

Local Plan Review
The Planning Strategy Team
Stroud District Council
Ebley Mill
Stroud GL5 4UB

Stroud District Council
Received
21 JAN 2020
Development Services



19th January 2020

Dear Planning Strategy Team,

Local Plan Review

With regard to the current consultation regarding the Local Plan Review I have the following observations to make.

I am a resident of Brookthorpe, in the Parish of Brookthorpe-with-Whaddon and whilst I appreciate the Local Plan is for the whole of the SDC area my views expressed in this letter do reflect a somewhat narrow parochial view of the area near where I reside and how any development would affect me and my family.

The Local Plan contains a mass of information and endless Policies and Core Policies and of course does not stand on its own as it links inevitably with Housing Needs Assessments, Local Transport Plan together with County Council matters such as Highways and the Gloucestershire Local Traffic Plan.

When the Local Plan was adopted the reference to Brookthorpe and Whaddon was that they were rated as tier 4b settlements and had very limited scope for development.

Moving on to 2017 when emerging issues raised Whaddon as a site for potential housing and limited business development, suddenly we are faced with the prospect of a huge mini town being developed. However, where is the justification? Where does the current Local Housing Needs Assessment require such a vast development?

Joint Core Strategy seems to be what is driving this potential development; however we do not yet know what they actually want. All very confusing!

So what impact would such a development have on the area? Clearly there would be a massive strain on the existing road network and whilst I acknowledge that there would have to be a survey to identify what is required to maintain a functioning road network, it has not yet been done.

The area in Whaddon only allows traffic to enter or access the development off the A4173 Stroud Road. On the side of the site with the Railway Line as a boundary it restricts any lateral movement of vehicles. Naas Lane (effectively a single track lane in places) passing through a narrow railway bridge. Grange Road a narrow railway bridge with traffic light control. Tuffley Lane is a narrow railway bridge with priority single carriageway access. Then on the other side of the Whaddon development there is the M5 Motorway which restricts any possibility of movement in that direction.

To the North entering Gloucester at the Roundabout at St Barnabas Church the junction is already over capacity and is currently the subject of a review of what can be done to improve the current problems with it.

In the Village of Brookthorpe there is Haresfield Lane which allows traffic to access Stonehouse and Junction 12 of the M5. This is a country lane with several very sharp bends and also goes through the village of Haresfield with a school right on a sharp bend before going over a restricted width railway bridge. Harsefield Lane has several points where the road floods during heavy rain.

Also from Brookthorpe is Upton Lane leading to Matson, again a country lane which also has sections which flood. There is already a site at Winnycroft proposing development of 420 homes which will almost certainly impact on Upton Lane and the village of Brookthorpe with traffic movements increased.

Therefore I believe it is essential that any major development proposed such as at Whaddon ensures that there are Core Policies in place that require improvements to be made to the highway network in order to cope with the obvious increase in vehicle movements that would be generated by such a scheme.

Flooding issues must be addressed in Core Policies also. Daniels Brook flows through the proposed development area. This brook has posed major problems in the past. Some years back in 2007 when it flooded and closed the M5 Motorway for ten hours gives just a little insight to the possibility of increasing flooding problems with any proposed development. Other streams also flow (in culverts) across the proposed development area and again there are occasions each year where flooding occurs on the A4173 at locations such as the Grange Road junction, by Court Farm and Orchard House.

I would therefore wish to see ROBUST Core Policies included that address the need to look at transport infrastructure and the impact development has on the wider area and that real solutions to potential flooding risks are addressed.

Please do not hesitate to contact me should you require any further information.

Yours sincerely,

