

Mr P Lewis and Mr S Dean
The Planning Inspectorate
Temple Quay House
2 The Square
Temple Quay
Bristol
BS1 6PN

23 September 2025

Dear Inspectors,

South Worcestershire Development Plan review – Updated evidence in respect of the proposed allocation of Mitton (SWDPR54)

Please find below narrative to accompany the update drawing for M5 Junction 9 extended flare for the slip road.

The primary objective of the modelling exercise was to ensure sufficient capacity on the M5 Junction 9 northbound off-slip, in order to mitigate the impact of the Mitton development and the frequency of queueing that extended back onto the mainline carriageway (from three instances in ten to one instance in ten). This was achieved by extending the existing three-lane approach to 113 metres from the stop line.

The drawings presented by PJA reasonably reflects the model coding. It is noted, however, that the taper shown in PJA's design may offer slightly greater capacity than that represented within the model, therefore the modelling results should be seen as robust / conservative based on the drawing provided, however PJA's design drawing aligns well against the information provided to AECOM for costing.

If you have any further questions, please do not hesitate to let us know.

Yours sincerely,

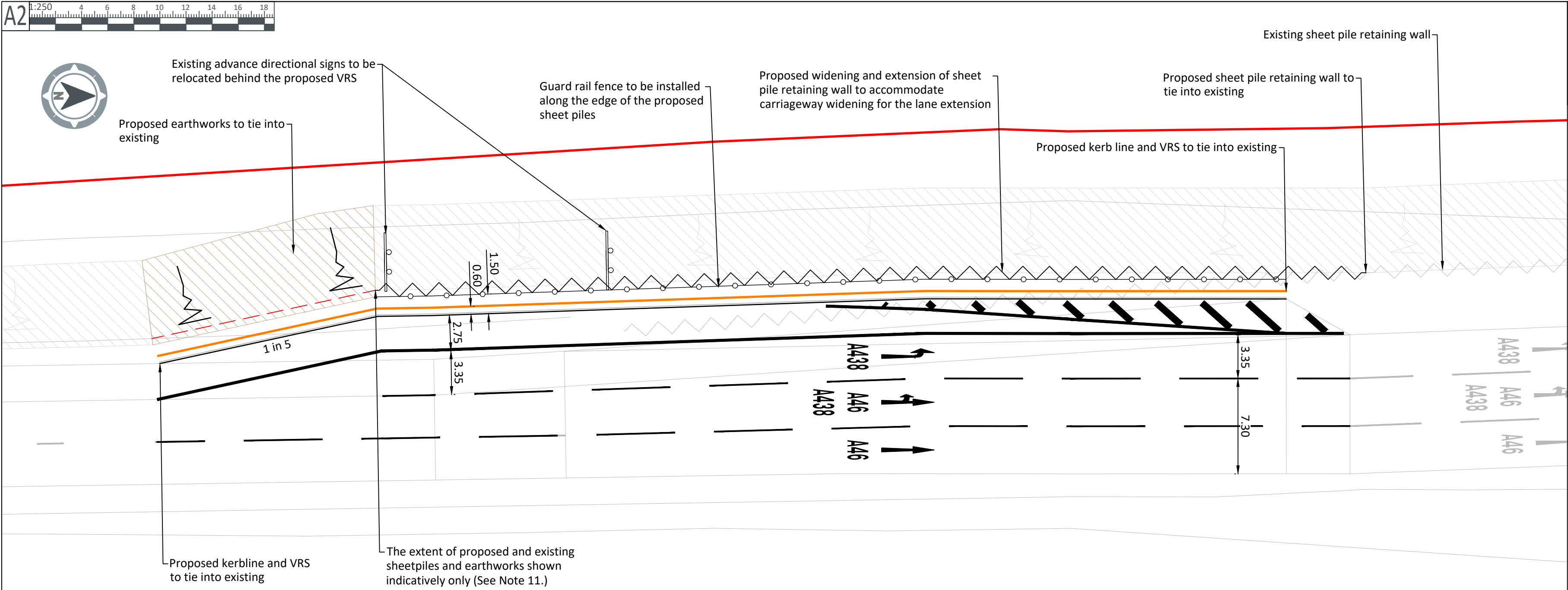


Ian Macleod
Director of Planning and Infrastructure
Malvern Hills and Wychavon District
Councils

