

Item: 4.1	Application: S.21/2579/OUT
Address: Javelin Park, Bath Road, Haresfield	

Further consultations received.

Hunts Grove Parish Council: Copy attached.

Raising concern about highway impacts. Application should only be approved if SDC are confident the proposal will at least mitigate the traffic impacts of the development. They are sceptical that with the scale of the development that the mitigation will be achievable.

Public comments:

Further comments from local resident have been received raising concerns about the following issues:

That in adequate pre-application engagement took place.

That there is bat activity and no bat mitigation in place.

That no supplementary submission regarding diesel pumps.

Refers back to the JR for the incinerator.

The nearby commercial developer has also submitted a comment on the application in the context of seeking to ensure that suitable site-specific transport mitigation and proportionate contributions towards the necessary Strategic Road Network improvements are secured and prematurity.

Highways

The submitted modelling and mitigation has been extensively reviewed by both National Highways (NH) and Gloucestershire County Council (GCC) Highways who are both satisfied with the scheme and that it won't have a severe impact on highway safety of either the strategic road network, the motorway and the local highway network.

The mitigation package has been designed with the knowledge of the need for a future highway improvements scheme at M5 Junction 12 and that this is being progressed as part of the Joint Action Plan (JAP) which is addressing the strategic highway infrastructure as part of the draft Local Plan examination.

The current proposal does not look to provide the mixed-use development which would have the greater highway impact. The specifics of the scheme have been fully assessed by both National Highways and Gloucestershire County Council Highways who have confirmed that the mitigation proposed will reduce queuing and delay when compared to the baseline scenario.

The scheme proposes to provide improvements to the B4008 approach to J12. These include widening with a second lane, renewal of the yellow box markings and altering of the dumbbell at the junction. Whilst it is acknowledged that the Local Plan JAP currently has not provided a design for the wider improvement works, the highway authorities have not raised concerns that these works would conflict with any future design. It is also evidence from the discussions that development-related contributions will only form part of the funding with other public funding likely to be required. It is therefore accepted that this is a proportionate contribution which does address the highway impacts generated by the scheme and that it won't prejudice the wider improvements coming forwards.

Whilst the scheme does bring forward a draft allocation, the proposed does come forward ahead of the draft Local Plan. However, it is considered that this does not prejudice the outcome of the plan-making process. The application seeks to meet a pressing need for strategic-scale logistics development and provide employment site.

Flood risk

Whilst the site is located within Flood Zone 1, indicating the lowest level of risk of flooding the B4008 which provides the access is susceptible to surfacewater flooding. The Flood risk Assessment submitted demonstrates the scheme will not increase flooding. The agent has also confirmed that as part of the access junction highway improvement works to the highway the profile of the B4008 will be altered and improved drainage system installed. Details of this will be provided and considered via the GCC highways legal agreement/technical approval process. This will provide a betterment and will provide safe access and egress.

Updated conditions

Some mirror updates to the proposed conditions are proposed below:

1. For the purposes of this decision, "phase 1" refers to Unit 01, Unit 02, the Energy centre and SUDS and landscaping, and "phase 2" refers to the area shown brown on the illustrative master plan (6440-062- Rev N, received 20 February 2024).

Reason: In the interests of clarity and to manage future development on the site

2. Approval of the details of the layout, scale, and external appearance of the building(s) and the landscaping of the site (hereinafter called "the reserved matters") for phase 2 shown on brown on the illustrative masterplan (6440-062 Rev N received on 20 February 2024) shall be obtained from the Local Planning Authority in writing before any development is commenced.

Reason: To comply with the requirements of Section 92 of the Town and Country Planning Act 1990 and Section 51 of the Planning and Compulsory Purchase Act 2004.

6. The development hereby permitted shall be carried out in all respects in strict accordance with the approved plans listed below:

