



North Somerset Local Plan 2041

Statement of Common Ground - Addendum

As agreed between:

North Somerset Council

and

National Highways

October 2026



1. Which parties are involved in this Statement of Common Ground?

- 1.1 This Statement of Common Ground (SoCG) addendum is an agreed statement between North Somerset Council (NSC) and National Highways (NH) relating to the outstanding matters in the previous SoCG between the parties signed and dated May 2026.
- 1.2 The content of the original statement is not repeated, and this statement should be read as an update to the original, rather than a replacement. For ease of reference, the full content of the original statement can be viewed here: [statement of common ground - national highways](#).

2. Strategic matters covered in this statement

- 2.1 The original SoCG addressed five strategic matters. These were:
 1. Approach to transport modelling
 2. Approach to Junction 19 of the M5 motorway
 3. Approach to Junction 20 of the M5 motorway
 4. Approach to Junction 21 of the M5 motorway
 5. Scheme status and effectiveness of policy wording.
- 2.2 The following sections of this statement provide an update in respect of each strategic matter.

3. Strategic Matter 1: Approach to transport modelling

- 3.1 At the time of agreeing the original SoCG an outstanding action was recorded for National Highways to confirm that the outputs of the strategic model provide a valid representation of the impacts of the Local Plan 2041 and mitigation at a strategic, plan-making level.
- 3.2 This has subsequently been resolved. WSP acting on behalf of National Highways confirmed at a meeting between the parties on 25 June 2026 that National Highways is satisfied that the outputs of the strategic model provide a valid representation of the impacts of the Local Plan 2041 and mitigation at a strategic, plan-making level.
- 3.3 No further action is required in respect of strategic matter 1.

4. Strategic Matter 2: Approach to Junction 19 of the M5

- 4.1 In respect of Junction 19, the outstanding matter to be resolved at the time of agreeing the original SoCG was recorded as follows:

National Highways will require the IDP to stipulate that a stage 1 Road Safety Audit for the scheme must be completed, alongside an initial cost estimate of the proposed improvement. National Highways is also continuing to review modelled flows provided by NSC and AECOM, particularly in relation to the impacts of a proposed active travel scheme on the nearby Marsh Lane, and any implications for the modelling work undertaken to date. Subject to the satisfactory resolution of these matters, NH would be content with the proposed work at J19.

- 4.2 The submitted Infrastructure Delivery Plan (IDP) stipulates that a Road Safety Audit is required, and gives an indicative £5m high-level cost ceiling estimate, which is fundable through development contributions.
- 4.3 The identified scheme is agreed between the parties to form appropriate mitigation for the Local Plan impacts and no further modelling is required.
- 4.4 NSC has committed to undertake a Stage 1 RSA and subsequently undertake an Order of Cost Estimate. In line with DMRB GG119, NSC submitted an RSA1 Brief and CVs of auditors to NH for approval in advance of undertaking the RSA1. The RSA1 Brief and CVs have subsequently been agreed by NH to allow the Audit to take place. The Cost Estimate will follow the completion and agreement of the RSA1.
- 4.5 At a meeting on 25th June 2026, WSP confirmed on behalf of National Highways that it has completed its review of modelled flows provided by NSC and AECOM, particularly in relation to the impacts of a proposed active travel scheme on the nearby Marsh Lane, and any implications for the modelling work undertaken to date, and that this matter has been satisfactorily resolved at Local Plan stage. NSC and NH will continue to liaise with regards the details and further assessment of the active travel scheme on Marsh Lane through the scheme development process at the appropriate time.
- 4.6 In respect of the proposed mitigation scheme for M5 Junction 19, the statement in 4.8 of the original SoCG remains valid, *“It is agreed that this scheme is likely to be deliverable, subject to the relevant design checks and safety audit process, and is of a scale which could be funded from development in the Local Plan 2041 without relying on external funding sources.”*

5. Strategic Matter 3: Approach to Junction 20 of the M5

- 5.1 Paragraph 4.15 of the original SoCG recorded the outstanding matters to be resolved in respect of Junction 20, with National Highways requiring concept design drawings for the proposed works identified in the Local Plan and the IDP, and clarification on modelling points.
- 5.2 These drawings were produced by AECOM on behalf of the Council and shared with National Highways. Modelling clarifications were also provided and discussed at a meeting on 25th June 2026. It is now agreed that the modelling demonstrates that the mitigation proposed is sufficient to mitigate the impact of the Local Plan.
- 5.3 It is agreed that Strategic Matter 3 is resolved.

