campaign stating that the radius of the turn should not be less than the minimum recommended radius of 4 metres, preferably greater.
	Carriageway to cycle track transitions have been provided in advance of the M5 Junction 10 roundabout on the A4019 in both directions. Cyclists can use the signal-controlled crossings of the northern slip roads at M5 Junction 10 to safely navigate the junction. A crossing point is provided to	Concerns raised regarding the safety of cyclists and the needs of on-carriageway and off-carriageway cyclists.

Key design change area	Design change	In response to...
	<p>the west of M5 Junction 10 to allow cyclists to cross the A4019 and re-join the A4019 westbound via a cycle track to carriageway transition. The crossing point has a central refuge island to make it easier for cyclists to cross.</p>	
<p>A4019 from West Cheltenham Link Road to Uckington</p>	<p>Segregated cycle and pedestrian crossings are provided as part of the signal controlled A4019 / West Cheltenham Link Road Junction. A segregated footway and cycleway is provided from the crossing point to Withybridge Lane.</p>	<p>Feedback suggesting that there should be provision for pedestrians to safely cross the A4019 at Withybridge Lane, noting that it is an important connection between the bridleway north of the A4019 to Elmstone Hardwicke and the pathways along the River Chelt, that are accessed via Withybridge Lane.</p>
	<p>The proposed link between Cooks Lane and Moat Lane has been removed. The Scheme connects Cooks Lane to the West Cheltenham Link Road via a new access road which also serves a small number of properties including Forge House. The Scheme does not include the Cooks Lane Junction with the A4019.</p>	<p>Concerns raised by Historic England regarding the proposed new link between Cooks Lane and Moat Lane, as the widening and connection of these two rural single-track roads would impact on the rural character which contributes to the significance of the Moat House scheduled monument site.</p>
	<p>The Moat Lane / A4019 Junction has been realigned so that the Moat House buildings (scheduled monument and listed buildings) are no longer in line of sight of the Moat Lane / A4019 Junction.</p>	<p>Concerns from Historic England that the Scheme will cause harm to the highly designated heritage asset - Uckington Moated Site, through the urbanising of its immediate rural setting which contributes to its significance.</p>
	<p>Number of lanes have been reduced on the arm of the junction to Safeguarded Site to</p>	<p>Due to the status of land (Safeguarded Site), which is safeguarded for future development changes have been made to the junction to allow for the developer</p>

Key design change area	Design change	In response to...
	allow for the future of upgrade of the northern arm by the developer.	to upgrade it. The Applicant has assessed a layout in the traffic modelling to ensure that a junction with sufficient capacity is feasible at this location and the proposals of the Scheme will not restrict any such provisions in future.
	A second field access has been included from the A4019 approximately opposite Cooks Lane.	Concerns from Landowners regarding the lack of alternative access points to fields.
	Any temporary access for Landowners requiring access to their land will include traffic signals.	Concerns that temporary access arrangements for Landowners to be able to access their land could result in accidents due to the configuration of the access.
	Equestrians will be accommodated at the east of the Scheme by the inclusion of an equestrian friendly crossing at the Uckington Junction linking the bridleway (AUC14) to The Green in the north.	Stakeholder feedback suggested that equine interests, which are a traditional local recreational activity, have not been satisfied.
	A structure for roosting bats will be created east of Uckington to provide mitigation for the loss of roosts in the construction of the Scheme.	Concerns from Cheltenham Borough Council and Tewkesbury Borough Council regarding the residual effect on bats as a result of the Scheme.
	The Scheme design has been updated to provide segregated walking and cycling facilities alongside the A4019 through to Uckington.	Suggestions from a range of stakeholders including Parish Councils and host authorities to improve the walking and cycling proposals through Uckington.
	Bus stop locations along the A4019 have been amended, notably the bus stops are now located to the east of the Uckington	Request to clarify any work regarding the reinstatement of the bus shelters along Tewkesbury Road, A4019.

Key design change area	Design change	In response to...
	Junction rather than to the west. Although specific details regarding bus shelters are not provided space for shelters has been provided.	
A4019 between Homecroft Drive and Gallagher Junction	Right turn lane from A4019 westbound to North West Cheltenham (Elms Park) Allocated Site access changed to 'Bus Only'.	Concerns raised by Persimmon Homes and Bloor Homes around the lack of access to the Transport Hub (which is included in the developers' plans for North West Cheltenham (Elms Park) Allocated Site).
	Right turn lane from A4019 westbound to North West Cheltenham (Elms Park) Allocated Site access changed to 'Bus Only'.	Concerns raised by Persimmon Homes and Bloor Homes around the lack of access to the Transport Hub (which is included in the developers' plans for North West Cheltenham (Elms Park) Allocated Site).
	Access to the Civil Service facilities and Homecroft Drive have been amended. The North West Cheltenham (Elms Park) Allocated Site access signalised junction has been relocated to opposite the entrance to the Civil Service facilities and become a four-arm junction. This fourth arm (the southern arm) will be a two-way access road serving the Civil Service facilities, the properties to the south of the A4019 in this location and Homecroft Drive. These will all have access to the A4019 in both directions via the signalised junction at North West Cheltenham (Elms Park) Allocated Site access.	Concerns about the A4019 Civil Service facilities ingress and egress.

Key design change area	Design change	In response to...
	<p>The eastbound bus stop is now in a layby rather than an on-carriageway stop and waiting area increased.</p>	<p>Request from Gloucestershire County Council for further points of clarification on the design and the interaction of the proposed bus stop and cycle lane at the junction of Homecroft Drive on the northern side of the A4019. Suggestion from Stagecoach to include, in both directions, an 'Island' bus stop so that alighting bus passengers do not stray into the path of a moving cycle inadvertently. Concerns from Stagecoach around the proposals to replace bus stop laybys with on-line stops. This was deemed inappropriate on a heavily trafficked dual carriageway.</p>
	<p>A carriageway to cycle track transition has been provided on the A4019 westbound for cyclists approaching the signal-controlled junction at Gallagher Retail Park. The transition will allow on-carriageway cyclists to transition from the A4019 to the crossing point at the junction, where they will be able to cross to the northern side of the A4019 to use the dedicated off-carriageway cycle facilities.</p>	<p>Feedback from Cheltenham and Tewkesbury Cycling Campaign suggesting that access to the off-road facilities will be indirect and probably not intuitive for cyclists arriving on the road from Cheltenham.</p>
	<p>No closure of right turns off the A4019 at Gallagher Retail Park Junction.</p>	<p>The right turn ban at Gallagher Retail Park Junction was an option in the statutory consultation. Following wider feedback from stakeholders, the Scheme does not include it.</p>
<p>Futureproofing on the A4019</p>	<p>Northern verge of the A4019 adjacent to Elms Park has been widened to allow for future bus lane provision from the</p>	<p>Concerns raised by Bloor Homes and Persimmon Homes on the developers' site access not including bus priority measures. Concerns were also raised by</p>

Key design change area	Design change	In response to...
	Cheltenham West Community Fire and Rescue Station to the Gallagher Retail Park Junction.	several stakeholders including Stagecoach, Uckington Parish Council, Cheltenham Borough Council and Tewkesbury Borough Council regarding the lack of bus provision.
	Entrance to Park and Ride added to the west of Safeguarded Site access junction to match the developers' design.	Concerns raised by Persimmon Homes and Bloor Homes around the lack of access to the Transport Hub (which is included in the developers' plans for North West Cheltenham (Elms Park) Allocated Site access).
	Central reserve between the West Cheltenham Link Road Junction and Uckington Junction has been widened to accommodate potential for future junction and right turn lane into the safeguarded land.	Objection from Bloor Homes as they consider that a single vehicular access off the A4019 would not be appropriate for the safeguarded land.

Summary of features that cannot be changed

12.1.4. The tables below provide a summary of elements of the Scheme which were raised or requested but were not possible to change due to unsupportable impact or alteration the change would make on the Scheme.

12.1.5. Features that cannot be changed have been categorised by topic areas:

- Table 12-2 - Active Travel.
- Table 12-3 – Design.
- Table 12-4 – Environment.

Table 12-2 - Active Travel – no change summary

Ref	Stakeholder	Matter raised	Reason for no change in design
422	Swindon Parish Council	The active travel corridor currently terminates at the junction at the north end of Gallagher Retail Park. To link up with existing and planned cycleways it needs to continue down Tewkesbury Road to link up with the junction with Manor Road / Hayden Road.	The Elms Park planning application has further improvements, including cycle provision for the A4019 east of the Gallagher Retail Park Junction and is outside the scope of the Scheme.
423	Swindon Parish Council	There must be appropriate provision of crossings close to the junction / crossing / other active modes going straight on the A4019, in line with recent changes to the Highway Code.	All active travel infrastructure has followed the latest guidance and design standards including Local Transport Note 1/20.
430	Uckington Parish Council	The Parish Council considers in any scheme, a fully integrated cycle path should be linked to Coombe Hill.	The Scheme’s funding from Homes England is for work associated with unlocking the three development areas east of Junction 10. Whilst the benefits of extending the cycleway to Coombe Hill are recognised, the scale of work required is beyond the scope of what can be delivered under the Scheme. The Applicant did

Ref	Stakeholder	Matter raised	Reason for no change in design
			examine the options, but these have not been taken forward due to the need to balance the available budget across the Scheme.
566	Save the Countryside	Connections to the existing cycle network are incomplete. Pedestrian and cycle ways should be in place for its entire length to Coombe Hill, not stopping at the Junction 10, but linking up with the wider cycle network.	The Scheme's funding from Homes England is for work associated with unlocking the three development areas east of Junction 10. The Applicant recognises the benefits of extending the cycleway to Coombe Hill, the scale of work required is beyond the scope of what can be delivered under the Scheme.
575	Save the Countryside	The junction should incorporate pedestrian and cycle ways running along the whole of the A4019, to encourage sustainable means of transport, for the proposed new developments. The Coombe Hill Junction should incorporate a bus interchange and a mobility hub.	Extending the cycleway outside the Scheme boundary is beyond the scope of the Scheme. The Applicant investigated options, but these were not included due to available budget. The proposals at Coombe Hill still very much remain part of the wider M5 Junction 10 Improvements Scheme, but are being proposed via an alternative planning route, taking into account the localised nature of the improvements, and therefore major non-highway works such as a bus interchange are beyond the scope of that scheme.
590	Cheltenham & Tewkesbury Cycling Campaign	The potential for journeys along this section of the route by casual or less experienced cyclists or families is therefore very limited and likely to remain so unless and until further development takes place west of Junction 10. There is, however, more potential for more broad-based cycling between Cheltenham and Uckington and the new developments in the area.	It is noted that the difference in levels of cycling and types of cyclists highlighted (west of Uckington and east of Uckington) was identified in the GG 142 Walking, cycling and horse-riding assessment process. The process highlighted , when all the proposed development is complete, the change in cycling levels/cyclist type is more likely to be observed at M5 Junction 10 or the southern end of West Cheltenham Link Road as development is expected up to that point.

Ref	Stakeholder	Matter raised	Reason for no change in design
592	Cheltenham & Tewkesbury Cycling Campaign	We very much regret the use of a roundabout at this junction. Roundabouts are by far the least safe junction type for two-wheeled vehicles the riders of which are 10 to 15 times more at risk than car occupants. This is not compatible with goals to encourage safe cycling.	A roundabout layout has been chosen as it is the only viable junction form for catering for the forecast traffic flows. It is acknowledged that there are safety concerns for cyclists at roundabouts and the signal control on the entries remove the conflicts between entering vehicles and circulating cyclists. However, it is acknowledged that circulating cyclists would be at risk from exiting vehicles if they were to cut across the cyclist.
593	Cheltenham & Tewkesbury Cycling Campaign	We do not believe that the use of a large roundabout at this junction is in any way compatible with Government or Gloucestershire County Council cycling or climate change policies.	The junction improvement is intended to cater for the traffic impact of the development and a roundabout is the junction form most suited to this purpose. Whilst it is acknowledged that a green signal for traffic entering the roundabout from the motorway would allow vehicles to enter without stopping the geometry would restrict the entry speeds; this would generally be similar with other junction forms.
594	Cheltenham & Tewkesbury Cycling Campaign	In a meeting with the Applicant, it was stated that the roundabout would be signalled and that it would be possible for confident cyclists to ride from the entry signals onto the bridge with relative ease. However, the consultation plan suggests that this manoeuvre will be much more fraught, less safe and possibly illegal. Going west, the leftmost lane approaching the roundabout from the A4019 (southeast) has markings indicating that its use is only for turning left onto the motorway. Indeed, road markings direct this lane	The lane layout on the A4019 westbound approach to M5 Junction 10 roundabout remains the same i.e., lane 1 is for left turning traffic wishing to join the M5 southbound. Lane 2 and 3 will be signed as a straight-ahead movement so traffic in Lane 2 should not be intending to join the M5 southbound slip road. The 2-lane exit for the M5 southbound slip road is for the circulatory traffic, which would be on a red signal when the A4019 westbound entry is on green. It is acknowledged that the preference for cyclists would be for Lane 1 to be a straight ahead and left turn movement however the proposed layout was required

Ref	Stakeholder	Matter raised	Reason for no change in design
		<p>exclusively towards the motorway. The second circulatory lane also splits with one arm directing traffic towards the motorway. Cyclists need to be able to go ahead from the leftmost lane approaching the roundabout towards the motorway bridge. But as proposed, they will have to cross two lanes of traffic accelerating towards the motorway, with neither priority nor protection. This is foreseeably a lethal situation where serious accidents will occur. To provide a minimum of protection for confident cyclists riding ahead, all the lanes on the circulatory road should go onto the bridge, with drivers having to consciously turn left from these lanes to reach the motorway. This would cause no additional delay to motor traffic but would prevent cyclists having to ride in violation of the markings and it could offer them some modest priority (and thereby protection) over motorway traffic. The approach to the roundabout from the A4019 (northwest) is better in that the left most approach lane is marked for both left-turning and ahead traffic. Also broken lines lead from the left most lane onto the bridge. Cyclists who adopt the primary riding position on the approach stand a much better chance of avoiding a left hook by a following driver. At the very least, the</p>	<p>to cater for the forecast traffic movements.</p>

Ref	Stakeholder	Matter raised	Reason for no change in design
		westbound approach should be laid out similar to the eastbound.	
598	Cheltenham & Tewkesbury Cycling Campaign	The cycle track both on the bridge and leading to it is too close to the carriageway and will create an unpleasant environment. In particular, cyclists riding west will be closer to oncoming traffic than is hardly ever the case on a road. People who fear cycling close to motor vehicles are not going to be accommodated by this design.	The wide-ranging needs of cyclists are noted and consideration of greater separation between the cycle facility and carriageway has been investigated. The considerable additional expense of a wider structure over the motorway has been hard to justify within a fixed scheme budget. Additional land and earthworks for greater separation would need to be strongly evidenced to be accepted as part of the Development Consent Order process. It is believed that a balance has been struck to allow the facility to be included in the Scheme.
599	Cheltenham & Tewkesbury Cycling Campaign	East of the roundabout the cycle track should be routed via the adjacent development to gain greater separation from the road.	As this development land currently only has safeguarded status this aspiration cannot be relied upon. It is hoped that in the future a route will be created as noted in this comment.
602	Cheltenham & Tewkesbury Cycling Campaign	To resolve these problems may require additional land take north of the slip road crossing to provide a gentler and better aligned approach.	Earthwork extents and land take issues are critical in achieving a balance between provision, cost, and impact upon the environment and Landowners. The Development Consent Order process will consider if the correct balance has been achieved.
605	Cheltenham & Tewkesbury Cycling Campaign	This is the kind of design that has proved universally unpopular with cyclists and is little used in most places where it has been provided in Gloucestershire.	Within the limited corridor available for this Scheme, given the existing constraints and development boundaries, the proposal is intended to provide a direct arterial route for utility journeys along a recognisable corridor. It is hoped that other routes away from major roads will be provided in the neighbouring

Ref	Stakeholder	Matter raised	Reason for no change in design
			developments.
606	Cheltenham & Tewkesbury Cycling Campaign	The cycle track is too close to the road and crosses too many side roads where cyclists are likely to have to stop. The maintenance of momentum is important for cycling to be comfortable.	Providing greater separation from the carriageway has not been possible within the constraints of this highway Scheme. Routes through the developments are outside the scope of the highway scheme but would be more appealing from less confident cyclists.
607	Cheltenham & Tewkesbury Cycling Campaign	More confident cyclists are unlikely to use the cycle track because it is too convoluted, slow, and less safe than riding on the road with the priority of traffic. People who value their time are not going to appreciate multiple crossings of the A4019 or side roads.	Waiting times for cyclists and pedestrians have been minimised wherever possible. The option to include greater priority for cyclists and pedestrians at signal-controlled junctions remains possible with the final preliminary design not precluding amendments at detailed design. Options such as 'hold the left turn' and cyclists/pedestrians proceeding east-west alongside the A4019 whilst through traffic is on green have been explored but would have a detrimental impact upon junction operation for traffic.
608	Cheltenham & Tewkesbury Cycling Campaign	Less confident people are also not likely to make much use of the facility because of the unpleasantness of riding so close to traffic. Westbound cyclists will be closer to oncoming motor traffic than on the road so people who fear traffic are going to have their fears heightened rather than reduced.	Routes through the developments may be included by the developers and would be expected to provide a more appealing, but possibly less direct, route. The route alongside the A4019 would be direct for journeys along the A4019.
611	Cheltenham & Tewkesbury Cycling Campaign	An off-road facility from Manor Road to Uckington would be useful to enable less confident riders and families to reach the lanes and new development around	Improvements on the A4019 east of the Gallagher Retail Park Junction are outside the scope of this Scheme. However, the Elms Park Development has various improvement proposals included in their

Ref	Stakeholder	Matter raised	Reason for no change in design
		<p>Uckington, but it will need to be further from the carriageway and to a much higher standard than proposed to be acceptable.</p>	<p>planning application.</p>
612	Cheltenham & Tewkesbury Cycling Campaign	<p>The international 'bible' on designing for cyclists, The Design Manual for Bicycle Traffic, emphasises the importance of adequate segregation verges where cycle tracks are placed near to roads, for both comfort of cycling and safety. For roads with a high traffic volume (such as the A4019), the minimum recommended width for a segregation verge is 8 metres, with 10 metres preferred. This standard of design not only makes cycle tracks more pleasant and attractive to use but significantly benefits safety at side roads (where it is easier to provide good sightlines) and minimises dazzle from oncoming headlights at night (and dazzle of motorists by cyclists using powerful modern cycle lights). Hedging between the cycle path and road away from junctions can be used to further enhance paths by shielding cyclists from traffic and wind. In our view, the location of the cycle track along the A4019 is much too close to the carriageway and a major and fundamental failing of the design which will minimise its use.</p>	<p>Where a highway scheme is upgrading an existing route there are naturally significant constraints created by existing housing, businesses, and junctions. Whilst the promoted 8-10m segregation is understandably more attractive, the corridor within which the Scheme must fit does not allow for this. The routes included in the Scheme are direct; we are using the guidance in Local Transport Note 1/20 to maximise opportunities for cyclist and pedestrian priority over traffic where these may be possible. Routes within the adjacent developments would be hoped to provide the more attractive routes described.</p>

Ref	Stakeholder	Matter raised	Reason for no change in design
614	Cheltenham & Tewkesbury Cycling Campaign	We agree that it would be opportune to provide a cycle track along this corridor to encourage broad-based cycling between the housing and commercial developments. However, this must be well spaced from the road. The present proposal for a cycle track immediately adjacent to the Link Road is not acceptable.	Although proposals run adjacent to the carriageway the design will include a level of verge separation between the cycleway and carriageway. There will also be further separation between the cycleway and footway.
615	Cheltenham & Tewkesbury Cycling Campaign	To access development along the West Cheltenham Link Road a cycle route within the development (perhaps central within the development grid) could be more useful than one along the Link Road.	At present there are no development plans along the West Cheltenham Link Road and a route alongside is the only option.
618	Cheltenham & Tewkesbury Cycling Campaign	This road should remain fully accessible to cyclists, for whom it may provide more pleasant cycling conditions than along the Link Road. Closing this road as a through route for motor vehicles would enhance the quality of the environment; we are unconcerned about exactly where the road is closed so long as the closure arrangements do not impede cycle passage.	Withybridge Lane is to be retained as a through road for all traffic. There are no plans for any traffic calming as part of the Scheme.
620	Cheltenham & Tewkesbury Cycling Campaign	Confident cyclists may be able to cope with most of the changes proposed for the A4019, but that does not mean that they will find it pleasant to do so. The roundabout at Junction 10, and particularly the design of the south east approach, can be reliably predicted to	It is acknowledged that the nature of the Scheme is likely to make the environment for on-road cyclists less appealing.

Ref	Stakeholder	Matter raised	Reason for no change in design
		increase accident risk and will likely discourage cycling in this direction.	
621	Cheltenham & Tewkesbury Cycling Campaign	The proposed cycle tracks are much too close to the roads to make for a pleasant environment and are unlikely to meet the needs of people who wish to cycle away from traffic. It does not provide an alternative route to the A4019 that is equivalent in ease of use, speed, maintenance of momentum or safety. It would appear that important criteria do not meet the requirements of LTN1/20 let alone the more stringent requirements of the Design Manual for Bicycle Traffic that have been shown to be essential to cycling becoming a popular, practical and safe mode of transport.	Local Transport Note 1/20 is being used to support the development of the cycle facilities design within the constraints placed upon the Scheme. It is hoped the adjacent developments will provide facilities for cyclists wishing to cycle away from traffic.
676	Stagecoach West	The width and geometry of some of the service and accommodation roads looks very generous, also incorporating dedicated parking facilities on the public highway. The balance within the design orthodoxy looks to be amenable to raising the status of cycles within the Scheme, to provide seamless segregation without causing conflict with pedestrians, a large proportion of which in this context are likely to be bus passengers.	The suggestion was noted although the existing constraints along the corridor have prevented several options being pursued.
706	Golden Valley Development	An enhancement would be to provide the cycle lanes that are planned adjacent to the A4019, and West Cheltenham Link Road	The B4634 lies outside the Development Consent Order Limits. The B4634 is part of the Gloucestershire County Council's Local Cycling and Walking

Ref	Stakeholder	Matter raised	Reason for no change in design
		connected by a similar facility adjacent to B4634 to ensure a more interconnected network for cyclists.	Infrastructure Plan network and there may be future aspirations to provide facilities along this link.
224	Gloucestershire County Council	Will there be advanced lines provided at traffic lights for cyclists to ensure priority at junctions otherwise the incentive to use the route is diminished?	The Scheme is providing separate segregated facilities and will not provide advanced stop lines. Local Transport Note 1/20 recommends against advanced stop lines when the traffic flows, number of lanes and proportion of green time expected are similar to those that will be found on most parts of this Scheme.
565	Save the Countryside	Transport and congestion have been one of our key concerns already shared relating to the development of Northwest Cheltenham. The proposed development of Junction 10, Tewkesbury Road and the West Cheltenham Link Road is such a significant piece of investment, the scope should include points of concern already raised as part of the Joint Core strategy. These issues were to be addressed via the adopted Joint Core Strategy. From this proposal it seems that some key parts are still not yet addressed, and we ask that they are included in the forthcoming transportation plans before any large-scale development is approved in Northwest Cheltenham: Western Relief Road, Uckington Park and Ride, A fully integrated safe Cycle and Footpath network and Coombe Hill inclusion.	Approval for development is a local planning authority function but in delivering this Scheme, the Applicant recognises our works are the catalyst for enabling this growth. Whilst the proposed Uckington Park and Ride is part of the Elms Park Planning Application and outside the scope of the M5 Junction 10 Improvements Scheme, we are liaising with the developers and Local Planning Authorities to ensure the Scheme takes this into account. The Applicant recognises the importance of active travel infrastructure in delivering this Scheme and are confident that the high quality, segregated provision across all Scheme elements (Junction 10, A4019 and the new West Cheltenham Link Road) will be a key proponent in delivering modal shift for journeys between developments sites in West and Northwest Cheltenham and beyond. The proposals at Coombe Hill still very much remain part of the wider M5 Junction 10 Improvements Scheme, but are being proposed via an alternative planning route, considering the localised nature of the improvements. Any future

Ref	Stakeholder	Matter raised	Reason for no change in design
			proposals for highway infrastructure outside of the Scheme extents have not been considered as part of these works.

