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**LOCAL PLAN ALLOCATION SITE PS20
TRANSPORT REPRESENTATIONS
ECOTRICITY
JANUARY 2020**

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ECOTRICITY**

22/01/2020

Prepared for

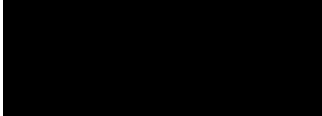
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1. INTRODUCTION

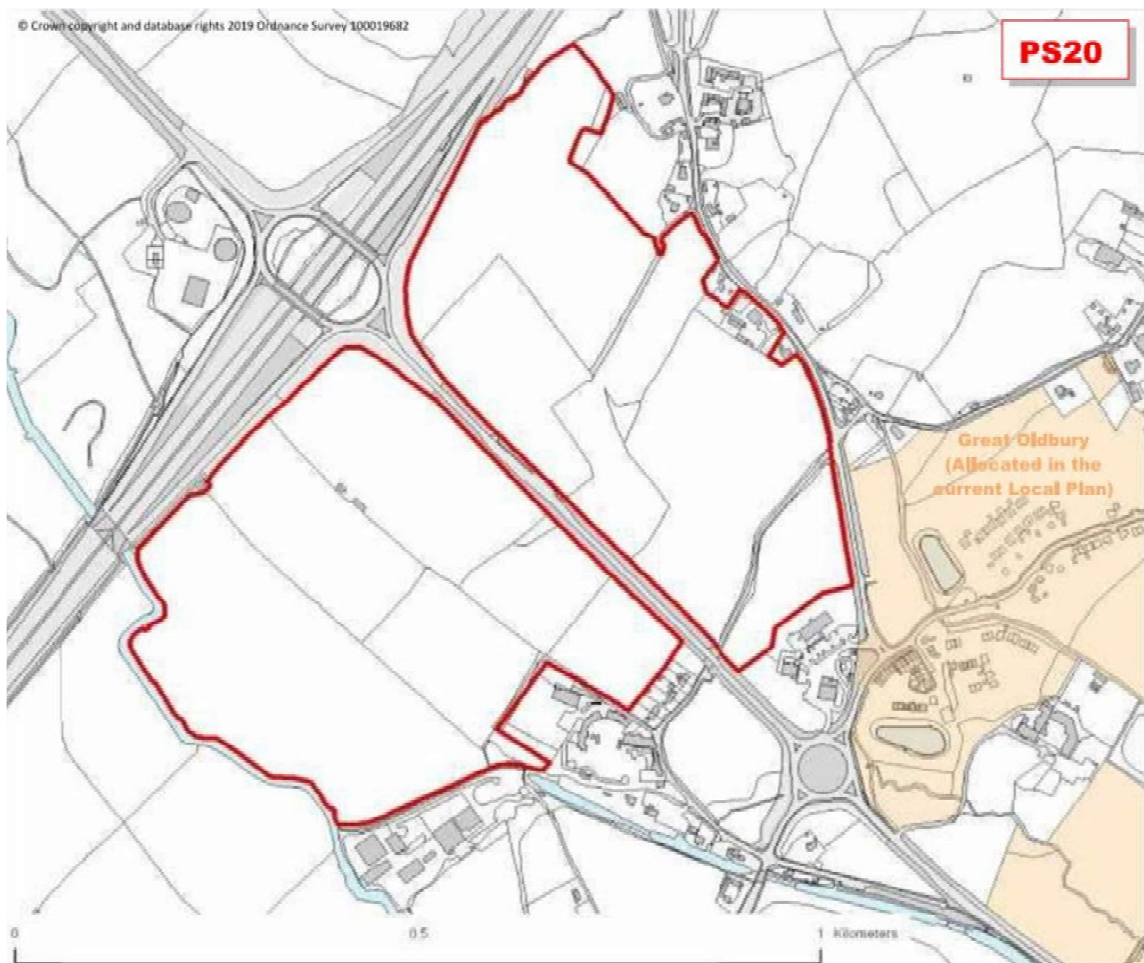
1.1. Background

- 1.1.1. Ridge & Partners LLP has been commissioned by Ecotricity, Stroud to provide transport planning consultancy services to support the proposed allocation PS20 in the Stroud District Council Draft Local Plan (2019).
- 1.1.2. Site PS20 is identified on pages 86, 87 and 89 but also referred to as Stonehouse – Eco Park M5 J13 in Core Policy 2 (CP2) on page 48 of the Draft Local Plan (2019).
- 1.1.3. This report provides a Transport Representation in support of the proposed allocation and should be read in conjunction with the other representation documents also prepared by Ridge & Partners LLP.

1.2. Site Location

- 1.2.1. Site PS20 is located to the east of Junction 13 of the M5, on either side of the A419. The Site is bounded by Grove Lane to the north, adjacent properties to the east, the River Frome to the south and the M5 motorway to the west. The location of the Site is illustrated below in Figure 1.

Figure 1: Site Location (Source: Stroud District Council, Draft Local Plan)



- 1.2.2. The Site is split into two parcels by the A419, the northern and the southern parcel. This report considers the southern parcel as the northern parcel is the subject of a separate planning application for Forest Green Rovers football stadium (S.19/1418/OUT).

