

M5 Junction 10 Improvements Scheme

Consultation Brochure



Introduction

This consultation will run for ten weeks from 00:01 on 08 December 2021 until 23:59 on 15 February 2022.

Gloucestershire County Council

is the Highway Authority for Gloucestershire. Alongside day-to-day highway and maintenance work and smaller improvement schemes, we also undertake major projects on key parts of the road network. The M5 Junction 10 Improvements Scheme will be delivered by us, in conjunction with National Highways and funding from Homes England. For more information visit the [Gloucestershire County Council website](#).

National Highways

previously known as 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 us 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 our scheme to date and will continue to support it moving forward. Its formal role is that of a statutory consultee for the Gloucestershire County Council led scheme. For more information visit the [National Highways website](#).

Homes England

is the government's housing agency. We are working with Homes England to secure infrastructure funding. Homes England have the appetite, influence, expertise, and resources to drive positive market change. 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. The Housing Infrastructure Fund is administered and monitored by Homes England. The programme is helping to deliver up to 300,000 new homes across England by providing local authorities with grant funding for new infrastructure, to unlock homes in areas of greatest housing demand. For more information visit the [Homes England website](#).



About this brochure

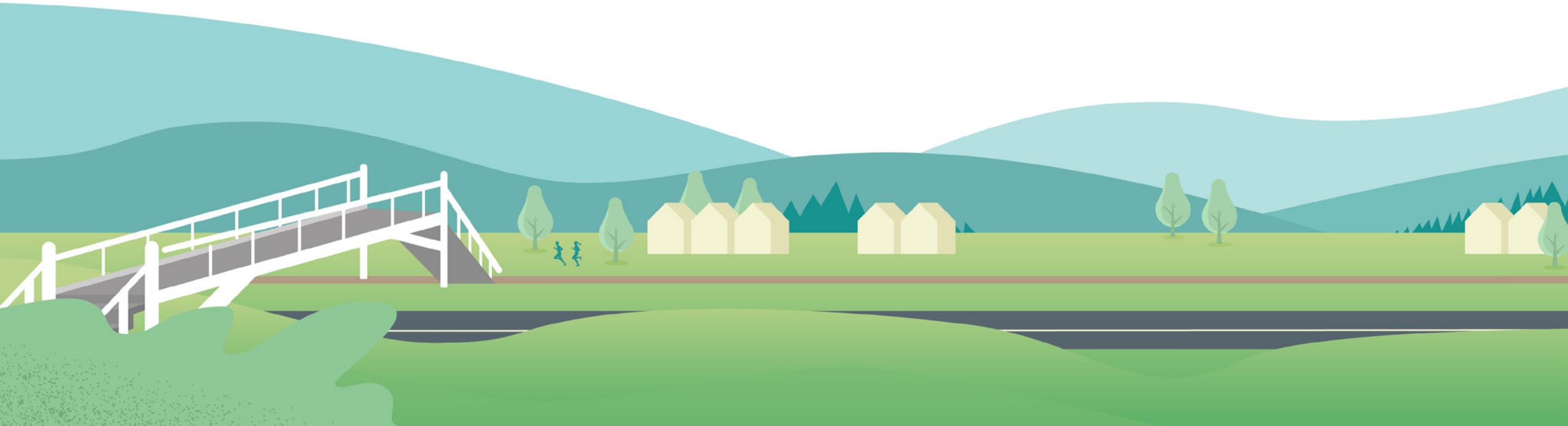
This brochure explains our proposals for the M5 Junction 10 Improvements Scheme. These include:

- › **Improvements to M5 Junction 10**
- › **A new road linking Junction 10 to West Cheltenham**
- › **Widening the A4019 Tewkesbury Road**

Our brochure also provides details about the statutory consultation we are undertaking on our scheme proposals and how you can have your say.

This brochure is designed to be read before completing our M5 Junction 10 Improvements Scheme survey, in order to help inform your response to our consultation. It also explains the different ways that you can share your views with us and what will happen next.

Responses received as part of the consultation will be anonymised, stored and handled in accordance with Gloucestershire County Council's Data Protection Policy. To view our information management and security policies, go to the [**Gloucestershire County Council website.**](#)



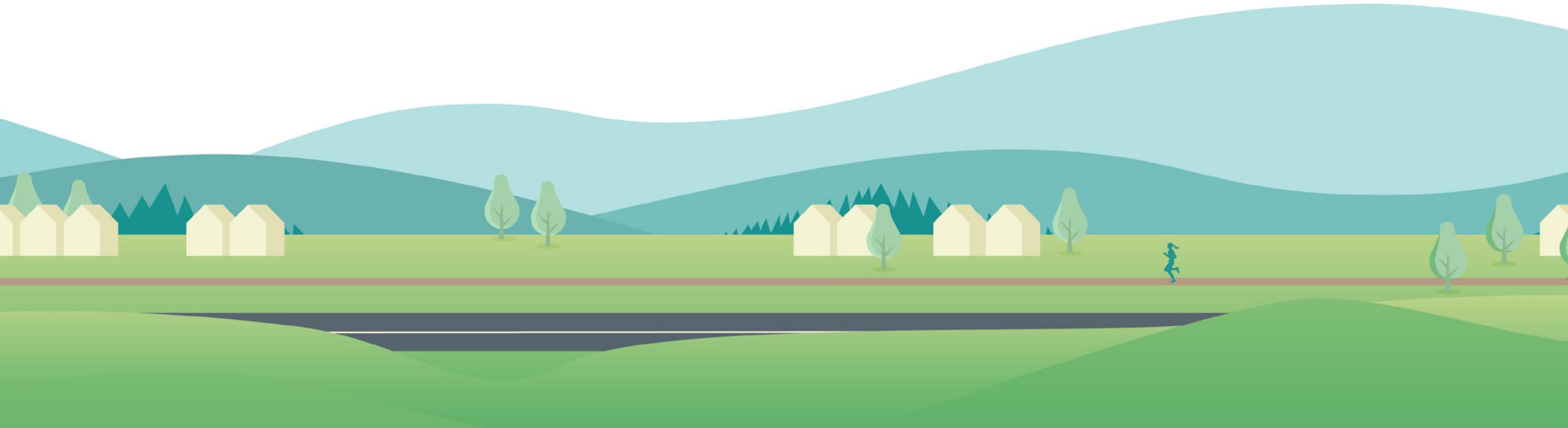
Need for the scheme

New housing and employment sites are proposed for development close to Junction 10 on the M5, including the West and North-West Cheltenham developments.

To unlock these housing and job opportunities, we need to ensure that there is sufficient highway capacity to accommodate the increased motorised and non-motorised traffic these will generate. There is also a need to address existing pressure on the local highway network.

Several of our policy documents have identified improvements to Junction 10 on the M5 as a key component for delivering new housing and improvements sites for development to the West of Cheltenham.

An all-movements junction has been identified as a key infrastructure requirement needed to enable the housing and economic development proposed by the Gloucestershire Local Enterprise Partnership's [**Strategic Economic Plan**](#). It is also central to the transport network sought by the council in our adopted [**Gloucestershire Local Transport Plan**](#).