Table 12-3 - Design - no change summary

Ref	Stakeholder	Matter raised	Reason for no change in design
172	Gloucestershire County Council	Further details of the proposed access to the existing Cheltenham West Community Fire Station should be provided and clarified, and it is recommended that the applicant consults with Gloucestershire Fire and Rescue Service to understand their requirements for access. With the proposed arrangement, any fire tenders leaving the site will need to cross a dual carriageway to head towards Cheltenham. It is likely some form of part time control will be needed here to allow the safe and efficient exit of these vehicles. Furthermore, a Traffic Regulation Order will be required to restrict vehicles heading east on the A4019 using this section of highway to turn right or complete u-turn movements.	Design proposal remains the same as previously i.e., use of Wig Wags to allow emergency exit onto the A4019 as per the existing situation. No U-Turn has been proposed for the A4019 length from Kingsditch Roundabout to the west of the West Cheltenham Link Road Junction which encompasses Cheltenham West Community Fire Station.
177	Gloucestershire County Council	How will the segregated route outlined for the West Cheltenham Link Road be connected into Tewkesbury Road and Kingsditch, Hester's Way and Springbank?	This falls outside the scope of the Scheme. The expectation is that the West Cheltenham Development will be taking this forward.
416	Swindon Parish Council	We are concerned the Scheme does not include the junction between the A4019 and the road north to Stoke Orchard, located adjacent to the Gloucester Old Spot, noting this junction is within the scheme's Red Line boundary. This junction needs to be enhanced as the current wait time onto the A4019 from the direction of	The changes to Junction 10 are considered to indirectly improve the safety issues at the Gloucester Old Spot Junction. The Scheme is not planning any improvements to increase the capacity of the junction. Whilst the traffic modelling shows there would be an increase in traffic using this junction, the increase did not exceed the available capacity. In addition, making

Ref	Stakeholder	Matter raised	Reason for no change in design
		Stoke Orchard can exceed several minutes. Additionally, the dedicated right turn lane should be extended, as this is often full leading to congestion for traffic travelling West on the A4019.	any junction capacity improvements would further attract traffic onto Stoke Road, which is not desirable by residents and the Stoke Orchard Parish Council.
431	Uckington Parish Council	If there is to be a Park and Ride facility it should be located at Junction 10.	This Park and Ride forms part of the Elms Park Development and is out of scope of this Scheme.
432	Uckington Parish Council	The Parish Council considers the A4019 / Stoke Road Junction by The Gloucester Old Spot should be accommodated in any Scheme as this is a difficult and dangerous junction to negotiate and where traffic volumes will increase if the Scheme as proposed goes ahead.	The changes to Junction 10 are considered to indirectly improve the safety issues at the Gloucester Old Spot Junction. The Scheme is not making any junction capacity improvements as this would further attract traffic onto Stoke Road, which is not desirable by residents and the Stoke Orchard Parish Council.
567	Save the Countryside	The proposed Western Relief Road does not provide a full network, as it only goes from a roundabout to another roundabout. It should include the dualling of the B4634. This road encourages traffic to go towards West Cheltenham, but does not provide any connectivity with the large North West Cheltenham Strategic Allocation, named Elms Park.	The West Cheltenham Link Road will connect to the main road through the West Cheltenham Development. Works within the West Cheltenham Development are for the developer to bring forward as part of their planning application and therefore outside the scope of this project. The purpose of the West Cheltenham Link Road is to provide a connection from the West Cheltenham Development and Junction 10. Traffic modelling indicates that a single carriageway has sufficient capacity to accommodate the West Cheltenham Development. Wider improvements to the B4634 are beyond the scope of the Scheme.
576	Save the Countryside	It is our recommendation that the A4019 should be dualled for the whole of its length, and a new junction created at the Stoke Road/Old Spot	The widening of the A4019 west of Junction 10 does not form part of the Scheme. Improvements to Junction 10 are considered to indirectly improve the safety

Ref	Stakeholder	Matter raised	Reason for no change in design
		public house to allow for safe access onto the road, and also to the Boddington Road, as this is an accident black spot.	issues at the A4019/Stoke Road (Gloucester Old Spot Junction). There are no plans to improve capacity as this is likely to further increase traffic on Stoke Road, which is not desired by the local community.
657	Stagecoach West	A large number of private accesses to the mainline are to be replaced by a variety of means including accommodation roads and new connections that will allow some properties to be serviced better from behind. Two new service road lengths are to be provided south of the new road west of Cooks Lane, and between Hayden Road and Homecroft Drive, the latter re-using some of the current carriageway. A service/accommodation road north of the route will be provided east of Uckington. To achieve this demands a substantial land acquisition and, from what can be established, the demolition of several properties mainly on the south side of the existing road. Substantial horticultural structures and associated property at what was The Plant Centre north of the A4019 within the Elms Park application redline has already been cleared. It is apparent then, that the proposals are taking a quite “maximalist” approach having regard to the existing public highway and adjoining property. There is little evidence that the designers have had to make many compromises on the grounds of availability of land.	It is noted that it appears the Scheme is taking a “maximalist” approach with the provision of the two new service roads. These are considered essential mitigation for residents with direct accesses onto A4019. The alternative option of making residents turn right across the new dual carriageway is considered inappropriate from both safety and operational aspects.

Ref	Stakeholder	Matter raised	Reason for no change in design
715	Person with an Interest in Land	The new access for the third party land by the M5 would also pass along the frontage of the Landowners' land and expose them to the substantial risk and costs of the illegal users of one of the nearby fields causing similar problems, as well as fly tipping, on to their land.	To provide safe access and left and right turning options, the Scheme has combined a number of field accesses on the northern side of the A4019 to provide a single shared field access from A4019/ Link Road Junction (northern arm). The Scheme is proposing to provide fences on either side of the access track and will work with the Landowner on any further security measures that may be required.
718	A Person with an Interest in Land	The new access needs to be built to an adoptable standard with two lanes in and two lanes out with traffic (exit triggered) lights, as previously promised and as shown in the consultation document.	To provide safe access and left and right turning options, the Scheme has combined a number of field accesses on the northern side of the A4019 to provide a single shared field access from A4019/ Link Road Junction (northern arm). As the land to the north is only "safeguarded" for development, it is not considered appropriate to provide a full development access, but the Scheme has taken this into account in the design of the A4019 West Cheltenham Link Road Junction. It is for the developers to include their access proposals as part of their planning applications.
719	Person with an Interest in Land	The proposals should be updated to ensure this access is straight, built as per the main scheme design shown in the consultation and extends/is adopted all the way up to their land, otherwise the Landowners are suffering a major degradation in the safety, quality and accessibility of their remaining land.	To provide safe access and also left and right turning options, the Scheme has combined a number of field accesses on the northern side of the A4019 to provide a single shared field access from A4019 Link Road Junction (northern arm). As the land to the north is only "safeguarded" for development, it is not considered appropriate to provide a full development access, but the Scheme has taken this into account in the design of the A4019 West Cheltenham Link Road Junction. It is for the developers to put their access proposals as

Ref	Stakeholder	Matter raised	Reason for no change in design
			part of their planning applications.
721	Person with an Interest in Land	<p>The third party fields to the west between the identified land and the M5 should be provided with their own new accesses from the north, across land owned by the town council. This removes a security risk to the land and reduces the number of agricultural users that would need to utilise the new access on to the busy A4019. Sharing this access with a second party is much more dangerous than at present; sharing between four agricultural users is seen as unwise at best and likely to cause accidents at worst, given the increase in traffic volumes above the current high levels.</p>	<p>The Scheme is not looking to provide an access from the north, plans are to replace the existing access as close to the current position as possible. The Applicant will continue to work with Landowners to understand what additional safety provisions can be put in place.</p>

Table 12-4 - Environment - No change summary

Ref	Stakeholder	Matter raised	Reason for no change in design
34	Cheltenham Borough Council and Tewkesbury Borough Council	The Joint Councils note on the landscape design plans that no tree planting along the southern verge of the A4019 between Cooks Lane and Homecroft Drive is identified. The Joint Councils would recommend a greater amount of landscape screening to be provided in this section to mitigate effects on visual receptors located in the southeast, south, and southwest. The current mitigation would potentially allow open views of the road along this section. The assessment in the Preliminary Environmental Information Report suggests effects will not be significant in the long term. However, this assumes that successful tree planting would be provided and maintained along this southern verge.	There are a few existing trees along this section, with hedgerows being the main feature, allowing views out from (and towards) the existing road. The idea of the landscape design was to retain this openness. Planting around the attenuation basin close to the Cheltenham West Community Fire Station would restrict proximity views for residential properties. The landscape design for the Scheme has been reviewed and no further changes have been made in this section in line with the overall landscape design for the Scheme.
388	Robert Hitchens Limited	Relocate proposed pond and access track shown to the southwest of Junction 10 junction to the existing National Highways land where presently the northbound on circular slip resides.	This suggestion would not be feasible without significant implications for design risk, constructability, maintenance, cost, and water quality. It is recommended the basin location is retained as per the current proposal.
482	The Environment Agency	There is reference to improving in-channel and riparian habitat diversity, bank re-profiling, riparian planting and removal of invasive species (namely Himalayan balsam). The Environment Agency note that the Redline Boundary has been extended 100m upstream and downstream of the two River Chelt crossings to allow for enhancements along these sections of channel. The	No further extension has been identified as required for biodiversity or water quality enhancements.

Ref	Stakeholder	Matter raised	Reason for no change in design
		Environment Agency would recommend an extension to this boundary particularly with respect to net gain.	
527	Gloucestershire Wildlife Trust	Natural England’s established guidance requires a minimum of 8 ha of Suitable Accessible Natural Green Spaces per 1000 people in new development that impacts internationally designated sites. The scheme presents an opportunity to create Suitable Accessible Natural Green Space that can support future housing growth, as well as multiple environmental benefits such as carbon sequestration and water management. The potential for this has been discussed but is disappointed that this is not currently reflected in the Preliminary Environmental Information Report or scheme design.	The Development Consent Order Application does not apply for public access for the flood storage area, due to the uncertainty around the position on land acquisition, with the landowner previously indicating a desire for the land to be returned post construction and would not want land returned with public access rights. Public access is not considered a justifiable reason for a Compulsory Purchase Order of the land.

12.2. Summary of changes to the Scheme as a result of s47 statutory consultation

- 12.2.1. A summary of key design changes which have resulted from comments raised during statutory consultation are provided in Table 12-5.
- 12.2.2. Key design changes have been grouped into key geographical areas:
- M5 Junction 10.
 - A4019 from West Cheltenham Link Road to Uckington.
 - A4019 between Homecroft Drive and Gallagher Junction.
 - Futureproofing on the A4019.
 - Environmental mitigation.
- 12.2.3. A table outlining all the responses and the Applicant's regard to these are included in Appendix N.

Table 12-5 - Summary of scheme changes in response to s47 consultation

Key design change area	Design change	In response to...
	Further changes made to the flood storage area to improve the biodiversity value within the Scheme.	Concern over the loss of wildlife and consequent environmental impact, and if the loss of habitat would be replaced after Scheme completion.
	West of M5 Junction 10, the segregated cycle and pedestrian facilities continue up until Stanboro Lane where they transition to a shared use path.	Concern that the cycle crossings at the roundabout appear insufficient. A request was raised that cycle crossings would ideally be sensor triggered to anticipate the type of rider approaching and passing through this location, decreasing the risk someone decides to 'take a gap' rather than stop, press button, and wait for lights to change. Further concerns that west of the junction, the provision for cycling appears poor.
	West of M5 Junction 10 prior to Stanboro Lane, a crossing point has been added to allow cyclists to cross the A4019 and re-join the A4019 westbound via a cycle track to carriageway transition. The crossing point has a central refuge island to make it easier for cyclists to cross.	
	A carriageway to cycle path transition has been added on the A4019 eastbound approach to M5 Junction 10 to allow cyclists to join the cycle track prior to M5 Junction 10 and use the dedicated cycle facility to navigate the roundabout and continue east towards Cheltenham.	Concerns that the proposals could discourage cycling. Further concerns that the cycle tracks: cannot compensate for the current uninterrupted ride through the junction, are too close to the carriageway, and intimidating for westbound cyclists heading towards fast traffic.
	An underpass has been included under the A4019 to the east of M5 Junction 10 for bat mitigation. The opportunity was taken to provide a public right of way from the bridleway AUC1 to Withybridge Lane. The underpass is shared use and has been designed to accommodate non-motorised users, including equestrians. The underpass will provide a more desirable route for equestrians away from the A4019.	Concerns regarding the degree of consideration given to safe and secure bridleways.

Key design change area	Design change	In response to...
A4019 from West Cheltenham Link Road to Uckington	Temporary works areas will be amended to remove any direct impact to the orchard.	Concern over the protection of the orchard at Uckington, which is an important heritage and ecological resource, containing special heritage varieties.
	Removal of the new link road between Cooks Lane and Moat Lane.	Concern over whether the land take is necessary. Concerns around the impact on chestnut trees. Further concerns over the taking out of the copse completely and replanting due to consequent environmental issues with birds and animals, and the increased noise levels while this re-grows.
	Provision of segregated walking and cycling facilities through Uckington. This means fully segregated facilities are provided on the northern side of the A4019 between M5 Junction 10 and Gallagher Retail Park Junction.	Request for segregated cycleways to be installed to make cycling on the A4019 safer.
	Realignment of the A4019 widening through Uckington to enable the retention of existing vegetation in front of the property at the eastern end of the village.	Concerns regarding the loss of garden vegetation.
	A 50mph speed limit is proposed on the A4019 between the west of M5 Junction 10 and just west of Cooks Lane.	Feedback that the speed of vehicles should be kept relatively slow to decrease noise for the local community, and for active travel modes (cycling and walking), even though active travel facilities will be segregated.

Key design change area	Design change	In response to...
A4019 between Homecroft Drive and Gallagher Junction	The right turn lane from the A4019 westbound to North West Cheltenham (Elms Park) Allocated Site access has been changed to bus only, providing enhanced infrastructure for bus provision.	Environmental concerns over increased pollution because of additional traffic. Suggestions were made to have more sustainable transport schemes, which assist people who do not have access to private transport or who wish to travel more sustainably.
	A carriageway to cycle track transition on the A4019 westbound approach to the Gallagher Retail Park Junction has been added to allow cyclists to leave the A4019 and use the crossing facilities at the signalised junction to access the dedicated cycle facilities on the northern side of the A4019.	Concerns that south of the A4019, there are no means to cross the road to the cycle track. For users on the main road, when they reach the Gallagher Retail Park Junction, it is not clear how they can safely cross to the cycle track. Concerns were raised that there are far too many separate pieces of carriageway to cross, posing the possibility of having to cross in several phases, which would strongly deter cycling.
	The existing 40mph speed limit is extended at Gallagher Retail Park Junction to west of Uckington.	Concerns raised by residents on or near the A4019 who will experience increased pollution from fumes and noise, and problem with vibration from cars and heavy lorries. Suggestions were made to improve the situation by having a slower speed limit and quiet road surface.
	The Scheme is no longer proposing a right turn ban at the Gallagher Retail Park Junction.	Concern that the Gallagher Retail Park Junction proposal to remove both right-hand turns from the A4019 onto the side roads will cause significant vehicular movement issues and inconveniences, preventing vehicles coming west-ward from Cheltenham turning right onto the side-road to use Elm Park. Also concerns were raised regarding very large lorries delivering to the

Key design change area	Design change	In response to...
		<p>Gallagher Retail Park, who are unable to use the narrow west side entry by the Sainsbury's petrol station. To travel from Homecroft Drive by car to Gallagher Retail Park on the B3634, would require a circular route via the new West Cheltenham Link Road.</p>
	<p>The North West Cheltenham (Elms Park) Allocated Site access signalised junction has been relocated slightly to the west to provide an arm opposite the entrance to the Civil Service facilities and thus become a four-arm junction. This fourth arm will be a two-way service road serving the Civil Service facilities, the properties to the south of the A4019 in this location and Homecroft Drive. These will all have access to the A4019 in both directions via the signalised junction at North West Cheltenham (Elms Park) Allocated Site access.</p>	<p>Concerns regarding how the access road joins Homecroft Drive and the A4019, as it is better to have roads with consistent width, in this case two-lane dual carriageway all the way. In addition, there is also no provision for vehicles coming from the M5 delivering to an address on the southside of the A4019 to turn around on the road.</p>
	<p>Shared use paths east of the Gallagher Retail Park Junction have been amended to tie into developer's proposals. Transitions between on and off-road cycling routes have been added on the B4634 arm at the same junction.</p>	<p>Concerns that proposals do not allow for easy access for cyclists emerging from the B4634 onto the proposed cycle path.</p>
<p>Futureproofing on the A4019</p>	<p>Entrance to Park and Ride added to the west of Safeguarded Site access junction to match the Elms Park developer's design.</p> <p>The northern verge of the A4019 has been widened to allow for bus lane provision in the future from</p>	<p>Concern raised over the lack of public transport prioritisation, and no provision of a single bus lane serving the Park and Ride.</p> <p>Environmental concerns over increased pollution because of additional traffic. A suggestion was made to have more sustainable transport schemes, which assist people who do not have</p>

Key design change area	Design change	In response to...
	Cheltenham West Community Fire and Rescue Station to Gallagher Retail Park Junction.	access to private transport or who wish to travel more sustainably.
Environmental mitigation	Mitigation measures have been included as part of the environment design to address the losses in existing vegetation caused by the construction of the Scheme. Some mitigation measures will be completed in advance of construction, for example the installation of replacement bat roosts and badger setts.	Concern over what happens to the animals in the meantime with the removal of trees and hedgerows, as it could take years for them to return.

12.3. Summary of features that cannot be changed

12.3.1. The tables below provide a summary of elements of the Scheme which were raised or requested but were not possible to change.

12.3.2. The features that cannot be changed have been grouped into the following topics:

- Table 12-6 - Active travel.
- Table 12-7 - Design.
- Table 12-8 – Environment.
- Table 12-9 - Public transport.
- Table 12-10 – Safety.
- Table 12-11 – Traffic.

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Table 12-6 - No change summary - Active travel

Ref no	Matter raised	Reason for no change in design
174	Better signage and cycle path access.	Wayfinding design for the Scheme has been undertaken and this includes signage for active travel facilities/provision.
241	Please ensure the cycle lanes and network flows is not continually interrupted by lights and junctions.	The segregated bi-directional cycle track connects with the new West Cheltenham Link Road and, crosses M5 Junction 10 and along the A4019. The separated signal-controlled pedestrian and cycle crossings included within the Scheme extents are located as close as possible to the desire lines for active travel modes. The signal stages are designed to reduce delays for active travel modes and maximise the possible 'green time' for crossing. For non-traffic-controlled junctions, the Scheme is proposing for the cycleway to have priority.
242	Active travel infrastructure - The proposal emphasises active transport infrastructure along the West Cheltenham Link Road. There is currently no demand or need for this. However, there is a significant and immediate need for such infrastructure along on the B4634, linking the proposed West Cheltenham development area to the B4063 and Churchdown/Gloucester to the west, and the Gallagher Retail Park to the east. Cycling on the B4634 is currently extremely dangerous and inaccessible to pedestrians. Road widening west of B4634 signalled junction. There is no need to widen this section of the B4634, particularly given the proposal stops at Withybridge Lane and does not intend to link to other transport infrastructure beyond this, such as the B4063. Development here does not appear to serve any significant purpose. Citing of active transport on B4634 –	The majority of the length of B4634 lies outside the Development Consent Order Limits of the Scheme. However, it is noted that the B4634 is part of the Applicant's Local Cycling and Walking Infrastructure Plan network and there may be future aspirations to provide facilities along this link. Active travel links provided through the West Cheltenham Link Road will tie into future development at the West Cheltenham Development site, allowing for further connection to the south through the development site. Withybridge Lane will be kept open as respondents did not want access restricted.

Ref no	Matter raised	Reason for no change in design
	<p>Any pavement/cycle path proposed for the B4634 should be situated on the south side of the road. This will also support any future plans for improved and extended pavement and cycle path infrastructure along the B4634, especially towards the B4063, which is very much needed. Any need to directly connect active transport between Withybridge Lane and the West Cheltenham Link Road also becomes increasingly unnecessary if plans to block Withybridge Lane allows pedestrians and cyclists to more safely access the Tewkesbury Road directly B4634 signalled junction Given the anticipated increase in traffic we question the appropriateness of a signalled junction at this location which may result in significant queues running east and west along the B4634.</p>	
287	<p>Why have a cycle lane if Withybridge Lane is available and maintained for cyclists to use?</p>	<p>Cyclists will not be prohibited from using Withybridge Lane. However, this is a high-speed road (50 miles per hour limit currently) which some cyclists may not feel safe using. It also has no footway, hence active travel provision has been included on the parallel new West Cheltenham Link Road to improve safe, local connectivity for active modes.</p>
298	<p>The proposed track could be an opportunity for safer cycle traffic into Cheltenham alongside the A019, provided adequate care is taken with junction design, i.e. vehicle traffic will not have right of way in turning off A4019 across cycle track.</p>	<p>Signalised cycle crossings have been provided along the A4019 to create safe crossing facilities for cyclists using the A4019 corridor. Crossings are located as close as possible to desire lines and the signal staging has been designed to reduce delays to cycles and maximise 'green time' for crossings.</p>

Ref no	Matter raised	Reason for no change in design
318	The cycle / footpath should continue with a raised crossing in the same segregated materials, and it would be better if the cars have to give way when turning off the road.	Separated signal-controlled pedestrian and cycle crossings are provided along the A4019 to create crossing facilities for cyclists using the A4019 corridor. Crossings are located as close as possible to desire lines and the signal staging has been designed to reduce delays to pedestrians and cyclists and maximise 'green time' for crossings.
365	A well designed cycle lane should be built and the road left as present.	The Scheme design includes a bi-directional segregated cycle track along the A4019 and the new West Cheltenham Link Road to facilitate local cycle journeys. Forecast traffic flows and traffic modelling has determined that widening of the A4019 is required.
383	I cannot see any point of dualling the A4019 junction east of the Link Road. There is plenty of room in the existing verges now to provide a cycle track, which is essential at least as far as Uckington (turn off to Elmstone Hardwicke) and preferably to Elmstone Hardwicke (turn off next to the Gloucester Old Spot). The cycle track is shown as stopping short of the former junction, at the very point where it is most important that it exists as a full segregated footway and cycle track. Mixing on a service road can be problematic. Typically, the cycle track has the deterrent effect of giving way at every junction. For on-road cyclists, the best solution would be to mark one lane each way of the dual-carriageway as a cycle lane with hatching to separate it from the car lane, as has been done on the A38 dual-carriageway south of Tewkesbury.	Forecast traffic flows and traffic modelling has determined that widening of the A4019 is required for the extents included in the design. A bi-directional cycle track is included on the A4019 and new West Cheltenham Link Road for cyclists to use for local journeys. The shared use area around Uckington has been replaced in the latest design with fully separated cycle track and footway, plus separated pedestrian and cycle crossing facilities. Signalised cycle crossings are provided at all junctions.
393	The easterly part of the cycle provision here appears very inadequate. At present, this is a footpath only, so upgrading	The layout of the Gallagher Retail Park Junction is highly constrained by the surrounding development and therefore

Ref no	Matter raised	Reason for no change in design
	<p>only half the route to shared path (up to the Scheme boundary) will leave cycle users with no onward route, particularly as the Manor Road crossing is pedestrian only. It is also narrow. Three outbound lanes at this section also create an environment likely to engender high speeds and are unnecessary given it reduces to two lanes shortly afterwards. A better balance would be to have two outbound motor vehicle lanes, shifting the alignment of the carriageway slightly south, allowing segregation of cycle users and pedestrians to be continued past Sainsbury's.</p>	<p>there is limited space to provide new facilities. Improvements for the benefit of cyclists and pedestrians have been identified throughout the preliminary design process and the possibility of their inclusion has been assessed. However, due to the very limited space, the presence of existing shared facilities to the east of the Scheme extents and the Elms Park developer proposals, shared facilities have been judged to be the only viable option for the section of this scheme to the east of the Gallagher Retail Park Junction. Within the constraints, the Applicant is attempting to provide the most intuitive layouts possible.</p>
440	<p>The junctions at the Kingsditch and Gallagher retail parks are very hostile for cyclists and the A4019 outwards from there to the fire station is extremely intimidating. The extra dualling will only pump extra traffic into Cheltenham, which is most undesirable. Cycle tracks are therefore desirable, although they will be subject to repeated delays with the number of very large junctions to be crossed. There is ample space in the verges for cycle tracks, without having to dual the road. An alternative is to use one lane of each carriageway as a cycle track, with hatching to separate it from the car lane.</p>	<p>The widening has been designed to take account of the predicted traffic flows in the design year (15 years after opening), taking account of the proposed housing and employment developments. A bi-directional segregated cycle track is included in the Scheme design along the A4019 and the new West Cheltenham Link Road. Signal-controlled cycle crossings have been provided along the A4019 to create safe crossing facilities for cyclists using the A4019 corridor. Crossings are located as close as possible to desire lines and the signal staging has been designed to reduce delays to cycles and maximise 'green time' for crossings.</p>
447	<p>The north south cycle provision across this junction appears to be very poor, particularly heading northbound, where there are five or six separate phases of shared crossings to negotiate. Given the left turn lane for traffic entering from the south is a separate arm, there appears to be space to allow a cycle crossing across the west arm of the junction that runs on the same phase as south to north traffic without</p>	<p>The layout of the Gallagher Retail Park Junction is highly constrained by the surrounding development and therefore there is limited space to provide new facilities. However, due to the very limited space, the presence of existing shared facilities to the east of the Scheme extents and the Elms Park developer proposals, shared facilities have been judged to be the only viable option for the section of the Scheme to the</p>