1.3. Site History

- 1.3.1. The proposed allocation has an extensive planning history which is covered in further detail in the Planning Representations report.
- 1.3.2. Of consideration within this report is Planning Application reference S.16/0043/OUT submitted in 2016 for a mixed use development comprising of 'Green Technology Hub' (B-class employment uses) on the northern parcel of land, and a 'Sports Hub' including a football stadium and several other pitches, on the southern parcel of land. This application was accompanied by significant technical work including a Transport Assessment, Travel Plan and Environmental Statement which considered transport and highways in detail.
- 1.3.3. This application was revised in December 2017 to remove the employment development on the northern parcel and relocate the stadium and sports facilities from the southern parcel to the northern parcel. Following this revision, no development was proposed in the southern parcel of land. No objection to this scheme was received in respect of transport and highways from either Gloucestershire County Council or Highways England and this application was recommended for approval by officers. However, committee resolved to refuse planning permission.
- 1.3.4. Following this refusal, a revised application was submitted for a stadium and sports facilities on the northern parcel of land (S.19/1418/OUT). Again, the application was recommended for approval and committee resolved to grant planning permission on the 18th of December 2019 subject to conditions and the completion of a S106 agreement. Therefore, at the time of writing it is considered that the northern part of the site is acceptable in planning terms for the proposed uses.
- 1.3.5. Given this context, the focus of this Transport Representations Report has been to review the southern parcel of the proposed allocation Site to show that it is deliverable as a sustainable development in accordance with National and Local policy.

1.4. Report Structure

- 1.4.1. This Transport Representations Report in support of allocation Site PS20, considers the following:
- Chapter 2 provides a summary of the relevant policies from the NPPF (2019), Gloucestershire Local Transport Plan 4 (2015-2031) and Stroud District Council Local Plan (November 2015) in relation to the proposed allocation of the Site;
 - Chapter 3 establishes the existing site context in terms of transport and considering sustainable access;
 - Chapter 4 sets out the access strategy for the site and considers potential trip generation; and
 - Chapter 5 presents a summary and conclusion in support of the Site.

2. PLANNING POLICY

2.1.1. This section of the Representations Report considers Transport Planning Policy in relation to the Site.

2.2. National Planning Policy Framework – February 2019

2.2.1. The updated National Planning Policy Framework (NPPF) was published by the Department for Communities and Local Government in February 2019 to replace the NPPF published in March 2012.

2.2.2. The document states that Transport issues should be considered from the earliest stages of plan-making and development proposals so that the potential impacts of development on transport networks can be addressed;

- Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- Opportunities to promote walking, cycling and public transport use are identified and pursued;
- The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

2.2.3. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.

2.2.4. At a more detailed level, the NPPF states that developments should be located and designed in order to:

- Give priority to pedestrian and cycle movements and have access to high quality public transport facilities;
- Address the needs of people with disabilities and reduced mobility;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

2.2.5. A key tool to assist in facilitating all of the above will be through the provision of a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.

2.3. Gloucestershire Local Transport Plan 4, 2015-2031

2.3.1. The Council's Local Transport Plan 4 (LTP) was formally adopted by the Council in 2016 and updated in 2017 to including the emerging work on the Joint Core Strategy. At the time of writing a review is underway to update LTP for a period up to 2041 and include recently produced Local Cycling and Walking Infrastructure Plans.

2.3.2. The current LTP (4) sets a plan for future transport of the county while supporting growth and economic viability while encouraging sustainable modes and a reduction in emissions. It is recognised that Gloucestershire is a geographical patchwork of travel corridors each with

distinctive transport opportunities and pressures which are addressed through the six Connecting Places Strategies.

- 2.3.3. The main vision of the LTP is to provide: *'A resilient transport network that enables sustainable economic growth by providing door to door travel choices.'*
- 2.3.4. The relevant Connecting Places Strategy is CSP5 which covers Stroud. Within CSP5 there is reference to the proposed Eco Park (Green Technology Park) at Junction 13 and it is outlined that the main transport problems are to do with capacity and congestion on the A419 and with bus and rail services from Stroud. CSP5 also outlines a number of short term, medium term and long term priorities. In the context of the proposed allocation these include; cycling improvements from Stroud, bus improvements on the Stroud to Gloucester corridor, junction improvements on the A419 to the west of Stroud and personalised travel planning for new developments.
- 2.3.5. It is worth noting at this stage that the previous planning submission for the proposed allocation Site considered a number of these transport priorities within the Transport Assessment and Travel Plan including improved cycle and bus links and duelling of the A419 on the approach to Junction 13 of the M5.

2.4. Stroud District Council Local Plan 2015-2031

- 2.4.1. At the time of writing the adopted planning policy for Stroud District Council is the Stroud District Council Local Plan (2015-2031). There is an emerging Local Plan (2020-2040) which is currently open for public consultation. This Transport Representation is being made to the emerging plan but needs to consider the current transport policy within the adopted plan.
- 2.4.2. The Local Plan covers Transport in Chapter 5 – Economy and Infrastructure, with more detailed information such as car and cycle parking guidance in the Appendices.
- 2.4.3. One of the strategic objectives of the plan in Chapter 5 is SO4: Transport and Travel which specifies: *'Promoting healthier alternatives to the use of the private car and seeking to reduce CO2 emissions by using new technologies, active travel and / or smarter choices, working towards a more integrated transport system to improve access to local goods and services.'*
- 2.4.4. This transport approach aligns with planning policy CP11 to focus new employment development across the district to serve local need with priority to the expansion of existing employment sites. The requirement here is to ensure that the site can be accessed by public transport, bicycles and by foot to ensure that travel to the site is sustainable.
- 2.4.5. The approach to development from a transport perspective is set out further in Core Policy 13, which again focuses on alternatives to the private car, safe and suitable access and suitable site design picking up the core themes of the NPPF.
- 2.4.6. At a district level, promoting transport choice and accessibility is covered in policy EI12, which focuses on connecting and improving existing infrastructure and enhancing accessibility. This policy also sets out the requirement at the planning stage for a Transport Assessment and Travel Plan.

- 2.4.7. As noted above the previous planning submission for this site provided a detailed Transport Assessment and Travel Plan that was considered broadly acceptable by Stroud District Council, Gloucestershire County Council and Highways England.
- 2.4.8. Car and cycle parking guidance is set out in Appendix 2 of the Local Plan and any development coming forward on this allocation site would have to provide parking to these standards. It should be noted that the parking associated with the Forest Green Stadium development on the northern parcel has been agreed as part of that planning application.

