

M5 Junction 10 Improvements Scheme

Consultation Report

Appendix P - Homecroft Drive Residents Meeting

TR010063 - APP 5.2

Regulation 5 (2) (q)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

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Infrastructure Planning Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

M5 Junction 10 Improvements Scheme Development Consent Order 202[x]

5.2 Consultation Report

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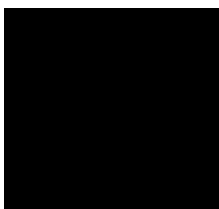
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Appendix P. Homecroft Drive Residents Meeting

P.1. Letters sent to attendees after the meeting

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15 October 2021



Dear Resident,

M5 Junction 10 Scheme - Homecroft Drive and A4019 residents information event notes

Thank you for attending the information event on 29th and 30th September at Cheltenham West Community Fire Station to discuss the Gloucestershire County Council proposals for the section of the A4019 widening between the Fire Station and the Gallagher Retail Park

We have collated and summarised the main concerns which were raised by residents across both days. Please find a summary of the key topics discussed below:

Deceleration lane on A4019 for turning into Homecroft Drive

Residents were concerned about the removal of the deceleration lane on the A4019 for turning into Homecroft Drive.

GCC response – *Homecroft drive will be part of a traffic signal-controlled junction and we are looking at reducing the speed limit to 40mph (subject to consultation with the Police). In addition, we are looking to provide a parallel service road which would be a quiet, low speed alternative route for Homecroft Drive residents. The service road will be on the southern side of the A4019 and is provided for anyone resident south of the A4019 and those living on Homecroft Drive. The traffic signal junction will make it easier for residents to enter Homecroft Drive. These measures remove the need for a dedicated deceleration lane on the new A4019.*

Parallel service roads south of proposed dual carriageway

Residents expressed concerns over the width of the two-way service road. They asked if it's going to be able to accommodate for HGVs and larger vehicles. One resident was concerned about being able to reverse their trailer on the slip road.

GCC response – *we are using traffic modelling and detailed analysis to ensure that such vehicles have enough space to turn. In meeting situations, two-way traffic would have to give way and potentially seek refuge within the parking area to allow the passage of larger vehicles.*

Concerns were also raised about existing parking facilities and parking service vehicles. In particular, there were concerns about emergency vehicles being able to park on Homecroft Drive due a large proportion of the residents on the street being elderly.

GCC response – *we are proposing a wider service lane as well as parking space. We recognize that currently Homecroft Drive is relatively narrow and with limited turning facilities, but we currently have no plans to make changes Homecroft Drive beyond the extents of our scheme.*

Residents raised that they are concerned about sat nav taking people down Homecroft Drive.

GCC response – *we will investigate how to inform the sat nav providers about the road changes. However, we are not expecting this issue as most drivers will stay on the dual carriageway.*

Noise pollution and vibration

Residents expressed concerns about noise pollution from the new road.

GCC response – *we are conducting environmental assessment which will guide our initial noise mitigation proposals. More information will be available when in the PEIR, which will be published for the statutory consultation planned to start in December 2021.*

Residents asked about what noise protection will be provided; they were interested in specific provisions.

GCC response – *we are still at an early stage of assessing and designing any noise mitigation. Currently, we are looking at a 2 metre noise barrier within the verge between the A4019 and service road. There are numerous factors to consider when determining what noise mitigation measures to use and residents' views will be helpful in confirming proposals in this area. Further to this, we will have a new road surface and are looking at reducing speed limits to make noise mitigation measures more effective; options to introduce "smart lights" to maintain slower speed are also being explored. Intelligent Transport System (ITS) technology is being investigated to determine the feasibility of speed reduction along the new road.*

Residents asked if low-noise surfacing has been explored in terms of noise mitigation.

GCC response – *The A4019 and service roads will comprise new pavement construction or new surfacing. The noise modelling work will reflect this and further measures, such as low-noise surfacing, will be considered if necessary. GCC note that, for anticipated traffic speeds, it is less likely that a low-noise surfacing will be effective in reducing noise.*

Residents asked if we would introduce new speed limits or other traffic calming measures, for example, speed cameras.