Ref no	Matter raised	Reason for no change in design
	<p>conflict, and which provides a better direct connection. Generally, provision for cycle users to remerge onto junction arms that do not have separated provision is not described - how cycle users merge back from shared paths onto the carriageway should not require stopping (i.e. have slip protection), or it is likely cycle users will choose to remain on the carriageway through this, and other, substantially enlarged junctions.</p>	<p>east of the Gallagher Retail Park Junction. Within the constraints, the Applicant is attempting to provide the most intuitive layouts possible.</p>
512	<p>Ensure cycle paths work well for cyclists from Tewkesbury.</p>	<p>The Scheme design includes provision for cyclists in the direction of Tewkesbury as far as the Development Consent Order Limits, including across M5 Junction 10. Beyond that, appropriate onward provision would have to be funded and delivered separately.</p>
570	<p>This Scheme is unlikely to increase active travel in the corridor. What gets more people cycling is reducing the number of cars and transferring road space from cars to active travel modes: this Scheme does the precise opposite, vastly increasing the amount of road space for cars and introducing more horrendous junctions.</p>	<p>High-quality, accessible active travel provision has been included in the Scheme design, in accordance with UK design guidance. Dedicated and separated pedestrian and cycle facilities are included in the Scheme design along the A4019 and the new West Cheltenham Link Road. Signal-controlled pedestrian and cycle crossings are provided along the A4019 to create safe crossing facilities for cyclists using the A4019 corridor. Crossings are located as close as possible to desire lines and the signal staging has been designed to reduce delays to cycles and maximise 'green time' for crossings.</p>
637	<p>Cycle paths need to be prioritised as much as the link itself. If paths don't join up, they become pointless and under used. Tewkesbury Borough Council's 2020 / 24 plan says, and I quote, 'we will improve green infrastructure such as parks</p>	<p>The Scheme design includes a joined-up cycle network within the Development Consent Order Limits along the A4019 and joins with the existing cycle network on the B4634. A bi-directional 3 metre wide cycle track, separated</p>

Ref no	Matter raised	Reason for no change in design
	and cycle routes which will play a big role in the development of these new communities' They won't if they don't join them up.	from traffic and pedestrians, is included with signal-controlled dedicated cycle crossings at junctions along and across the A4019, M5 Junction 10 and the new West Cheltenham Link Road. Connections to the surrounding cycle network, where it exists, have also been considered in the design.
680	Cyclist provision is not only a must but needs to include a safe cycling route from Tewkesbury all the way into Cheltenham Centre.	The Scheme design includes provision for cyclists in the direction of Tewkesbury as far as the Development Consent Order Limits, including across M5 Junction 10. Beyond that, appropriate onward provision to and from Tewkesbury would have to be funded and delivered separately.
706	To encourage 'active travel' (including cycling) the result should be an improvement on the current position: will it be convenient/longer/slower for cyclists? There must be consideration for north/south travel to the West of Junction 10 at Piffs Elm/Old Spot. Crossing will be more difficult as a result of these proposals.	High-quality, accessible active travel provision has been included in the Scheme design, in accordance with UK design guidance. Dedicated and separated pedestrian and cycle facilities is included in the Scheme design along the A4019 and the new West Cheltenham Link Road. Signalised pedestrian and cycle crossings have been provided along the A4019 to create safe crossing facilities for cyclists using the A4019 corridor. Crossings are located as close as possible to desire lines and the signal staging has been designed to reduce delays to cycles and maximise 'green time' for crossings. A shared use path is included in the design for the Piffs Elm/Old Spot crossing, but the route west of Junction 10 is outside the Development Consent Order Limits, so further onward connections will need to be funded and delivered separately.

Table 12-7 - No change summary – Design

Ref no	Matter raised	Reason for no change in design
61	There needs to be a layby after coming off the M5 for lorries.	Provision of laybys has been considered but unfortunately no suitable safe sites could be identified.
68	Is it possible to alter the junction without being so overt? Could it not go under the motorway?	The topography of the surrounding land, being flat and low lying does not lend itself to a junction being below the motorway. It could also lead to greater disruption of the M5 during construction as each carriageway is excavated.
79	Design seems to follow the principle of M5 Junction 9, which is also a signalled flyover roundabout with a cycle path on the north side. For travel across M5 at peak times, Junction 9 is a nightmare. Difficult to know whether or not Junction 10 will also be a nightmare, but it appears to have three lanes instead of two. The biggest problem with Junction 9 is traffic blocking routes that would otherwise be clear. It is vital that Junction 10 is better.	The Scheme has been designed and assessed so that it will operate effectively during the peak hours for the design year (15 years after opening).
95	It needs a dual carriageway along the whole length of the A4019.	Early traffic modelling during the 'Options' stage (Project Control Framework Stage 2) showed around a 10% increase in traffic on the A4019 between Coombe Hill and the motorway. This increase can be accommodated by the existing single carriageway road and therefore upgrading to dual carriageway was not considered necessary.
109	A little concerned that the A4019 is not becoming a dual-carriageway up to the Coombe Hill junction as this road will be busier with the new M5 Junction 10 being available. Plus the Old Spot public house junction is an accident black-spot and needs a roundabout or traffic lights to make it safer.	This is outside of the scope of the Development Consent Order Limits.

Ref no	Matter raised	Reason for no change in design
114	<p>I notice from the overall aerial depiction, on the new roundabout, entering or leaving at the first exit, the road markings indicate that there is not a dedicated lane to do this. It would be much safer, and traffic would flow would be improved. An example where this works very well is on the A419, approaching the M4 junction from the north and going east towards London, the dedicated left hand lane filters directly to the M4 east.</p>	<p>The proximity of the West Cheltenham Link Road signalised junction does not lend itself to a dedicated left turn lane. It would create conflict with vehicles wishing to turn right onto the West Cheltenham Link Road attempting to cross two lanes of traffic over a short length, creating safety issues.</p>
119	<p>The one aspect I think could be better with the junction layout is that the proposed layout forces cars traveling across the junction between Cheltenham and the A38 to traverse the roundabout, which means most vehicles will have to stop and start. It would be much more efficient and better for the environment if they did not have to traverse the roundabout, instead having a flyover that allows those vehicles not using the M5 to avoid the junction roundabout. Similar to the A40 at Junction 11.</p>	<p>The cost of such a flyover would be prohibitive and unlikely to be justified for the volume of vehicles doing this movement.</p>
121	<p>Scale of the project seems to have become over ambitious. What is needed is simple access from the M5 travelling north and access to the M5 travelling south as per a normal junction. This project appears to provide a means of large scale development in an inappropriate manner for a rural area.</p>	<p>The Scheme has been designed to take into account the predicted traffic flows in the design year, 15 years after opening, whilst taking account of the planned housing and employment developments.</p>
144	<p>This is in the wrong place. It should be placed either north or south, preferably north of the proposed route.</p>	<p>Junctions to the north and to the south were assessed along with other options in the Technical Appraisal Report (October 2020) during the 'Options' stage (Project Control Framework Stage 2) of this project. A roundabout to the south was sifted out as it was considered to have fewer</p>

Ref no	Matter raised	Reason for no change in design
		benefits and greater impacts than other options. Junctions to the north were assessed along with other options and were not taken forward due to technical complexities and affordability issues.
180	Needs to connect to A40 Junction 11 as well. Cycle path good to Cheltenham but again does not run to and meet with the woefully short 300m cycle path at Coombe Hill. A real shame to miss that opportunity.	Although these locations are outside of the Development Consent Order Limits, the proposed developments to the south of the West Cheltenham Link Road as part of the West Cheltenham Development site will provide further links from the current end of route towards the A40.
190	Would be good to have a layby. Places are needed around areas for lorries, coaches or broken down vehicles.	Due to the location and purpose of the West Cheltenham Link Road this road is not suitable to accommodate a layby. The A4019 was considered but due to lack of space available between traffic signal junction and limited u-turn options along the A4019 it was not possible to find a suitable safe location to provide laybys.
215	The increase in traffic flow, specifically constant flow without gaps, will make it even harder for cyclists turning right onto Tewkesbury Road following the very popular national cycle route. Please seriously consider construction of a bridge to allow safe access for cyclists and pedestrians over the Tewkesbury Road, between Boddington and Elmstone Hardwicke.	Improvements to the A4019/Boddington Junction are beyond the scope of the Scheme. However, the new Junction 10 removes the current A4019 free flow over the M5. This may result in more gaps appearing as traffic is held at the signalised Junction 10.
219	I am not sure it is needed; it covers the same route and Withybridge Lane, which does not generally get that busy. Also with the B4634 going to Tewkesbury Road and almost never busy, seems like triple redundancy so unnecessary loss of green space. I certainly do not think the world needs	The use of Withybridge Lane as the Link Road was assessed as part of the development of the Scheme design and is reported in the Environmental Statement.

Ref no	Matter raised	Reason for no change in design
	more houses - we just need to stop multi-home owning landlords buying normal people out of the market.	
252	The single lane road will be inadequate when the land safeguarded for development adjacent to the M5 is developed.	The forecast traffic flows for the design year of 2042 are significantly below the lower threshold of that considered for provision of a dual carriageway. The need to allow provisions for future widening with associated economic, land take and environmental impacts would not be justified.
288	The B4634 Junction with Withybridge Lane and Hayden Lane should be provided with mini roundabouts to protect traffic exiting Hayden and Withybridge Lanes, both of which are blind exits.	These junctions are considered to indirectly benefit as the Scheme is to reduce the speed limit to 40mph through this section. In addition, the new signalised junction should aid with reducing speeds.
412	The proximity of the junction to Gallagher Retail Park and the new junction to the new development from the Tewkesbury Road are too close together. This will lead to increased congestion in the future. Also the number of junctions from the Tewkesbury Road will impact the through flow of traffic. Why not enlarge the junction to the Gallagher Retail Park to accommodate all the traffic movements or provide a new staggered junction?	The design, including the number and type of junctions, is based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints, spacing of the required junctions and operational performance. The Scheme is made up of a number of elements including a full movement junction with M5, widening parts of the A4019, and a new West Cheltenham Link Road between A4019 and Old Gloucester Road. It is acknowledged that there will be increases in traffic from two major new developments as well as natural growth in traffic along the A4019. However, without the Scheme it is unlikely that the A4019 would be able to provide an acceptable level of service in the future. The distance between Gallagher Junction and the development access junction is too far to allow its integration into the existing Gallagher Junction.

Ref no	Matter raised	Reason for no change in design
576	<p>Generally sufficient, although opportunities for planting to separate pedestrians and cycle users from the huge road are not drawn and would be appreciated. This is going to be a noisy and unpleasant set of roads to travel along outside a motor vehicle, and anything to protect against this would be nice (although a solid fence would be inappropriate for security reasons). There are some natural noise attenuation features proposed, and consideration could be made for whether the cycleway and footpath could pass behind these to enjoy periods of respite from the road.</p>	<p>Planting detail will be confirmed at the next design stage, however, buffers between the active travel facilities and the carriageway have been included throughout the design which could potentially accommodate planting if this was deemed appropriate, and if it does not have any impact on the effective width of the cycle facility.</p>
707	<p>Would it be possible to have a bus stop on the B4634 near to the House in in Tree public house?</p>	<p>Currently there are no bus services along the B4634 Old Gloucester Road. Provision of new services (including new bus stops for those services) are beyond the scope of this Scheme. However, new bus services are likely to be required for the West Cheltenham Development and we will raise this request as part our liaison with the local planning authorities and developers.</p>
55	<p>There seems to be no consideration to upgrades to the two road junctions between M5 Junction 10 and Coombe Hill/A38. The junctions at The Gloucester Old Spot and the Boddington turn are difficult enough to use at the moment (when trying to gain access to the A4019). This will be made worse by the development of M5 Junction 10. In the event of a motorway closure, traffic will divert to the A38; the volume of traffic will mean that the junctions at the Old Spot & Boddington will become impossible to use. This, added to the housing developments at Coombe Hill (both already in progress), will generate extra traffic to the new M5 Junction</p>	<p>No operational improvements are proposed to these junctions as they are outside the scope of the Scheme.</p>

Ref no	Matter raised	Reason for no change in design
	10 from Coombe Hill, again making these two important local junctions difficult and dangerous to use.	
75	Being as it is strategically located between Cheltenham, Gloucester and Tewkesbury, would it not be an ideal location for a multi-modal transport hub, where heavy internal combustion engine vehicles meet localised electric vehicle commercial vehicles, to keep the former out of the centre of our towns and cities? This could also accommodate improved welfare facilities for heavy goods vehicle drivers, as we know this is a major issue for the UK as a whole, as well as new services for all drivers, including electric vehicle charging points.	Provision of a Park and Ride is for the Elms Park development to provide and is outside the scope of the Scheme.
444	Need to have electric vehicle chargers.	The Scheme is not providing any car parking facilities (including associated electric vehicle chargers) as these are part of the strategic development sites outlined in the Joint Core Strategy. This is beyond the scope of the Scheme.
643	It is vital a food van is on this road along with a layby. We have built a business and good reputation for over 10 years. It is our livelihood. A layby is very much needed on this road. No alternative place has been offered for us either.	Due to the lack of space available between the various traffic signal junctions and limited u-turn options (M5 Junction 10 and Kingsditch Junction), it was not possible to identify suitable safe locations to provide laybys. The Applicant will be working with the owner to find a suitable alternative location for the food van.
676	There is a separate proposal for Coombe Hill, however, there appears to be no consideration or proposals for the section of the A4019 between Coombe Hill and M5 Junction 10. There are two junctions at Piff's Elm onto the B4019, one at the Gloucester Old Spot and one to Boddington. These can be very busy and dangerous junctions carrying	Changes to traffic routing have been monitored as the Scheme has been developed, particularly on Stoke Road. Some minor improvements are proposed for the A4019 Gloucester Old Spot Junction, but further improvements have been discounted to avoid attracting further traffic onto Stoke Road. Other mitigation measures are being

Ref no	Matter raised	Reason for no change in design
	<p>traffic to and from the growing developments at Stoke Orchard to M5 Junction 10 and Gloucester, some of which necessitates not only joining or leaving the B4019 but also crossing this busy road which will grow busier after M5 Junction 10 and Cheltenham West is developed. I suggest these junctions should be included in the overall plan so that the whole traffic flow from Coombe Hill to Cheltenham and the M5 Junction 10 can be treated as an integrated whole.</p>	<p>considered for Stoke Road and these may reduce traffic volumes. In addition, the upgraded M5 Junction 10 will remove the existing 'free flow' over the motorway and is likely to increase 'gaps' in traffic as vehicles are held at the M5 Junction traffic signals.</p>
152	<p>Building a signalised roundabout from scratch is completely mad. The existing junction design should be modified. This can be achieved by:</p> <ol style="list-style-type: none"> 1) Replacing the existing A4019 bridge with a dual-3 lane bridge over the M5 (along with a segregated cycle/footway on the north side of the bridge). This would provide the turn lane from A4019(W) to M5(N) and would accommodate a turn lane for A4019(E) to M5(S). 2) Adding a new north exit-slip around the existing northbound entry slip. This would provide free-flow between the A4019(W) and M5(N) and vice-versa. 3) Adding an entry slip for M5(S) south of the A4019, to create a half-diamond on the eastern side of the junction. This would allow free-flow between the A4019(W) and M5(S) and vice-versa. With this design, non-motorised users would only be required to cross two roads, both the southbound exit slips. A toucan crossing can be used for the slip to the A4019(E) to provide safer crossings. The southbound exit slip, which would turn right onto the A4019(W) would already be signalised in this sort of design. 	<p>Various alternative options were assessed in the Technical Appraisal Report (October 2020) during the 'Options' stage (Project Control Framework Stage 2) of this project. These were all sifted out as it they were considered to either have fewer benefits and greater impacts than other options, technical complexities and affordability issues or capacity issues.</p>

Ref no	Matter raised	Reason for no change in design
273	No new roads should be built as this is completely contrary to reducing carbon emissions. Also, the new cyber park should be accessed from Junction 11 and better public transport.	This option is not deemed suitable as M5 Junction 11 already suffers from congestion. It is considered necessary to provide the West Cheltenham Link Road to relieve the pressure the West Cheltenham Development would have on M5 Junction 11. The Scheme includes an active travel corridor along the length of the Scheme to support travel options other than by road vehicle. Provision for a future bus lane is also included as part of the Scheme.

Table 12-8 - No change summary – Environment

Ref no	Matter raised	Reason for no change in design
43	Please provide and extend false cuttings. Please provide a 40m wide woodland habitat to all sides of Scheme. Plant more trees.	The landscape design provides more trees along the roads than is there currently.
419a	When questioned no one could assure householders that the flood defence plan would work, answers such as we are not sure were received. This is totally unacceptable. The field containing the Fire Station was underwater in 2007 and the River Chelt full. The current plan of an attenuation pond and drainage ditch once overwhelmed would push water from the impermeable road surface into homes on Homecroft Drive and those on the A4019. We require a robust and guaranteed flood prevention plan to be approved by relevant authorities and presented to homeowners before any planning permission is granted. Also, as a community, we would like confirmation of which authority is responsible for these decisions and assurance that we could seek redress through the courts if approved plans do not work.	<p>With regards to flooding, the Scheme includes the following features:</p> <ul style="list-style-type: none"> • Drainage ponds to attenuate runoff from the new highway and ensure discharges are kept at the existing greenfield rates. • Compensatory floodplain to provide replacement land for flooding where the Scheme displaces water. • Flood storage to accept and accommodate floodwater that is prevented from moving to where it would without the Scheme. <p>Hydraulic modelling has been undertaken for the Scheme and discussed with the Environment Agency. Mitigation measures have been included in the design of the Scheme to manage flood risk. The work demonstrates that the Scheme will not adversely impact on flood risk, and permits the unimpeded passage of floodwater westwards, as well as retaining sufficient floodwater to not increase flood risk downstream.</p>
625	Planting of more trees and bushes as opposed to the proposed barriers.	The environmental masterplan for the Scheme will strengthen existing green corridors, and create new ones, including new hedgerows and tree planting along the A4019 and around M5 Junction 10. These will also provide noise and visual screening. Existing vegetation will be retained where

Ref no	Matter raised	Reason for no change in design
557	<p>There is wildlife in the planted areas in Stanboro Lane. As you could move the project over to farming land on the other side of the road this would negate the need to impact on this and also reduce noise levels whilst the works are being done and thereafter.</p>	<p>possible. Planting on its own will not provide as effective noise mitigation compared to the noise barriers.</p> <p>The design has been optimised to minimise the impact on surrounding land. A similar principle applies to Stanboro Lane where existing vegetation will be retained where possible.</p>
516	<p>While you have set out proposals, I do not think these can address the obvious impact of increased traffic volume and speed and the doubling of lane capacity and introducing traffic control signals. The solution has to be less traffic, such as Park and Ride, then you don't need this widening scheme. I think a few sound barriers (yet to be described) will do little to address the impact, and whatever lighting you use it will be detrimental and add to light pollution in an area hanging on to its night skies. While there is lip service paid to the catchment area this is an area that floods; additional infrastructure adds to run off and your link road creates a barrier to west flowing water. This will undoubtedly add to future extreme flood events.</p>	<p>There will be increase in traffic in the future across the highway network which will arise from natural growth in traffic and trips from Elms Park and Golden Valley developments along the A4019 and Old Gloucester Road. These developments will host much needed housing and employment opportunities for the local area. Without the Scheme it is unlikely that the highway network including the A4019 would be able to accommodate the additional traffic generated from the new development. The Applicant's assessment shows that the Scheme would facilitate the opening of the proposed developments and by and significantly improve the highway capacity. Flood modelling has been carried out and mitigation has been put in place to address the impacts. In addition, the drainage design of the A4019, West Cheltenham Link Road and motorway take into account the increased rainfall due to climate change. Attenuation basins have been provided to store highway runoff so that it can be discharged at natural runoff rates. The potential impacts of the Scheme on the environment, including light pollution have been assessed, and have been reported in the Environmental Statement.</p>

Ref no	Matter raised	Reason for no change in design
606	Maximum use should be made of native tree planting along the entire Scheme to screen the roads from the surrounding land.	The Scheme has an objective of achieving a net gain in biodiversity (including for terrestrial habitats, hedgerows, and rivers and streams) and is looking to maximise provision of additional trees and hedges whilst still maintaining context within the wider landscape. New planting will use native species.
572	New M5 junction should be surrounded by lots of trees and bee friendly plants. The other roads should not be built as this will have a devastating impact on wildlife.	The Scheme will strengthen existing green corridors and create new ones with new trees and hedgerows planted. The new planting will include some semi-mature trees, and species rich grassland planting. New planting will use native species. The Scheme has an objective of achieving a net gain in biodiversity. An assessment of the Biodiversity Net Gain for the preliminary design of the Scheme has been undertaken using the Department for Environment, Food and Rural Affairs Metric 3.0. The methodology applied and the results are reported as part of the Environmental Statement. Based on the design, the Scheme will achieve a positive net gain in biodiversity within the current Development Consent Order Limits. The Nature Recovery Network was a key tool in this assessment.
547	Although you include some mitigation with regard to flooding it seems wholly inadequate given that the River Chelt runs directly beneath the proposed Link Road.	The Scheme includes the following features: drainage ponds to attenuate runoff from the new highway and ensure discharges are kept at the existing greenfield rates, compensatory floodplain to provide replacement land for flooding where the Scheme displaces water and flood storage to accept and accommodate floodwater that is prevented from moving to where it would without the Scheme. Hydraulic modelling has been provided to the Environment Agency and

Ref no	Matter raised	Reason for no change in design
		<p>is further documented in separate Baseline Modelling and Scheme Modelling reports. At the time of writing the Environment Agency has reviewed the baseline flood model. Discussions on the Scheme modelling, and embedded mitigations have also been held with the Environment Agency. The work demonstrates that the Scheme will not adversely impact on flood risk, and permits the unimpeded passage of floodwater westwards, as well as retaining sufficient floodwater to not increase flood risk downstream.</p>
705	<p>I note that the River Chelt flows east to west under Withybridge. Have a bridge without compromising the environmental mitigation. Could a suitable stretch of the River Chelt be made available for exercise, walking dogs? A sort of "Linear Park"? For the residents of the proposed housing development along some of the River Chelt in this area.</p>	<p>The Development Consent Order Application does not apply for public access for the flood storage area, due to the uncertainty around the position on land acquisition, with the landowner previously indicating a desire for the land to be returned post construction and would not want land returned with public access rights. Public access is not considered a justifiable reason for a Compulsory Purchase Order of the land.</p>

Table 12-9 - No change summary - Public transport

Ref no	Matter raised	Reason for no change in design
39	A serious omission from the proposal is a Park and Ride adjacent to the Junction Link Road north-west of the junction to Bishops Cleeve to alleviate traffic caused by existing new housing developments.	This is a part of the Elms Park development and is outside the scope of the Scheme.
686b	We also would like clarity over the Park and Ride (it is essential). We appreciate the extra consultations that were put in place in order for our opinions to be heard.	Provision of a Park and Ride is part of the Elms Park Planning Application and outside the scope of the Scheme.

Table 12-10 - No change summary – Safety

Ref no	Matter raised	Reason for no change in design
160	It is essential that traffic-calming cameras are installed in Knights Bridge to limit the speed to 30mph.	This is beyond the scope of the Scheme.
478	Speed cameras should be installed.	The use of traffic signal junctions to manage speeds through use of appropriate co-ordination has been explored. Traffic speeds will be monitored post construction to establish if further measures are required.