Site location Plan 6440 -068 Rev B

Illustrative Masterplan Showing Extent of Outline Application 6440 - 062 Rev N

Unit 01 Proposed Site Layout Plan 6440 - 074 Rev F

Unit 01 Proposed External Finishes 6440 - 075 Rev F

Unit 01 Proposed Building Plan 6440 - 070 Rev B

Unit 01 Proposed Office Floor Plans 6440 - 071 Rev B

Unit 01 Proposed Elevations 6440 - 072 Rev G

Unit 01 Proposed Roof Plan 6440 – 73 Rev D 01

Unit 02 Proposed Site Layout Plan 6440 - 080 Rev C

Unit 02 Proposed External Finishes 6440 - 081 Rev C

Unit 02 Proposed Building Plan 6440 - 076 Rev C

Unit 02 Proposed Office Floor Plans 6440 - 077 Rev B

Unit 02 Proposed Elevations 6440 - 078 Rev H

Unit 02 Proposed Roof Plan 6440 - 079 Rev D

Energy Centre - Proposed Building Floor Plan and Elevations 6440 - 085 Rev A

edp5060_d079(D) Illustrative Landscape Sections

edp5060_d071(E) Detailed Landscape Proposals Sheets 1-8

Phase 1 Drainage Layout 21042-BGL-XX-XX-DR-S-00251 P1

21042-BGL-XX-XX-DR-S-00250 P3 Drainage Strategy

Site Access General Arrangement 70082079-WSP-XX-SK006 P08

Site wide earthworks 21042-BGL-XX-XX-DR-C-00258 P04

Mounds 21042-BGL-XX-XX-DR-C-0200 P5

Reason: To ensure that the development is carried out in accordance with the approved plans and in the interests of good planning.

7. The quantum/floor area of development submitted as part of the reserved matters applications shall not exceed the figures outlined in the schedule of accommodation on the submitted masterplan 6440-61 Rev L received on 20 February 2024) and the office space shall remain ancillary to the B8 storage/distribution use.

Reason: The development has been assessed at this level of accommodation and any increase in floorspace will require a reconsideration of the principle issues surrounding this proposal.

21. No unit on the development hereby approved shall be occupied until the following highway works have been completed:

- a. Site access layout as indicated on plan No. 70082079-WSP-XX-SK006 P08
- b. Works at the junction of B4008 and Stonehouse Lane and bus shelter relocation

- c. Works at Junction 12 north and south of the M5 as indicated on plan No. 70082079-WSP-XX-SK203 Rev P06
- d. Provision of and reinstatement of yellow-box highway markings and provision of traffic enforcement cameras at Junction 12 of the M5
- e. Provision of ANPR camera at the site access

Reason: To ensure the safe and free flow of traffic onto the highway in accordance with Policy ES3 of the Stroud District Local Plan (Adopted) November 2015.

23. The Framework Employment Travel Plan V3.2 hereby approved, dated October 2021 shall be implemented and monitored in accordance with the regime contained within the Plan. In the event of failing to meet the targets within the Plan a revised Plan shall be submitted to and approved by the Local Planning Authority to address any shortfalls, and where necessary make provision for and promote improved sustainable forms of travel to and from the site. The submitted details shall use Modeshift STARS Business to carry out this process and include mechanisms for monitoring and review over the life of the development and timescales for implementation. The approved Travel Plan shall be implemented, monitored and reviewed in accordance with the approved details.

Reason: To reduce vehicle movements and promote sustainable travel in accordance with Policies CP11, CP13 and ES3 of the Stroud District Local Plan (Adopted) November 2015.

28. No above ground development shall take place until a scheme for the offsetting of biodiversity impacts at the site, that accordance with the metric within the Ecological Appraisal Prepared by The Environmental Dimension Partnership Ltd March 2023 Ref: edp5060_r014 Rev h and the offset site detailed in the Biodiversity Net Gain Scheme dated 09 May 2022.

The offsetting scheme should include the following:

- i. An appropriate legal agreements to guarantee delivery of ongoing habitat management requirements.
- ii. a timetable of delivery;
- iii. A management and monitoring plan, to include for the provision and maintenance of the offsetting measures for a period of not less than 30 years from the commencement of the scheme.

The management and monitoring plan is to include:

- a) Description of all habitat(s) to be created/restored/enhanced within the scheme including expected management condition and total area;
- b) Review of Ecological constraints of the receptor site;
- c) Current soil conditions of any areas designated for habitat creation and detailing of what conditioning must occur to the soil prior to the commencement of habitat creation works (for example, lowering of soil pH via application of elemental sulphur);
- d) Detailed design and working methods (management prescriptions) to achieve proposed habitats and management conditions, including extent and location or proposed works;
- e) Type and source of materials to be used, including species list for all proposed planting and abundance of species within any proposed seed mix;
- f) Identification of persons responsible for implementing the works;
- g) A timetable of ecological monitoring to assess the success of all habitat creation/enhancement. Ecological monitoring reports should be submitted to the LPA in year 1,2, 5, 10, 20, 30.
- h) The inclusion of a feedback mechanism to SDC, allowing for the alteration of working methods/management prescriptions, should the monitoring deem it necessary.

The arrangement necessary to secure the delivery of the offsetting measures shall be executed prior to written approval by the Local Planning Authority. The offsetting scheme shall thereafter be implemented in accordance with the requirements of the approved scheme.

Reason: To protect and enhance the site for biodiversity in accordance with paragraph 180 of the National Planning Policy Framework and Policy ES6 of the adopted Stroud District Local Plan, 2015 and Policy ES6 of the Draft Stroud District Local Plan.