2.5. Emerging Policy – Stroud Sustainable Transport Strategy

- 2.5.1. The above section provides an overview of the current adopted transport policy; however, the emerging Local Plan includes a Sustainable Transport Strategy for Stroud prepared by AECOM on behalf of the council. This document is material for consideration as part of this Transport Representation.
- 2.5.2. The Stroud Sustainable Transport Strategy sets out the following vision: *'Enable mobility for all, prioritising sustainable and low carbon modes of transport, allowing healthy and prosperous communities and economy to thrive, whilst continuing to be an environmentally responsible district.'*
- 2.5.3. The document also supports Strategic Objective SO4 detailed in section 2.4. Worthy of note is the statistics on pages 8 and 9 of the draft document, which indicates that new jobs in the district are expected to grow from 2,300 and 6,300 by 2040 and that presently 50% of residents leave the district for work. The proposed allocation at site PS20 will provide jobs and capture and retain employment within the district.
- 2.5.4. The Stroud Sustainable Transport Strategy proposes a change in transport priorities with walking, cycling and public transport coming above private cars. This fits with the ethos already proposed by Ecotricity for the Eco Park site focusing on walking, cycling (National Cycle Route 45) and public transport improvements to link the site to Stroud and the wider district. It is pertinent to note that the A419 bus corridor will be at the centre of this allocation site and that the proposals for the Football Stadium that are already consented will see a marked improvement in local bus services in this location.
- 2.5.5. Section 6 of the Stroud Sustainable Transport Strategy includes some narrative about the approach to each Strategic Site including the Eco Park at Junction 13. It is noted that the site is easily accessible from National Cycle Route 45 which provides access to Stonehouse and Stroud. The location of the A419 is noted as a barrier between the two parts of the site, but as detailed above it means that a main bus corridor runs through the centre of the site which is a benefit.
- 2.5.6. The requirement for a number of sustainability measures is also set out in this section which includes;
- Master Planning to ensure that all sections of the site provide safe and secure pedestrian connections;
 - Robust car parking provision and management;
 - Contributions to support sustainable transport measures on the A38 and A419 transport corridors;

- Safe pedestrian and cycle connectivity between the site and National Cycle Route 45, including improvements to NCR 45 towards Stroud;
- Dedicated shuttle buses between the site and Cam and Dursley and Stonehouse railway stations;
Improvements to bus services to connect the site with Stonehouse, Stroud, Gloucester and other local destinations;
- The site to be designed to accommodate permeability by bus services including interchange facilities; and
- Robust Travel Plan and Car Park Management measures.

2.5.7. It is worth highlighting that the currently consented Stadium development on the northern parcel of the proposed allocation Site addresses most of these points. Should the Site be developed the S106 agreement and planning conditions for the Stadium development will address these requirements before any employment or other associated land uses comes forward on the southern part of PS20. This will mean that there is a strong sustainable transport basis prior to the southern part of the allocation coming forward.

3. EXISTING CONDITIONS

3.1. Overview

- 3.1.1. As set out above, this Transport Representation considers the proposed allocation PS20 for an Eco Park to the west of Stroud adjacent Junction 13 of the M5. The northern parcel of this Site has resolution to grant planning following planning committee in December 2019 and subject to agreement of a S106.
- 3.1.2. This section of the Transport Representations Report considers the existing conditions at the Site as set out in the PFA Consulting Transport Assessments (2017) which were submitted with Planning Application S.16/0043/OUT. These conditions are the 'established existing transport conditions' agreed by Stroud District Council.

3.2. Existing Highway Network

- 3.2.1. Proposed allocation PS20 is bisected by the A419 which connects to M5 at Junction 13 and the A34 Bristol Road to the west of the Site. The M5 and A34 provide onward connections to Gloucester, Bristol, the wider Southwest and Birmingham.
- 3.2.2. To the east the A419 (Bristol Road) connects to Stonehouse and Stroud. Within Stroud the A419 connects with the A46 (Bath Road) and provides an onward connection east to Cirencester. At Cirencester the A419 joins with the A417, with the A419 providing a route south to Swindon and the M4 and the A417 providing a route to Gloucester.
- 3.2.3. To the north of PS20 the proposed allocation is bound by Grove Lane which connects Chipmans Platt roundabout to the A38 at Whitminster.

3.3. Public Transport – Bus

- 3.3.1. The closest bus stops to the proposed allocation Site are to the east on the A419, on Spring Hill and within the Great Oldbury Estate. These bus stops are between 500 and 900 metres from the centre of the site.
- 3.3.2. The bus stop at the Great Oldbury Estate is served by the Number 61 service which provides a Monday to Friday and Saturday service between Woodmancote and Bussage via Dursley, Cam, Eastington, the Great Oldbury Estate (Westend), Stonehouse, Ebley, Stroud and Eastcombe. The 61 service is operated by Stagecoach West.
- 3.3.3. The bus stops on Spring Hill are served by three bus services the 61, 242 and X3. The 61 service is as detailed above routed via Eastington to the south. The 242 service provides a Monday to Friday service between Stroud and Arlingham via Stonehouse, Eastington, Whitminster and Frampton on Severn. The 242 service is operated by Cotswold Green. The X3 service operates Monday to Friday with one morning and one evening service between Dursley (Redrock School) and Eastington. The service operates via Draycott, Slimbridge, Eastington, Frocester, King Stanley and Stonehouse.
- 3.3.4. The final set of bus stops on the A419 to the east of the Site are served by the 61 and X3 bus services. These routes have been detailed above and it is likely that any passengers would access these services at Spring Lane which is closer to the allocation Site.

3.4. Public Transport – Train

- 3.4.1. The closest railway station to the Site is Stonehouse Railway Station which is approximately 3.6km from the site by road to the east.
- 3.4.2. The station is served by Great Western Railway train services on the South Cotswold Line. These services run between Cheltenham Spa and London Paddington or Swindon and Cheltenham Spa and provide an hourly service.
- 3.4.3. The station has secure storage of 6 bicycles and car parking for 25 cars.