Table 12-11 - No change summary -Traffic

Ref no	Matter raised	Reason for no change in design
130	The Scheme needs to consider the impact on the junction at the Gloucester Old Spot public house. Will proposals make this junction even more difficult to get out on to Tewkesbury Road than it can be now?	There are no planned improvements to the A4019/Stoke Road Junction (Gloucester Old Spot). It is considered that the changes to Junction 10 indirectly removes the safety issues associated with the A4019/Stoke Road Junction and any improvements to reduce queue lengths would further increase traffic on Stoke Road.
159	The planned junction is far too big, a smaller scheme would have been more adequate. Concerned about the knock-on effect of traffic using neighbouring lanes as cut-throughs.	Traffic modelling has been used to inform the design to ensure the junction has suitable capacity on the highway network and takes into account planned and potential developments, including the Safeguarded Site.
145	To many controlled junctions will cause traffic to backup and cause congestion at peak times and if the flow of traffic is too much then it will cause congestion at the roundabout at Princess Elizabeth Way unless the control is linked to all the lights along the route.	The Scheme design including the number and type of junctions, is based on a wide number of considerations. This includes future patterns of traffic demand, safety of road users, geometric constraints and operational performance. Without the Scheme it is unlikely that the A4019 would be able to provide an acceptable level of service. The Applicant's assessment shows that the Scheme would facilitate the opening of the proposed developments and by and large provide an acceptable level of service along the A4019. The operation of the new traffic signals which include pedestrian facilities, would be coordinated to minimise delay along the A4019.
70	Do we really need more traffic lights on another roundabout? Design them correctly and speed is controlled, and you don't need traffic lights.	The M5 Junction 10 would have four arms, two of which are the slip roads to/from M5 motorway whilst the other two provide links to A4019 east and west. The volumes of traffic flows to/from these arms to the new roundabout are quite different. In such circumstances the traffic from the

Ref no	Matter raised	Reason for no change in design
		<p>minor arms would find it quite difficult to enter the roundabout, which could lead to these drivers attempting to use very small, unsafe gaps to make their manoeuvres. This in turn makes the roundabout unsafe for all users. The provision of traffic signals would enable efficient and safe control of the roundabout for all concerned including active travel users.</p>
86	<p>The traffic light system will need improving if it is to mirror the junction in Tewkesbury as this is always busy.</p>	<p>The traffic signals along the A4019 would be operated in a co-ordinated manner to maximise efficiency and minimise the delay.</p>
113	<p>Limit the use of traffic lights on roundabouts, these do not allow continuous flow of traffic.</p>	<p>The design process has sought to minimise congestion along the Scheme. Junction design has been based on a wide number of considerations. This includes future patterns of traffic demand, safety of road users, geometric constraints and operational performance. The Applicant's assessment to date shows that the Scheme would meet the future travel demand arising from the combined natural growth in traffic and the new Elms Park and Golden Valley developments along the A4019 and Old Gloucester Road. The operation of the new traffic signals which include pedestrian facilities, would be coordinated to minimise delay along the A4019.</p>
127	<p>A4019 junctions seem over-engineered. At least, provision should be made for inactive traffic lights during quieter periods.</p>	<p>The design process has sought to minimise congestion along the Scheme. The type of junctions has been selected based on a wide number of considerations. This includes future patterns of traffic demand, safety of road users, geometric constraints and operational performance. The Applicant's assessment to date shows that the Scheme</p>

Ref no	Matter raised	Reason for no change in design
		would meet the future travel demand arising from the combined natural growth in traffic and the new developments along the A4019.
304	Reduce the number of signalised junctions, the A4019 is already terrible. Replace with roundabouts where possible.	Junction design has been based on a wide number of considerations. This includes future patterns of traffic demand, safety of road users, geometric constraints, spacing between the junctions and operational performance. The number of junctions along the A4019 reflects the required access points to the new development as well as enabling the traffic from side roads access to the A4019. The Applicant's assessment to date shows that the Scheme would meet the future travel demand arising from the combined natural growth in traffic and the new Elms Park and Golden Valley development along the A4019 and Old Gloucester Road. The operation of the new traffic signals which include pedestrian facilities, would be coordinated to minimise delay along the A4019.
108	Yes, allow traffic to head south onto the M5 but leave the A4019 alone. No widening, it will only lead to a higher traffic density.	The A4019 needs to be widened to accommodate the additional trips resulting from the strategic development sites.

13. Engagement post the statutory consultation period

13.1. Summary

13.1.1. The Applicant continued to engage with stakeholders following the end of the formal statutory consultation period. The Applicant is seeking to confirm Statements of Common Ground (SoCG) with key stakeholders including Cheltenham Borough Council, Gloucestershire County Council and Tewkesbury Borough Council (joint), Environment Agency, Historic England, Natural England, National Highways, as well as the developers of the three development sites; Midland Land Portfolio/ Cheltenham Borough Council (Golden Valley Development), Bloor Homes and Persimmon Homes (Elms Park North West Cheltenham Development), and Bloor Homes (Safeguarded Site). Other engagement has predominately involved email communication with stakeholders, ad hoc meetings and planning liaison meetings.

13.2. Planning Liaison meetings

Table 13-1 - Summary of Planning Liaison meetings post statutory consultation

Consultee	Date	Discussion
Gloucestershire County Council Cheltenham Borough Council Tewkesbury Borough Council	09 March 2022	<ul style="list-style-type: none"> • Full consultation update outlining survey response statistics, key themes and next steps following the end of the consultation including production of a consultation summary and a DCO consultation report. • Query raised regarding funding for authorities and how legal representative will be appointed. Agreed, that a single joint legal representative will be funded via Homes England funding. • Queries raised on Informal Traveller site in Tewkesbury Borough Council as this will need to be considered a sensitive receptor in the Environmental Statement. Tewkesbury Borough Council agreed to speak to officers in their team dealing with the site.
Gloucestershire County Council Cheltenham Borough Council	13 April 2022	<ul style="list-style-type: none"> • Discussion about the planning status of the Informal Traveller site. • The proposed DCO traffic model was presented.

Consultee	Date	Discussion
Council Tewkesbury Borough Council		<ul style="list-style-type: none"> JCS status and programme was discussed. Bid for Homes England funding submitted, includes time for Local Planning Authority officers or officer replacements including consultants and time for legal support.
Gloucestershire County Council Cheltenham Borough Council Tewkesbury Borough Council	11 May 2022	<ul style="list-style-type: none"> SoCG update, template explained. Local Planning Authorities to sign off front sections of the SoCG report draft. Consultation summary report available on the scheme website. Consultation letters in response to representations from stakeholders to be emailed w/c 09 May 2022. As design is progressing the Applicant's project team suggested a more detailed run through of the route and to highlight design changes resulting from consultation. Informal Traveller Site update - Tewkesbury Borough Council officer confirmed that notice has been served on all occupiers of the site, but it will not be a quick process. Occupiers are not from travelling community and therefore do not have protected status. Agenda for next 4 months of meetings was suggested.
Gloucestershire County Council Cheltenham Borough Council Tewkesbury Borough Council	10 August 2022	<ul style="list-style-type: none"> Draft SoCG issued and discussion on next steps with it. Targeted consultation and resident's information session details explained. Environmental update provided.
Gloucestershire County Council Cheltenham Borough Council	14 September 2022	<ul style="list-style-type: none"> Funding update. SoCG feedback – updates on SoCG with GCC and the Joint Councils (CBC and TBC).

Consultee	Date	Discussion
Council Tewkesbury Borough Council		<ul style="list-style-type: none"> Update on Travellers Site – confirmation that the Scheme has proposed mitigation and assumes the occupiers are staying.
Gloucestershire County Council Cheltenham Borough Council Tewkesbury Borough Council	02 November 2022	<ul style="list-style-type: none"> Update on Informal Traveller Site - new bill has been introduced about how travellers need to be treated, which is likely to have ramifications for the Scheme. Update on SoCG with the Joint Councils (CBC and TBC). Environment - comments on the list of Reasonably Foreseeable Future Projects (RFFPs).
Gloucestershire County Council Cheltenham Borough Council	03 May 2023	<ul style="list-style-type: none"> Update on the planned targeted consultation on bus lane and upcoming information session event. SoCG update – confirmation on documents to be issued and timeframe for responses.

13.3. Persons with an Interest in Land

- 13.3.1. The Applicant continued to engage with landowners after the statutory consultation period via the Scheme inbox and ad hoc meetings. Ongoing negotiations with affected landowners were undertaken, which are outlined in Book of Reference (Application document TR010063 – APP 4.3) and Statement of Reasons (Application document TR010063 – APP 4.1).

13.4. Statutory Environmental Bodies

- 13.4.1. The Applicant has met with Historic England, Environment Agency and Natural England after the statutory consultation period.

Table 13-2 - Summary of engagement with SEBs post statutory consultation

Consultee	Date	Discussion
Environment Agency (EA)	05 April 2022	EA provided comments on the baseline flood model.
	05 April 2022	EA asked the Applicant to see detailed design of the River Chelt crossing. The Applicant shared the current design for the River Chelt Bridge with elevation details. EA responded stating they had not yet actioned the email due to focusing on the statutory consultation, and asked the project team if they would still like the Environment Agency to review the information and provide comments. The Applicant responded stating the data was only provided based on request from EA and no comments were required on the model.
	10 June 2022	The Applicant emailed EA to ask when they can expect comments back on the with-scheme modelling. EA replied stating that the review comments came back and were generally positive, formal response to the Applicant is underway.
	30 June 2022	The Applicant sent reprocessed flood contours to EA and asked if they would be able to pass on the model review comments and that the project team is starting the final update next week.
	13 July 2022	The Applicant emailed EA to arrange a meeting in relation to flood modelling.
	15 July 2022	EA emailed a letter summarising their position with regards to the review comments on the Scheme modelling report.
	22 July 2022	The Applicant reached out to the EA to confirm if they have received the email sent to them on 13 July 2022.
	03 August 2022	The Applicant shared the first iteration of the SoCG with the EA.
	16 September 2022	The Applicant sent a follow up email to the EA and asked for an update on the correspondence sent in July and August 2022.

Consultee	Date	Discussion
	30 September 2022	The Applicant asked for an update on the email sent on 16 September 2022.
	03 October 2022	EA provided a response confirming that they will be looking at the Scheme and associated actions and will be in touch with regards to EA's involvement with the Scheme.
	06 December 2022	The Applicant provided a response to the EA's format review of the with-Scheme flood model.
	12 January 2023	Following a meeting with the EA, the Applicant sent information regarding mitigation for fish.
	20 January 2023	EA emailed the Applicant with regards to the flood compensation plans asking for further details around the format and scale. The Applicant confirmed the format and scale of the plans.
	14 March 2023	EA confirmed they are happy for the design principals to be adopted as part of the final detailed proposals and the modelling outputs produced to be included within the supporting planning documents, specifically the Flood Risk Assessment (FRA).
Natural England	29 March 2022	Natural England provided further comments on the PEIR.
	07 April 2022	The Applicant's consultant followed up on comments made by Natural England and asked whether Natural England would like to review and comment on the addendum to the bat survey protocol.
	06 May 2022	Natural England responded stating any further work/assessments could be sent to them to be assessed and asked if NE are expecting an updated HRA. The project team stated the HRA was updated as part of the PEIR package and would be updated again for ES submission.
	10 May 2022	The project team provided another update to Natural England regarding contacts for the strategic solution work and the visitor survey information work.

Consultee	Date	Discussion
	01 June 2022	Natural England requested the Applicant to share the section of the PEIR that contained the updated HRA. The Applicant shared a file transfer link with Natural England.
	10 June 2022	The Applicant shared a document outlining the 2022 survey work and reviewing the ecological zones of influence in a table format for review and comment.
	07 July 2022	The Applicant shared the Bat Survey Protocol Addendum report for review and comment.
	02 August 2022	The Applicant sent Natural England the approach taken in the badger licence, stating a draft version would be sent to them at the end of the week.
	05 August 2022	The Applicant shared the draft bat license for review and comment.
	17 August 2022	The Applicant shared the following in respect of the draft bat licence for the Scheme: <ul style="list-style-type: none"> • The Application Form and a spreadsheet which continues the table in Section 9 of the Application Form. • The Reasoned Statement. • The Work Schedule. • The Method Statement. • The Charge Screening Form. • Comments log.
	12 September 2022	Natural England acknowledged receipt of files and confirmed they will provide comments at the earliest possible convenience.
	23 September 2022	The Applicant followed up with Natural England in regard to comments on: <ul style="list-style-type: none"> • Document outlining the 2022 survey work and reviewing the ecological zones of influence in a table format.

Consultee	Date	Discussion
		<ul style="list-style-type: none"> • The Bat Survey Protocol Addendum report. • Draft bat licence.
	30 September 2022	A phone call between the Applicant and a new contact at Natural England. Natural England suggested the week beginning 17 October 2022 for a meeting with the Natural England Licensing Team to discuss the draft bat licence and discussed the proposed approach to survey.
	04 October 2022	The Applicant followed up on the phone call and proposed meeting dates. The Applicant also asked if Natural England could provide a confirmation of agreement with the proposed approach not to survey the stretches of the M5 verge located outside of the highway alignment, but within the DCO Limits.
	06 October 2022	Natural England confirmed they've passed the proposed meeting dates onto the licensing team, and asked the Applicant to resend the survey document and highlight the section which was discussed on the phone call on 30 September 2022.
	10 October 2022	The Applicant shared the survey document with Natural England and followed-up on meeting date availability.
	12 October 2022	Natural England asked if the meeting can be rescheduled to week commencing 31 October 2022.
	13 October 2022	The Applicant proposed new meeting dates and shared the Bat Survey Protocol Addendum with Natural England.
	21 October 2022	Meeting scheduled for 03 November 2022.
	07 November 2022	The Applicant shared an updated HRA Screening and Statement to inform an Appropriate Assessment (SIAA) report and asked Natural England to review the documents.
	08 November 2022	The Applicant shared documents related to a Draft Dormouse Licence with Natural England.

Consultee	Date	Discussion
	08 November 2022	The Applicant emailed Natural England to confirm that they are in agreement with the broad approaches with regards to lowland meadow habitat.
	09 November 2022	Natural England confirmed they have reviewed the updated information in relation to recreational impacts, the potential impacts on birds that are notified features of Severn Estuary Special Protection Area (SPA) and Walmoor Common SPA and information in relation to the air quality impacts on protected sites. Natural England also confirmed that they have passed on the appropriate assessment to their freshwater team to review.
	10 November 2022	The Applicant shared minutes from the meeting relating to the draft bat licence on 03 November 2022. Key discussion points were: <ul style="list-style-type: none"> • Lack of ecology experience. • Other adjacent large scale infrastructure projects. • Survey effort. • Impacts in terms of the 25% approach. • Compensation.
	14 November 2022	Natural England provided comments on the approaches with regards to lowland meadow habitat.
	16 November 2022	The Applicant provided a response to the comments on the approaches with regards to lowland meadow habitat.
	29 November 2022	The Applicant informed Natural England that they will be sharing a document that includes the revised approach to assessing structures where there is no/limited bat survey data, and the revised compensation package. The Applicant asked Natural England to confirm their availability for reviewing the document and providing feedback.

Consultee	Date	Discussion
	30 November 2022	Natural England shared a letter with advice on freshwater in relation to the HRA.
	05 December 2022	The Applicant shared a document with Natural England which details a refining process that has been undertaken to address gaps in the bat roost survey data.
	13 December 2022	The Applicant shared a document which provides more information about the compensatory roost structures proposed.
	13 January 2023	The Applicant sent an update on the Great Crested Newt (GCN) situation. Natural England thanked the Applicant for the update and confirmed this has been passed onto the licensing team.
	13 February 2023	The Applicant shared a copy of the SoCG for the Scheme and asked Natural England about their availability to schedule another meeting. A meeting was scheduled for 06 March 2023.
	16 February 2023	Natural England requested a meeting to discuss the further targeted consultation material, and the meeting was scheduled for 17 February 2023.
	20 February 2023	Natural England emailed the Applicant regarding the NSIP draft application for dormice and asked if the changes in the email can be agreed on.
	28 February 2023	The Applicant responded to Natural England's email regarding the NSIP draft application for dormice, accepting the changes and confirmed that this will be actioned and incorporated into the formal licence submission.
Historic England	16 June 2022	The Applicant's heritage consultant sent Historic England an update on key points following a discussion about the Scheme and its potential impacts to the Scheduled moated site (and associated listed buildings) and the listed buildings at Uckington.

13.5. Developers

Table 13-3 - Summary of engagement with developers post statutory consultation

Consultee	Date	Discussion
Bloor Homes	03 December 2021	The Applicant raised a potential option for alternative ‘interim’ access in landowners’ meetings. The landowners passed this information to Bloor Homes who included the objection to this change in their response to the Statutory Consultation.
	22 February 2022	A series of meetings took place between the Applicant and Bloor Homes to discuss the issue of a smaller access to Safeguarded Site with Bloor Homes. The Applicant informed Bloor Homes that the Scheme would be providing a smaller access to Safeguarded Site. A resolution was not reached at the meetings, and it was decided that this issue would be discussed further as part of the SoCG.
	26 April 2022	
	25 July 2022	
	05 September 2022	Bloor Homes’ legal advisors sent a separate letter in relation to Safeguarded Site access, in addition to a response to the Additional Non Statutory Targeted Consultation.
	10 October 2022	The Applicant provided a response to the letter sent by Bloor Homes’ legal advisors and proposed to arrange a meeting.
	11 October 2022	In a call between the Applicant and Bloor Homes, it was decided that the Applicant will work to facilitate a meeting with Bloor Homes and GCC’s Asset & Property Management. It was also agreed that in the interim a pause will be put on the proposed meeting between the Applicant and Bloor Homes.
	08 November 2022	The Applicant met with Bloor Homes to discuss flood modelling. Key discussion points were: <ul style="list-style-type: none"> • Development of flood model (including use under licence of data from the EA and Robert Hitchens Limited). • The baseline flood conditions.

Consultee	Date	Discussion
		<ul style="list-style-type: none"> • Impact of the Scheme. • Flood mitigation strategy, including diverting floodwater currently passing north over A4019 into new flood storage area south of the A4019, and therefore reducing the extent of flooding in the safeguarded development land. • Potential licence issues with sharing the actual TUFLOW flood model. • Bloor Homes requested modelling results grids from all events.
	17 November 2022	<p>Meeting with the Applicant and Bloor Homes to discuss traffic queries. Key discussion points were:</p> <ul style="list-style-type: none"> • Change to base model for Preliminary Design Stage. • SATURN model development, forecast years and modelling scenarios. • Operation model produced and analysis carried out. • The Applicant has produced various reports under National Highways' Project Control Framework process that describe various aspects of traffic modelling. • Bloor Homes content to receive and review modelling reports (traffic model not required). • The Applicant to review current status of documents and share if possible.
	21 November 2022	<p>The Applicant shared confidential information on highway layout and flood model outputs with Bloor Homes.</p>
	21 November 2022	<p>The Applicant met with Bloor Homes, key discussion points were:</p> <ul style="list-style-type: none"> • Overview of SoCG • SoCG timetable • Initial review of matters raised

Consultee	Date	Discussion
	25 November 2022	The Applicant shared draft copies of Transport Forecast Report with Bloor Homes.
	25 November 2022	The Applicant shared minutes from the meeting on 21 November 2022 as well a draft copy of the SoCG
	06 December 2022	Bloor Homes queried what design speed(s) have been used for the proposed works on A4019 Tewkesbury Road.
	07 December 2022	The Applicant provided a response, confirming speed limits for A4019 Tewkesbury Road.
Robert Hitchins Limited	23 May 2022	Robert Hitchins Limited requested a meeting to discuss the response to consultation feedback. The Applicant's project team arranged a meeting.
	10 June 2022	The Applicant met with Robert Hitchins Limited to discuss the following: <ul style="list-style-type: none"> • Relocation of pond: The Applicant is not able to accommodate the developer's request to relocate the pond. The Applicant to provide the developer with additional details. • Tree planting: The developer requested 20 to 30m tree belt for noise and air quality. The Applicant agreed to examine the request. • Access to Informal Travellers' site: the Scheme is obliged to provide access to the developer's land. The Applicant is working with Tewkesbury Borough Council to find a solution. • Access track to the developer's land north-east of Junction 10: Initial discussions on requirements and rights over third party land. • Potential for SoCG with the developer.
	17 August 2022	The Applicant emailed Robert Hitchins Limited their position on the proposed attenuation basin. Robert Hitchins Limited responded stating that a meeting was recently held with two members of the Applicant's project team to discuss this.

Consultee	Date	Discussion
	22 September 2022	The Applicant met with Robert Hitchins Limited to discuss concerns regarding the proposed access track serving Robert Hitchins Limited' land north-east of junction 10, access road off the A4019, new underpass on the A4019, tree landscape buffer and the flood zone plan.
	20 October 2022	The Applicant emailed Robert Hitchins Limited regarding a bridleway query which was raised in response to the targeted consultation. Robert Hitchins provided a response and enquired about landscaping screening details. The Applicant provided a response confirming that additional landscaping does not form part of the DCO application.
	23 November 2022	The Applicant met with Robert Hitchins Limited to discuss flood modelling. Key discussion points were: <ul style="list-style-type: none"> • Overview of Hydraulic Modelling • Baseline Results • Scheme Results • Mitigation
	08 December 2022	Following the meeting on 23 November 2022, the Applicant forwarded Robert Hitchins Limited the presentation given at the meeting on flood modelling.
	08 December 2022	The Applicant met with the developer to discuss access to Informal Travellers' site. Key discussion points were: <ul style="list-style-type: none"> • Access to Travellers' Site - this will need to go across Robert Hitchins Limited land. Robert Hitchins Limited agreed with the need to consult and that access should be granted. • Flood impact on Robert Hitchins Limited land – the developer reiterated concerns regarding base mapping.
St Modwen	27 May 2022	St Modwen requested a meeting to discuss delayed work start date.

Consultee	Date	Discussion
	13 June 2022	The Applicant met with St Modwen to give a general update on the Scheme.
	22 July 2022	The Applicant met with St Modwen to update the developer on flood modelling at the southern end of the link road.
	07 September 2022	The developer requested a copy of the hydraulic model.
	15 September 2022	The Applicant shared the geometries of the baseline and proposed models with the developer.
	08 December 2022	The Applicant met with St Modwen to give a general update and discuss SoCG. Key discussion points were: <ul style="list-style-type: none"> • Overview of the SoCG process and the SoCG template. • Land acquisition and CPO will be outside SoCG process. • Outline programme. • Increase in DCO Limits to include temporary access around junction stub construction.
	02 March 2023	The Applicant met with St Modwen, key discussion points were: <ul style="list-style-type: none"> • Update on the Scheme. • Responses by St Modwen to the targeted consultation on overlap of planning application, utilities, open space and drainage. • Land acquisition.

13.6. Parish Councils

Table 13-4 - Summary of engagement with Parish Councils post statutory consultation

Consultee	Date	Discussion
Stoke Orchard and Tredington Parish Council	25 May 2022	Clerk to the Parish council emailed with concerns regarding the responses provided to matters raised by the Parish. The Applicant's project team provided a response via email addressing the concerns raised by the Parish council.
	21 June 2022	The Applicant provided a response to the traffic modelling queries raised by the Parish council.
	15 August 2022	Chairman of Stoke Orchard and Tredington Council informed the project team that Councillor Phillip Ternouth passed away. The Chairman stated that on Councillor Ternouth behalf, they continue to seek up to date information as part of stakeholder engagement. The Applicant provided a response.
	02 September 2022	The Applicant emailed the Parish council reiterating that they would like to continue discussions with the Parish Council and offered to schedule a meeting.
	29 September 2022	The Applicant provided a full response to the questions that have been raised by the Parish and shared a technical note that addressed each question individually.
	17 November 2022	The Applicant met with the Parish council to discuss matters related to traffic modelling. The Parish council highlighted their concerns around traffic modelling figures. The Applicant confirmed that they have commissioned the traffic modelling lead to look into the base figure discrepancies and suggested another meeting is scheduled in the new year.

Consultee	Date	Discussion
	29 November 2022	The Parish council emailed the Applicant with a list of matters that the Parish raised at the meeting on 17 November 2022.
	01 December 2022	The Applicant provided a response to matters raised by the Parish, confirming that the traffic modelling lead has been asked to look into the base figure discrepancies.
Uckington Parish Council Elmstone and Hardwicke Parish Council	25 May 2022	Request from Elmstone Hardwicke Parish Council and Uckington Parish Council to arrange a meeting to further raise queries and to discuss local traffic congestion issues which were not addressed in the response to matters raised letter.
	07 July 2022	<p>The Applicant held a joint meeting with members of the parish councils. Elmstone Hardwicke Parish Councils main discussion points were around the buildability of the Scheme, the impact it will have on the local area during construction, and the wider impact the scheme will have in nearby villages. The Applicant's response included reference to procuring the contractor ahead of the construction to enable the Applicant to determine the most suitable method to constructing the scheme and minimising the impact on the local area. The response also included confirmation that there will be an opportunity to meet with the contractor prior to the scheme construction commencing.</p> <p>Uckington Parish Council's area of discussion was around the A4019, with several different matters raised. Most of these were specific enquiries such as the location of bus stops, the bus service, Park & Ride location, and land acquisition. There were some comments around the level of support for the Scheme, with particular focus on the local residents having much less support than the wider stakeholders. There was an action taken for the Applicant to provide a high-level summary of location responses, which was done in conjunction with the Applicant's stakeholder management and communications team.</p>

13.7. Informal Traveller Site Occupiers

- 13.7.1. Gypsy and traveller communities are often seldom heard. As noted in the Environmental Statement, there is an informal Traveller site adjacent to the southbound carriageway of the M5, at Cursey Lane, approx. 250m to the north of the existing M5 Junction 10. There appears to be less than 30 separate caravans within the site curtilage; however, the nature of the use means that occupation levels can change.
- 13.7.2. If the site was to remain at the time of construction, the Environmental Statement has identified it as having high sensitivity due to their likelihood of experiencing disruption and/or change from the scheme and often combined with their existing rural character, which is generally allied to good air quality, low background noise levels, tranquillity and good existing landscape amenity in a rural setting. Construction works would also likely sever the existing vehicular access to the site.
- 13.7.3. Following a review of the Scheme and ongoing engagement with Tewkesbury Borough Council, the Applicant identified that occupiers of the Traveller Site have, or may have an interest in land which is included in the DCO Limits.
- 13.7.4. The Planning Act 2008 requires the Applicant to serve notice on all occupiers of the land prior to submitting the DCO application.
- 13.7.5. Subsequently, on 21 December 2022, the Occupiers of the Traveller Site were issued a Section 42 Notice and a consultation pack, including:
- Consultation brochure
 - Feedback survey
 - PEIR
 - Non-technical summary of the PEIR
 - Scheme Plan
 - Indicative Red Line Boundary Plan
 - SoCC
 - A Copy of the Section 47 Notice Publicising a SoCC
 - A Notice of the Proposed Application
- 13.7.6. The Applicant asked for responses to be received by Friday 03 February 2023 at 11:59pm, allowing the Occupiers 44 days (to allow for Christmas period) to respond to the statutory consultation.
- 13.7.7. The occupiers of the informal Traveller site did not provide a response to the statutory consultation.