GCC response – *We are continuing to look at speed reduction, and we will need to work with the police to introduce slower speed limit on the new road. We will liaise with the police in regard to agreeing suitable speed limits recognising the increased presence of traffic signal-controlled junctions and the increasingly urban character of the area from the adjacent development. We would need a collision record to introduce a speed camera. We will need to work with the police to carry out enforcement once the scheme is operational.*

Residents were concerned about properties being damaged from the current road network.

GCC response- *the new road will begin where the current A4019 ends so this will move traffic away from the properties.*

Light pollution

Residents asked about the level of light pollution which would be resultant from the scheme.

GCC response – *We are yet to determine the level of lighting on the service road. It is expected that the A4019 will be fully lit, however we are exploring light provisions which would focus light on the road, minimising offset to the residential area.*

Environmental impacts

Residents asked about mitigating adverse environmental impacts of the scheme.

GCC response – *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 will be presented in the PEIR detailing the survey work to date, and the measures to minimise impacts to biodiversity.

We are also working with Gloucestershire Local Nature Partnership to seek opportunities for tree planting and wetland biodiversity. Visualisations will be available in December to allow residents to see where tree planting is currently planned.

Residents asked if carbon dioxide emissions have been considered and what is being done about reducing carbon dioxide emissions from the scheme.

2. **GCC response** – *We are assessing the emissions of carbon dioxide from the scheme and further work is required to frame these likely emissions with reference to GCC's Climate Change Strategy and associated targets. 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 by applying a carbon reduction hierarchy of avoid/prevent, reduce and remediate. Our findings in the PEIR (which will be published in December) 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.*

Traffic lights

Residents explained that there are concerns over introducing another signalised junction, as they believed it would cause additional traffic delays on a road that is quite busy already. This is because a signalised junction this would create more opportunities for traffic to stop and wait. Residents were worried about the street being grid locked.

GCC response – *widening of the A4019 will increase capacity and the junction will be designed for the forecast level of traffic. We are also exploring lighting system options which will encourage people to drive slower on the new road, as smart lighting (ITS technology) would result in lights changing in favour of people going slower. Hence this would also encourage a smoother traffic flow and reduce the time people are waiting at the lights.*

Link road, flooding, and visual/noise impacts

Residents asked how high the new link road will be, as there were concerns about the new road and its implications on flooding. Residents also expressed concerns about sewers and Homecroft Drive being on a floodplain.

GCC response – *we are carrying out flood modelling using the 1 in 100-year flood level (which includes a climate change allowance in line with the latest guidance from the Environment Agency). The new road will be future proofed against this design flood and we will provide flood mitigation to compensate for any loss of floodplain.*

The Scheme proposals do not impact on flood levels upstream (east) of the Link Road, beyond the farmland immediately adjacent to it, and we predict no change in flood risk at Homecroft Drive as a result of the scheme.

Residents then also followed up on this, asking about the visual and noise impacts from the link road.

GCC response – *we are looking at landscaping features and we will consult on your views with regards to this in December. Visualisation will be available as part of statutory consultation commencing in December so you will be able to view any landscaping proposals. We are also working with Gloucestershire Local Nature Partnership on possible opportunities to improve the visual aspects of the scheme, for example tree buffers.*

There were also concerns about noise barrier blocking people's views, some residents will effectively lose views.

GCC response – *We understand that this is a major concern for some residents, and we will take this into consideration when finalising proposals for a noise barrier.*

Residents asked about Withybridge Lane and the cost-benefit implication of building a new link instead of upgrading the existing road.

GCC response – *we will be consulting on this in December, but from the project perspective we think that it would be most beneficial to provide an entirely new link.*

Active travel

Residents asked about the provision of footpaths in order to be able to access amenities such as Sainsburys/Aldi.

GCC response – *footpaths will be provided on the southern and northern sides of the carriageway. There will also be a two-way cycleway on the northern side of the carriageway.*

We are introducing active travel provisions on the northern and southern side of the A4019 widening. There will be a footpath on the southern side of the road, and a footpath as well as cycle path on the northern side of the road.

