

**Minutes of the Research Meeting
With Elmstone Hardwicke/Uckington Parish Councils
Gloucestershire County Council & Atkins**

7th July, 2022

Present

PC Peter Badham - Uckington
PC Ros Nolan – Uckington
PC Roger Gifford – Uckington
PC Nasir Chaudhry – Uckington
PC Ken Preece – Elmstone Hardwicke
PC Ruth Powell – Elmstone Hardwicke
PC Bruce Stephens – Elmstone Hardwicke
PC Val Garside – Elmstone Hardwicke
Borough Councillor Heather Mclean – Tewkesbury Borough Council
Adam Bunce – Gloucestershire County Council (Project Manager)
Colin Cartwright – Atkins
Lars Jorgensen – Atkins (Design Project Manager)

Introduction

Adam gave an overview of the scheme and the next steps. As this is a Nationally Significant Infrastructure Project an application for a Development Consent Order will be sent to Central Government Planning Inspectorate.

GCC have taken on board feedback from the various consultations and have made changes to the plans. An event on the 8th September 2022 at the fire station is planned for those directly affected where they can speak with the project team directly. Updated plans will be available which are still in the process of being finalised. A letter will be going to all households affected by the scheme.

The original proposal to build a new link road adjacent to Withybridge Lane has not changed. The cost of upgrading Withybridge Lane would be higher than building a new road. Withybridge Lane will also be kept open to all traffic.

After consultation with residents in Moat Lane & Cooks Lane a proposed new road joining Moat Lane and Cooks Lane will not go ahead. Instead, a new service road to the A4019 will be built. There will be a staggered junction to get more traffic through and protect the Moat House which is a listed building.

With regard to the road widening to the West of the fire station, the proposal to build a service road has not changed and it is confirmed that there will not be any requirement to take land from the North side of the A4019. On the South side of the A4019 three / four (?) properties need to be demolished, one being already owned by the County Council. In summary, West of the fire station widening is to the South of the A4019 and East of the fire station to the North.

With regard to Homecroft Drive and properties fronting the Tewkesbury Road GCC have met with residents. The first design presented to them was not to design standard and therefore they were presented with an alternative design which will include a signalled junction along with a two way service road.

An in depth Road Safety Audit showed concerns if it was left as a one way road; hence changing it.

Residents will now exit Homecroft Drive onto the service road, travel down to the Civil Service Club where new lights will enable them to exit onto the A4019. More details will be available on the 8th September.

Between exiting from the motorway junction and getting to Gallagher Retail Park there will be 5 Sets of traffic lights, which will automatically slow traffic down.

Adam confirmed that the scheme now goes as far as the Gallagher Retail Park.

The new scheme should be complete by 2026/27. An application for a Development Consent Order can take 18 months to two years to process. It is hoped to submit the DCO application by late 2022/early 2023.

We then moved onto the questions raised by the PCs.

QUESTIONS FOR THE M5 JUNCTION 10 TEAM FROM UCKINGTON PARISH COUNCIL

1. Please clarify what surveys have been or will be undertaken for agricultural land classification purposes, in respect of land affected by the Scheme; particularly, at the proposed reconfigured Junction 10, the proposed link road and land adjacent to the A4019.

Response

Work is still continuing on the surveys, they will be ready for submission with the DCO application. Adam advised that a copy could be sent through to the PCs at that time. The Environmental Statement is not yet concluded.

2. The Parish Council has maintained from the outset that, if the widening of the A4019 is to proceed, any additional land-take, in the instances where properties are already built on the North side, should be taken from the South side so as to prevent demolition of properties and loss of frontages and to limit negative environmental impacts; in particular, as to air quality, noise, vibration and contamination. Whilst maintaining its support for the protection of The Moat House Grade 2 Listed Building, the Parish Council points out that should the A4019 be widened, the impact on the Moat House would be the same whether the land-take is to the South or the North of the A4019. The Parish Council is therefore very concerned as to the reference to the alternative option of widening to the North. Could you please therefor confirm that this alternative option will not be considered.

Response

At the non-statutory consultation stage GCC were looking to widen the road to the North, but since the statutory consultation stage the proposal is redesigned to widen the road to the South such that no land at all need be taken from the North side West of the fire station – not even small parcels. It does mean no demolition of properties or loss of frontages on the North side. Unfortunately, 3 Properties will be demolished on the South side, 1 is owned by GCC, who are also in the process of acquiring the other 2. Designers are being cautious of design around Moat Lane, due to a property

being listed and a scheduled monument, looking at designing noise barriers etc. The main road will now be further away from the houses on the A4019 due to the service road & screening.