13.8. Local residents – information session September 2022

- 13.8.1. To keep the local community informed of the current Scheme proposals, the Applicant held an information session. This was an opportunity to view updated plans and talk to members of the project team about the latest scheme proposals.

- 13.8.2. The session took place on 08 September 2022 between 10am and 7pm at Cheltenham West Community Fire and Rescue Station (Tewkesbury Road, Cheltenham GL51 9SN).
- 13.8.3. A letter drop informing residents of this session took place week commencing 15 August 2022 (to those on and around the A4019 between Gallagher Retail Park and up to and including Withybridge Lane). The information session was however open to all.
- 13.8.4. 48 people attended the session. Key topics discussed included access to A4019; noise mitigation; access to bus services and bus stops and what the next steps were for the Scheme.

13.9. Local residents – information session June 2023

- 13.9.1. To keep the local community informed of the current Scheme proposals and updates to the programme, the Applicant held an additional information session. The purpose of the session was to provide an update for the community on any changes that have been made as a result of consultation, feedback, and updates to the Scheme through technical work, prior to the submission of the DCO application.
- 13.9.2. This was an opportunity for the local community to view updated plans and talk to members of the project team about the latest Scheme proposals, as well as for the project team to provide an update on the next steps for the Scheme.
- 13.9.3. The session took place on Wednesday 07 June between 11am and 7pm at Cheltenham West Community Fire and Rescue Station (Tewkesbury Road, Cheltenham GL51 9SN).
- 13.9.4. A letter drop informing residents of this session took place week commencing 22 May 2023 (to those on and around the A4019 between Gallagher Retail Park and up to and including Withybridge Lane). The information session was however open to all.
- 13.9.5. 51 people attended the session. Key topics discussed included the progress of the Scheme, the programme and next steps as well as construction impacts. Further topics raised were regarding more specific aspects of the Scheme design, including how the Scheme would impact on individual residents in terms of access, speeding, parking and crossing points. A number of attendees raised concerns around flooding, relating to future developments, the A4019 and the River Chelt itself.
- 13.9.6. Following the information session, the Applicant received three requests for further information, relating to access, bus stops and noise barriers.

14. Additional Targeted Consultation

14.1. Introduction

14.1.1. The Applicant undertook an additional period of consultation following on from the main statutory consultation period. This section provides an overview of the consultation and the results from the targeted consultation.

14.2. Additional targeted consultation

14.2.1. As a result of feedback received during the statutory consultation and ongoing engagement with stakeholders, the Applicant subsequently made some proposed changes to the Scheme design. The targeted consultation lasted 29 days, from 00:01hrs on 08 August 2022 until 23:59hrs on 05 September 2022.

14.2.2. The targeted consultation was directed towards affected landowners under s44 of the Act, and Prescribed Bodies under s42(1)(a) of the Act whose role, duties or responsibilities, or area of interest could be affected as a result of the Scheme design changes. The design changes aim to further reduce the impact on the environment, local community and PwLL, where possible. The targeted consultation was carried out in accordance with guidance on the pre-application process DCLG, March 2015.

14.2.3. The Applicant held an additional targeted consultation on these proposed changes with relevant prescribed consultees and PwLL.

14.2.4. The proposed design changes that were consulted on were:

- Increasing motorway technology extents to accommodate the positioning of motorway technology equipment following further design development.
- Provision of a bat underpass on the A4019 for bats to cross the carriageway due to a barrier being created as a result of raising and widening the A4019 and the provision of road lighting along the A4019.
- Increasing ecology mitigation extents to provide additional, or enhanced ecology mitigation further away from areas directly affected by construction.
- Proposing an alternative access for Cooks Lane to provide access from the Link Road via a new service road with the previously proposed link to Moat Lane removed.
- Improved turning facilities for the Forge to accommodate turning requirements of delivery lorries to the Ironworks business, and a minor increase in widening of the turning head is required.
- Changing Uckington junction to cross-roads by moving Moat Lane to opposite The Green to mitigate visual impacts to Moat House (scheduled monument) by removing it from a direct line of sight from the junction.

- Realignment of A4019 east of Uckington junction to avoid the need to remove existing mature trees, which increases the land take required for the A4019 into fields to the south of the A4019.
 - Changes to Elms Park Site access junctions. This change allows access to and from Homecroft Drive being routed via the North West Cheltenham (Elms Park) Allocated Site access junction, rather than using the Safeguarded Site junction that is directly opposite Homecroft Drive.
 - Future-proofing bus provision to provide a wider verge on the eastbound carriageway to allow for the future provision of a bus lane without the need for significant re-alignment works to the A4019.
 - River Chelt bank protection. Bank protection under the River Chelt Link Road Bridge has not been included in the design to date but in consultation with the Environment Agency, they confirmed that there is significant bank erosion by the River Chelt in the vicinity of the Link Road bridge, and that this erosion poses a risk to the existing and planned access under the River Chelt bridge. Therefore, bank protection will be required.
 - Increasing statutory undertakers diversions extents to ensure "pole to pole" access is available to carry out diversions of overhead services.
 - Relocation of attenuation basin and outfall to remove the provision of a culvert under the A4019 following further design development that included the relocation of the attenuation basin adjacent to the flood storage area, to reduce land impacts.
 - Updated flood storage area design. The shape of the flood storage area (and surrounding landscaping) has been amended to reduce the overall area of land required.
 - Revised provision for access to Safeguarded Site to accommodate for a potential second access into Safeguarded Site, the central reserve has been widened (minimum 8m) so a right turn lane can be provided without significant re-alignment works.
- 14.2.5. Letters were emailed to all prescribed consultees (22) and affected landowners (16).
- 14.2.6. Each letter included details of the targeted consultation, its purpose and how to provide feedback. Scheme drawings showing the proposed changes were also emailed with the letter.
- 14.2.7. All Prescribed Bodies were sent the same letter, with a full set of drawings that illustrated the proposed design changes outlined above.
- 14.2.8. Letters were tailored to the circumstances of each of the 16 affected landowners this included people whose land might be affected to a different extent than previously envisaged. Each landowner was also sent a tailored drawing showing their land extent and any proposed changes that impacted their land parcel.
- 14.2.9. Copies of these letters and all targeted consultation materials are available in Appendix E.
- 14.2.10. All contacted parties could provide their feedback via an email to the Scheme inbox or by sending in a written representation to the technical

team by 23:59hrs on 05 September 2022.

- 14.2.11. As design work progressed and following a review of the Scheme, the Applicant identified a number of additional parties that may have interest in land which is the subject of the Scheme design. Therefore, a copy of additional targeted consultation material was sent to 08 statutory undertakers on 17 January 2023. The Applicant asked for comments back by 16 February 2023.

14.3. Results of additional targeted consultation

- 14.3.1. The Applicant received a total of twelve representations to the additional non statutory targeted consultation via email.

- 14.3.2. Stakeholder responses have been grouped into the following categories:

- Prescribed consultees.
- Local authorities (s43).
- Persons with an interest in Land (PwL).
- Statutory undertakers.

- 14.3.3. There were seven representations from prescribed consultees:

- Bloor Homes and Persimmon Homes (joint response).
- Bloor Homes.
- Historic England.
- National Highways (National Highways also responded as a PwL).
- Robert Hitchins.
- St Modwen Homes.
- UK Health Security Agency (formerly known as Public Health England).

- 14.3.4. There were two representations from local authorities:

- Cheltenham Borough Council and Tewkesbury Borough Council.
- Gloucestershire County Council.

- 14.3.5. In total ten of the 22 Prescribed Consultees responded.

- 14.3.6. There were two responses from PwL:

- Landowner 1.
- Landowner 2.

- 14.3.7. There was one response from statutory undertakers:

- Gigaclear.

- 14.3.8. The stakeholder representations were coded using a code frame. A summary of whether the nature of the comments were positive, negative or neutral is shown below.

- 14.3.9. The following three stakeholders made negative comments (all also made neutral comments):

- Landowner 1.
- Landowner 2.

- St Modwen Homes.
- 14.3.10. The following stakeholder made positive comments (and also neutral comments):
- UK Health Security Agency.
- 14.3.11. And the remaining six stakeholders made both positive and negative comments (most also made neutral comments):
- Bloor Homes.
 - Persimmon and Bloor Homes.
 - Gloucestershire County Council.
 - Historic England.
 - Robert Hitchens.
 - Tewkesbury Borough Council and Cheltenham Borough Council.
- 14.3.12. The following stakeholders made neutral comments:
- National Highways.
 - Gigaclear
- 14.3.13. Top six themes identified in responses from prescribed consultees, PwL and statutory undertakers are illustrated in Figure 14-1.
- 14.3.14. A thematic analysis of the feedback received has been undertaken and a response has been provided to each matter raised. This has been outlined in Appendix J.

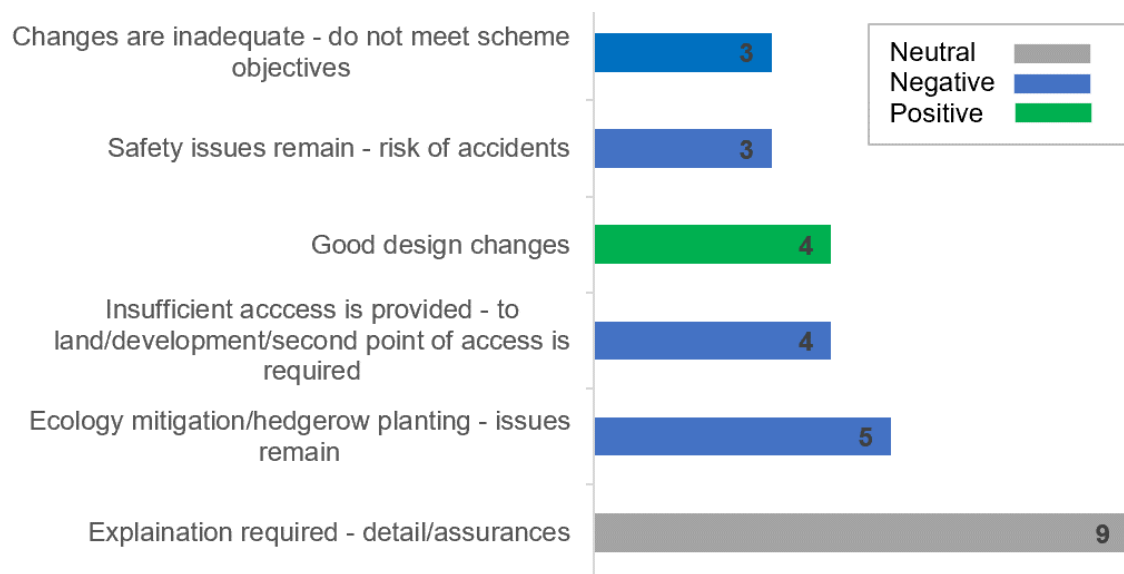


Figure 14-1 - Top six themes from Prescribed consultees and Persons with an Interest in Land

14.4. Key changes as a response to additional targeted consultation

Ref	Consultee	Matter raised	Change or no change to Scheme
82	Bloor Homes	The flood storage area south of Tewkesbury Road is noted as offering potential to contribute to the open space and biodiversity requirements of Site A, as well as mitigating the flood risk within the site. Further details of this potential arrangement need to be provided before Bloor Homes is able to respond.	The Development Consent Order Application does not apply for public access for the flood storage area, due to the uncertainty around the position on land acquisition, with the landowner previously indicating a desire for the land to be returned post construction and would not want land returned with public access rights. Public access is not considered a justifiable reason for a Compulsory Purchase Order of the land. Additional details are being shared as part of the ongoing liaison between the Applicant and the stakeholder.
90	PwIL 2	The amended Scheme also proposes additional ecology mitigation in the form of hedgerow planting within the Safeguarded land, including within part of the land under option to Bloor Homes. No consideration has been given as to how this hedgerow planting might need to be retained within a mixed use development, and whether this might risk severing development within the site and result in inefficient or isolated development. In my email dated Thursday 25th August 2022 I have recommended a solution which my clients would consider, but if these alterations are not made our position with regards to the hedgerow planting will continue to be an objection.	The design proposed has now been accepted with the removal of additional hedgerow.
93	PwIL 2	To save the scheme some cost following discussions with my clients, there is no need for a fenced track to the field on the eastern corner, instead we just require an entrance gate on the side of the road.	The design has been updated to include removal of the access track.

14.5. Summary of Scheme features that cannot be changed

Ref	Consultee	Matter raised	Change or no change to Scheme
10	Gloucestershire County Council	Query on shared used path which narrows significantly, which could cause a potential conflict and safety issue with pedestrian/cyclists using this section of the route. Is there another solution here?	This has not changed from the design shared at statutory consultation. The Scheme provides a new shared-use path, as currently there is no provision. Whilst the 2m width is the absolute minimum for a shared-use path, this design was necessitated by the constraints with adjacent properties and other features required within the highway. The safety of path users has been assessed and it has been concluded that, due to the anticipated low number of pedestrians and cyclists at this location, their safety would not be compromised by the compliant but less-than-desirable width. No design change is considered necessary.
12	Gloucestershire County Council	It is important to ensure that the underpass to Withybridge is accessible and safe in all seasons.	A design change is not required. The level of underpass has been designed to take into account resilience to flooding.
16	Tewkesbury Borough Council and Cheltenham Borough Council	The Joint Councils have no concerns with this change, although they would like to understand if any vegetation clearance is required in these locations and what, if any impacts on ecology will occur and what mitigation would be proposed.	Vegetation clearance may be required in locations within these areas for the installation of signage and equipment, and for visibility of the signs. When the specific locations for the works are identified, ecological surveys will be undertaken and mitigation measures will be identified. If needed, the specific locations of the signage or equipment can be moved to avoid direct impacts, for example to a badger sett. A commitment to undertake this survey work is included in the Register of Environmental Actions and Commitments, within the Environmental Statement.
45	Historic England	The revised Scheme now removes the need to connect Moat and Cook Lane. This will remove some	Comments have been addressed through the existing design.

Ref	Consultee	Matter raised	Change or no change to Scheme
		<p>of the harm we identified with the original proposed design. There are still concerns regarding the widening of the road and an agreed landscaping and noise abatement mitigation is needed to reduce that impact.</p> <p>Please refer to our letter of the 14 February 2022 for detail of those concerns. We also set out four recommendations in conclusion to that letter.</p>	
48	Historic England	Further work is needed on providing suitable noise and visual screening between the new road and the Moated Site. This should be in the form of natural barriers (hedges and trees) to retain the rural character.	The landscape design includes hedges in this area along the southern side of the A4019 to provide screening between the A4019 and the Moat House Scheduled Monument. The speed limit will also be reduced from 50mph to 40mph through Uckington which will reduce traffic noise levels in this area. No further design change is required at this stage.
50	Robert Hitchins	Please confirm that the proposed access track serving Robert Hitchins Ltd land north-east of Junction 10 as shown coloured red on drawing DR-CH-000007 will be deemed highway, including the grass verge up to the proposed highway fence?	As part of ongoing engagement with the stakeholder this was discussed, and it is intended that the track is placed back into the ownership of the landowners. Notwithstanding this, the comment about future maintenance liability was made, prior to the development coming online. The Applicant will investigate further and provide clarification as part of ongoing liaison. No further design change is required at this stage.
51	Robert Hitchins	The arrangement of this access track with the proposed new access stub road requires further details on how this will work?	As part of ongoing engagement with the stakeholder this was discussed, and the current Scheme ensures junction capacity and infrastructure requirements will be in place for future access to the Safeguarded Site. Following a design and costing review, the access that was included in

Ref	Consultee	Matter raised	Change or no change to Scheme
			<p>the statutory consultation was deemed too substantial given the planning status of the Safeguarded Site. It would not be appropriate for the Scheme to provide such a substantial access due to the likely timeframe for the development of the Safeguarded Site and the additional cost involved for the Scheme. It also would not be appropriate given the unknown future layout of the Safeguarded Site. The current access represents an appropriate “interim” solution for agricultural access to the fields until such time as the Safeguarded Site comes forward for development. It is not intended to be the final access that serves the Safeguarded Site in the long term.</p>
52	Robert Hitchins	<p>The access road off the A4019 appears to be significantly down graded from the previous version, please explain the reasoning.</p>	<p>As part of ongoing engagement with the stakeholder this was discussed, and the current Scheme ensures junction capacity and infrastructure requirements will be in place for future access to the Safeguarded Site. Following a design and costing review, the access that was included in the statutory consultation was deemed too substantial given the planning status of the Safeguarded Site. It would not be appropriate for the Scheme to provide such a substantial access due to the likely timeframe for the development of the Safeguarded Site and the additional cost involved for the Scheme. It also would not be appropriate given the unknown future layout of the Safeguarded Site. The current access represents an appropriate “interim” solution for agricultural access to the fields until such time as the Safeguarded Site comes forward for development. It is not intended to be the final access that serves the Safeguarded Site in the long term.</p>

Ref	Consultee	Matter raised	Change or no change to Scheme
53	Robert Hitchins	Is the access track to become a bridleway as part of the bridleway diversion? If so we foresee conflict between horses, people and agricultural vehicles, what assessment has been carried out?	As part of ongoing engagement with the stakeholder this was discussed. The GG 142 walking, cycling and horse riding review concluded the route of the bridleway did not record any notable concerns due to it being separate from the access track. It is understood this was not shown on the general arrangement drawings at the time the original comment was made. The design of the crossing point will be further developed at the detailed design with the mitigation of possible conflicts being a paramount consideration. The Applicant notes the comment regarding bridleway usage and the desire for this access to be adopted. This will be investigated further, and clarification provided as part of the ongoing liaison with the stakeholder.
54	Robert Hitchins	The new underpass shown on the A4019 located just east of Junction 10 is suggested to be used by horses and the public. Can the underpass be located further east to align with Withybridge Lane reducing the diversion route.	As part of ongoing engagement with the stakeholder this was discussed. The vertical alignment of the A4019 and available headroom prohibit moving the underpass to align with Withybridge Lane. As discussed, the Applicant considered “at-grade solutions” but the safest route for pedestrians and riders is through the underpass. This avoids potential conflict with the dual carriageway. This does not dismiss the comment regarding the longer route, but it is the Applicant's opinion that this is the safest solution.
55	Robert Hitchins	The tree landscape buffer to south-west of Junction 10 our request is circa 20m – 30m in width. We would also be content to have this reside within our ownership and maintain in perpetuity. I understand this is with your Landscape team.	As part of ongoing engagement with the stakeholder, this was discussed. The Applicant would be satisfied to include an additional 10m to the landscaping up to the pond, in the south-west quadrant. This would be on the outside of the highway fence. This is in addition to what is required for

Ref	Consultee	Matter raised	Change or no change to Scheme
			the development, and as such the planting work will need to be carried out under a separate temporary licence. The future maintenance would not be carried out by Gloucestershire County Council, and it is understood that Robert Hitchens Ltd would safeguard and maintain this strip in perpetuity. The Applicant will provide a draft plan to show these proposals for information in due course.
56	Robert Hitchens	The access road that will serve our land on the northeast of the junction. Our preference is this would be an adopted highway until it reaches our ownership along the lines of the attached plans. We have also moved the access track that runs parallel to the boundary closer to the edge of the highway to save on 'lost' land.	<p>The Applicant considered the request to make the access track "adopted highway" but decided not to progress with this option as it would entitle the public at large to use the access track. Rather, the access track will be a "private means of access" with right and permissions to be applied, including maintenance of the track. This is to be agreed as part of ongoing liaison.</p> <p>Regarding moving the track closer to edge of the highway, the plan does not show landscaping or other drainage features. It should be noted that the design is worst case, and there may be scope to reduce land take in the future. This would be carried out during detailed design. The finalised land take for the Scheme would be realised during this design stage.</p>
58	Persimmon Homes and Bloor Homes	The standalone pedestrian/cycle crossing included in the Elms Park application has been removed, and is not reinstated in the updated Scheme. This crossing must be fully reinstated, and this objection therefore remains.	The pedestrian crossing has been included in the Safeguarded Site access junction. This has been discussed with Gloucestershire County Council. This will be agreed as part of the Scheme through the Statement of Common Ground with Gloucestershire County Council.
59	Persimmon Homes and	The amended Scheme includes existing hedgerows within Elms Park within the Scheme boundary. These	The design amendments are intended to complement proposals by Elms Park. The Applicant is aware updated

Ref	Consultee	Matter raised	Change or no change to Scheme
	Bloor Homes	hedgerows are noted as to be retained for ecological mitigation. This requires further discussion to understand any implications for Elms Park, and until then is a further objection.	proposals are available on the Planning Portal and are currently in review. The Applicant will arrange further liaison with the stakeholder to discuss.
61	Persimmon Homes and Bloor Homes	The Scheme design has changed to include areas of verge which could be widened in future to provide bus lanes. It is not clear how these bus lanes, when delivered, would offer any meaningful reduction in public transport journey times. There are not any measures at the signalised junctions themselves to provide bus priority. Providing public transport priority measures, and reducing bus journey times compared to car journeys, is a fundamental element of the Gloucestershire Local Transport Plan (2020 – 2041), and of the transport strategy for development at North West Cheltenham. The Scheme as currently presented still has insufficient regard for public transport and this objection is still strongly maintained.	Provision of bus measures within the Development Consent Order limits at opening year is not considered necessary due to the increased capacity provided by the Development Consent Order Scheme. Future provision needs to be considered holistically with other measures east of the Development Consent Order Scheme as shown in the Elms Park planning application. However, there is uncertainty on the timing of when the measures in the Elms Park planning application will be implemented. The Applicant will continue to discuss this further as part of Statement of Common Ground process.
72	Bloor Homes	Whilst it remains the case that no traffic data has been published to enable consideration of the capacity of this new proposed junction, the nature and scale of what is proposed plainly has limitations when compared with the previous proposed arrangements. Without doubt, future works and upgrading of this junction will be required to make it fit for purpose to serve as a satisfactory access for traffic associated with development of the Safeguarded Site at the scale proposed. As such,	Traffic modelling has been undertaken and included in the Transport Assessment which forms part of the Development Consent Order submission. This information supports a Scheme which ensures junction capacity and infrastructure requirements will be in place to allow a suitably sized future access to the Safeguarded Site. If, in due course a larger access is needed to deliver the planning proposals for the Safeguarded Site, this will no doubt form part of the associated planning application and the access arrangements can be designed accordingly.

Ref	Consultee	Matter raised	Change or no change to Scheme
		this new proposed junction is deficient and will not meet the Scheme's objectives.	
73	Bloor Homes	The proposed new junction stops on land owned by Gloucestershire County Council and does not extend to the boundary of that land to enable access to the land beyond. This raises the unsatisfactory spectre of a further length of road being required to be constructed across land owned by Gloucestershire County Council in order to access the overwhelming majority of the future development area. The consequence of this is that it creates uncertainty, and potentially an impediment, to delivery of an access to the remaining development areas. In particular, loss of direct access onto adopted public highway in this location will significantly compromise our client's ability to properly design and optimise the use of the Safeguarded Site. Once again, in these terms, this proposed new junction does not meet the Scheme's objectives.	It is the position of the Applicant that the infrastructure (culverts, ducts etc) allows for an expanded junction to be constructed on land designated as part of the Safeguarded Site, should that be required in due course, which does not prejudice the development of the Safeguarded Site as identified by the Joint Core Strategy. In terms of access to the highway, the Scheme will ensure that an equivalent level of access to what landowners currently have to the Safeguarded Site is maintained. In relation to any future access arrangements needed for the development of the Safeguarded Site, the position of Gloucestershire County Council as landowner is separate from Gloucestershire County Council as Local Highway Authority and the Applicant but the Council will look to help facilitate private development coming forward where it can, in line with its statutory duties.
74	Bloor Homes	If the proposed new junction is delivered as part of the Scheme then there will inevitably need to be another highway improvement scheme to provide access to the development. The additional traffic management, delays to road users and substantial costs of a second improvement scheme shortly after the first is completed, will result in unnecessary and significant disruption and economic dis-benefit to road users. This cannot be considered as the best way to meet the Scheme's objectives or provide the	Any future further access works as a result of planning proposals for the Safeguarded Site can be implemented off the main carriageway with minimal traffic management for through traffic. It is unlikely that these works will be required shortly after the signalised junction works have been completed, given the proposed timescales for delivering the Scheme as compared with the likely timescales for securing planning consent and undertaking development of the Safeguarded Site.