Residents asked about the provision of crossing facilities for pedestrians.

GCC response – *pedestrian facilities will be provided as part of the new Homecroft Drive Junction and we are looking to provide improved facilities to the Gallagher junction.*

Green/brown belts

Residents expressed concerns about losing the greenbelt area, the fields are currently being frequently used by dog walkers.

GCC response – *we are working on ensuring that green landscape is retained as much as possible, visualisations will be available in December so residents will be able to get a better idea of how the development will look.*

Bus stops

Residents asked if bus stops will remain the same location.

GCC response – *bus stops will remain in the same location.*

Park and ride

Residents asked about park and ride provisions.

GCC response – *park and ride provisions form part of the developer's current planning application. We will take forward suggestions that that park and ride should be nearer to the motorway (part of development site A).*

Value of property

Residents were concerned about their property being devalued due to the dual carriageway. One resident was also concerned about the uncertainty of the value of the property, as they are unsure whether they should sell or renovate their property. Residents were worried that they are effectively unable to sell their property until the road scheme is completed.

3. **GCC response** – *We are not in a position to advise on property values. However, landowners are encouraged to consider appointing themselves a land agent. The Royal Institution of Chartered Surveyors offer a free helpline: 02476 86855 opt4 where you are able to request a free 30-minute consultation. More information about accessing the helpline can be found on the [RICS website \(https://www.ricsfirms.com/helplines\)](https://www.ricsfirms.com/helplines) (Accessed 18/10/2022).*

Speed limit/safety

Residents raised concerns over speed limit on four lane road, as road users don't tend to follow the speed limit on the current road, and this could get worse on a four-lane carriageway.

GCC response – *we will liaise with the police to get their buy in on reducing speed limit to 40mph. Intelligent Transport System (ITS) technology is also being investigated to determine the feasibility of speed reduction along the new road.*

Civil service

Concerns over where civil service will park if their car park overflows, residents do not want vehicles to park on Homecroft Drive.

GCC response – *we will work with the Civil Service to discuss and understand this further.*

Access point to the new development

Residents asked if three access points to the new development are necessary.

GCC response – *our modelling data suggests that three access points are indeed needed to accommodate for 4000 additional houses. There will also be retail facilities at the new development which will need sufficient access.*

Increase in traffic flow

Residents were concerned about the increase in traffic flow as a result of the scheme and asked for a specific figure on the forecasted increase in traffic flow.

GCC response – *In 2025, the opening year for this scheme, our initial traffic modelling forecasts the average daily traffic to be around 16,500 vehicles per day in each direction without the scheme and around 18,500 vehicles per day with the scheme. This is currently forecast to increase to around 25,000 vehicles per day by 2041. Whilst this increase appears large, the additional capacity provided by the widening and formalisation of accesses and side roads will result in the corridor operating safely and traffic volumes will be within capacity of the infrastructure (minimising congestion).*

The traffic forecasts and associated environmental impacts are still subject to assessment and may change, where environmental impacts are considered to be unacceptable the M5 Junction 10 scheme will pursue mitigation strategies to minimise such impacts.

Residents asked where the traffic is going to go once it comes into Cheltenham.

GCC response – we recognise that this needs to be considered by the developer who is planning further improvements. We are working to understand the any wider impacts of the scheme. Works are currently anticipated to be delivered by adjacent developers at both Kingsditch junction and the A4019 East of this.

Disruption during construction

Residents asked about the disruption that will be caused during construction and the mitigation measures which are being considered.

GCC response – We plan to appoint a main works contractor to work up detailed proposals well ahead of commencing construction. The contractor will be required to identify the most effective way to reduce the impact on local residents during construction and to provide community liaison as works progress.

If you have any further questions or concerns please do not hesitate to contact us via email at M5Junction10@atkinsglobal.com or leave us a voicemail on 01454 667 900 and one of our team will contact you as soon as possible.

Yours faithfully.


Project Manager

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