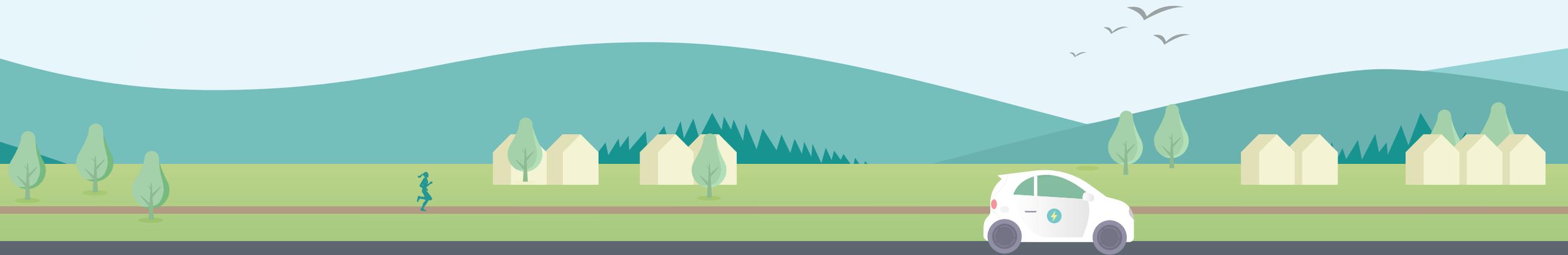


The planned housing and economic growth have been included by Cheltenham Borough, Tewkesbury Borough and Gloucester City Councils in the adopted Joint Core Strategy. More information on this can be found by visiting the [Joint Core Strategy website](#).

In their Birmingham to Exeter Route Strategy, National Highways has also identified that improvements to M5 Junction 10 are a critical requirement to maintain the safe and efficient operation of the M5 corridor, whilst enabling the planned development and economic growth around Cheltenham, Gloucester, and Tewkesbury.

We secured £249 million from Homes England for the proposed scheme in October 2020. Work has been ongoing since the funding announcement to produce a preferred layout, which is the subject of this statutory consultation, which is the subject of this statutory consultation. The funding from Homes England has been ring-fenced for this purpose so cannot be spent on other projects.

This scheme is categorised as a Nationally Significant Infrastructure Project¹ under the Planning Act 2008. As such, we're 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. For more information on this process, please visit the [National Infrastructure Planning website](#).

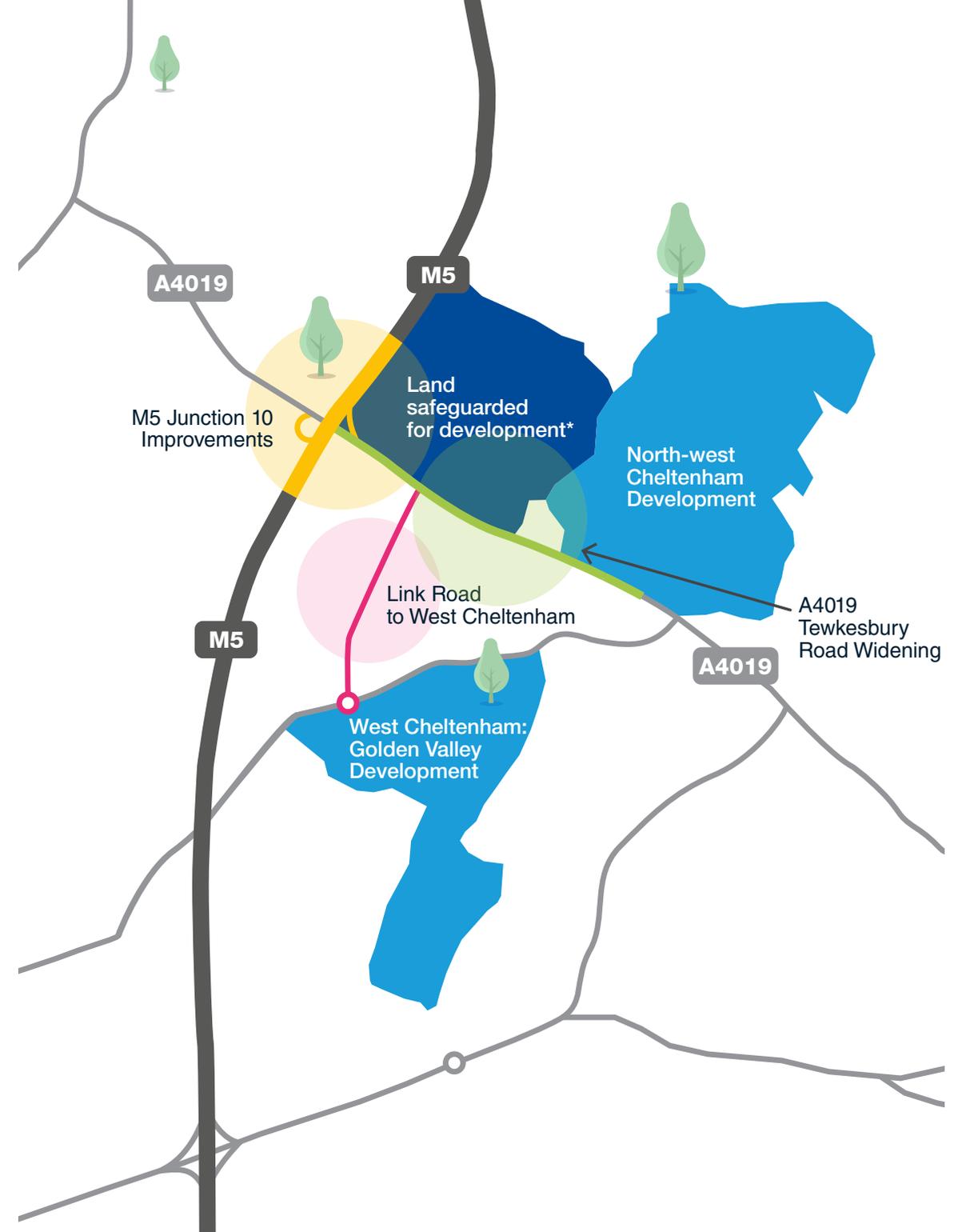


¹. Nationally Significant Infrastructure Project (NSIP) are large scale developments (relating to energy, transport, water, or waste) which require a type of consent known as “development consent”.

Objectives of the scheme:

- › 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 the 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.

*Safeguarded land is land which has been identified for development in the future and is protected from conflicting development.



Feedback

Options Consultation

In autumn 2020, we undertook an options consultation to hear your views and opinions on options for the M5 Junction 10 Improvements Scheme.

The options consultation asked for feedback on the package of improvements. These included: improvements to M5 Junction 10; a new road linking Junction 10 to west Cheltenham; A38/A4019 Junction Improvements at Coombe Hill; and widening of the A4019, east of Junction 10.

A total of 440 survey responses were received during the consultation period (425 online and 15 hardcopies), supplemented by 36 written responses.

Since finishing the options consultation, it has been confirmed that the A38/A4019 Junction Improvements at Coombe Hill will be progressed as a separate scheme. You can find out more about this scheme on the [Gloucestershire County Council website](#).

Overall, the options consultation demonstrated that the majority of participants (84%) agree that there is a clear need for the scheme. The preferred option was Option 2 which involves upgrading the existing junction with a grade separated roundabout² centred on the existing junction.

Preferred route announcement

On 16 June 2021, we published our preferred route announcement (PRA) stating that we were progressing with Option 2.

Our preferred scheme incorporates design changes which have been made as a result of public feedback received during the options consultation and further technical work that has progressed since late 2020. We believe that the design we have chosen to progress presents the best opportunity to deliver a scheme which meets the needs of its users and our local community, addresses the scheme objectives and delivers a return on investment.

Since we announced Option 2 as our preferred route, we've been working to refine the scheme. We are now asking you for further feedback on our detailed proposals, before we submit our final design as part of our DCO application.

For more information on our previous options consultation and preferred route announcement please visit the [Gloucestershire County Council website](#).

2. A grade separated roundabout is a roundabout constructed above or below the motorway and connects the motorway slip roads to the local roads.