Ref	Consultee	Matter raised	Change or no change to Scheme
		best use of public funds.	
75	Bloor Homes	The proposed new access to the Safeguarded Site does not provide a satisfactory means of access and creates uncertainty and doubt as to the deliverability of the access to facilitate the development of the Safeguarded Site and to realise future economic and housing development. The Scheme's objectives will consequently not be achieved.	It is the position of the Applicant, that the infrastructure (culverts, ducts etc) allows for an expanded junction to be constructed on land designated as part of the Safeguarded Site, should that be required in due course, which does not prejudice the development of the Safeguarded Site as identified by the Joint Core Strategy. In terms of access to the highway, the Scheme will ensure that an equivalent level of access to what landowners currently have to the Safeguarded Site is maintained. In relation to any future access arrangements needed for the development of the Safeguarded Site, the position of Gloucestershire County Council as landowner is separate from Gloucestershire County Council as Local Highway Authority and the Applicant but the Council will look to help facilitate private development coming forward where it can, in line with its statutory duties.
78	Bloor Homes	The Scheme as now proposed will consolidate several existing farm accesses and an access road to a traveller site into a single access, served via an access track from the new signalised junction. The issues associated with this arrangement have already been well articulated by the owner of the land in question. In particular, the design, as currently proposed, is fundamentally unacceptable as it is inappropriately sized to accommodate frequent large vehicle access to multiple properties and, as a consequence, creates potential conflicts and danger of accidents with vehicles accessing the traveller site.	The Scheme has consolidated the existing farm accesses to provide safe left and right turning manoeuvres under the traffic signal control provided by the West Cheltenham Link Road Junction. This has been designed to accommodate the anticipated farm traffic. The Applicant's land agents have liaised with the landowners on this, and additional details have been provided as required.

Ref	Consultee	Matter raised	Change or no change to Scheme
		<p>Please confirm that the proposed new access has been signed off by highways officers as being fit for its intended users and that they are satisfied that it does not propose a safety risk. Further, the existing farm accesses onto Tewkesbury Road benefit from a high level of natural surveillance and this will be removed, placing the landowners at a significant risk of fly tipping, anti-social behaviour and crop damage. It is also not clear from the Scheme plans who will be responsible for the management and maintenance of the shared access track. Any requirement for the landowner to fund, or part-fund its maintenance is unacceptable.</p>	
79	Bloor Homes	<p>The Environmental Impact Assessment Scoping Report (July 2021) for the Scheme sets out the alternatives considered by the Applicant in developing the Scheme. However, no alternatives were considered for the location of the access to the Safeguarded Site- the only solution presented provides access into land under the control of Gloucestershire County Council. A reasonable alternative would have been to locate the access slightly further east into land under the control of our client. The Applicant has consequently failed to consider all reasonable alternatives, without which, there can be no rationale or justification for this being the optimum solution.</p>	<p>The Scheme facilitates the potential need for alternate or further access points (for example via the widened central reservation) however it is not part of the Scheme to deliver alternate or secondary access points to the Safeguarded Site, which will form part of the proposals for the development of the Safeguarded Site in so far as is necessary in due course. Discussion of secondary access requirements should be taken up with Gloucestershire County Council Highways Development Management.</p>
80	Bloor Homes	<p>The amended Scheme includes a number of additional provisions which will prejudice efficient</p>	<p>It is proposed to divert the Public Rights of Way route along new Private Means of Access to the underpass as</p>

Ref	Consultee	Matter raised	Change or no change to Scheme
		<p>delivery of development on the Safeguarded Site. The Scheme plan indicates that an existing Public Right of Way which crosses the Safeguarded Site will be diverted via a new underpass beneath Tewkesbury Road. The exact diversion route is unclear, but it has the potential to prejudice efficient delivery of housing and employment within the Safeguarded Site. The existing Public Right of Way terminates at Tewkesbury Road. It is unclear why it is necessary to extend the Public Right of Way to utilise the new underpass, which would make it more difficult to divert or extinguish within the Safeguarded Site in the future.</p>	<p>this would provide active travel users, particularly equestrians, with a safer crossing of the A4019. Provision of a Pegasus crossing has been considered but not currently being taken forward due to issues with providing a safe waiting area for horses in the central reserve (at or away from the West Cheltenham Link Road Junction).</p> <p>The proposed diversion is not considered to prejudice any future proposals for the Safeguarded Site.</p>
81	Bloor Homes	<p>The amended Scheme proposes additional ecology mitigation in the form of hedgerow planting within the Safeguarded Site, including on part of the land under the control of our client. No consideration has been given as to how this hedgerow planting could be retained as development comes forward and whether this might risk severing development and/or result in inefficient or isolated development. These additional provisions are contrary to the requirements of the Joint Core Strategy.</p>	<p>The extent of the hedgerow and the need for the mitigation will be discussed as part of the ongoing series of meetings held with the developers and their representatives; and if necessary, picked up in a Statement of Common Ground. However, the proposed mitigation aligns with the concept plan for the Safeguarded Site shared with the Applicant.</p>
82	Bloor Homes	<p>The flood storage area south of Tewkesbury Road is noted as offering potential to contribute to the open space and biodiversity requirements of Site A, as well as mitigating the flood risk within the site. Further details of this potential arrangement need to be provided before Bloor Homes is able to respond.</p>	<p>The Development Consent Order Application does not apply for public access for the flood storage area, due to the uncertainty around the position on land acquisition, with the landowner previously indicating a desire for the land to be returned post construction and would not want land returned with public access rights. Public access is</p>

Ref	Consultee	Matter raised	Change or no change to Scheme
			not considered a justifiable reason for a Compulsory Purchase Order of the land. Additional details are being shared as part of the ongoing liaison between the Applicant and the stakeholder.
91	Landowner 2 - Tom Pullin (Land agent of Mr & Mrs Carter)	The second entrance proposed on the southern boundary of my clients' land to replace two existing entrances, again the size and specification to be included on the plans for future reference and the size of the access needs to be double gated to compensate for the loss of one access and to ensure it is suitable for modern agricultural machinery. Finally as previously discussed this needs to be both a left and right turning which has previously been indicated can be achieved.	Further information from the landowner is required before understanding if the change can be accepted.
102	Landowner 1 - Andrew Bower (Land Agent of Mrs Mary Bruton and Mrs Elizabeth Counsell)	Return to the previous 2022 larger junction design that connects up to my clients' land.	As stated above, the Scheme has consolidated the existing farm accesses to provide safe left and right turning manoeuvres under the traffic signal control provided by the West Cheltenham Link Road junction.
103	Landowner 1 - Andrew Bower (Land Agent of Mrs Mary Bruton and Mrs Elizabeth Counsell)	Retain a secondary access, in a position to be agreed and documented as acceptable to your highways department.	If the proposal relates to second access for the development of the Safeguarded Site, the central reserve between the Link Road Junction and Uckington Junction has been widened to accommodate the potential for a future junction and right turn lane.

Ref	Consultee	Matter raised	Change or no change to Scheme
104	Landowner 1 - Andrew Bower (Land Agent of Mrs Mary Bruton and Mrs Elizabeth Counsell)	Any shared access must be adopted given the number and range of type of user, it would be unlikely to secure payments on a maintenance according to user basis.	The Applicant's proposal is that "rights of way" will be given over third party land. However, the Applicant has continued to discuss this matter as part of ongoing liaison. The Applicant's local authority's land agents have liaised with the landowners on this, and additional details have been provided as required.

15. Further Targeted Consultation

15.1. Introduction

15.1.1. The Applicant undertook a period of further targeted consultation following on from the main statutory consultation period and additional targeted consultation. This section provides an overview of the consultation and the results from the further targeted consultation.

15.2. Further targeted consultation

15.2.1. As a result of feedback received during the statutory consultation, additional targeted consultation and ongoing engagement with stakeholders, the Applicant has subsequently made some proposed changes to the Scheme design. The further targeted consultation lasted 30 days, 00:01hrs on Wednesday 18 January 2023 until 23:59hrs on Thursday 16 February 2023.

15.2.2. The Applicant held a further targeted consultation on these proposed changes with relevant prescribed consultees and PwL.

15.2.3. The further targeted consultation was targeted towards affected landowners under s44 of the Act, and Prescribed Bodies under s42(1)(a) of the Act whose role, duties or responsibilities, or area of interest could be affected as a result of the Scheme design changes. The design changes aim to further reduce the impact on the environment, local community and PwLs, where possible. The further targeted consultation was carried out in accordance with guidance on the pre-application process (DCLG, March 2015).

15.2.4. The proposed design changes that were consulted on were:

- Increasing the DCO Limits to ensure the change to the flood pattern caused by the proposed flood storage area east of M5 motorway can be implemented under the powers set out in the DCO.
- Increasing the DCO Limits to ensure the change to the flood pattern caused by the proposal to increase the conveyance of the existing watercourse (ditch) can be implemented under the powers set out in the DCO.
- Increasing the working area around the proposed ecology mitigation works.
- Increasing the working area for WPD diversion to ensure “pole to pole” access is available for statutory undertakers to carry out diversions of overhead services.
- Increasing working area around Junction 10 to ensure there is sufficient working area to construct the stub for the new access into the development.
- Increasing the DCO Limits to allow for the potential diversion of high pressure gas main.

- 15.2.5. Letters were emailed to all prescribed consultees (14), statutory undertakers (8), and posted to affected PwIL (25), including landowners (14), occupiers (6) and people with rights/easements/other interests (9).
- 15.2.6. Each letter included details of the targeted consultation, its purpose and how to provide feedback. Scheme drawings showing the proposed changes were also emailed/posted with the letter.
- 15.2.7. All prescribed consultees were sent the same letter, with a full set of drawings that illustrated the proposed design changes outlined above.
- 15.2.8. Letters were tailored to the circumstances of the each of the 25 affected PwIL and this included people whose land might be affected to a different extent than previously envisaged. Each PwIL was also sent a tailored drawing showing their land extent and any proposed changes that impacted their land parcel.
- 15.2.9. Copies of these letters and all targeted consultation materials are available in Appendix Q.
- 15.2.10. All contacted parties could provide their feedback via an email to the Scheme inbox or by sending in a written representation to the technical team by 23:59hrs on Thursday 16 February 2023.

15.3. Results of further targeted consultation

- 15.3.1. The Applicant received a total of twelve representations to the additional non statutory targeted consultation via email.
- 15.3.2. Stakeholder responses have been grouped into the following categories:
- Local authorities (s43).
 - Persons with an interest in Land (PwIL).
 - Prescribed consultees.
 - Statutory undertakers.
- 15.3.3. There were two representations from local authorities:
- Cheltenham Borough Council and Tewkesbury Borough Council.
 - Gloucestershire County Council
- 15.3.4. There were four representations from prescribed consultees:
- Environment Agency.
 - Historic England
 - Midlands Land Portfolio Limited and St. Modwen.
 - Natural England.
- 15.3.5. There were four responses from PwIL:
- The House in the Tree
 - Landowner 1.
 - Landowner 2.
 - Landowner 3.
- 15.3.6. There were two responses from statutory undertakers:
- Instalcom

- Gigaclear

15.3.7. Matters raised have been identified and a response has been provided to each matter raised. This is outlined in Appendix R.

15.4. Key changes as a response to further targeted consultation

15.4.1. There were no design changes as a response to further targeted consultation.

15.5. Summary of Scheme features that cannot be changed

Ref	Consultee	Matter raised	Change or no change to Scheme
9	The House in the Tree	In earlier targeted consultation the Development Consent Order Limits was already changed for this same purpose and so we fail to see why a further extension to the Order Limits is required to serve the same purpose. A further extension of the Development Consent Order Limits for the same reason is therefore unwarranted and Stonegate object to this amendment.	The Development Consent Order Limits (including the changes being consulted) are to ensure the utility companies have full access to all of their equipment that may be impacted by proposed diversionary works.
10	The House in the Tree	<p>It is understood that there are two poles that the statutory undertaker requires access to for the disconnection and reconnection of services in this area. The first pole is situated in the front garden of the neighbour's property and the second pole is situated on the periphery of Stonegate's land ownership in the highway verge.</p> <p>Based on the existing pole positions there is no justification for:</p> <p>a) Entering Stonegate's land as the first pole can be accessed from the neighbour's front garden and the second pole can be accessed from the public highway. b) Extending the Development Consent Order Limits to allow greater access and this is for the same reason as above.</p>	The Development Consent Order Limits (including the changes being consulted) are to ensure the utility companies have full access to all of their equipment that may be impacted by proposed diversionary works.

Ref	Consultee	Matter raised	Change or no change to Scheme
11	The House in the Tree	Entering Stonegate’s operational land has potential to cause business disturbance and should be avoided. For this reason, and those set out above, Stonegate see no justification for firstly included their land within the Development Consent Order Limits, which we understand is being reserved for access for utility diversion works when more appropriate access is available, and secondly, the proposed extension of the Development Consent Order Limits to reserve an even larger area for access for the same utility diversion works.	The Development Consent Order Limits (including the changes being consulted) are to ensure the utility companies have full access to all of their equipment that may be impacted by proposed diversionary works.
26	Midlands Land Portfolio Limited and St. Modwen	In respect of the proposed overhead line diversions, we note that some lines proposed for diversion as part of the Scheme could be within, or overlap, the West Cheltenham emerging diversionary works package. This will depend on timing, and so continued communication and coordination will be necessary.	Further liaison with Midlands Land Portfolio is required to review potential overlap of designs and therefore whether the change is required for Development Consent Order application, or whether it can be resolved as part of detail design.
27	Midlands Land Portfolio Limited and St. Modwen	The following comments have also been made in respect of the emerging West Cheltenham proposals for underground diversion routes: <ul style="list-style-type: none"> The 11 kV underground diversion route, will run across change areas 15 and 20. We therefore understand that there is potential for third party consent requirements (if land is transferred out of the development) for the underground easement to cross land, and a crossing agreement may be required, should the cable route cross any existing utilities or new services. 	Further liaison with Midlands Land Portfolio is required to review potential overlap of designs and therefore whether the change is required for Development Consent Order application, or whether it can be resolved as part of detail design.

Ref	Consultee	Matter raised	Change or no change to Scheme
		<ul style="list-style-type: none"> • The 11kV proposed underground cable route and termination pole (change number 20) is proposed to be located within this extended area. • The 11 kV cable route will pass underneath the new access road therefore cable lay/ducting/other services in the road will need to be considered. • An 11 kV underground cable route for a subsequent phase will pass through Change 20 land, as currently drafted. 	
40	Landowner 1	<p>With regards to the change to the Development Consent Order Limits, we would prefer for you to use the hard track for access adjacent the village hall/car park directly to the council road rather than the extended route identified.</p>	<p>Initial review of this proposal appears to require construction vehicles to pass through a residential property. The Applicant therefore has some reservations with this option. Further review and position will be confirmed.</p>
43	Landowner 2	<p>With regards to ecology mitigation changes, please can we have confirmation of the dimensions of this access road as per the original representations we made to the Statutory Consultation, and where we detailed indicative measurements for modern agricultural machinery.</p> <p>“To add some context to the size of the equipment used on this land a Combine Harvester is approximately 3-3.5m wide and 9-10m in length without the header attachment which is 4-5m+ in length and will generally be trailed behind the combine before being attached to the machine in the field. A tractor is 2-2.5m wide and 4.75-5m in length with the grain trailers 5-6m in length attached to the tractor.</p>	<p>The proposed access is to be around 8 metres wide from the A4019 to the east-west section, which is to be 5 metres wide. Additional swept path details (with vehicles similar length to Combine Harvester and tractor and trailer) will be provided as part of ongoing liaison.</p> <p>Future access arrangements following completion of the works will need to be agreed with the developers of the Safeguarded Site.</p>

Ref	Consultee	Matter raised	Change or no change to Scheme
		<p>A simple assessment of the current proposed narrow access track on the plan brings me to the conclusion that the current proposal is neither wide enough as a single access point or as an access point with a secondary access point along the road frontage of the A4019 to the East. This access needs to be redesigned in order to make access to the land safe and suitable for its current uses.”</p> <p>As has been discussed at both site and consultation meetings this access will be serving two different landowners both with productive arable land using this track. The reality is that due to weather conditions and the nature of arable cropping this access will be used by both landowners at the same time and particularly during harvest. If this access is not wide enough to allow large agricultural machines to pass it each other at the same time the Scheme is potentially creating a very dangerous and ineffective replacement access to both parties land.</p> <p>Before we will be able to support this Scheme, we will need to have confirmation that the dimensions of this replacement access option are suitably wide enough to support the farm traffic.</p> <p>In addition to the practical agricultural reasons detailed above we also need confirmation how this access route could be maintained in the future as the Safeguarded Site for future development will be able to use this</p>	

Ref	Consultee	Matter raised	Change or no change to Scheme
		access when it is developed in phases for employment and residential uses in the future. If it is only a single width lane this will not be an acceptable situation and risks prejudicing the safe continuation of farming of the site in advance of later development of my clients land.	
45	Landowner 2	<p>We have asked on several occasions for confirmation of the size of the proposed gated access this is still not forthcoming. As we have previously explained which sits alongside the point above is the size of the agricultural equipment which will use this as the main access will require this to be a double gated access to be suitably wide for the machinery used to farm the land.</p> <p>As above, and as discussed at the last site meeting, we are losing access points so we will need confirmation that this gateway is suitably sized for the agricultural use before we can support the Scheme.</p>	<p>The Scheme will provide a standard 4 metre wide field gate. The Applicant is considering the landowners request for a double gate but was awaiting further details from the landowner. These have now been provided by the landowner in the response to further targeted consultation. The Applicant will review the information and discuss with the landowner as part of ongoing landowner liaison.</p>
48	Landowner 2	Can you confirm dimensions of the gateway?	<p>The Scheme will provide a standard 4 metre wide field gate. At a site meeting, there was a request by the agent for double gate, but further details were requested from the agent to justify the request. The Applicant will continue to liaise with the landowner on this matter.</p>

16. Targeted Consultation on Bus Lane

16.1. Introduction

16.1.1. The Applicant undertook a period of targeted consultation on the inclusion of a bus lane following on from the main statutory consultation period, additional targeted consultation, and further targeted consultation. This section provides an overview of the consultation and the results from the targeted consultation on the bus lane.

16.2. Targeted consultation on Bus Lane

16.2.1. As a result of feedback received during the statutory consultation, additional targeted consultation, further targeted consultation and ongoing engagement with stakeholders, the Applicant proposed to include a bus lane in the Scheme design. The targeted consultation on the bus lane lasted 30 days, from 00:01hrs on Monday 29 May 2023 until Tuesday 27 June 2023.

16.2.2. The targeted consultation on the bus lane was targeted towards relevant prescribed consultees under s42(1)(a) of the Act, affected PwIL under s44 of the Act as well as relevant non statutory consultees (including key stakeholders, local residents and businesses) whose role, duties or responsibilities, or area of interest could be affected as a result of the Scheme design development. The design change aims to provide an enhancement to local public transport provision and infrastructure, and further reduce the impact of the Scheme on the environment and the local community.

16.2.3. The targeted consultation on the bus lane was carried out in accordance with guidance on the pre-application process (DCLG, March 2015)

16.2.4. The proposed design change which was consulted on comprised of:

- A 4.0m wide bus lane, on the A4019 eastbound carriageway from Cheltenham West Community Fire and Rescue Station to Gallagher Junction, for a total length of approximately 675m.
- Three proposed signalised bus gates where the bus lane would pass by the North West Cheltenham (Elms Park) Allocated Site and Gallagher junction.
- One eastbound bus stop sited within the bus lane, located to serve demand at the Homecroft Drive area and future Elms Park development.

16.2.5. Letters were emailed on 25 May 2023 to 18 prescribed consultees, and six key stakeholders (non statutory consultees), and posted to two PwIL and 38 local residents and businesses (non statutory consultees)¹⁴.

16.2.6. Each letter included details of the targeted consultation, its purpose and

¹⁴ 6 letters were not delivered due to incomplete address given or because the addresses no longer exist.

how to provide feedback as well as information on an information session which was held in June 2023 (see section 13.9). A Scheme drawing showing the proposed change was also included with the letter.

- 16.2.7. A copy of the letter template, Scheme drawing showing the proposed change and distribution list are available in Appendix S.
- 16.2.8. All contacted parties could provide their feedback via an email to the Scheme inbox or by sending in a written representation by 23:59hrs on Tuesday 17 June 2023.

16.3. Results of targeted consultation on bus lane

- 16.3.1. The Applicant received a total of ten representations to the targeted consultation on the bus lane via email.
- 16.3.2. Stakeholder responses have been grouped into the following categories:
 - Non statutory consultees.
 - Prescribed consultees.
- 16.3.3. There were six representations from prescribed consultees:
 - Environment Agency.
 - Cheltenham Borough Council and Tewkesbury Borough Council.
 - Gloucestershire County Council.
 - Historic England.
 - National Highways.
 - Natural England.
- 16.3.4. There were four responses from non statutory consultees:
 - Aldi Stores Limited.
 - Cheltenham & Tewkesbury Cycling Campaign.
 - GFirstLEP.
 - Local resident 1.
- 16.3.5. Matters raised have been identified and a response has been provided to each matter raised. This is outlined in Appendix T.

16.4. Key changes as a response to targeted consultation on bus lane

- 16.4.1. Overall, feedback from consultees to the targeted consultation showed that there is support for the bus lane to be included in the Scheme design.
- 16.4.2. The bus lane, as described in 16.2.4, has therefore been included in the Scheme design

16.5. Summary of Scheme features that cannot be changed

16.5.1. There have been no changes to the design of the bus lane as a result of the feedback received to the targeted consultation.

16.5.2. A summary of features that cannot be changed is outlined in Table 16-1.

Table 16-1 - Summary of Scheme features that cannot be changed

Ref	Representation	Final matter raised for DCO report	Final description of design change/no design change for DCO report
5	GFirstLEP	Minor concern over the lack of an extension to the bus lane to the east of Manor Road/Gallagher Retail Park entrance as this could create a 'pinch point' at that junction? Or perhaps the lights can be phased to give priority to buses in order to smooth traffic flow.	<p>The North West Cheltenham (Elms Park) Allocated Site planning application (submitted in 2016) has various improvement proposals (including provision of bus lanes) along the A4019 from the North West Cheltenham (Elms Park) Allocated Site into Cheltenham. These improvements are outside the scope of the Scheme, but the Scheme proposals compliment the North West Cheltenham (Elms Park) Allocated Site proposals.</p> <p>There are land constraints east of the Gallagher Junction (Sainsburys) that restrict the provision of a continuous eastbound bus lane through the Gallagher Junction. Therefore, the traffic signals design includes for a bus priority phase to allow buses through first before allowing general traffic.</p>
6	Local Resident – LR6	The noise barrier needs to start at the beginning of the row of bungalows not at the third bungalows. This road is noisy now but will be worse when the new road is built.	The noise assessment in the Environmental Statement is not reporting any increases in noise at these three properties due to traffic being further away. The Applicant has considered extending the noise barrier at this location, however there is a balance to be made between having the noise barrier, but also ensuring that

Ref	Representation	Final matter raised for DCO report	Final description of design change/no design change for DCO report
			there is sufficient visibility at the junction. The noise barrier will restrict visibility. This will be reviewed again at detailed design stage.
9	Cheltenham & Tewkesbury Cycling Campaign	In previous discussions with the Applicant concerning this junction it was accepted that current plans made it difficult for road cyclists to cross the westbound on-slip to the motorway due to there being two left-turn lanes to cross. The Applicant promised to look again at the proposals to see how this might be resolved. Have there been changes?	The Applicant has reviewed the A4019 westbound approach to junction 10 (provision of two left turn lanes) and has not made any changes because this would reduce traffic capacity at the junction. The A4019 is a primary route connecting with a motorway and, as such, the movement of traffic is its primary function. To fully reduce the risk to on-road cyclists requires reducing the on-slip road to one lane, otherwise the risk remains that vehicles in the middle approach lane ignore “ahead only” road markings and signage and turn left onto the slip road. It is noted that other crossings of the M5 exist in the area utilising quieter routes that could be more appropriate for cyclists.
19	Local Resident – LR6	When the Civil Service Club have events or football every Saturday during the season there is not enough parking spaces at the Civil Service Club and they do not allow transit size vans so they park all the way up the reduce speed lane past our house. This currently causes major issues getting in and out of the property's, due to the lack of visibility. In the proposed plans, the slow down lane will be converted into a two-lane road, leading from Homecroft Drive, to a traffic light set at the Civil Service Club. My concern is, that when the Civil Service Club are holding an event, attendees will opt	Options for implementing no parking restrictions along the service road are being investigated by Gloucestershire County Council as the Highway Authority responsible for parking.