3.5. Access by Walking

- 3.5.1. The Institution of Highways and Transport (IHT) guidance document 'Planning for Walking' (April 2015) states that 80% of journeys shorter than 1.6km are made wholly on foot. Furthermore, 26% of journeys that are 1.6km to 3.2km long area also undertaken on foot.
- 3.5.2. The National Travel Survey (NTS) (September 2016) identifies that walking is a favourable option for short trips, with the average person willing to walk for an average time of 18 minutes. Given the IHT guidance that pedestrians travel at a speed of 1.4m/s, pedestrians are therefore likely to walk to areas within approximately 1.5km of their origin. This puts the local bus stops identified on Spring Road, the A419 and at Great Oldbury Estate within easy walking distance of the proposed allocation Site.
- 3.5.3. The NTS also identifies that 80% of all trips under 1.6km are made on foot, 31% for trips that are 1.6 to 3.2km in distance. These proportions are broadly similar to those put forward in the IHT 'Planning for Walking' document thereby verifying the results.
- 3.5.4. The proposed allocation currently has little or no pedestrian access from the A419 with no footways present along the site frontage in this location. There are lit footways present on the A419 at Chipmans Platt to the east of the site and on Grove Lane (Great Oldbury Estate) to the north east of the Site.
- 3.5.5. Several Public Right of Ways cross the Site. Eastington Footpath 37 starts in the southern parcel (to the west of William Morris House) and crosses the A419 into the northern parcel providing a connection to Westend. Within the northern parcel Eastington Footpath 37 connects with Eastington Footpath 38 which connects to Grove Lane at Nupend Turn. Within the southern parcel of the proposed allocation Eastington Footpath 37 connects to Eastington Footpath 41 which connects with the towpath alongside the Stroudwater Canal (Eastington Footpath 76) on the eastern edge of the proposed allocation.
- 3.5.6. These existing PROW and footways provide a connection from the site to the wider pedestrian network to the east towards Stonehouse and Stroud.
- 3.5.7. It is worthy of note that, as set out below in the next section of this report it is proposed that the proposed allocation Site will be connected to the existing pedestrian network with new pedestrian and shared surface footways along the A419 frontage of the Site, these connections will come forward as part of the consented Stadium development.

3.6. Access by Cycling

- 3.6.1. In terms of local cycle routes, there are no segregated facilities within the immediate vicinity of the Site, although National Cycle Route 45 runs along Grove Lane on the northern boundary of the proposed allocation before picking up the route along the Stroudwater Canal into Stroud at which point it becomes a shared path away from traffic.
- 3.6.2. Figure 2 below illustrates the context of the site and National Cycle Route 45 which connects to National Cycle Route 41 to the west and into Stonehouse, Stroud and Cirencester to the east.

Figure 2: National Cycle Routes (Source: Sustrans).



- 3.6.3. The Institution of Highways and Transport (IHT) guidance document 'Planning for Cycling' (October 2015) states the majority of cycling trips are for short distances, with 80% being less than 8km and with 40% being less than 3.2km. However, the majority of trips by all modes are also short distances (67% are less than 8km, and 38% are less than 3.2km). The bicycle is therefore a potential mode for many of these trips.
- 3.6.4. The NTS 2016 identifies that cycling is a favourable option for short trips, with the average person willing to cycle for an average time of 24 minutes. Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) states that cyclists usually want to be able to travel at speeds of 19kph, which is the average speed of a cyclist on a level surface.
- 3.6.5. It is therefore considered that 16kph is an appropriate average travel speed, given time spent negotiating road junctions, traffic etc. while cycling. It is therefore considered that the average person is willing to cycle an average of 6.4km (24 minutes).
- 3.6.6. The NTS 2016 identifies that 79% of all cycle trips are up to 8km in distance, which is broadly similar with the IHT recommendation that 80% of all cycle trips are less than 8km. It is therefore considered that since 6.4km is the average, it is reasonable to consider that some cyclists may cycle up to 8km.

- 3.6.7. A 6km cycle from the proposed allocation to the west would take you to Whitminster, Frampton On Severn and Upper Framilode. For those willing to cycle 8km you could reach Arlingham and Epney. If cycling north from the Site, you can reach Standish and Haresfield within 6km and get to the edge of Gloucester within 8km.
- 3.6.8. A 6km cycle to the east of the Site would allow access to Stonehouse, Ebley and the edge of Stroud. All of Stroud can be reached within 8km via National Cycle Route 45. If cycling south from the proposed allocation you can reach Eastington, Frocester and Coaley within 6km and Cam and Dursley railway station within 8km.
- 3.6.9. Given the local connection to National Cycle Route 45 it is expected that cycling will be an attractive alternative to travel by the private car to access the proposed allocation from Stroud and Stonehouse to the east and from Westend, Whitminster and Frampton On Severn to the west.

3.7. Stadium Proposals

- 3.7.1. As noted above, Planning Application (S.19/1418/OUT) received resolution to grant planning permission in December 2019. This development will improve the existing conditions set out above and would mean that the baseline set out above will change prior to the southern parcel of the proposed allocation coming forward.
- 3.7.2. The following provides a summary of what transport measures are proposed to be delivered as part of the Stadium development:
- The development will provide match day buses (via S.106 agreement) that will ensure that players and supporters have a genuine choice of means of sustainable transport to the Stadium during match days;
 - The development will facilitate enhancements to the existing cycle path network serving Stonehouse and Stroud that will provide a choice of means of sustainable transport to the site generally but will also enhance cycling in this locality; and
 - The Stadium development will provide a signalised access junction on the A419 with upgrading from single to dual carriageway and associated footway and shared surface links to Chipmans Platt roundabout.