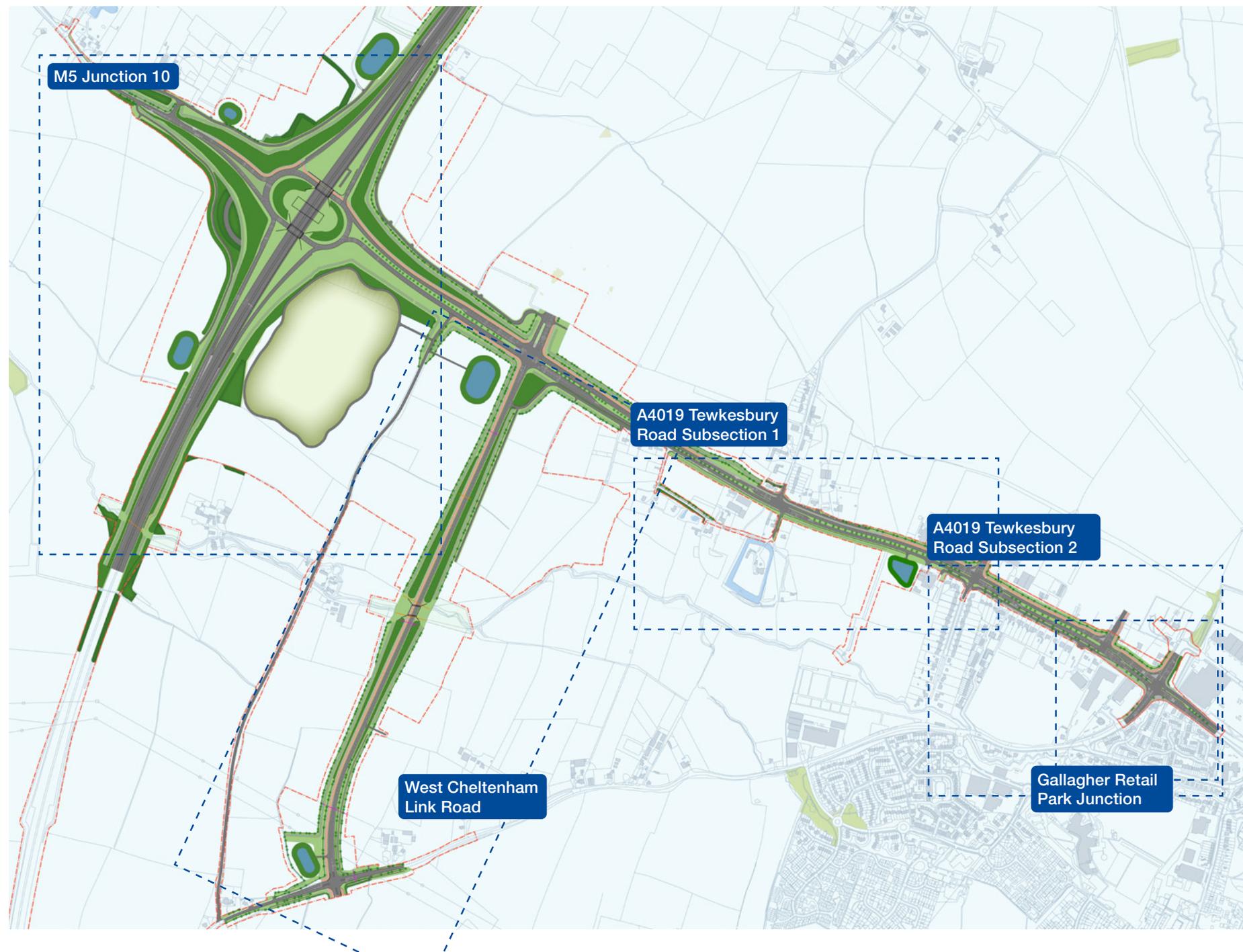
What we are proposing

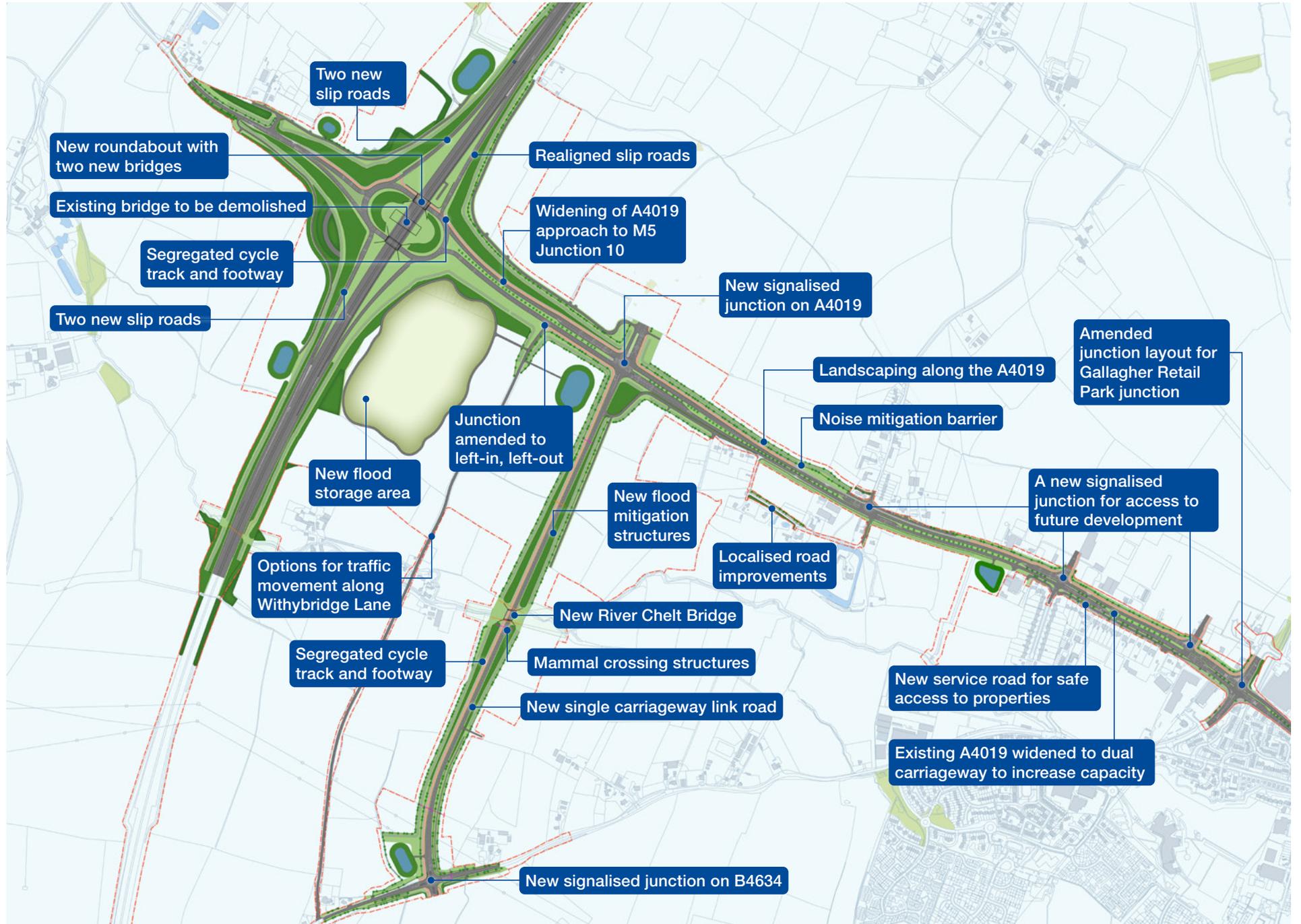
Overview of the scheme

As shown on the following pages, our proposals for the M5 Junction 10 Improvements Scheme include:

- › **Improvements to Junction 10**
- › **A new road linking Junction 10 to West Cheltenham**
- › **Widening the A4019 Tewkesbury Road**

To help you provide comments on our proposals as part of this consultation, we have split the scheme into several elements. A summary is provided here with a detailed plan for each element. The map shows how the elements intersect with one another.