6. Strategic Matter 4: Approach to Junction 21 of the M5

- 6.1 The original SoCG summarised the outstanding matters to be resolved as:
NH is in the process of reviewing the latest modelling in respect of J21, and reviewing the proposed mitigation measures. NH will update its position in respect of Local Plan impacts and associated mitigation requirements at J21 following the conclusion of this review. At the point of submission of the Local Plan 2041, similar to the other junctions, an initial cost estimate is set out in the IDP. It is anticipated this matter can be resolved in advance of the Local Plan examination hearings.
- 6.2 NH and NSC have reviewed additional modelling submissions provided by the Wolverhill Consortium. The submissions model the full Local Plan allocation scenarios. A mitigation scheme, set out in the IDP, has been proposed to address Local Plan impacts but remains under review by NH and NSC. This scheme provides improvements to the overall operation of M5 J21, but the initial modelling iteration did not fully address forecast queues on the M5 Southbound off-slip in the 2041 PM peak..
- 6.3 Further investigation has been undertaken by the Wolverhill Consortium in terms of changes to signal operation scenarios. This has included seeking to address the queue on the M5 southbound off-slip, which would extend onto the M5 mainline. The queue would occur without the Local Plan but would be worsened with additional Local Plan traffic. Signal changes have been proposed which address the slip road queue, but increase the queue on the A370 East. There is a bus lane on the A370 East, and there are potential opportunities to extend this. The existence of the bus lane is important to NSC as it reduces the impact of congestion on bus passengers
- 6.4 The mitigation proposes the removal of an existing active travel route and changes to the existing signal set-up. The Wolverhill Consortium is currently undertaking a Stage 1 Road Safety Audit (RSA), and Walking, Cycling and Horse-Riding Assessment and Review (WCHAR) at the request of NH. The findings of these

assessments may influence the form of mitigation proposed for M5 J21 and the location of any residual impacts.

- 6.5 Paragraph 4.19 of the original SoCG identified that, in addition to the ongoing engagement referred to above, NSC is committed to working with NH on solutions for the SRN, including J21, and a number of potential schemes will be considered.

Matters to be resolved:

- 6.6 A Stage 1 RSA and WCHAR assessment is to be undertaken by the Wolverhill Consortium for current M5 J21 mitigation proposals. The additional assessments are necessary for NH to consider the suitability of the current mitigation proposals. Subject to the findings and outcome of these assessments, the proposed mitigation may require review and re-modelling. NH will update its position in respect of Local Plan impacts and associated mitigation requirements at J21 following the conclusion of this further assessment and review. Whilst the detail of any mitigation scheme for M5 J21 may be subject to change, it is anticipated that NH/NSC will be in a position, in advance of the Local Plan examination hearings, to be able to confirm that, with this additional evidence, there is confidence that an effective mitigation scheme can be delivered.

7. Strategic Matter 5: Scheme status and effectiveness of policy wording

- 7.1 In respect of scheme status and policy wording, paragraph 4.21 of the original SoCG stated the following: *“NH has raised clarifications on the status of certain schemes and the effectiveness of policy wording to ensure delivery. NSC has agreed to review wording in the Policies and the Infrastructure Delivery Plan to ensure policies are effective”*.
- 7.2 NSC has since amended introductory text in Schedule 1 (Large sites for residential development) to refer to the potential need for development contributions in accordance with Policy DP63 (Infrastructure Delivery and Development Contributions). NSC do not consider it necessary to add additional site-specific policy references to required infrastructure and this approach is accepted by NH.
- 7.3 No trigger points for SRN infrastructure provision have been identified to date. The Infrastructure Delivery Plan states that the timing of identified SRN improvements will be confirmed in discussion with NH. Policy DP14 requires necessary infrastructure to be delivered prior to identified impacts becoming severe. NH may recommend planning conditions to ensure infrastructure provision keeps pace with development build out, should it be necessary to avoid unacceptable or severe residual impacts associated with any individual or cumulative development proposals. It is agreed that this matter can be addressed through the Development Management process.

8. Conclusion

- 8.1 Both parties agree that this statement is an accurate representation of matters discussed and issues agreed upon.

Signatures:

Signed: 
Name: Natalie Richards, Planning Policy Manager
On behalf of: North Somerset Council
Date: 9 October 2026

Signed: 
Name: Simon Shapland, Spatial Planning Manager South West
On behalf of: National Highways
Date: 12 October 2026