



National Highways Planning Response (NHPR 21-09)

Formal Recommendation to an Application for Planning Permission

From: Regional Director, South West Operations Division, National Highways
planningsw@nationalhighways.co.uk

To: South Gloucestershire Council
Planning - FAO Jonathan Ryan

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: P22/01300/O

National Highways Ref: 94442

Referring to the notification of an application for the erection of up to 180 dwellings, a local shop and associated infrastructure (Outline) with access to be determined; all other matters reserved on Land at Sodbury Road, Wickwar, South Gloucestershire, GL12 8PG notice is hereby given that National Highways' formal recommendation is that we

- ~~a) offer no objection (see reasons at Annex A);~~
- b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);
- ~~c) recommend that planning permission not be granted for a specified period (see reasons at Annex A – non determination);~~
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.¹

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in you accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

¹ Where relevant, further information will be provided within Annex A.

Signature: Westley Little

Date: 05 September 2022

Name:



Position: Planning Manager

National Highways: National Highways | Brunel House | 930 Hempton Court, Aztec West | Bristol | BS32 4SR

Email:



Annex A **National Highways recommended Planning Conditions**

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Highways England was renamed National Highways in August 2021. Prior to April 2015 the organisation was known as the Highways Agency. National Highways is a government owned company responsible for operating, maintaining and improving the SRN.

Statement of Reasons

Background

The application seeks outline permission for the erection of up to 180 dwellings, a local shop (500sqm) and associated infrastructure (Outline) with access to be determined; all other matters reserved on Land at Sodbury Road Wickwar South Gloucestershire GL12 8PG.

The proposed site is located approximately 6.3km from M5 Junction 14, which is located to the northwest of the site and is accessed via the B4509 and the B4508. In relation to this development proposal National Highways interests relates to M5 Junction 14. National Highways is aware that significant queuing occurs in this location that has been recorded extending back onto the M5 mainline at the M5 Junction 14 northbound off-slip during the weekday AM Peak periods.

As such, National Highways issued a National Highways Planning Response (NHPR) on 08 April 2022 recommending that planning permission not be granted for a period of six months from the date of that recommendation. This was to provide time for the applicant to provide further information to enable National Highways to understand the impact of the development on the safe and efficient operation of the M5 and M5 Junction 14, and thereby provide the Local Planning Authority with an evidence-based response.

National Highways has continued to engage positively with the applicant and has been provided with additional information that quantifies the traffic impact at M5, J14.

M5 J14 comprises a single overbridge with slip roads to the north and south and a 3-lane mainline carriageway. The junction is signalised, operating on a part-time strategy, with signals not in operation during the morning peak period between 06:45am and 09:10am but operational on MOVA control for the remainder of the day. During the morning peak period, the junction operates on a priority basis. The M5 J14 operates with significant capacity and performance constraints during the morning peak period and vehicle queues typically extend from the northbound off slip onto the mainline. The junction is therefore sensitive to increases in demand during the morning peak period.

The Local Authority, South Gloucestershire Council, are currently developing a new Local Plan, currently there are no commitments for an improvement scheme at M5 J14, which has led to new developments being subject to Grampian conditions at this location.

Transport Assessment Addendum

The applicant provided information regarding traffic flow at M5 J14 in the “7909-TN01-J14 Vehicle Trips_v1” dated 11 July 2022. The Addendum presented the Trip Rates in both AM and PM Peak hours, resulting in approximately 5 vehicles from the development using the northbound off slip of M5, J14 in the AM Peak.

Noting the limited proportion of vehicle trips that are expected to route through M5, J14, it is considered that National Highways would be unable to sustain an objection to the proposal, based on the proposed traffic generation.

Summary

M5 J14 is sensitive to change and can experience mainline queuing, as all planned development has or is in the process of being delivered and South Gloucestershire are in the process of updating their Local Plan. Speculative development will impact on the operation of M5 J14. Noting the location of the proposed development site and the limited number of trips that are expected to travel through the junction National Highways would be unable to sustain an objection to the proposal. It should be noted that without an adopted Local Plan speculative development is likely to further degrade the safe and efficient operation M5 J14 and the local road network in this location.

National Highways requires a Construction Traffic Management Plan provided prior to construction and secured through a planning condition. It should identify the various vehicle movements (staff and deliveries) and information on the distribution and assignment of construction trips onto the strategic network (daily and weekday peak hours).

Recommendation

National Highways has no objection in principle to planning application P22/01300/O subject to planning conditions being attached to any consent the Local Planning Authority is minded to grant to the effect that:

1. Prior to the commencement of the development hereby permitted a construction traffic management plan shall be submitted to and approved in writing by the local planning authority (in consultation with National Highways). The plan shall include as a minimum: construction vehicle movements; construction operation hours; construction delivery hours; expected number of construction vehicles per day; car parking for contractors' vehicles; arrangements for off-loading and storage of construction plant and materials. Works shall be carried out in accordance with the approved plan.

Reason: in the interest of the safe and efficient operation of the M5 trunk road.