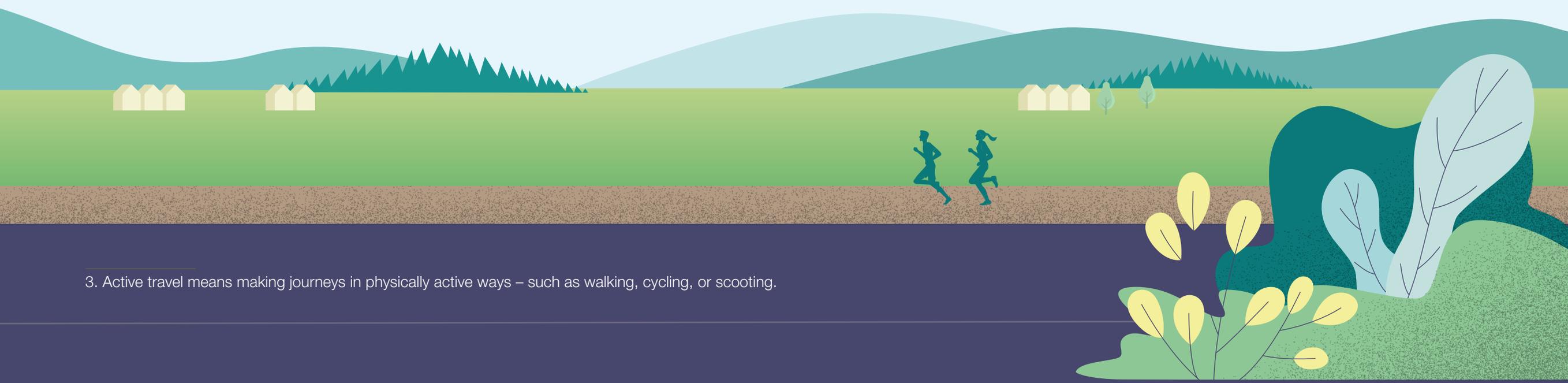


M5 Junction 10

We are proposing to increase capacity and improve the accessibility and movement of M5 Junction 10 by adding a slip road onto the M5 southbound and a slip road off the M5 northbound, to create an all-movements signalised junction that provides access in all directions.

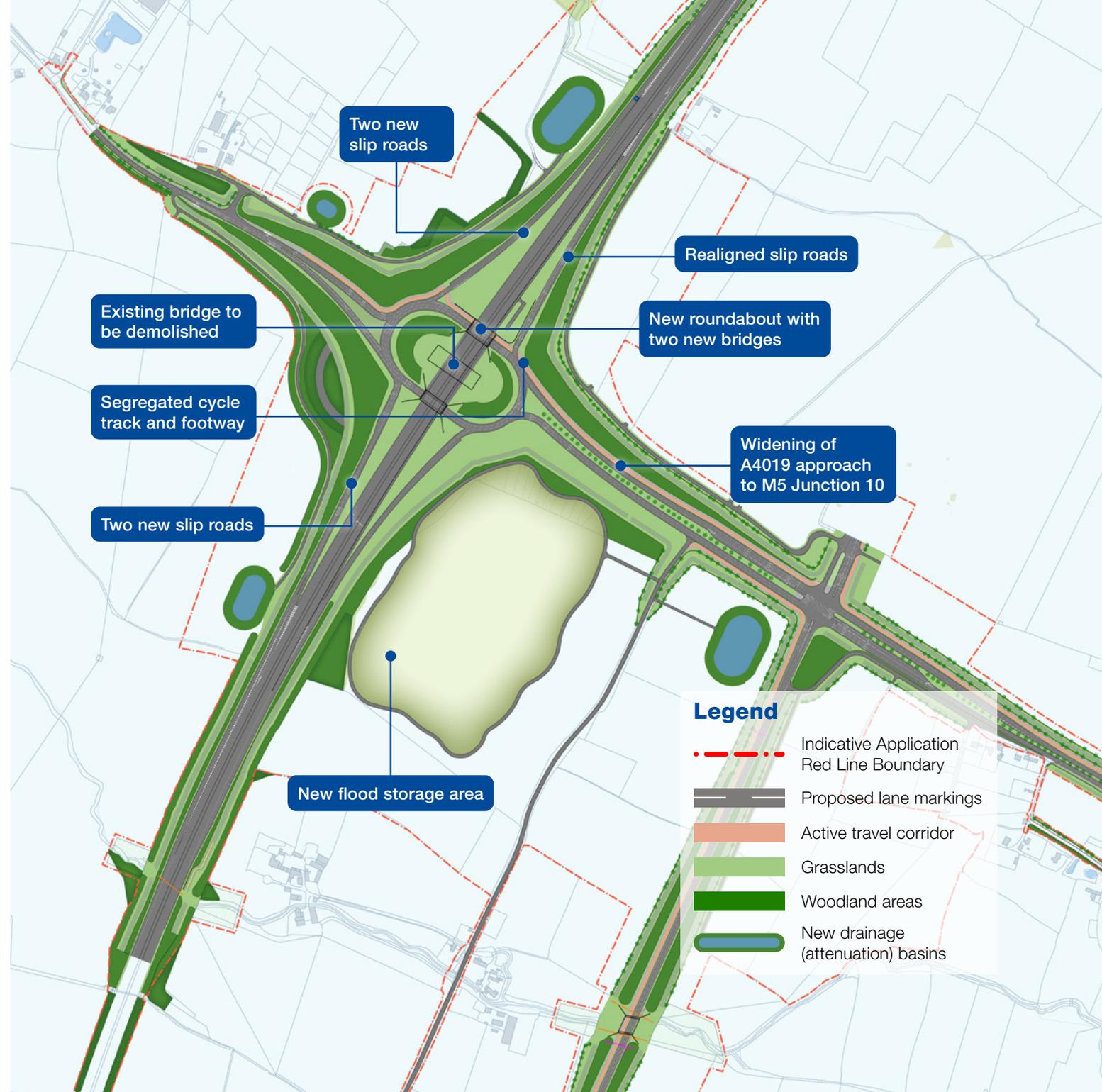
The existing bridge over the M5 will be demolished and replaced with a new roundabout with two bridges, a segregated cycle track and a footway. This will reduce the costs of maintaining a 50-year-old bridge and allow for the provision of new active travel facilities. The signalised crossing will ensure a safe crossing of the M5 for all active travel users³.

3. Active travel means making journeys in physically active ways – such as walking, cycling, or scooting.



Key features include:

- › A larger roundabout at Junction 10, with three lanes instead of two lanes.
- › Widening to three lanes westbound and two lanes eastbound on the 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 rather than directly onto the public highway.
- › New drainage (attenuation) basins so the local water system is not flooded.
- › Designated land to store flood water to minimise any flooding impact from the scheme.



West Cheltenham Link Road

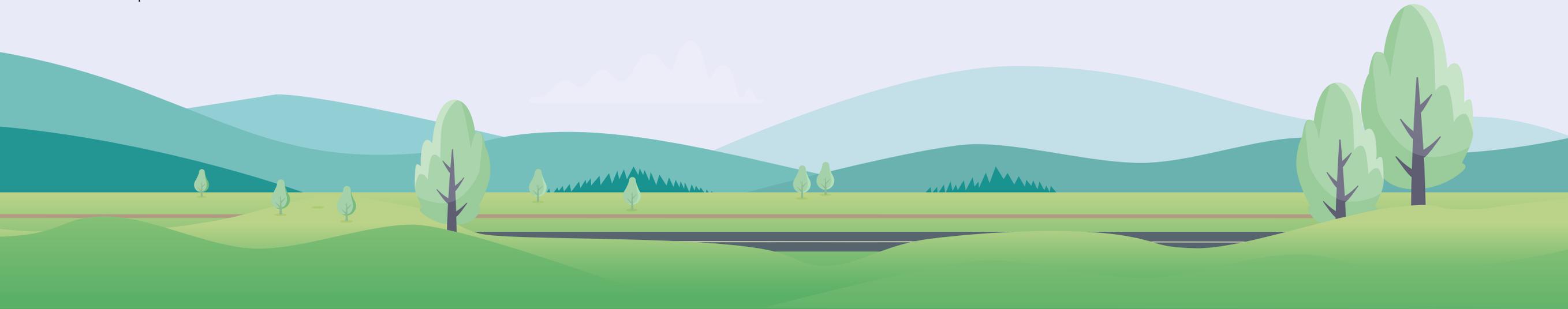
A new link road is required to allow traffic from the proposed development in West Cheltenham to use Junction 10 and reduce pressure on Junction 11 and local roads.

