

AtkinsRéalis



Joint Councils Deadline 9 Submission

Gloucestershire County Council, Cheltenham
Borough Council, Tewkesbury Borough Council

19 November 2024

M5 JUNCTION 10 IMPROVEMENTS SCHEME DCO

**Joint Councils' Response to the Examining
Authority's Third Written Questions**

Notice

This document and its contents have been prepared and are intended solely as information for Gloucestershire County Council, Cheltenham Borough Council, Tewkesbury Borough Council and use in relation to M5 Junction 10 Improvements Scheme DCO Examination.

AtkinsRéalis assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its contents.

This document has 12 pages including the cover.

Document history

Document title: Joint Councils' Response to the Examining Authority's Third Written Questions

Document reference: Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
M5J10.JC.ExAQ3:1.0	Deadline 9 submission	Multiple	JP	LO	AP	19/11/2024

Client signoff

Client	Gloucestershire County Council, Cheltenham Borough Council, Tewkesbury Borough Council
Project	M5 Junction 10 Improvements Scheme DCO
Job number	5223383
Client signature/date	

Contents

1.	Introduction.....	4
2.	The Joint Councils' Response to ExAQ3.....	5

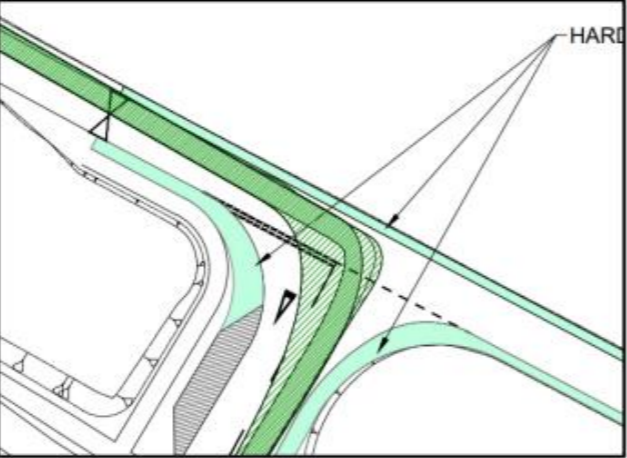
1. Introduction

- 1.1.1 This document is prepared on behalf of Gloucestershire County Council [GCC], including GCC in its role as the Local Highway Authority, Cheltenham Borough Council [CBC] and Tewkesbury Borough Council [TBC] as Local Planning Authorities [LPAs], together the Joint Councils. The Joint Councils are the host authorities for the GCC Major Projects Team [‘the Applicant’] M5 Junction 10 Improvements Scheme Development Consent Order [DCO] [‘the Scheme’].
- 1.1.2 This document is the Joint Councils’ Response to the Examining Authority’s [ExA’s] Third Written Questions [ExAQ3], submitted at Deadline 9 of the Examination.

2. The Joint Councils' Response to ExAQ3

Table 2-1 – The Joint Councils' Response to ExAQ3

ExAQ3 ref	Question to:	Question	Joint Councils Response at Deadline 9
1. General and Cross-topic Questions			
Q1.0.4	The Applicant [ii] Gloucestershire County Council as Highway authority [i] and [iii]	Change 6 in Change Application No.2 The design appears to allow the PROW to be flooded at times of a flood event. [i] Is the Highway authority content this is an acceptable form of design for a PROW? [ii] What mechanism would be in place to ensure that the underpass would be made good after a flood event to ensure that it could continue to operate as a PROW once the flood event has passed? [iii] Are GCC as Highway Authority content there is an appropriate method of long term maintenance for this PROW including any process for clean up after a flood event?	(i) The Highway Authority are content that the design of this Bridleway is acceptable. The scheme would find it difficult to provide an alternative safe crossing facility for equestrians that does not utilise Withybridge underpass. However, the scheme does provide alternative crossing facilities for cyclists and pedestrians at the Link Road / A4019 Junction. There are plenty of examples of bridleways and PROW's across Gloucestershire that flood following substantial rainfall events, including those using subways and underpasses. (iii) Joint Councils have been in discussions with GCC as LHA who have confirmed that once a flood event has passed an inspection would be undertaken, and if required, an instruction to their Term Maintenance Contractor would be issued to mobilise a gang to the site to clear up. This might include the need for a mechanical sweeper to be deployed. At 5m wide by 4m high there is sufficient room to enable a sweeper to access the underpass.
9. Heritage			
Q9.0.1	The Applicant and Joint Councils	Non Designated Heritage Assets: In light of the confirmation that Elton Lawn, Post Box Cottage and Landean have now been identified as Non-designated heritage assets despite not being on a publicly available local list, can the Joint Councils liaise with the Applicant so that the ExA can be reassured there are no further non-designated heritage assets which may be affected by the Proposed Development, and that the heritage assessment is comprehensive.	Tewkesbury Borough Council's Conservation Officer has been unable to visit site to undertake a full survey of the proposed development area. However, after undertaking a desktop review utilising the scheme General Arrangement drawings five further properties have been identified: <ul style="list-style-type: none"> • The House in the Tree Public House, Wythybridge Lane [extended part thatched cottage – now Public House] • Elm Cottage, Old Gloucester Road [small formal white rendered cottage] • Orchard House, Hayden Lane [Large red brick villa/farmhouse with outbuildings] • Barn Close, Old Gloucester Road [19th century farmstead, house and barn] • Mill Cottage, Withy Bridge, off Withybridge Lane [Cottage adjacent to Grade II Listed Withy Mill] These additional assets have been passed over to the Applicant.
12. Noise and Vibration			
Q12.0.1	The Applicant Joint Councils	Stoke Road Traffic Calming Scheme [i] Please can the applicant confirm the level of mitigation / noise reduction that the Stoke Road scheme will offer? In particular, for the avoidance of doubt will the speed reduction [30mph to 20mph] / traffic calming effectively mitigate the operational stage significant effects identified in the noise chapter of the Environmental Statement? [ii] Do the Joint Councils accept that the identified scheme will effectively mitigate these effects?	[ii] The speed reduction from 30 mph to 20 mph would give about 1.8 dB noise reduction. The M5 J10 Scheme has predicted up to 2.1 dB increase at Stoke Orchard. The speed reduction alone should reduce this to less than 1.0 dB and thus result in no significant effects, assuming it is not re-baselined [i.e. the speed calming is considered as part of the mitigation for the M5 J10 Scheme and not a separate Scheme undertaken before the M5 J10 Scheme]. However, there is also the likely effect of reduced traffic volume through Stoke Orchard due to the speed calming Scheme. All in all, it is likely that the proposed traffic calming Scheme will mitigate the predicted significant effects at Stoke Orchard.
15. Traffic and Transport			
Q15.0.1	Joint Councils The Applicant	North West Cheltenham – Safeguarded Land Access [Retained Use] [i] Considering the vehicle figures presented by Court Consulting submission [REP7-20] Please can the LHA / Joint Councils and the Applicant confirm if the seasonal vehicle flows and sizes outlined are	It is considered that the number of agricultural vehicle movements stated by the applicant at 192 per hour is wholly unrealistic. Although harvesting machinery may have the maximum production capacity as quoted the previous yields or operation of the farmland have not been substantiated. It is considered that the harvesting operation will not be continuously operating at maximum capacity or be required to solely use this access to service the total field area.