4. ACCESS STRATEGY AND POTENTIAL TRIP GENERATION

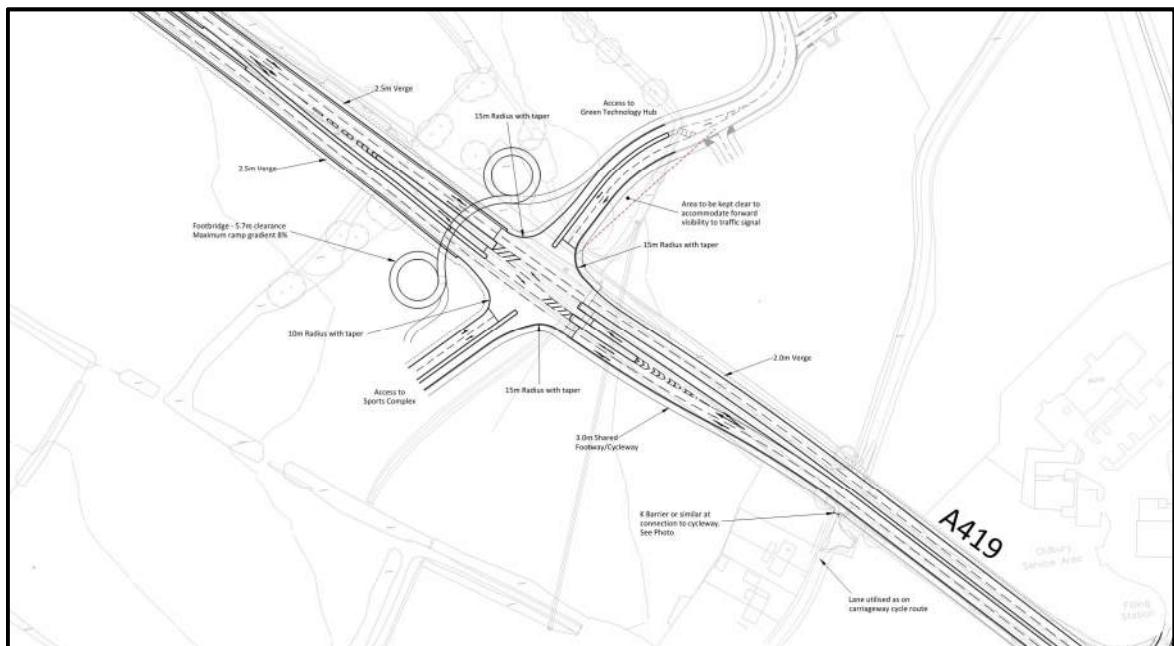
4.1. Overview

- 4.1.1. This section of the representation considers the access strategy for the Site and the potential trip generation that the proposed allocation could generate.
- 4.1.2. As noted above Ecotricity have already undertaken several transport studies as part of the previous planning applications on this Site which have been scoped, reviewed and agreed with Stroud District Council, Gloucestershire County Council and Highways England. These documents form the basis of the access strategy and potential trip generation providing in this document as they are considered broadly acceptable and thus robust for consideration of the proposed allocation.

4.2. Access

- 4.2.1. As per Planning Application S.16/0043/OUT, the proposed access to the proposed allocation will be via a new signal-controlled junction on the A419. The A419 in this location will also be upgraded to dual carriageway.
- 4.2.2. The proposed access strategy is illustrated in Figure 3 below which is as per the PFA preliminary design drawing E161/06 provided in full in Appendix A.

Figure 3: Proposed Site Access



- 4.2.3. Under the resolution to grant planning permission under Planning Application S.19/1418/OUT the upgrading to dual carriageway and northern arm of this junction would be delivered.
- 4.2.4. The proposed junction has been tested to accommodate background traffic cycle growth and all the proposed development at the Eco Park. The Traffic modelling undertaken as part of the 2017 planning application and subsequent revisions for the Stadium, is all considered robust and suitable by Gloucestershire County Council and Highways England.

- 4.2.5. As part of the proposals illustrated above it is proposed to upgrading walking and cycling routes alongside the A419 to link into existing routes to the east at Chipmans Platt, including National Cycle Route 45.
- 4.2.6. In terms of improving bus access into the allocation in is proposed to provide a dedicated bus access into the northern parcel from Grove Lane, which would also be delivered by the consented Stadium development.

4.3. Parking

- 4.3.1. Any car and cycle parking provision on the Site would comply with the parking standards set out in the Stroud District Local Plan. This would include secure and covered cycle parking and if required electric vehicle charging points.
- 4.3.2. It should be noted that the parking provision of 1,740 spaces for the Stadium on the northern parcel of the proposed allocation has already been agreed with Stroud District Council, Gloucester County Council and Highways England.

4.4. Trip Generation

- 4.4.1. Within the 2017 Planning Applications a substantial amount of highway assessment work was undertaken to support the Site; this included trip generation. The trip generation was agreed as suitable for assessment by Gloucestershire County Council and Highways England at the time and has been summarised here to indicate what trips the proposed allocation could generate.
- 4.4.2. The below agreed vehicle trip rates are reproduced from Table 5.1 in the PFA August 2017 Transport Assessment and cover the employment uses that could come forward on the southern parcel of the proposed allocation.