We are proposing a single carriageway link road and planning for the future by including signalised junctions on the A4019 and B4634 for safe and easy access to future development.

Our proposals also include an active travel corridor on the western side of the link road. This will be a continuation of the facilities proposed for the A4019 and will help to encourage the use of alternative modes of transport between the development sites.

The link road crosses the River Chelt and its floodplain, so there will be a new single span bridge built across the River Chelt and structures to allow flood water to pass under the link road.

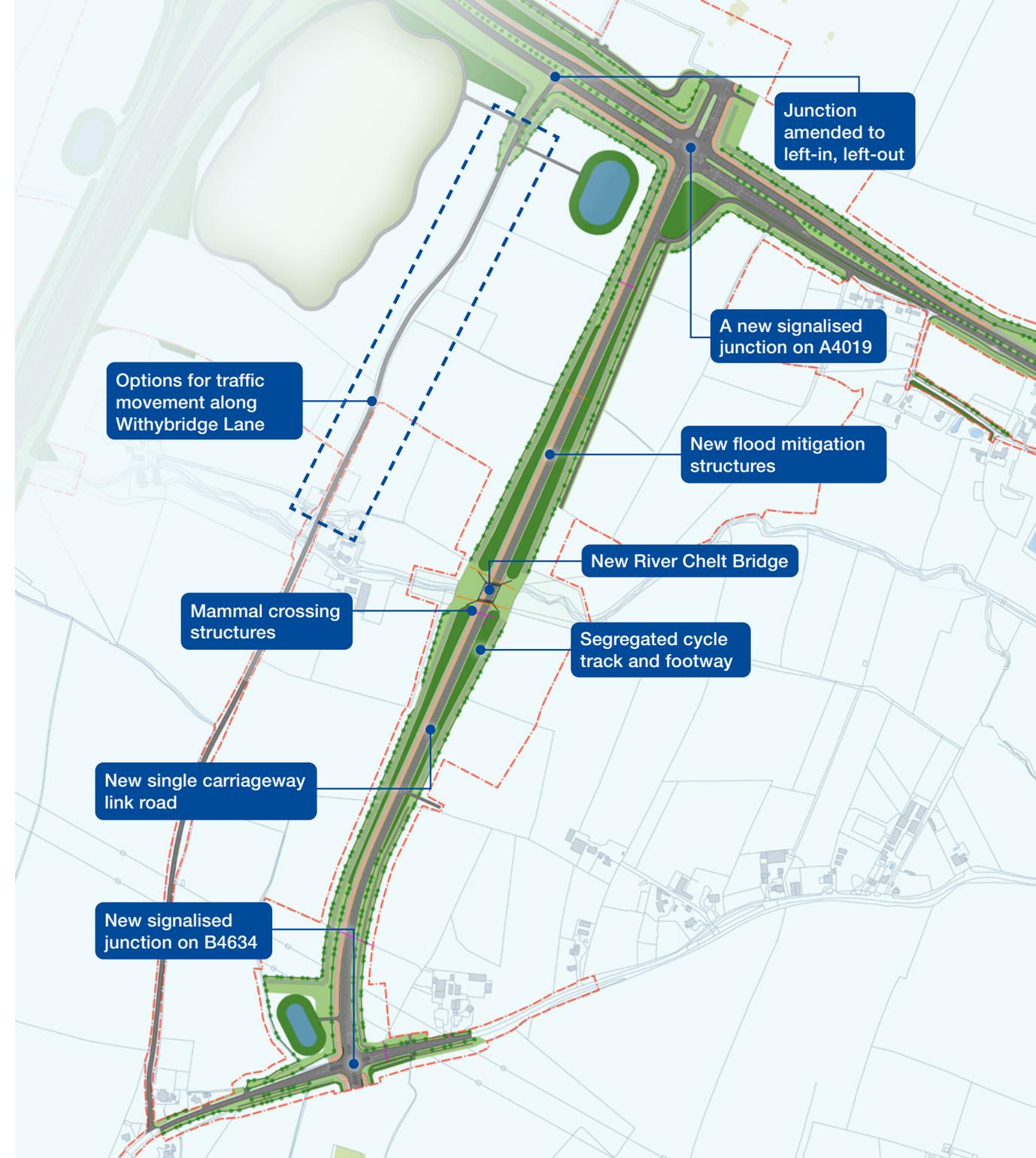
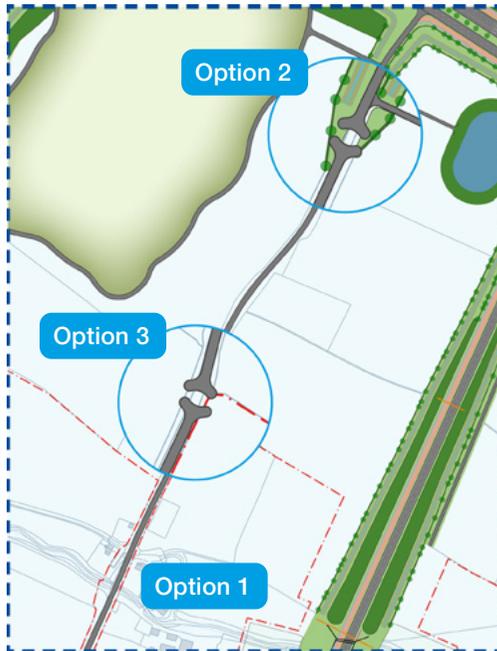
With the West Cheltenham Link Road taking traffic into the new West Cheltenham development, there is the opportunity to explore restricting traffic movement along Withybridge Lane. The option to “stop up” the lane would still allow residents to access their properties but would remove passing traffic.



The proposals for Withybridge Lane are still in development and we welcome your views on the following three options.

- › **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.

All options will be accessible for active travel users.