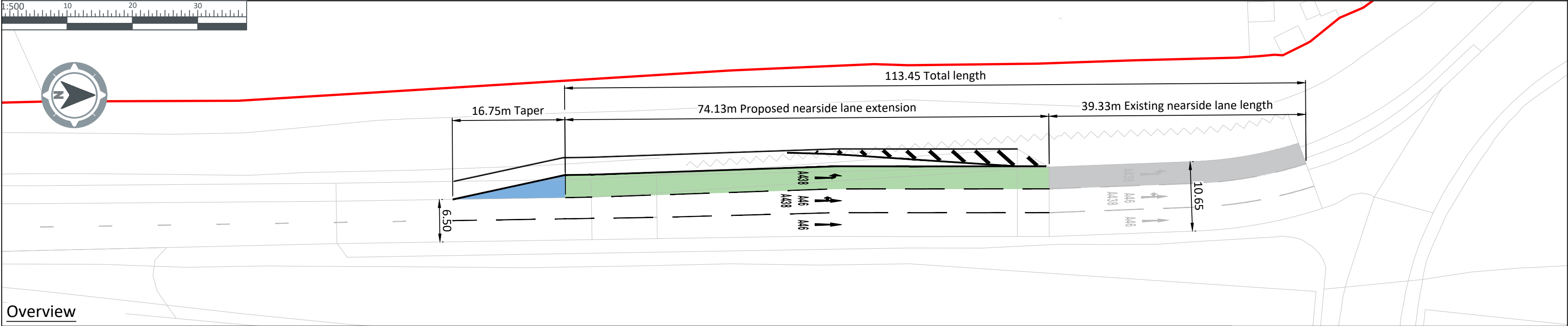


Duncan Rudge
Head of Planning
Worcester City Council

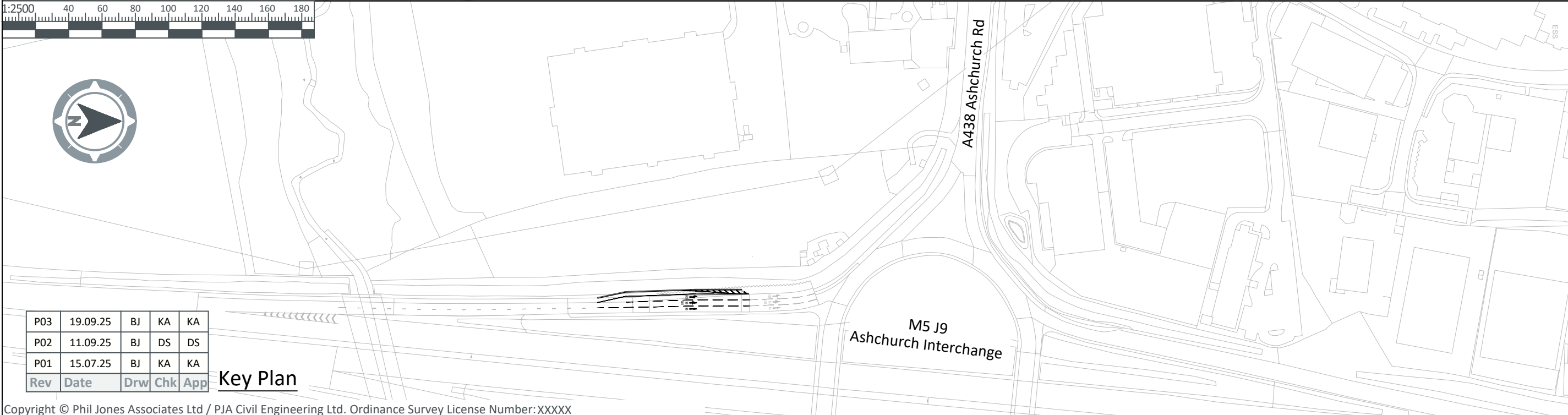
File name C:\PIA\ONE DRIVE - PHIL JONES ASSOCIATES\SHARED DATA - 07438 - MITTON A, TEWKESBURY\A-ENG\2 - DESIGN DRAWINGS\CURRENT\07438-CI-SK01 - P02 TEST.DWG, printed on 19/09/2025 16:35:18, by Ben Jecks