Table 4.1 – Reproduction of Table 5.1 PFA TA (August 2017)

	ALL VEHICLE TRIPS PER 100M ² GFA			OGV VEHICLE TRIPS PER 100M ² GFA		
	Arrivals	Departures	Total	Arrivals	Departures	Total
B1 Business Park						
08:00-09:00	1.469	0.282	1.751	0.022	0.018	0.040
17:00-18:00	0.209	1.258	1.467	0.007	0.004	0.011
07:00-19:00	5.590	5.615	11.205	0.144	0.182	0.326
B2 Industrial Estate						
08:00-09:00	0.388	0.180	0.568	0.020	0.025	0.045
17:00-18:00	0.091	0.326	0.417	0.020	0.010	0.030
07:00-19:00	2.751	2.937	5.688	0.268	0.288	0.556

B8 Warehousing						
08:00-09:00	0.072	0.026	0.098	0.012	0.012	0.024
17:00-18:00	0.032	0.087	0.119	0.014	0.015	0.029
07:00-19:00	0.659	0.651	1.310	0.218	0.185	0.403
Ecotricity Class B1 Building						
08:00-09:00	1.921	0.186	2.107	0.005	0.000	0.148
17:00-18:00	0.196	1.889	2.085	0.000	0.011	0.149
07:00-19:00	6.944	7.359	14.303	0.005	0.011	0.297

- 4.4.3. These trip rates under the previous proposals generated approximately 850 vehicle trips in the AM peak and 730 vehicle trips in the PM peak on a weekend. The traffic modelling undertaken as part of the 2017 Planning Application showed that this level of traffic could be accommodated on the local highway network without there being a severe highway impact.
- 4.4.4. These agreed trip rates would form the basis for any forthcoming application should the proposal site be allocated.

5. SUMMARY AND CONCLUSION

5.1. Summary

- 5.1.1. Ridge & Partners LLP has been commissioned by Ecotricity to provide transport planning consultancy services to support the proposed allocation PS20 in the Stroud District Local Plan.
- 5.1.2. The proposed allocation of this Site is logical to serve Stonehouse and Stroud and retain employment within the District. In terms of transport, the Site is well connected to the local and strategic highway network, can be provided with safe and suitable access and has access to sustainable travel modes which reduce the reliance on private car trips.
- 5.1.3. Based upon the all relevant policy analysis the proposed allocation Site complies with core policies outlined within the NPPF, Gloucestershire Local Transport Plan and Stroud District Local Plan policies. It also aligns with the emerging policy as set out in the evidence base for the emerging Local Plan, namely the Stroud Sustainable Transport Strategy (2019). The allocation of the Site would provide further employment opportunities close to Stroud and the within the wider district that are accessible by sustainable travel modes. The allocation of the Site also offers the opportunity for a step change in public transport provision along the A419 corridor to the west of Stroud.
- 5.1.4. The Site is in a sustainable location, within cycling distance of Stroud and walking distance of the west of Stonehouse development. The Site is served by local bus services and under the proposals for the Stadium on the northern parcel would have dedicated bus services to Stonehouse and Stroud.
- 5.1.5. This document has also considered which towns and villages are within a 6km and 8km cycle of the proposed allocation and it is considered that cycling to the Site offers a viable alternative to short distance car trips. Cycle parking and changing facilities would be provided onsite as per local policy requirements.
- 5.1.6. As detailed within this transport representation Ecotricity have already prepared detailed transport proposals for the site and undertaken a substantial amount of technical transport planning assessment within a Transport Assessment and Travel Plan. If this Site is successfully allocated, then the technical work undertaken would be updated and any planning application would be supported by a detailed Transport Assessment and Travel Plan to ensure that it is acceptable in transport terms.

5.2. Conclusions

- 5.2.1. Given the review undertaken within this Transport Representation, it is considered that the proposed allocation is in a suitable and sustainable location from a transport perspective. It offers the opportunity to locate further employment locally within the District close to Stroud and stop out commuting of residents for work.
- 5.2.2. The Site is accessible by public transport, being served by three local bus services, with proposals for dedicated bus services to serve the Site as part of the Stadium proposals. The Proposed Allocation is also within cycling distance of several local towns and villages which means that future employees and visitors have a sustainable alternative to short private car journeys when accessing the Site.

- 5.2.3. As highlighted in this Transport Representation Report, the landowner has already undertaken a substantial amount of technical work to prove that this Site is acceptable and deliverable. Within this technical work the detailed traffic modelling for the wider development of the whole Site, demonstrated that the highways network with the proposed upgrades (dualling of the A419 and signalisation of J13 of the M5) could accommodate the peak time traffic flows from both the stadium and proposed employment (c.60,000sqm). This is supported by Gloucestershire County Council and Highways England agreeing that Transport and Highways proposals are acceptable and Stroud District Council recommending resolution to grant on the Stadium proposals on the northern parcel of the proposed allocation.
- 5.2.4. It is therefore concluded, that in transport terms the allocation of PS20 is acceptable in the context of the NPPF and local planning policy and there is no reason why the site should not be allocated for development.