A4019 Tewkesbury Road Widening

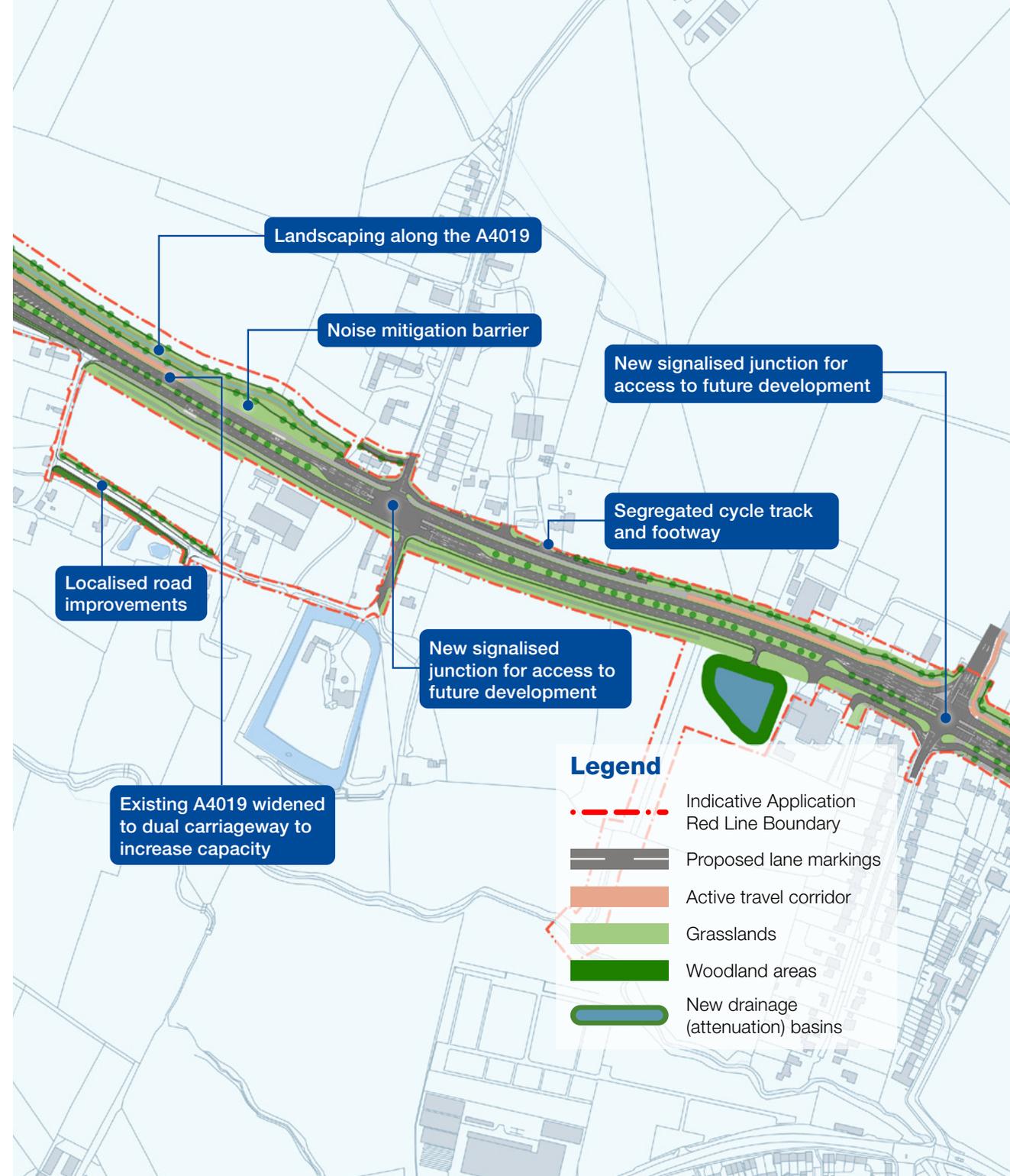
The A4019 is being widened for both motorised traffic and active travel users that will be generated from proposed housing and employment developments.

For motorised traffic, the A4019 will be widened to a dual carriageway, which will provide a continuous link from Junction 10 into Cheltenham. Separate dedicated footways and cycle lanes will be provided along the northern side of the A4019 for active travel users.



A4019 Tewkesbury Road Subsection 1

The widening includes dualling of the A4019 for motorised traffic and the provision of separate, dedicated footways and cycle lanes for active travel users. There will be a new signalised junction with pedestrian and cycle facilities. This will provide access to the West Cheltenham Link Road and future development. Service roads on the northern side of the A4019 will be provided for safe access to properties. Since the options consultation in late 2020, we have also developed plans to link Moat Lane with Cooks Lane to provide an alternative access for Cooks Lane residents via Moat Lane.



A4019 Subsection 2

In response to comments received during the options consultation held in late 2020, and considering forecast traffic growth, the design of the A4019 widening adjacent to the Elms Park development is now part of the M5 Junction 10 Improvements Scheme.

This will include two new signalised junctions for access to future development. These junctions will include both pedestrian and cycle facilities. A service road will be provided for safe access to properties along the southern side of the A4019.

It should be noted that our proposals are an alternative to those shown in the live planning application submitted by the Elms Park developer. We are working with both the developer and local planning authorities to agree on a single solution for widening this section of the A4019.

Gallagher Retail Park junction

A key proposal for this part of the A4019 are changes to the Gallagher Retail Park junction to serve anticipated traffic flows and future development, including the Elms Park development.

These improvements at the Gallagher Retail Park junction will potentially be implemented in two stages, firstly for scheme opening year in 2025 and then, depending on traffic and development growth, the second stage in 2031.

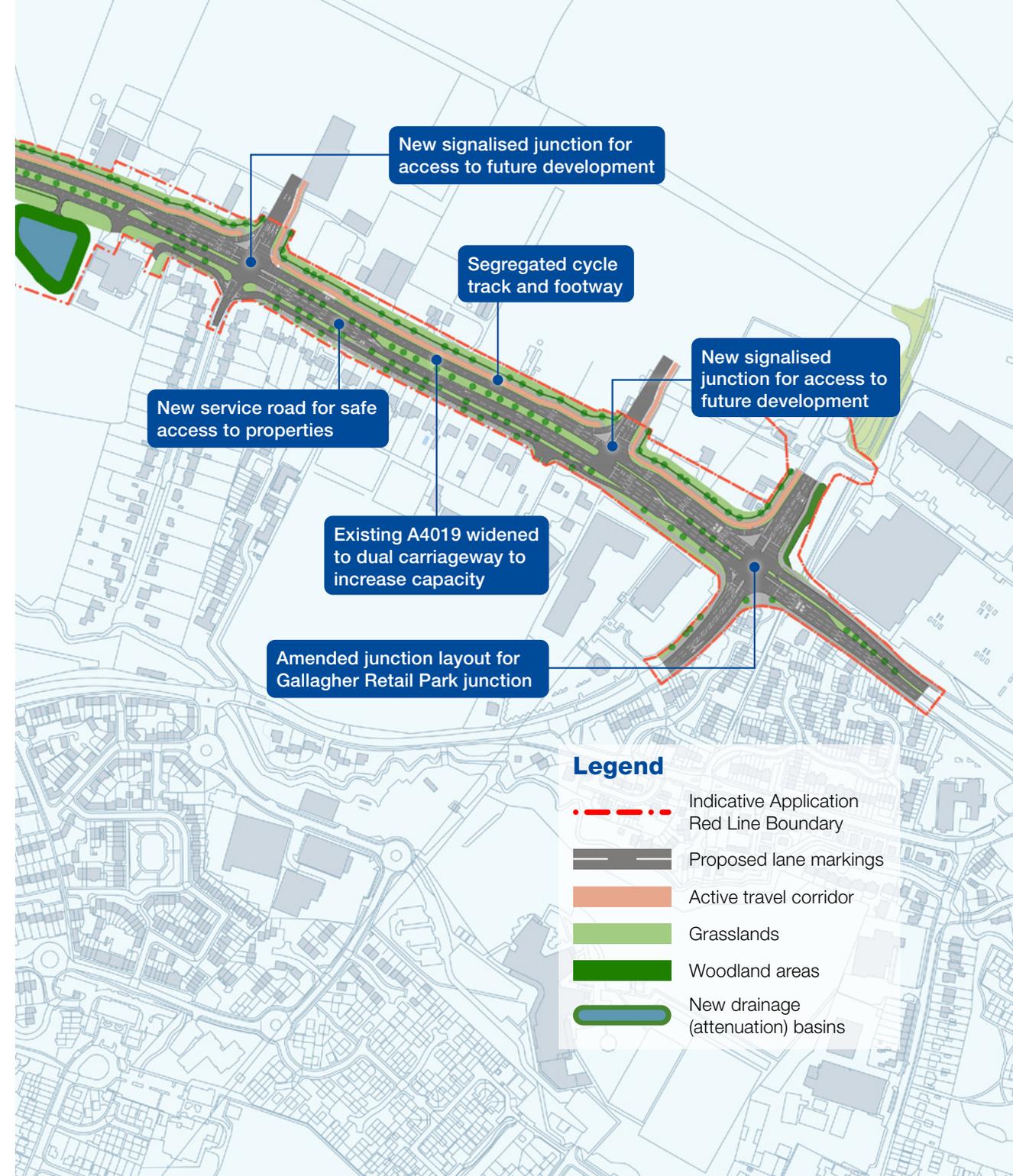
Stage 1 (2025)

- › The junction will be increased in size to provide additional capacity and improved with pedestrian and cycle facilities.