3. Is there any potential for extending the cycle path to the West of Junction 10 to Coombe Hill?

Response

Extending the cycle path had been explored but due to costs & other constraints it was not achievable. GCC are looking at linking it in with bridal paths in the future unless additional funding can be achieved.

Funding never was available for the scheme to extend to Coombe Hill; modelling has shown that the extra traffic will not be an issue. As part of the scheme it will extend as far as Stoke Road.

4. Whilst noting your response, is there any potential for locating a Park and Ride facility at Junction 10 which the Parish Council consider to be the most desirable location (subject to an agricultural land survey report)?

Response

GCC would prefer the Park & Ride to be by the junction and will be pushing for this to happen, but is outside their control.

5. Please clarify how the proposed changes to Junction 10 are considered to indirectly improve the safety issues at the Old Spot junction?

Response

There will be minor improvements to the junction by the Glos Old Spot around visibility and safety.

Both PCs asked if the speed limit could be altered on the Stoke Road; GCC advised it was possible that, dependant on funding, appropriate traffic calming measures could be installed.

6. Are you yet able to say where bus stops will be located along the A4019 and give further details as to bus lanes? Will there be a direct bus to Cheltenham Railway station?

Response

The new plans will show the new bus stops, which are very close to existing bus stops. Unfortunately advising where buses will travel to is outside of Adam's remit.

7. Will there be a relocated designated HGV parking area and are you able to say what steps will be taken to prevent HGVs using and parking on the proposed service roads?

Response

No lorry parking areas have been set aside; GCC will monitor to see if lorries parking up pose an issue; there is mitigating action GCC can take if need be.

8. When will detailed assessments as to air quality, noise, vibration and environmental issues generally be available in respect of both the current position and the completion of the scheme?

Response

The Environmental Statement is still being worked on; surveys are being repeated in some areas. GCC can send the Environmental Statement (in respect of which studies are not yet completed) out to PCs when submitted as part of the DCO application..

9. Has any progress been made to satisfy and enhance equine interests in terms of safe and secure bridleways and crossings?

Response

GCC have identified two areas by Moat Lane & Withybridge Road where they will look to provide Pegasus Crossings, which are equestrian friendly push button traffic lights. GCC also advised that bat tunnel & mammal (for badgers and otters) underpasses will also be provided. Apparently bats use lines of trees to navigate, so planting will ensure the tunnel works for them.

10. Have not the approach roads to Junction 11 recently been upgraded with increased capacity at considerable expense sufficient to accommodate increased traffic from proposed developments at West Cheltenham and a Cyber Park so that a new link road from Junction 10 would be unnecessary?

Response

Improvements at Junction 11 were not taken into consideration. Adam undertook to find out the business case and provide a written response.

QUESTIONS FOR THE M5 JUNCTION 10 TEAM FROM ELMSTONE HARDWICKE PARISH COUNCIL

1. Need for a detailed assessment of the impact of the construction of this major project re. traffic flow on the A4019 during this long period of construction .

Response

Both slip roads will be closed for the demolition and rebuild of new slip roads. Constructions details will be contained in the Planning application, however constraints can be included eg: work 10-4, road closure signs. Talked about the state of some roads now, GCC do not want to make roads

desirable to road users, rather discourage rather than encourage. The plan is to keep the A4019 open at all stages. GCC can arrange for PCs to meet with the contractors once appointed. PCs asked whether contractors could ignore constraints, GCC advised due to the size of the contractors it would not be in their interests, could affect the, getting future contracts. The contractors could be asked to come to any meeting to provide more information. Residents affected by any out of hours working should received advance notification and compensation could be available. Question was asked as to whether inflation would affect the scheme, we were advised that this had been taken into account.

2. Concerns for the local villages with increased large vehicular movement through the narrow village lanes in the area .

Response

GCC have no concerns at present but will work with the contractors to ensure construction traffic is limited to the area they are working. GCC can carry out surveys to monitor road usage and traffic volume.

3. The need for regular assessment of any problems in the surrounding area, with local parishes.

Response

Adam will make himself available as and when needed, is happy to attend Parish Council Meetings. Adam wants to ensure good relations between GCC & the parishes.

Timeline of events

Plans to be submitted for approval late 22, early 23. It is an 18 to 24 months process for plans to be approved by Central Government. Once approved would look to start on site asap, eg Summer 24 and to be completed by 2026.