APPENDIX A – PROPOSED SITE ACCESS



Stratton Park House, Wanborough Road Swindon, SN3 4HG

Telephone 01793 828000

Facsimile 01793 835500

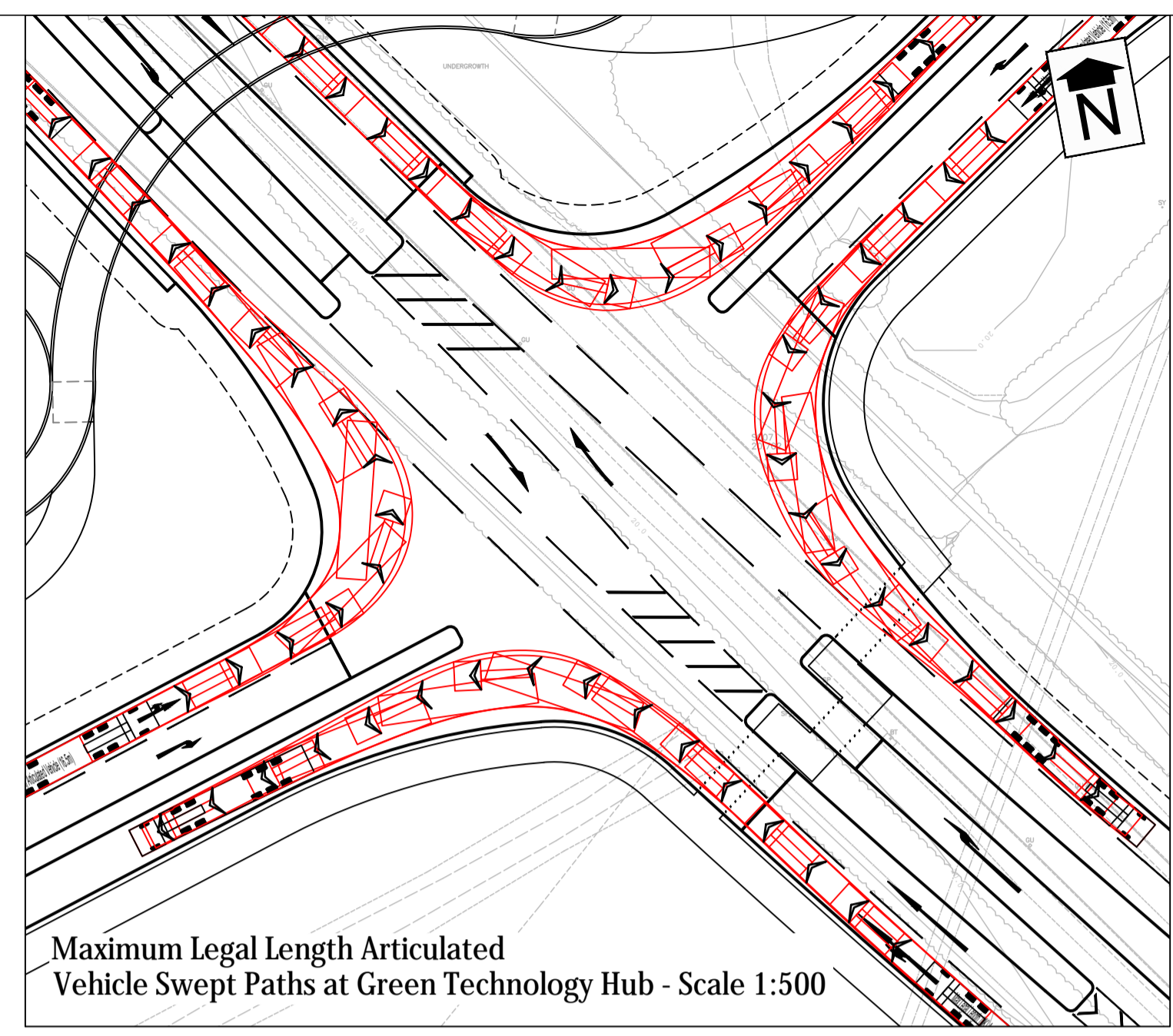
Email admin@pfapl.com

Website www.pfapl.com

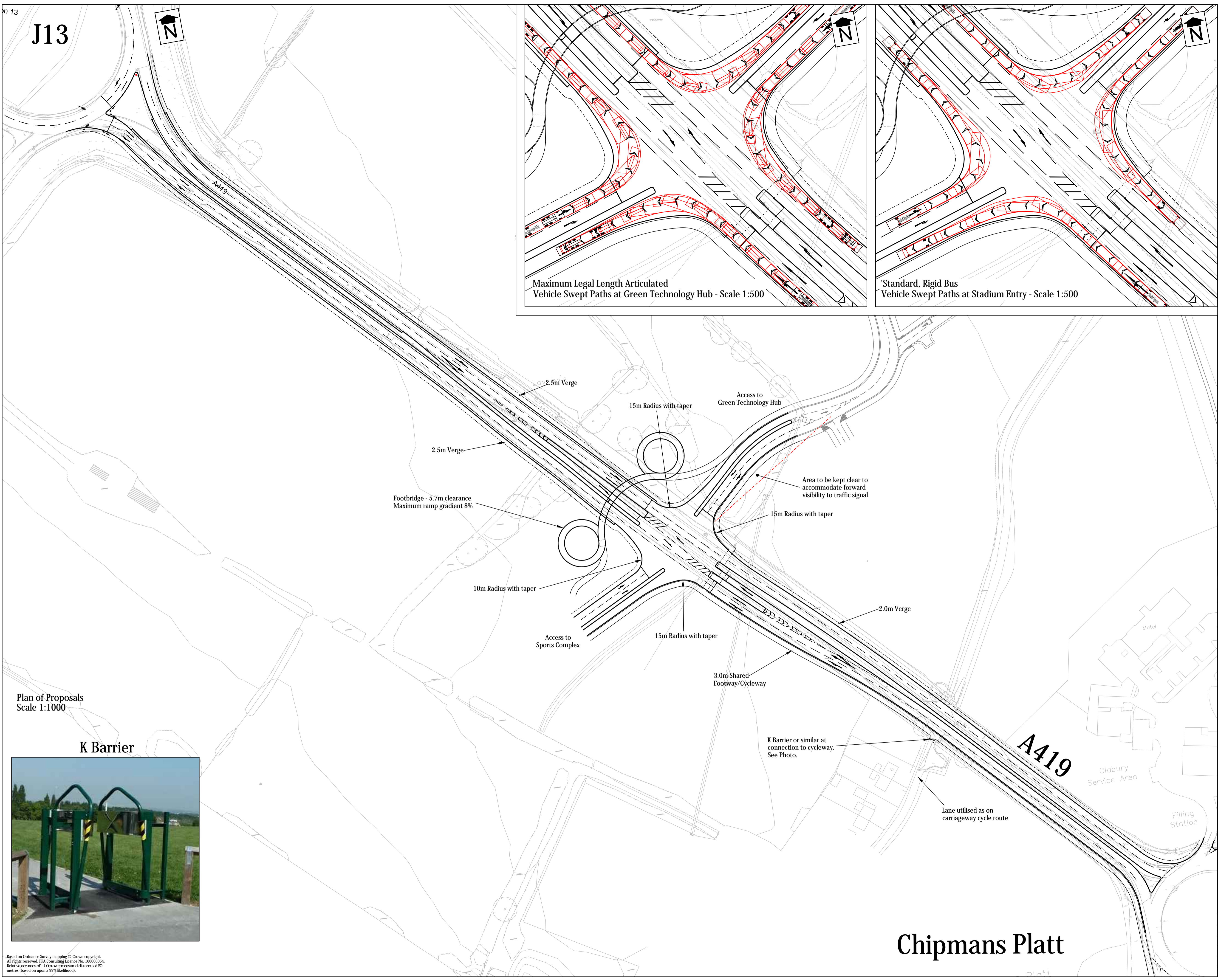
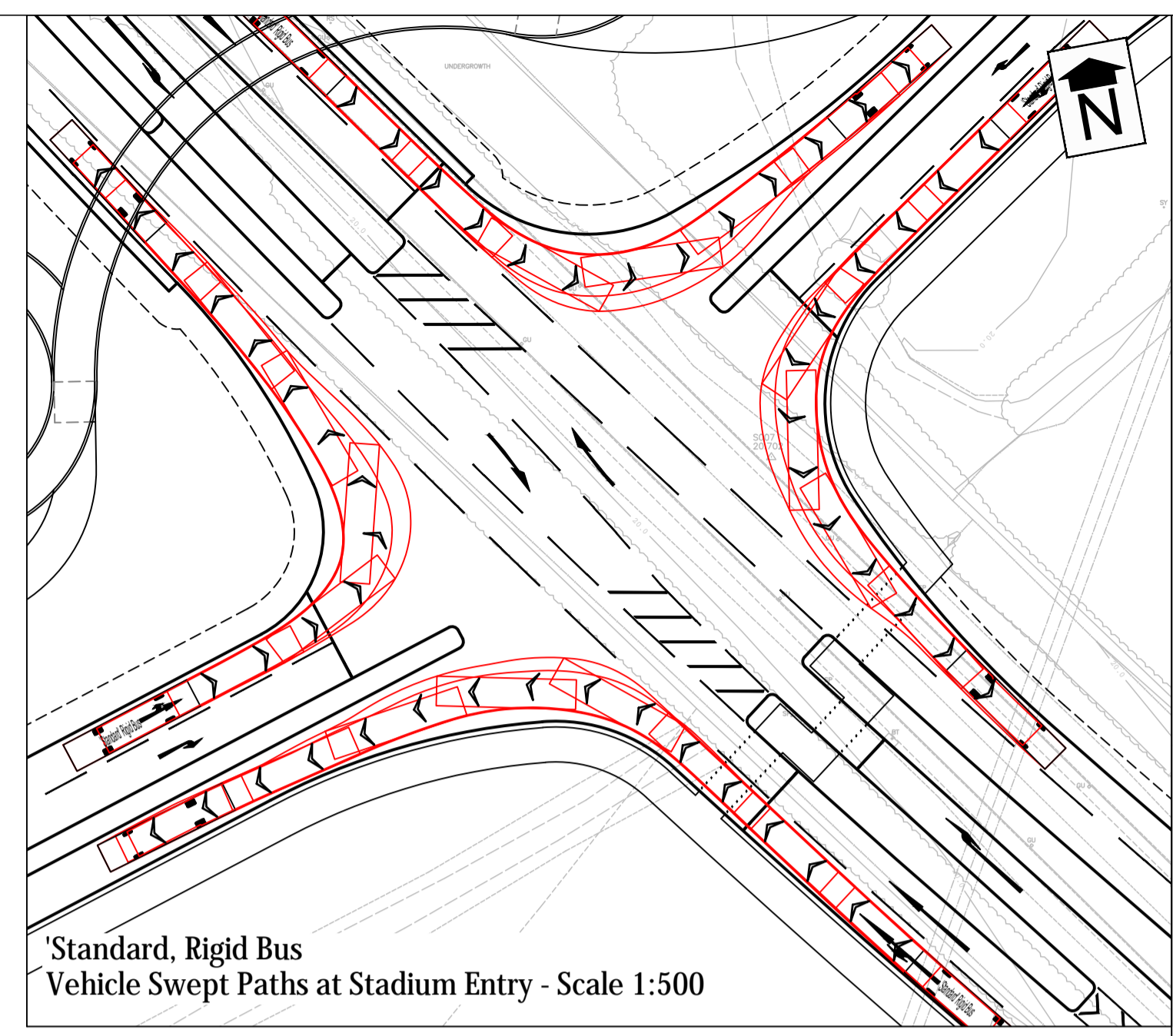
Notes:

1. Mandatory requirements set out in DMRB HD 22/08 'Managing geotechnical risk' to be adhered to during detailed design.
2. M5 Junction 13 signals will be linked with A419/site access signals.

Maximum Legal Length Articulated Vehicle Swept Paths at Green Technology Hub - Scale 1:500



Standard, Rigid Bus Vehicle Swept Paths at Stadium Entry - Scale 1:500



Plan of Proposals Scale 1:1000

K Barrier



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Rev	Date	Description	Initials
E	04/07/17	Junction realigned to tie-in with Masterplan	CS
D	09/06/17	Junction realigned as per Gloucestershire Council requirements	PI
C	28/02/17	Amended in line with Highways England comments	KLW
B	16/01/17	M5 J13 entry radius increased to 30m and Swept paths added.	KLW
A	26/10/16	Indicative footbridge added	KLW

TO BE READ IN CONJUNCTION WITH ALL WORKING DRAWINGS

Client
Ecotricity

Project
Land at M5 Junction 13 Stonehouse

Drawing Title
Signalised Site Access and A419 Dualling

Drawing No. **E161/06** Rev E

Date	April 2016
Scale	As Shown @ A1
Drawn By	PI
Checked By	SM
E-Mail	piordanidis@pfapl.com
File Ref.	E161-06 Site Access Signals Op 3.dwg

Chipmans Platt

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