Ref	Representation	Final matter raised for DCO report	Final description of design change/no design change for DCO report
		to park on the side of the new two-lane road, making it impassable for all resident traffic, including that of Homecroft Drive. Have the proposed plans, considered this situation?	

17. Conclusion

- 17.1.1. This Consultation Report has been prepared to align with various legislation and guidance including:
- Planning Act 2008.
 - Infrastructure Planning (Applications: Prescribed Forms and Procedure Regulations) 2009.
 - Department for Communities and Local Government (DCLG): Guidance on the pre- application process (update December 2020) Regulations 2020 (the 2020 Regulations).
 - Compliance with the Planning Inspectorate’s Advice Note 14: Compiling the Consultation Report (update February 2021).
- 17.1.2. The four tables in this section set out the relevant parts of the legislation and guidance: the requirements of the legislation and guidance and evidence of the Applicant’s compliance to the guidance.

17.2. Compliance with statutory requirements set out in the Planning Act, 2008

Summary

- 17.2.1. As part of the DCO application, the Applicant is required to demonstrate sufficient engagement with statutory consultees and the local community. The statutory consultation forms part of this engagement and is required to adhere to several sections of the Act.
- 17.2.2. S42 notices encompass all consultees identified through Schedule 1 to the APFP Regulations, s42(1)(b) consultees identified under s43 of the Act, and s42(1)(d) consultees identified under s44 of the Act. These consultees received a notice informing them of the consultation, and a consultation pack on the Scheme proposals and associated consultation documents.
- 17.2.3. S46 of the Act requires the Applicant to give a formal notification of its intention to submit a DCO application for the Scheme. On 07 December 2021 the Applicant notified the Inspectorate via email and accompanied the email with a file transfer link containing the consultation documents. A copy of the email can be found in Appendix H.
- 17.2.4. S47 of the Act requires the Applicant to consult with the local community. The Applicant’s approach to consulting with the local community was set out in the SoCC and a notice was published in November 2021, informing the local community of the consultation. The SoCC was prepared and consulted on in accordance with s47(2) and the statutory consultation was carried out in accordance with the SoCC, in accordance with s47(7).
- 17.2.5. The statutory requirement of s48 of the Planning Act 2008 requires the Applicant to publicise the proposed application in the prescribed manner, in national and local newspapers as set in Regulation 4 of the APFP Regulations. Notices were published in two local newspapers (the

Gloucestershire Echo and Gloucester Citizen) and two national newspapers (The Times and London Gazette).

- 17.2.6. S49 requires the Applicant to have regard to the consultation responses when developing the Scheme. The Applicant considered all the consultation responses and any resulting changes to the Scheme in accordance with s49 of the Act. A database of all s42, s47 and s48 responses was compiled and shared with technical teams. Each issue arising from the responses was then considered by the Applicant and relevant technical teams as part of the Scheme development.

Table 17-1 - Compliance with Planning Act 2008

Section	Requirement as stated in...	Compliance
S37	Applications for orders granting development consent (3)(c) Be accompanied by the consultation report	The Applicant has produced a consultation report as part of the application that details: <ul style="list-style-type: none"> • How the applicant has complied with s42, s47 and s48. • The responses received. • The account taken of the responses.
S42	Duty to consult The applicant must consult:	
	a) Such persons as may be prescribed	The Applicant has consulted with the relevant bodies prescribed in Schedule 1 Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 as set out in the list supplied by the Inspectorate under regulation 11(1)(a) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (full list in Appendix K).
	b) Each local authority that is within s43	The Applicant has consulted with the relevant local authorities as set out in the list supplied by the Inspectorate under Regulation 11 (1)(a) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (full list in Appendix B).
	c) Each person who is within 1 or more of the categories set out in s44	All parties identified under s44 have been recorded in a Book of Reference (Application document TR010063 – APP 4.3) and have been consulted.
S45	Timetable for consultation under s42 1) The applicant must, when consulting a person under s42, notify the person of the deadline for the receipt by the applicant of the person's response to the consultation	Consultees were informed of the deadlines for receipt of responses in the notification letters, which contained the date and time of the deadline (A copy of the letter template is contained in Appendix H).

Section	Requirement as stated in...	Compliance
	2) A deadline notified under subsection (1) must not be earlier than the end of the period of 28 days that begins with the day after the day on which the person receives the consultation documents	The non statutory consultation ran from 14 October to 25 November 2020 (42 days). The statutory consultation ran from 08 December 2021 to 15 February 2022 (69 days). The targeted consultation ran from 08 August to 05 September 2022 (29 days).
	3) In sub-section (2) “the consultation documents” means the documents supplied to the person by the applicant for the purpose of consulting the person	A full list of consultation materials provided is available in section 10.3. Consultation materials are provided in Appendix D.
S46	Duty to notify 1) The applicant must supply the Secretary of State with such information in relation to the proposed application as the applicant would supply to the Secretary of State for the purpose of complying with s42 if the applicant were required by that section to consult the Secretary of State about the proposed application	On 07 December 2021 the Applicant notified the Inspectorate via email and accompanied the email with a formal letter and file transfer link containing the consultation documents. A copy of the letter can be found in Appendix H. The Department for Transport is included as a statutory consultee (Appendix K) and was issued all consultation materials on 06 December 2021.
	2) The applicant must comply with sub-section (1) on or before commencing consultation under s42	This notification was timed to coincide with the commencement of the s42 consultation.
S47	Duty to consult local community 1) The applicant must prepare a statement setting out how the applicant proposes to consult, about the proposed application, people living in the vicinity of the land 2) Before preparing the statement, the applicant must consult each local authority that is within s43(1) about what is to be in the statement 3) The deadline for the receipt by the applicant of a local authority's response to consultation under sub-	The Applicant prepared a SoCC. The SoCC set out how it proposed to consult the community (see section 7.3 and Appendix F) of this report for further information on the SoCC). The Applicant consulted with Cheltenham Borough Council; Gloucestershire County Council and Tewkesbury Borough Council on the SoCC (see section 7.6 and Appendix F) of this report to further information). The Applicant notified the persons responsible at the relevant local authorities of the SoCC on 23 September 2021. Electronic copies of

Section	Requirement as stated in...	Compliance
	<p>section (2) is the end of the period of 28 days that begins with the day after the day on which the local authority receives the consultation documents.</p>	<p>the draft SoCC and notification letter were emailed. Consultees were advised to respond by 22 October 2021 providing a period of 28 days for responses.</p>
	<p>4) In sub-section (3) “the consultation documents” means the documents supplied to the local authority by the applicant for the purpose of consulting the local authority under sub-section (2)</p>	<p>The draft SoCC was supplied to the local authorities (Appendix F)</p>
	<p>5) In preparing the statement the applicant must have regard to any response to consultation under sub-section (2) that is received by the applicant before the deadline imposed by subsection (3)</p>	<p>Section 7.7 outlines the comments received from Local Authorities on the SoCC and the regard the Applicant had to these (Appendix F).</p>
	<p>6) In s47(6) of the Planning Act 2008 (duties of applicant for development consent to publicise the statement setting out how the applicant proposes to consult the local community) - “Once the applicant has prepared the statement, the applicant must – (za) make the statement available for inspection by the public in a way that is reasonably convenient for people living in the vicinity of the land. (a) Publish in a newspaper circulating in the vicinity of the land, a notice stating where and when the statement can be inspected, and (b) publish the statement in such manner as may be prescribed. “</p>	<p>The Applicant published a s47 notice in two local newspapers, the Gloucestershire Echo and Gloucester Citizen (25 November 2021 and 02 December 2021) and two national newspapers, The Times and London Gazette (25 November 2021). The s47 notice was available on the scheme website from 25 November 2021. It was issued to all s44 and prescribed consultees on 06 and 07 December 2021. A copy of the SoCC was available on the scheme website and for review at the public events.</p>
	<p>7) The applicant must carry out consultation in accordance with the proposals set out in the statement</p>	<p>The Applicant conducted the consultation process in accordance with the SoCC. The SoCC compliance table is in section 10.8.3, Table 10-6.</p>
<p>S48</p>	<p>Duty to publicise 1) The applicant must publicise the proposed application in the prescribed manner</p>	<p>The Applicant published a s48 notice in accordance with Regulation 4 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009. Notices were published in</p>

Section	Requirement as stated in...	Compliance
		two local newspapers (the Gloucestershire Echo and Gloucester Citizen) and two national newspapers (The Times and London Gazette) on 25 November 2021. Section 10.10 has further details of the notice publication timetable.
S49	<p>Duty to take account of responses to consultation and publicity</p> <p>1) Sub-section (2) applies where the applicant - (a) Has complied with s42, s47 and s48. (b) Proposes to go ahead with making an application for an order granting development consent (whether or not in the same terms as the proposed application)</p> <p>2) The applicant must, when deciding whether the application that the applicant is actually to make should be in the same terms as the proposed application, have regard to any relevant responses</p>	<p>The Applicant has complied with s42, s47 and s48. The Applicant will now submit an application for an order granting development consent.</p> <p>The Applicant has had regard to all relevant responses. Relevant responses are considered in the following sections and appendices.</p> <p>S42: Section 8 provides a summary of key issues raised and the response from the Applicant. Full responses are considered in Appendix M.</p> <p>S47: Section 10 provides a summary of key issues raised and the response from the Applicant. Full responses are considered in Appendix N.</p> <p>Additional targeted consultation: Section 14 provides a summary of key issues raised and the response from the Applicant. Full responses are considered in Appendix J.</p> <p>Further targeted consultation: Section 15 provides a summary of key issues raised and the response from the Applicant. Full responses are considered in Appendix R.</p> <p>Targeted consultation on the bus lane: Section 16 provides a summary of key issues raised and the response from the Applicant. Full responses are considered in Appendix T.</p>

17.3. Compliance with Infrastructure Planning (Applications: Prescribed Forms and Procedure Regulations) 2009

17.3.1. Compliance with Infrastructure Planning (Applications: Prescribed Forms and Procedure Regulations) 2009 is detailed in Table 17-2.

Table 17-2 - Compliance with Infrastructure Planning (Applications: Prescribed Forms and Procedure Regulations) 2009

Section	Requirement	Compliance
Regulation 3	Prescribed consultees The persons prescribed for the purposes of S42(a) (duty to consult) are those listed in column 1 of the table in Schedule 1 to these Regulations, who must be consulted in the circumstances specified in relation to each such person in column 2 of that table	The Applicant consulted with all persons prescribed under the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009. See Appendix K for a full list of the consultees and comparison with the Schedule 1 list.
Regulation 4	(2) The applicant must publish a notice, which must include the matters prescribed by paragraph (3) of this regulation, of the proposed application –	See Appendix I for copies of the s48 notice, published by the Applicant as detailed below.
	(a) For at least 2 successive weeks in 1 or more local newspapers circulating in the vicinity in which the proposed development would be situated	The s48 notice was published on 25 November and 02 December 2021 in the Gloucestershire Echo and Gloucester Citizen.
	(b) Once in a national newspaper	The s48 notice was published on 25 November 2021 in The Times.
	(c) Once in the London Gazette and, if land in Scotland is affected, the Edinburgh Gazette	The s48 notice was published on 02 December 2021 in the London Gazette.
	(3) The matters which the notice must include are –	The s48 notice included all the matters listed under Regulation 4(3).
	(a) The name and address of the applicant	The name and address of the applicant:

Section	Requirement	Compliance
		Gloucestershire County Council of Shire Hall, Westgate St, Gloucester GL1 2TG.
	(b) A statement that the applicant intends to make an application for development consent to the Secretary of State	The s48 notice states Gloucestershire County Council of Shire Hall, Westgate St, Gloucester GL1 2TG (the "Applicant") proposes to make an application (the "Application") under s37 of the Planning Act 2008 for a Development Consent Order for the proposed construction and operation of the M5 Junction 10 Improvement Scheme (the 'Scheme').
	(c) A statement as to whether the application is EIA development.	The s48 notice states the project is an Environmental Impact Assessment development ('EIA development'), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.
	(d) A summary of the main proposals, specifying the location or route of the proposed Development.	<p>The s48 notice states that the Scheme includes the following key elements:</p> <ul style="list-style-type: none"> • Construction of a new all movements roundabout junction over the M5, centred either side of the existing overbridge, which is to be demolished. • Construction of a new link road with a segregated cycle track and footway, from the B4634 to the A4019, towards land safeguarded for key housing and employment allocations in West Cheltenham. • Widening of the A4019 for motorised traffic and the provision of a segregated, dedicated cycle track and footway for non-motorised traffic.
	(e) A statement that the documents, plans and maps showing the nature and location of the proposed development are available for inspection free of charge at the places (including	The s48 notice states that copies of the consultation materials, including documents, Scheme plans and maps showing the nature and location of the Scheme, are available online free of charge from Wednesday 08 December 2021 to Wednesday 16

Section	Requirement	Compliance
	at least 1 address in the vicinity of the proposed development) and times set out in the notice:	February 2022. The s48 notice states that for the duration of the consultation period the venues listed below will display a poster containing a QR code for people to scan, linking them to the scheme website. Cheltenham and Tewkesbury libraries will also host copies of the consultation brochure and feedback survey for the duration of the consultation period. <ul style="list-style-type: none"> • Cheltenham West Community Fire and Rescue Station Tewkesbury Road Uckington, Cheltenham, GL51 9SN, open 24 hours a day • Swindon Village Community Hall, Church Road, Swindon Village, Cheltenham, GL51 9QP, Sunday-Thursday: 08:00-22:00, Friday-Saturday: 08:00-23:30 • Cheltenham Area Civil Service Club, 3 Tewkesbury Road, Uckington, Cheltenham, GL51, varying opening times • Sainsbury's Gallagher Retail Park, Cheltenham, GL52 9RR, Monday-Saturday: 07:00-22:00, Sunday: 10:00-16:00 • Tewkesbury Community Fire and Rescue Station, Oldbury Road, Tewkesbury, GL20 5ND, Open 24 hours a day • Cheltenham Library, Clarence Street, Cheltenham, GL50 3JT, Monday: 09:00-19:00, Tuesday: 09:00-17:30, Wednesday: 09:00-13:00, Thursday: 09:00-17:30, Friday: 09:00-19:00, Saturday: 10:00-16:00, Sunday: Closed • Prestbury Library, The Burgage, Prestbury, Cheltenham, GL52 3DN, Sunday, Monday & Wednesday: Closed, Tuesday: 10:00-13:00 & 14:00-19:00, Thursday: 10:00-13:00, Friday: 14:00-17:00, Saturday: 09:30-13:00 • Bishops Cleeve Library, Tobyfield Road, Bishops Cleeve, Cheltenham, GL52 8NN, Monday: 13:00-17:00, Tuesday:

Section	Requirement	Compliance
		<p>13:00-17:00, Wednesday: 10:00 – 17:00, Thursday: 09:00-17:00, Friday: 09:00-17:00, Saturday: 09:00-15:00, Sunday: Closed</p> <ul style="list-style-type: none"> • Winchcombe Library, Back Lane, Winchcombe, Cheltenham, GL54 5PZ, Thursday & Sunday: Closed, Monday: 10:00-14:00, Tuesday & Wednesday: 10:00-13:00 & 14:00-17:30, Friday: 10:00-13:00 & 14:00-18:00, Saturday: 10:00-13:00 • Hesters Way Library, Goldsmith Road, Cheltenham, GL51 7RT, Thursday & Sunday: Closed, Friday: 14:00-17:00, Saturday & Wednesday: 10:00-13:00, Monday: 13:00-17:00, Tuesday: 10:00-18:00 • Charlton Kings Library, Church Street, Charlton Kings, Cheltenham, GL53 8AR, Sunday & Monday: Closed, Tuesday & Wednesday: 09:30-13:00 & 14:00-17:30, Thursday: 09:30-13:00 & 14:00-19:00, Friday: 09:30-13:00 & 14:00-17:30, Saturday: 09:30-15:00 • Up Hatherley Library, Caernarvon Road, Cheltenham, GL51 3BW, Monday: 09:30-13:00 & 14:00-17:00; Tuesday: 09:30-13:00 & 14:00-17:30, Wednesday & Sunday: Closed, Thursday: 09:30-13:00 & 14:00-19:00, Friday: 09:30-19:00, Saturday: 10:00-13:00 • Churchdown Library, Parton Road, Churchdown, Gloucester, G3 2AF, Tuesday: 10:00-13:00 & 14:00-18:00, Wednesday, Thursday & Friday: 10:00-13:00 & 14:00-17:00, Saturday: 10:00-13:00, Sunday & Monday: Closed • Hucclecote Library, Hucclecote Road, Gloucester, GL3 3RT, Wednesday to Friday: 14:00-17:00, Saturday, Monday & Tuesday: 10:00-13:00, Sunday: Closed

Section	Requirement	Compliance
		<ul style="list-style-type: none"> • Longlevens Library, Church Road, Longlevens, Gloucester, GL2 0AJ, Monday & Friday: 10:00-13:00, Tuesday & Thursday: 10:00-13:00 & 14:00-17:00, Wednesday: 10:00-13:00 & 14:00-19:00, Saturday: 10:00-16:00, Sunday: Closed • Brockworth Link and Community Library, Moorfield Road, Brockworth, Gloucester, GL3 4EX, Monday to Thursday: 10:00-13:00 & 14:00-17:00, Saturday: 10:00-12:30, Friday & Sunday: Closed • Tewkesbury Library, Sun Street, Tewkesbury, GL20 5NX, Monday & Friday: 09:30-17:00, Tuesday & Thursday: 09:30-19:00, Wednesday: 09:30-13:00, Saturday: 09:30-16:00 Sunday: Closed • Gloucester Library, Brunswick Road, Gloucester, GL1 1HT, Monday, Tuesday & Thursday: 09:00-19:00, Wednesday & Friday: 09:00-17:30, Saturday: 09:00-16:00, Sunday: Closed
	<p>(f) The latest date on which those documents, plans and maps will be available for inspection (being a date not earlier than the deadline in sub-paragraph (i))</p>	<p>The s48 notice states that copies of the consultation materials, including documents, Scheme plans and maps showing the nature and location of the Scheme, are available online free of charge from Wednesday 08 December 2021 to Wednesday 16 February 2022.</p>
	<p>(g) Whether a charge will be made for copies of any of the documents, plans or maps and the amount of any charge</p>	<p>The s48 notice states that copies of the consultation materials may be requested during the consultation period from the Applicant using the email address, postal address or telephone number at the end of the s48 notice. A USB of these items together with the PEIR and SoCC will be supplied free of charge. A charge of up to £200 will be made for paper copies of the PEIR, scheme plans and SoCC.</p>

Section	Requirement	Compliance
	(h) Details of how to respond to the publicity	<p>The s48 notice states that any person may comment on the proposals or otherwise respond to the notice.</p> <p>A feedback survey is available as part of the consultation materials and can be completed online via the scheme website. If assistance is required require filling out the survey, call Gloucestershire County Council Customer Services on 01452 426256 (Monday - Friday 9am - 4pm, excluding bank holidays).</p> <p>Consultation event: Attending a face to face consultation event, where there will be the opportunity to complete a paper copy of the feedback survey.</p> <p>By post: Request a paper copy of the survey free of charge by contacting M5Junction10@atkinsglobal.com. Completed paper copies can either be given to project team members at consultation events or returned by Freepost M5 JUNCTION 10.</p>
	(i) A deadline for receipt of those responses by the applicant, being not less than 28 days following the date when the notice is last published	<p>The s48 notice states that all comments and responses must be received no later than later than 11.59pm on Tuesday 15 February 2022.</p>

17.4. Compliance with DLUHC Guidance on the Pre-Application Process

17.4.1. Compliance with Compliance with DLUHC Guidance on the Pre-Application Process is detailed in Table 17-3.

Table 17-3 - Compliance with DLUHC Guidance on the Pre-Application Process

Paragraph	Requirement	Evidence of Compliance
17	When circulating consultation documents, developers should be clear about their status, for example ensuring it is clear to the public if a document is purely for purposes of consultation	Consultation material circulated during non statutory and statutory consultation stated that it was for the purpose of consultation. This statement was included in the document or in letters accompanying plans. Examples of documents circulated can be found in Appendices C, D and E.
18	Early involvement of local communities, local authorities and statutory consultees can bring about significant benefits for all parties	A summary of early engagement is provided in Table 3-1 of this report. Pre-consultation meetings with key stakeholders and PwLLs held during 2020 before the non statutory consultation. This ongoing engagement has continued throughout the development of the scheme and early discussions have taken place with relevant stakeholders at appropriate points in the scheme lifecycle. The draft SoCC was shared with local authorities at an early stage and the draft SoCC shared prior to formal consultation on the SoCC.
19	The pre-application consultation process is crucial to the effectiveness of the major infrastructure consenting regime. A thorough process can give the Secretary of State confidence that issues that will arise during the 6 months examination period have been identified, considered, and – as far as possible – that Applicants have sought to reach agreement on those issues.	Consultation was conducted in accordance with the SoCC (Appendix F). A list of the responses to consultation received and the regard the Applicant has had to these responses are outlined in Appendix M, Appendix N, Appendix J, Appendix R and Appendix T. Ongoing engagement with local authorities and Statutory Environmental Bodies has been undertaken throughout the Scheme and continues to ensure agreement is reached on common ground where practical.