ExAQ3 ref	Question to:	Question	Joint Councils Response at Deadline 9
		<p>considered reasonable and reflective of existing conditions?</p> <p>[ii] Please can the LHA / Joint Councils and Applicant provide a response as to the appropriateness of the shared access proposed, and its ability to safely and suitably accommodate such seasonal vehicle flows and vehicle sizes?</p>	<p>It is noted that Maize production yields approximately 50t/hectare therefore with 16t vehicle capacity it will require 3 trailers per hectare. It is considered that total movements will be restricted by the size of the individual fields permitting the proposed layout to operate with minimal opposing flows through the year.</p>
Q15.0.2	Applicant and Joint Councils	<p>Vehicle Swept Path Assessments Appendix D</p> <p>The vehicle swept paths seem to suggest that there will be conflicts with kerbs, road features and potentially any oncoming vehicles waiting at give-way and stop lines within the A4019 and the service road etc. For example, with reference to the drawing extract below, any vehicle waiting at the give way line, would appear to conflict with an oncoming vehicle travelling towards the A4019.</p>  <p>Please can the applicant and the Joint Councils provide a response as to if this can be considered to be a safe and suitable design arrangement?</p> <p>If not, how will the scheme be amended to provide an appropriate solution?</p>	<p>It is expected that a vehicle entering from the A4019 and turning east on the access road could be given priority by the vehicle exiting the private driveway by amending the junction lining. Alternatively, should an outbound vehicle mid turn or nearing the signals it is expected that entering vehicle would be slow moving but not required to stop or obstruct the primary junction. The hardstanding area and reinforced verges are considered preferable to permit occasional over run rather than carriageway widening to promote driver awareness and lower overall speeds.</p>
Q15.0.4	Joint Councils	<p>Sustainable Transport Provision</p> <p>Does the JC consider that the Applicant's D7 local policy review [included at [REP7-010] Appendix A 'Response to Action Point 2: Active Travel Provision'] of the active travel provision embedded within the DCO scheme meets the requirements of the NN NPS at Paragraph 5.211?</p>	<p>The Applicants Deadline 7 submission [REP7-010] has not changed the Joint Councils position as set out in para 2.8.26 of our own Deadline 7 submission [REP7-018]:</p> <p><i>The Joint Councils accept that the DCO scheme provides compliance with Local Plan Policy and NPSNN paragraph 5.211. The Joint Councils need to be reassured that at the ends of the DCO scheme connections are provided to the existing Active Travel network beyond the end of the scheme. The Active Travel Routes plan shows connections from the Strategic Allocation sites to the East along the A4019 corridor beyond Gallagher Business Park, to the north along an on-road quiet lane [Stoke Road] route starting at the Gloucester Old Spot public house, and along the B4634 corridor as far as the land owned by Mr Hadley but does not show a connection to the recently completed Active Travel network on the B4063. It is the view of the Joint Councils that individual planning applications as they come forward will fulfil the remaining provision in consultation with the Local Highway Authority and with Active Travel England.</i></p>

AtkinsRéalis



Planning, Environmental Consenting and Communities

AtkinsRéalis

Nova North

11 Bressenden Place

Westminster

London

SW1E 5BY

© AtkinsRéalis except where stated otherwise