

Updated Planning Response

This further updates Hunts Grove Parish Council's response as a result of updated plans and of updated comments from National Highways and Gloucestershire Highways.

(1) Application: S.21/2579/OUT

S.21/2579/OUT | Hybrid planning application for employment development for B8 (Storage or Distribution) Uses, ancillary offices, energy centre, landscaping, fitness trail and amenity areas and new access. i) Outline for whole site (with all matters reserved except access) ii) Full application for Units 1, 2 for B8 (Storage or Distribution) Uses and the energy centre (all matters submitted). | Javelin Park Bath Road Haresfield Stonehouse Gloucestershire GL10 3ET

Consultation Response:

Hunts Grove Parish Council's primary concern has and continues to be the impact of the development on safe and effective operation the B4008 and Junction 12. This is in the context of existing regular queues on the Junction 12 southbound exit that impact the M5 itself, and the long queues on B4008 approaching the junction. The local plan process has made clear the necessity of a significant upgrade of Junction 12.

Our view is that the application should not be approved unless Stroud District Council is confident, having robustly tested the updated plans and underlying analysis, that the proposals will at least mitigate the traffic impact of the development. Without that confidence, this would remain the right development in the right place at the wrong time.

We recognise:

- The improved modelling, using higher trip generation numbers than previously and reflecting issues identified by the traffic study commissioned by local parish councils
- The proposed changes to Junction 12, which the updated application suggests will lead to a welcome reduction in queuing on the southbound sliproad and B4008.

However, we are sceptical that such a reduction is achievable given the limited changes to the junction, especially given:

- The large number of workers expected to be employed at the development
- That the length of the additional B4008 approach lane is very short
- That the left hand approach lane on the B4008 will serve both the southbound exit sliproad and cross-junction traffic, meaning vehicles queuing to cross the junction will block M5 bound traffic
- The very short distance before the two lanes merge before the junction's bridge. This would seem to limit the potential additional flow across and approaching the junction
- The very short lane for entering the northbound entry slip from the B4008, additional queuing for which could be expected to interrupt flows across the junction.

It is also difficult to reconcile the predicted growth in queues that would result from the development (1,225m to 1,908m in the peak PM period in the 2032 baseline scenario) with the very limited impact on the M5 described in National Highways' updated comments.

Our other concern is the sharpness of the bend around a reprofiled dumbbell from the southbound exit sliproad, the close interaction and tight closing angle with cross junction traffic in the left hand lane, and the awkwardness of the merge very shortly afterwards. Although there is reference to a safety audit, this will be a difficult and uncomfortable section of busy road which will have a higher risk of collision than seems appropriate.

Beyond the junction itself, we welcome:

- The proposed installation of CCTV to guard against large vehicles turning right onto the B4008 towards Stonehouse
- The planned reduction in speed limit along this section of the B4008 to create sufficient visibility approaching the site entrance
- The conditioning of a travel plan. We would encourage strong monitoring of its delivery.