Paragraph	Requirement	Evidence of Compliance
20	<p>Experience suggests that, to be of most value, consultation should be:</p> <ul style="list-style-type: none"> • Based on accurate information that gives consultees a clear view of what is proposed including any options. • Shared at an early enough stage so that the proposal can still be influenced, while being sufficiently developed to provide some detail on what is being proposed. • Engaging and accessible in style, encouraging consultees to react and offer their views. 	<p>The start of the consultation commenced 14 months in advance of the proposed application dates allowing time to review and amend the design accordingly. The consultation programme allowed consultees to engage face to face with the Scheme, access details in their own homes and post questions through several channels. The information presented at statutory consultation in 2021 reflected the most accurate and up to date information available at this time. The consultation brochure (Appendix D) outlined the subjects on which a decision had already been made and those the Applicant was seeking opinions on. By holding a non statutory consultation on the Scheme options at an early stage allowed the Applicant to seek opinions on the options proposed before the Scheme design was finalised. The outcomes of this round of consultation are outlined in the Report on Public Consultation (Options Consultation). All consultation material was available in hardcopy and digital format to ensure consultees had options for how they wished to view the information. Images and displays were designed to be informative but not complicated. Accessible formats of all material were available on request.</p>
25	<p>Consultation should be thorough, effective and proportionate. Some Applicants may have their own distinct approaches to consultation, perhaps drawing on their own or relevant sector experience, for example if there are industry protocols that can be adapted. Larger, more complex applications are likely to need to go beyond the statutory minimum timescales laid down in the Planning Act to ensure enough time for consultees to understand project</p>	<p>The consultation was conducted in accordance with the SoCC (Appendix F). Two face to face events were held in the statutory consultation at two different locations close to the Scheme. These were during the week and on a weekend at different times to best assure members of the public could attend. The statutory consultation period ran for 69 days which is longer than the statutory minimum timescales laid out in the Act (28 days). This provided greater opportunity for the public and consultees to provide comment especially over</p>

Paragraph	Requirement	Evidence of Compliance
	<p>proposals and formulate a response. Many proposals will require detailed technical input, especially regarding impacts, so sufficient time will need to be allowed for this. Consultation should also be sufficiently flexible to respond to the needs and requirements of consultees, for example where a consultee has indicated that they would prefer to be consulted via email only, this should be accommodated as far as possible.</p>	<p>the Christmas period. The statutory consultation used a range of techniques and approaches to ensure all members of the community had the opportunity to respond to the consultation.</p>
26	<p>The Planning Act requires certain bodies and groups of people to be consulted at the pre-application stage but allows for flexibility in the precise form that consultation may take depending on local circumstances and the needs of the project itself. S42 – 44 of the Planning Act and Regulations set out details of who should be consulted, including local authorities, the Marine Management Organisation (where appropriate), other statutory bodies, and persons having an interest in the land to be developed. S47 in the Planning Act sets out the Applicant’s statutory duty to consult local communities. In addition, Applicants may also wish to strengthen their case by seeking the views of other people who are not statutory consultees, but who may be significantly affected by the project</p>	<p>Section 8 of this report detail who has been consulted which includes prescribed consultees, local authorities, and category 1, 2 and 3 parties. List of category 1,2 and 3 parties is available in the Book of Reference (Application document TR010063 – APP 4.3) which is in accordance with The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 and the Inspectorate’s EIA Scoping Opinion. Section 10 of this report detail the s47 local community consultation undertaken including public consultation events. Appendices B and K contain the lists of prescribed consultees been consulted at the pre- application stage. Lists of those with a land interest consulted at the pre-application stage can be found in the Book of Reference (Application document TR010063 – APP 4.3). Appendix H contains the s42 letters that were sent to category 1, 2 and 3 consultees. Appendix I contains the s47 notices that were published in the newspapers detailed in Table 11-1 of this report.</p>
27	<p>The Planning Act and Regulations set out the statutory consultees and prescribed people who must be consulted during the pre- application</p>	<p>The non statutory consultation notified many bodies in addition to those the project team anticipated would be statutory consultees. Both the non statutory and statutory</p>

Paragraph	Requirement	Evidence of Compliance
	<p>process. Many statutory consultees are responsible for consent regimes where, under section 120 of the Planning Act, decisions on those consents can be included within the decision on a DCO. Where an Applicant proposes to include non- planning consents within their DCO, the bodies that would normally be responsible for granting these consents should make every effort to facilitate this. They should only object to the inclusion of such non-planning consents with good reason, and after careful consideration of reasonable alternatives. It is therefore important that such bodies are consulted at an early stage. In addition, there will be a range of national and other interest groups who could be make an important contribution during consultation. Applicants are therefore encouraged to consult widely on project proposals</p>	<p>consultations were shared widely on social media encouraging as many individuals and organisations as possible to respond. Discussions are ongoing with the relevant consenting bodies.</p>
29	<p>Applicants will often need detailed technical input from expert bodies to assist with identifying and mitigating the social, environmental, design and economic impacts of projects, and other important matters. Technical expert input will often be needed in advance of formal compliance with the pre-application requirements. Early engagement with these bodies can help avoid unnecessary delays and the costs of having to make changes at later stages of the process. It is equally important that statutory consultees respond to a request for technical input in a timely manner. Applicants are</p>	<p>Early engagement with relevant expert bodies started once the HIF bid was approved. Engagement has continued with relevant parties throughout the development of the Scheme alongside the s42 consultation described. These include meeting with statutory environmental bodies, and a planning liaison steering group with local authorities. Meetings with prescribed consultees including local authorities and statutory environmental bodies have been undertaken to establish a common ground on matters relevant to each party. The status of these discussions will be detailed in SoCGs.</p>

Paragraph	Requirement	Evidence of Compliance
	therefore advised to discuss and agree a timetable with consultees for the provision of such inputs.	
38	The role of the local authority in such discussions should be to provide expertise about the make-up of its area, including whether people in the area might have particular needs or requirements, whether the authority has identified any groups as difficult to reach and what techniques might be appropriate to overcome barriers to communication. The local authority should also provide advice on the appropriateness of the Applicant's suggested consultation techniques and methods. The local authority's aim in such discussions should be to ensure that the people affected by the development can take part in a thorough, accessible and effective consultation exercise about the proposed project.	The SoCC was prepared collaboratively with the relevant local authorities. A draft SoCC was then formally issued for consultation with the relevant local authorities as required by s47 of the Planning Act. Details of the SoCC and engagement with local authorities, their comments and the regards had to these are shown in Table 7-1 and Table 7-2. Draft and final versions of the SoCC can be found in Appendix F.
41	Where a local authority raises an issue or concern on the Statement of Community Consultation which the Applicant feels unable to address, the Applicant is advised to explain in their consultation report their course of action to the Secretary of State when they submit their application.	The comments received from the local authorities and the regard the Applicant has had to their suggestions are detailed in Table 7-2.
50	It is the Applicant's responsibility to demonstrate at submission of the application that due diligence has been undertaken in identifying all land interests and Applicants should make every reasonable effort to ensure that the Book of Reference (which records and categories those	S42 consultation letters (Appendix H) and consultation packs (section 8.4.9 and Appendix D) were sent to all landowners identified in the Book of Reference (Application document TR010063 – APP 4.3).

Paragraph	Requirement	Evidence of Compliance
	land interests) is up to date at the time of submission	
54	<p>In consulting on project proposals, an inclusive approach is needed to ensure that different groups have the opportunity to participate and are not disadvantaged in the process. Applicants should use a range of methods and techniques to ensure that they access all sections of the community in question. Local authorities will be able to provide advice on what works best in terms of consulting their local communities given their experience of carrying out consultation in their area.</p>	<p>The Applicant has adopted an inclusive approach to consultation to ensure that different groups have the opportunity to participate and are not disadvantaged in the process. The Applicant took a digital first approach using a website to host the consultation materials including an 3D visualisation; consultation brochure, online survey and technical supporting documents available to download. Documents were also available as hard copies. Two face to face events and four virtual events accessible to all members of the public were held throughout the statutory consultation period. A range of methods to promote the consultation including press releases, social media campaigns, household leaflet drop (within 500m of the DCO Limits of the Scheme, and additional areas were included in the consultation area as they were identified as potential areas impacted by the Scheme, which was agreed with host authorities as part of the SoCC development); posters in 18 public information points and road signs including A frames and variable messaging signs. A dedicated phonenumber and email was set up for people who required assistance in accessing the materials. All material was available in accessible formats.</p>
55	<p>Applicants must set out clearly what is being consulted on. They must be careful to make it clear to local communities what is settled and why, and what remains to be decided, so that expectations of local communities are properly managed. Applicants could prepare a short document specifically for local communities, summarising the</p>	<p>The consultation materials are described in section 10.3 of this report, copies of which are in Appendix D.</p>

Paragraph	Requirement	Evidence of Compliance
	<p>project proposals and outlining the matters on which the view of the local community is sought. This can describe core elements of the project and explain what the potential benefits and impacts may be. Such documents should be written in clear, accessible, and non-technical language. Applicants should consider making it available in formats appropriate to the needs of people with disabilities if requested. There may be cases where documents may need to be bilingual (for example, Welsh and English in some areas), but it is not the policy of the Government to encourage documents to be translated into non-native languages.</p>	
57	<p>The Statement of Community Consultation should act as a framework for the community consultation generally, for example, setting out where details and dates of any events will be published. The Statement of Community Consultation should be made available online, at any exhibitions or other events held by Applicants. It should be placed at appropriate local deposit points (e.g., libraries, council offices) and sent to local community groups as appropriate.</p>	<p>A summary of the content of the SoCC are in section 7.5.5 of this report. The SoCC was made available online on the scheme website free of charge; issued electronically to all prescribed consultees and s44 consultees and made available on request. Two paper copies were made available at the face to face events. Notice of the SoCC and details of the public information points were published in newspapers as detailed in section 7.9 of this report.</p>
58	<p>Applicants are required to publicise their proposed application under s48 of the Planning Act and the Regulations and set out the detail of what this publicity must entail. This publicity is an integral part of the public consultation process. Where possible, the first of the 2 required local newspaper</p>	<p>The Applicant published a s48 notice in accordance with Regulation 4 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009. Notices were published in two local newspapers (the Gloucestershire Echo and Gloucester Citizen) and two national newspapers (The Times and London Gazette) on 25 November 2021.</p>

Paragraph	Requirement	Evidence of Compliance
	<p>advertisements should coincide approximately with the beginning of the consultation with communities. However, given the detailed information required for the publicity in the Regulations, aligning publicity with consultation may not always be possible, especially where a multi-stage consultation is intended.</p>	<p>Section 10.10 has further details of the notice publication timetable. The notices can be found in Appendix I.</p>
68	<p>To realise the benefits of consultation on a project, it must take place at a sufficiently early stage to allow consultees a real opportunity to influence the proposals. At the same time consultees will need sufficient information on a project to be able to recognise and understand the impacts.</p>	<p>A non statutory consultation took place in autumn 2020, a statutory consultation took place in winter 2021/22 and a targeted consultation took place in August 2022. All consultation activities are summarised in section 1.2.4.</p>
72	<p>The timing and duration of consultation will be likely to vary from project to project, depending on size and complexity, and the range and scale of the impacts. The Planning Act requires a consultation period of a minimum of 28 days from the day after receipt of the consultation documents. It is expected that this may be sufficient for projects which are straightforward and uncontroversial in nature. But many projects, particularly larger or more controversial ones, may require longer consultation periods than this. Applicants should therefore set consultation deadlines that are realistic and proportionate to the proposed project. It is also important that consultees do not withhold information that might affect a project, and that they respond in good time to Applicants. Where responses are not received by the deadline, the</p>	<p>All consultation activities and durations are summarised in section 1.2.4. The statutory consultation period of 69 days between 08 December 2021 and 15 February 2022 February is in accordance with the SoCC.</p>

Paragraph	Requirement	Evidence of Compliance
	applicant is not obliged to take those responses into account.	
73	Applicants are not expected to repeat consultation rounds set out in their Statement of Community Consultation unless the project proposals have changed very substantially. However, where proposals change to such a large degree that what is being taken forward is fundamentally different from what was consulted on, further consultation may well be needed. This may be necessary if, for example, new information arises which renders all previous options unworkable or invalid for some reason. When considering the need for additional consultation, Applicants should use the degree of change, the effect on the local community and the level of public interest as guiding factors.	A targeted consultation was undertaken from 08 August to 05 September 2022 (29 days). This was targeted towards those prescribed consultees and PwIL who would be directly impacted by the new scheme proposals as a result of changes since the statutory consultation. More information on this is found in section 14.2.
77	Consultation should also be fair and reasonable for Applicants as well as communities. To ensure that consultations is fair to all parties, Applicants should be able to demonstrate that the consultation process is proportionate to the impacts of the project in the area that it affects, takes account of the anticipated level of local interest, and takes account of the views of the relevant local authorities.	Consultation was conducted in accordance with s42 of the Act and through the methodology outlined in the SoCC.
84	A response to points raised by consultees with technical information is likely to need to focus on the specific impacts for which the body has expertise. The applicant should make a judgement as to whether the consultation report provides	This report provides detail on the relevant impacts raised by and the regard had to responses to the statutory consultation. In the cases where a targeted response was more appropriate, the Applicant provided one via updating and clarifying issues raised in the submission documentation or

Paragraph	Requirement	Evidence of Compliance
	sufficient detail on the relevant impacts, or whether a targeted response would be more appropriate. Applicants are also likely to have identified a number of key additional bodies for consultation and may need to continue engagement with these bodies on an individual basis.	continuing to liaise with individual bodies either via SoCG or direct communication.

17.5. Compliance with the Planning Inspectorate’s Advice Note 14: Compiling the Consultation Report

17.5.1. Compliance with the Planning Inspectorate’s Advice Note 14: Compiling the Consultation Report is detailed in Table 17-4.

Table 17-4 - Compliance with the Planning Inspectorate’s Advice Note 14: Compiling the Consultation Report

Section	Advice	Alignment of the Applicant’s Activity
Introduction	The Consultation Report should include information and evidence about: <ul style="list-style-type: none"> • Who was consulted and how the consultation was carried out. • How, and when, the project was publicised. • How the responses were taken into account. 	The details of the Applicant’s consultation are set out as described throughout this report and its appendices.
	Applicants should treat the Consultation Report as an important part of the evidence base that underpins an application	The Applicant has treated the Consultation Report as part of the evidence base. It includes a record of consultation data collected over a three year period and details how this consultation has informed the development of the scheme.
Purpose of a Consultation Report	The Consultation Report must explain how the applicant has complied with the pre-application consultation requirements set down in the PA2008; in particular:	Details of consultation with prescribed consultees (s42) is set out within section 8.

Section	Advice	Alignment of the Applicant's Activity
	<ul style="list-style-type: none"> • The requirement to consult with prescribed consultees (s42) • The requirement to consult with the community (s47) • The requirement to publicise the proposed application (s48) • The requirement to have regard to consultation responses (s49) <p>The report should also explain non-statutory consultation that takes place outside the requirements of the PA2008 so that the Secretary of State is given an understanding of all the consultation activity relevant to a particular project.</p> <p>Applicants should additionally use the Consultation Report to demonstrate compliance with section 50 (s50) of the PA2008 (the duty to have regard to any statutory guidance issued by the Secretary of State) by illustrating how relevant statutory guidance has been followed. Where an applicant has diverged from any guidance this should be robustly justified in the Consultation Report.</p>	<p>Details of consultation with the community (s47) is set out within section 10.</p> <p>Details of how the Applicant has publicised its proposed application as prescribed in s48 is set out within section 10.10.</p> <p>The Applicant's regard to consultation responses (s49) is documented within Appendices M and N.</p> <p>Non statutory consultation is described within section 3.</p> <p>The Applicant has aligned with Infrastructure Planning (Publication and Notification of Applications etc.) (Amendment) Regulations 2020 (the 2020 Regulations).</p>
<p>Format and content of the Consultation Report</p>	<p>Introductory text should provide an overview including a summary of the consultation activities undertaken; and a table or timeline summarising both statutory and non-statutory consultation in chronological order.</p> <p>This section should explain the relationship between any initial strategic options stage, any subsequent non-statutory consultation that may have taken place, and the statutory consultation carried out under the PA2008.</p> <p>Many Nationally Significant Infrastructure Projects (NSIP) evolve over an extended period of time with previous</p>	<p>A summary of non statutory consultation is provided in section 3. Details of the various consultation stages are provided with a summary of their objective, i.e. to provide details of development options, details of Scheme changes. A summary of the consultation which has occurred since 2020 is provided in the report.</p>

Section	Advice	Alignment of the Applicant's Activity
	<p>proposals that may have been consulted on then abandoned; in which case, a brief description of any historic consultation activity, including any information available about the scale and nature of the response at that time, would be of interest.</p>	
	<p>Where the pre-application consultation included more than one stage of statutory consultation then it is usually helpful to reflect this in the structure of the report. In this way, each stage of consultation can be presented and explained chronologically in a separate chapter or section of the report, including any non-statutory consultation that took place. This can also include separate summary schedules of consultation responses.</p>	<p>The various stages of consultation are set out in section 3, section 7 and section 14 of the report.</p>
	<p>The report should include a list of all persons and bodies that were consulted, and when they were consulted.</p>	<p>Details of the organisations and people consulted in the consultation are listed in Appendix K.</p>
	<p>The list of the prescribed organisations should follow the order they are presented in Schedule 1 of the APFP Regulations. Any variations between the applicant's list of prescribed consultees and the list of organisations set out in Schedule 1 of the APFP Regulations should be robustly justified</p>	<p>A list of the relevant, prescribed consultees consulted is set out in Appendix K.</p>
	<p>A short description of how s43 of the PA2008 has been applied in order to identify the relevant local authorities should be included. This could be supported by a map showing the site and identifying the boundaries of the relevant local authorities.</p>	<p>Section 7.4 indicates the local authorities defined as host and adjacent authorities at various stages in the Scheme's development.</p>
	<p>The applicant must demonstrate that diligent enquiry was undertaken to identify persons under s44 of the PA2008 and</p>	<p>The method for defining PwIL particularly Category 3, together with a redacted list of</p>

Section	Advice	Alignment of the Applicant's Activity
	<p>to ensure that an up to date Book of Reference is submitted. In that context, it is useful to set out the methodology for identifying persons in Category 3 (those who may make a relevant claim).</p> <p>The Consultation Report should explain how many Person's with an Interest in Land were consulted, under which category and when. It is not necessary to list the names of all individuals identified in the Book of Reference.</p> <p>If additional Person's with an Interest in Land were added and consulted following changes to the project boundary during the Pre-application stage, it is useful to describe:</p> <ul style="list-style-type: none"> • How many additional Person's with an Interest in Land were consulted • When they were consulted • How they were consulted • What information they were consulted with 	<p>consultees is provided in the Book of Reference (Application document TR010063 – APP 4.3)</p>
	<p>The Secretary of State needs to be satisfied that the applicant has complied with the Statement of Community Consultation (SoCC) preparation process. Evidence should be submitted as part of the Consultation Report which shows:</p> <ul style="list-style-type: none"> • Which local authorities were consulted about the content of the draft SoCC. • What the local authorities' comments were. • Confirmation that the local authorities were given 28 days to provide their comments. • A description about how the applicant had regard to the local authorities' comments. 	<p>Section 7.6 details which local authorities were consulted regarding the SoCC, their comments and how they were considered, plus details of the associated 28 days provided.</p>

Section	Advice	Alignment of the Applicant's Activity
	<p>Applicants should make the SoCC available for inspection online. Evidence that this has been done should be provided in the Consultation Report, for example, a screen shot of the relevant webpage showing the published SoCC (including the full website address and relevant telephone number for enquiries as required by the 2020 Regulations) and confirmation that the public could access the webpage free of charge.</p>	<p>A hyperlink to the online SoCC is provided in Appendix F. It can be confirmed that access to the website was not restricted or chargeable.</p>
	<p>Copies of the published SoCC notice as it appeared in the local press should be provided along with confirmation of which local newspapers it was published in and when. If a scan of a notice is not clear, then it can be supplemented with a document containing the text of the notice. Where it was not possible to place the SoCC notice in a printed newspaper, then a screen shot of the notice as it was published in an online local newspaper publication should be provided (including the full website address and relevant telephone number for enquiries as required by the 2020 Regulations), ensuring the date of publication is visible.</p>	<p>A hyperlink to the copy of the published SoCC notices are provided in Appendix F.</p>
	<p>Where more than one SoCC was prepared for a project, e.g. where a SoCC was subject to one or more updates, the updated SoCC or SoCCs should be included together with a narrative about why the preceding SoCC was reviewed and updated.</p> <p>Where there are any inconsistencies between the SoCC and the consultation carried out this should be clearly explained and justified e.g. where additional consultation took place that was not included in the SoCC or SoCCs.</p>	<p>The SoCC is provided in Appendix F. The consultation aligned with the SoCC published.</p>

Section	Advice	Alignment of the Applicant's Activity
	<p>A scanned copy of the s48 notice as it appeared in the local and national newspapers and journals, clearly showing the publication's name and date of publication, should be included in the report. If the scan is of poor quality this should be supplemented with a copy of the text. A description of where the notice was published, and confirmation of the time period given for responses should be included in the report.</p> <p>Where it was not possible to place the notice in printed newspapers, then screen shots of the notice as it was published in online newspaper publications should be provided (including the full website address and relevant telephone number for enquiries as required by the 2020 Regulations), ensuring the date of publication is visible.</p> <p>Applicants should provide confirmation that the s48 notice was sent to the Environmental Impact Assessment (EIA) consultation bodies at the same time as the notice was published. See Regulation 13 of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations).</p>	<p>A scanned copy of the s48 notice is included in Appendix I. The s48 notice was sent electronically to the prescribed consultees, s44 and EIA consultation bodies.</p>
	<p>Consultation undertaken as part of the EIA process is separate to that required under the PA2008 e.g. statutory consultation on a Scoping Report following a Scoping Request to the Secretary of State. Applicants may wish to draw attention to consultation responses received under the EIA process, but any reference to that consultation should be addressed separately from the statutory consultation carried out under the provisions of the PA2008.</p>	<p>A summary of the EIA process is in section 6. A copy of the Scoping Opinion including details of the scoping process are provided in Appendix B.</p>

Section	Advice	Alignment of the Applicant's Activity
	<p>Appendices should be used to provide evidence that demonstrates compliance with the requirements of the PA2008. Careful consideration should be given to the structure and logic of the appendices so that they can be clearly signposted in the main body of the report. A helpful approach is to have separate appendices for each element of statutory consultation and publicity. Where multiple stages of consultation took place then it may be helpful to have a separate appendix for each stage, subdivided into the different strands of consultation.</p> <p>Evidence of non-statutory consultation should be assembled chronologically in a separate appendix.</p> <p>Using a referencing system that corresponds to the chapter or section headings in the report is also helpful.</p> <p>If a large volume of consultation responses were received and reported on, then it usually makes sense to include the summary response tables in an appendix or appendices. A chronological approach which demonstrates the journey through the consultation is usually easier for the reader to understand and navigate.</p>	<p>The appendices have been set out in alphabetical order.</p> <p>Details of non statutory consultation are described in section 3.</p>
Reporting statutory consultation responses	<p>It is necessary to demonstrate compliance with s49 of the PA2008 by providing evidence that consultation responses have been taken into account during the preparation of the application.</p> <p>If the level of response was significant it may be appropriate to group responses under headline issues. Care must be taken to ensure that in doing this the responses are not presented in a misleading way or out of context from the original views of the Consultee. An explanation of the</p>	<p>Section 12 provides a summary of how the consultation responses have been considered within the design process.</p> <p>Details of the method used to analyse consultation responses is provided with regard to responses to the consultation. Responses from prescribed consultees, local authorities and landowners have been organised by theme.</p>

Section	Advice	Alignment of the Applicant's Activity
	<p>process by which consultation responses were grouped and organised (coded) is helpful, including any safeguards and cross checking that took place to ensure that the responses were grouped appropriately.</p> <p>A summary of the individual responses received should be provided and categorised in an appropriate way. The summary of responses, if done well, can save a significant amount of explanatory text. The summary of the responses should identify comments that are relevant (directly or indirectly) to changes made to the project during the Pre-application stage. For example, changes to siting, route, design, form or scale of the Scheme itself, or to mitigation or compensatory measures proposed. It is also necessary to explain why responses have led to no change, including where responses have been received after deadlines set by the applicant</p>	<p>Appendices M and N provide details of specific responses and how they were considered.</p>
Virtual events	<p>If virtual consultation methods were planned, then this should be reflected in the SoCC. In the usual way, the relevant local authorities will have been consulted about this and their feedback reported in the Consultation Report.</p> <p>Where virtual consultation methods were deployed as a reaction to external circumstances then it is important that the views of the relevant local authorities are captured in the Consultation Report. If no review and update of the SoCC took place under the provisions of the PA2008, then this should be justified in the Consultation Report with reference to the views of the relevant local authorities about the approach adopted.</p> <p>In general, where virtual consultation methods are planned then the SoCC should explain any mitigation measures put</p>	<p>The consultation events which took place in 2021 used a mixture of face to face and virtual events. These are described in section 0. Individuals and organisations were able to request paper copies of information by contacting the Applicant by a dedicated phonenumber.</p>

Section	Advice	Alignment of the Applicant's Activity
	in place for digitally disadvantaged members of the community e.g. the use of telephone surgeries.	
Request for Applicant to provide consultation responses	If there is uncertainty about whether the duty to have regard to consultation responses has been met, the applicant may be asked to provide a copy of any, or all, of the statutory consultation responses that were received. Applicants would be wise to prepare for this possibility because of the tight timescale at the Acceptance stage. It is the applicant's responsibility to ensure that copies of consultation responses can be provided in a timely manner, bearing in mind any obligations the applicant has under data protection legislation. The Acceptance stage cannot be suspended or extended pending the submission of the consultation responses.	Applicant noted. The original statutory consultation responses will be made available if required.
Data Protection and redaction guidelines	Applicants must ensure that the Consultation Report complies with data protection legislation e.g. personal data of individuals is treated appropriately. This may include redaction of personal data, sensitive/special category data and/or obtaining informed consent from the individuals concerned as appropriate.	Redaction has been applied to the documents as appropriate.
	<p>As a general guideline, applicants should avoid including the following items in a Consultation Report or redact them in advance of submission:</p> <ul style="list-style-type: none"> • Private home addresses of individuals or information that could lead to the identification of the location of a private individual. • Private email addresses and telephone numbers of individuals. • Sensitive or special category data within the meaning of 	The Consultation Report complies with these criteria.

Section	Advice	Alignment of the Applicant's Activity
	<p>the Data Protection Act 2018 and UK General Data Protection Regulation.</p> <ul style="list-style-type: none"> • Written signatures. • Photographs of the faces of individuals who have not given consent to have their image published, including images taken at consultation events. • Information that could lead to the identification of a specific location of a protected species. 	
17.5.2.	<p>This report outlines how the Applicant has met all the statutory requirements of the Act. A summary of all the non statutory and statutory consultation activities undertaken have been outlined in section 3 and section 7. The s55 checklist will accompany this report as part of the DCO submission and this document presents the information on how the Applicant meets the Inspectorate's submission requirements.</p>	

Appendices



List of appendices:

- Appendix A – HIF Bid
- Appendix B – EIA Scoping Opinion
- Appendix C – Non statutory consultation materials and technical documents
- Appendix D – Statutory consultation
- Appendix E – Targeted consultation
- Appendix F – Statement of Community Consultation (SoCC)
- Appendix G – Reporting on non statutory consultation responses
- Appendix H – Section 46 notification and sample Section 42 letter
- Appendix I – Section 47 and Section 48 notices
- Appendix J – Reporting on additional consultation responses
- Appendix K – Section 42 consultees
- Appendix L – Unregistered land site notices
- Appendix M – Statutory consultation Section 42 Matters Raised
- Appendix N – Statutory consultation Section 47 Matters Raised
- Appendix O – Landowner Technical Note
- Appendix P – Local Residents (Homecroft Drive) Meeting
- Appendix Q – Further targeted consultation
- Appendix R – Reporting on further targeted consultation responses
- Appendix S – Targeted consultation on bus lane
- Appendix T – Reporting on targeted consultation on bus lane

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