Stage 2 (2031)

- › The junction will be further adapted by changing the alignment of the road and removing the right turns from A4019 into the side roads.
- › Right turns from the side roads onto the A4019 will remain open.

The proposed layouts for the Gallagher Retail Park junction are shown on the next pages and we are particularly interested in your views on our 2031 proposals.



Gallagher Retail Park Junction Stage 1 (2025)

The junction will be increased in size to provide additional capacity and improved with pedestrian and cycle facilities.

Legend

- Indicative Application Red Line Boundary
- Proposed lane markings
- Active travel corridor
- Grasslands
- Woodland areas
- New landscaping

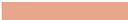


Gallagher Retail Park Junction Stage 2 (2031)

The junction will be further adapted by changing the alignment of the road and removing the right turns from A4019 into the side roads.

Right turns from the side roads onto the A4019 will remain open.

Legend

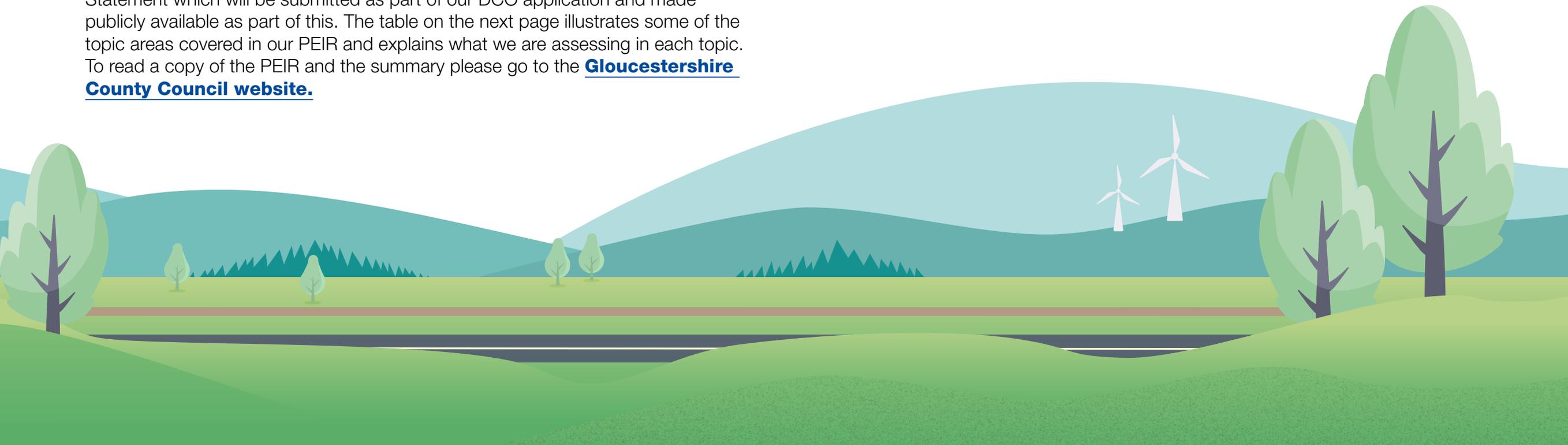
-  Indicative Application Red Line Boundary
-  Proposed lane markings
-  Active travel corridor
-  Grasslands
-  Woodland areas
-  New landscaping



Our effect on the environment

While the need for the M5 Junction 10 Improvements Scheme, particularly from an economic and connectivity perspective, is well recognised, it's right that the impact of our proposals in the surrounding area including flooding, landscape, local wildlife and habitats, are continually assessed and a wide range of mitigation considered. We are gathering environmental information so that we can identify the potential impacts of the scheme and develop measures to avoid or reduce them. This process is known as an Environmental Impact Assessment (EIA).

While this process is ongoing, we have prepared a Preliminary Environmental Information Report (PEIR). The PEIR sets out how each environmental topic area is being assessed, the potential effects of our proposals on the environment and the measures we will take to reduce any impact. We will develop a full Environmental Statement which will be submitted as part of our DCO application and made publicly available as part of this. The table on the next page illustrates some of the topic areas covered in our PEIR and explains what we are assessing in each topic. To read a copy of the PEIR and the summary please go to the [Gloucestershire County Council website](#).



Environmental impacts we are assessing:

Environmental Impact	What we're assessing
Air quality	How our scheme will affect the levels of pollutants in the air
Biodiversity	How our scheme will affect the habitat, plants and animal species present
Cultural heritage	How our scheme will affect the existing historic buildings and features, and buried archaeology
Effects of scheme on climate change	What effect our scheme will have on climate change
Flooding	How our scheme will affect the land vulnerable to flooding in the local area
Geology and soils	How our scheme will affect the ground and soil in the local area
Landscape	How our scheme will affect the landscape and particular views
Materials and waste	The materials we will use in our scheme and how our scheme will deal with waste
Noise and vibration	Understanding the effects our scheme may have on noise in the local area
Road drainage and the water environment	What our scheme would mean for the water quality of our rivers, watercourses and groundwater
Population and human health	What effects our scheme might have on the local economy and population generally
Vulnerability of scheme to climate change	How our scheme will respond to the effects of climate change so that potential effects are minimised long term

Our proposed mitigation

We will aim to minimise the impact the scheme has on the surrounding areas and make improvements where possible.

Take a look at the plans for each scheme element earlier on in the brochure for the different proposals to see our proposed measures to mitigate any impacts including noise barrier, flood compensation area and landscaping features.

We know the local community has an interest in certain environmental topics and we have provided some information below. For more detail on these topics and any other environmental topics as outlined above please go to the [Gloucestershire County Council website](#) and have a look at our visualisation, Non-Technical Summary of environmental information and the PEIR.

Landscape

We are considering how the scheme will look and what effect it might have on the landscape. We understand that you might be concerned about the loss of existing vegetation (woodland, trees, hedges, grassland) and the introduction of new infrastructure into the landscape. The loss of vegetation would change the views in the local area, and open-up views of existing road infrastructure, as well as the new roads and bridges for many local residents. To avoid this we have minimised, as much as possible, the vegetation required for removal. We also plan to introduce replacement woodland, hedges, and individual trees, and we will aim to achieve a level of Biodiversity Net Gain⁴.

On our scheme plans you can see examples of how we might shape the land around the scheme. We would like your comments on these proposals, which we will consider with those from key bodies like Natural England.

Flooding

The scheme is located in an existing floodplain, and it will block existing routes for floodwater across the ground. This would result in our scheme (particularly the Link Road) displacing and directing floodwater elsewhere. This would also mean that the depth, extent and duration of flooding to farmland and property would be increased. We understand that this is a major concern for local residents, and we will therefore include flood compensation areas within our design (primarily the flood storage area near M5 Junction 10) to compensate for the loss of flood plain area resulting from the scheme, and flood mitigation structures underneath the Link Road to limit the effect of our scheme in blocking the movement of floodwater. We will design these areas and structures to current standards and guidance from the Environment Agency.

⁴ Biodiversity Net Gain is an approach to development that leaves biodiversity in a better state than before. Where a development has an impact on biodiversity it encourages developers to provide an increase in appropriate natural habitat and ecological features over and above that being affected.