General Layout



Overview



Key Plan

P03	19.09.25	BJ	KA	KA
P02	11.09.25	BJ	DS	DS
P01	15.07.25	BJ	KA	KA
Rev	Date	Drw	Chk	App

Key Plan

CDM Note

These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9.

Key

- National Highways Boundary
- Proposed Channel/Kerbline
- Proposed Vehicular Restraint System
- Proposed Guard Rail Fence
- Indicative Sheet Pile Retaining Wall
- Indicative Road Sign
- Proposed Road Markings
- Indicative Earthworks
- Indicative Slope and Berm

Notes

- Do not scale from this drawing.
- All dimensions in metres unless stated otherwise.
- This drawing is based on OS Mapping and Aerial Imagery. Existing carriageway widths are based on aerial imagery referenced from Desktop Feasibility Study produced by AECOM (ref. 60727755-ACM-GEN-XX-RP-HW-0000001)
- The existing 3 lane carriageway arrangement after the termination of the hard shoulder to remain unchanged.
- The drawing details have been composed for assessment purposes only. The drawings should not be used for tendering or construction purposes. The information is subject to change during the detailed design.
- Any existing details which are shown on this drawing are for guidance only and are to be checked on site.
- The purpose of this drawing is to show the layout and form of a lane extension to achieve a nearside lane length of 113m for the off-slip road of the M5 Junction 9 into Mitton as part of the mitigation works for a development.
- The junction has been designed in accordance with CD 127 Cross-sections and headrooms, CD109 Highway link design and CD 122 Geometric design of grade separated junctions.
- Road markings have been designed in accordance with Traffic Signs Manual and Traffic Signs Regulations and General Directions 2016.
- Stopping Sight Distance (SSD) is based on CD109 for a slip road with a design speed of 70kph as per Table 5.4 of CD 122.
- Site specific detail surveys need to be carried out to confirm design information, which may impact the outline design proposals. These include, but are not limited to, ground conditions, groundwater levels, utilities, ecology, tree protection etc. Impacts related to other civils features have not been detailed and are subject to detailed design.

Off-Slip Road Design Parameters

- Design speed - 70kmh as per Table 5.4 (CD 122)
- Nearside lane (1) width - 3.35m to match existing
- Lane (2) width - Varies as shown to match existing
- Lane (3) width - Varies as shown to match existing
- Hard shoulder width - 2.75m to match existing width upstream
- VRS setback - 0.6m as per Table 2.24 (CD 127)
- Verge width - 1.5m as per Figure 2.1.1N1b (CD127) for MG2C/DG2C road type.
- Taper for widening into 3 lanes - 1 in 5 as per Para 7.10 (CD 123)

RISK:Existing underground services, service covers and surface water drainage within the works extents which may need re-routing/relocating. These have not been shown on this drawing.

Client
BDW South West and
Mactaggart and Mickel Homes Ltd
Project
Mitton A Tewkesbury
Drawing Status
Concept
Title
M5 Junction 9 Northbound Off-Slip
Proposed Lane Extension
Drawing No.
07438-CI-SK01

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