Impact on Climate

We are assessing the emissions of carbon dioxide from the scheme and further work is required to frame these likely emissions with reference to our Climate Change Strategy and associated target. Our scheme will result in carbon dioxide emissions during the construction phase, and it is likely to increase emissions during the operational phase due to increased levels of traffic. However, our goal is to reduce the volume of these emissions as much as possible, and we will be applying a carbon reduction hierarchy of avoid/prevent, reduce and remediate. Our findings in the PEIR have also concluded that the scheme is highly unlikely to affect the UK's ability to meet its carbon budget, meaning that the emissions produced during the construction and operational phases of the scheme will likely have a negligible impact on the country's overall carbon emissions.

Biodiversity

The scheme is located within a low-lying, mainly agricultural landscape to the north west of Cheltenham. The area is dominated by large arable fields, and grasslands, which have pockets of other terrestrial habitats of greater nature conservation value, including broadleaved and mixed woodland, traditional orchard and semi-improved grassland. We have undertaken detailed surveys since 2019 (and continue to do so) to understand the habitats and protected species that are present, in more detail, so that measures can be included in the scheme to minimise impacts to them. Measures included in our proposals are the single span bridge over the River Chelt, so that direct impacts on the river channel are avoided, and the inclusion of dedicated crossing points for otter, badgers, reptiles and amphibians.

The landscape design seeks to retain existing vegetation where possible, and also create new habitats. We will seek a net gain in biodiversity through the new habitats created. Further information is presented in the PEIR detailing the survey work to date, and the measures to minimise impacts to biodiversity.

Impact on local communities

We understand local residents and communities will have concerns about the potential impacts of the scheme on their standard of living. The environmental work we have undertaken and will continue to do so are to ensure we develop and deliver the scheme that works best for the local community. Please take the opportunity to look at the information available on the [Gloucestershire County Council website](#) and let us know your comments and views on our scheme.

How to have your say

We are seeking your views on our M5 Junction 10 Improvements Scheme proposals. Your feedback is important to us in shaping our proposals before we submit our Development Consent Order (DCO) application. This is your opportunity to give your feedback and we will consider all the comments we receive during the statutory consultation as we develop our proposals further.

You can provide feedback to us in a number of ways:

- › By completing the online feedback survey via the [Gloucestershire County Council website](#).
- › Attending one of our face-to-face consultation events (see next page for dates and locations), where there will be the opportunity to meet our project team, ask questions and complete a paper copy of our feedback survey.
- › Participating in one of our virtual consultation events, where there will be the opportunity to ask questions and then complete our feedback survey online.
- › Request a paper copy of the feedback 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.
- › For help completing our survey over the phone, call Gloucestershire County Council Customer Services on 01452 426256 (Monday - Friday 9am - 4pm, excluding bank holidays).

- › For more information about this survey, the M5 Junction 10 consultation and the overall scheme proposals, email **m5junction10@atkinsglobal.com** or call 01454 667900.

It is important that you submit your response by **11.59pm on Tuesday 15 February 2022**. Responses received after this time may not be considered.

Responses received as part of the consultation will be anonymised, stored, and handled in accordance with Gloucestershire County Council's Data Protection Policy. For more information visit our [Information Management and Security Policies webpage](#). To view the M5 Junction 10 Improvements Scheme Privacy Statement and further information about your rights under the Data Protection Act 2018 please view our [Highways Privacy Notices](#).

Public consultation events

With the situation around COVID-19 constantly developing and changing, we will aim to host a mix of face-to-face and virtual consultation events.

One of the best ways to find out more about our proposals and have your say is to come to one of our statutory consultation events. Here you will be able to find out more about the scheme and speak to members of the project team who will be happy to answer any questions you may have.

The face-to-face consultation events we are proposing to run are listed below. Our intention is to hold these events unless COVID-19 guidance requires us to cancel them. We will advertise any cancellations as widely as possible in the circumstances, including via an update on the scheme webpage.

We will host a series of virtual consultation events, in addition to the face-to-face public consultation events above, to provide an extra platform for the local community and stakeholders to engage with us. Attendees will have the opportunity to listen to members of our project team present our proposals and ask any questions they may have.

These events are free and open to everyone and, as with our face-to-face consultation events, have been planned for a range of times.

With the situation around COVID-19 constantly developing and changing, access to public buildings is largely restricted. All of our information is available online but if you do require a paper copy or an accessible format of any of our consultation documents or have any further questions please email **m5junction10@atkinsglobal.com** or call 01454 667900 and leave a message. Please note that due to its size, a charge may apply for a paper copy of the PEIR.

Face-to-Face Consultation Events			
Location	Date	Time	
Cheltenham West Community Fire and Rescue Station Tewkesbury Road, Uckington, Cheltenham, GL51 9SN	Tuesday 14 December 2021	10am - 7pm	
Hesters Way Community Resource Centre , Cassin Drive, Cheltenham, GL51 7SU	Saturday 15 January 2022	10am - 5pm	
Virtual Consultation Events			
Location	Date	Time	Link
Virtual Event 1	Wednesday 15 December	7pm - 8:30pm	To register for a virtual meeting please visit our consultation website where you can view the 'Events' tab to select the date and time.
Virtual Event 2	Thursday 13 January	2pm - 3:30pm	
Virtual Event 3	Saturday 29 January	2pm - 3:30pm	
Virtual Event 4	Wednesday 2 February	7pm - 8:30pm	

The Development Consent Order (DCO) process and our application

This scheme is classified as a Nationally Significant Infrastructure Project (NSIP) and therefore planning permission, via a Development Consent Order (DCO) application, must be obtained from the Planning Inspectorate (PINS) rather than the local planning authorities.

Following this statutory consultation, we will finalise our proposals and prepare our DCO application and submit it to the Planning Inspectorate (PINS). Once the PINS have received and accepted the application, they will appoint an independent Examining Authority to carry out the examination.

Before the examination starts, statutory consultees, the relevant local authorities and anyone with an interest in the land affected by the scheme are contacted to notify them of their opportunity to register to take part in the examination. It is also publicised in local and national press as well as on the PINS website where the application is included in their register of applications received.

The Examining Authority considers contributions, including any Local Impact Reports received from local authorities, representations from interested parties, written answers provided to written questions, and evidence provided at hearings.

The Examining Authority manages the examination of applications and decides the main issues it will examine. At the end of an examination, the Examining Authority submits a report to the current Secretary of State. This includes a recommendation on whether to grant development consent. The Secretary of State considers the recommendation and decides whether to grant or refuse development consent.

You can find more information about the PINS and the Planning Act 2008 on the [**National Infrastructure Planning website**](#) or by calling the PINS on 0303 444 5000.



Scheme milestones

Late 2022: DCO application submitted

2024: Work commences (subject to planning consent)

Late 2025: Work complete and open to traffic (subject to planning consent)

Next steps

We'll take time to analyse and consider your feedback when making further refinements to our proposed design and to develop our planned mitigation measures. We will record and carefully consider all responses received during the consultation and consider these when finalising our application and before we submit it to the Planning Inspectorate (PINS).

We will summarise our findings in a consultation report. This will include a description of how our application was informed by the responses received and outline any changes made as a result of consultation. The report will form part of our DCO application to the PINS that is planned for late 2022. It will also be made available on the scheme webpage.

PINS will decide whether the application meets the required standards to proceed to examination and will determine whether our consultation has been adequate.

If, as a result of feedback from the design consultation, the proposals change to the extent that it is necessary to undertake further consultation, this would be undertaken in accordance with the principles and methods set out in this statement.

If you have any queries about this scheme, please contact the project team directly by calling 01454 667900 or emailing **m5junction10@atkinsglobal.com**.

Contact us

Email: m5junction10@atkinsglobal.com

Phone: 01454 667900

Post:

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Gloucester
GL1 2TG

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