

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 21 January 2020 16:32  
**To:** \_WEB\_Local Plan  
**Cc:** Haywood Matt  
**Subject:** Stroud District Local Plan Review: Draft Local Plan  
**Attachments:** 18 1 19 comments made on the Stroud District Local Plan Review.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear Sir or Madam

### **Stroud District Local Plan Review: Draft Local Plan**

Thank you for consulting us on the Draft Stroud District Local Plan. I would like to reiterate the comments I sent to you on the 18/1/19 (see attached).

In this regard there does not seem to be any information within the plan which informs that an assessment and provision for any required mitigation will be needed for the level crossings identified to you.

I see that there are instances whereby there has been opportunities listed for walking and cycling over the public rights of way, which go over a level crossing. This will exasperate the problem if no mitigation is provided; See example below.

*Sharpness Vale: natural neighbourhoods*



- ACCESS & MOVEMENT (PRIMARYLY NON-CAR USE)
- OPPORTUNITY FOR WALKING/CYCLING & OTHER PERSONAL TRANSPORT ROUTES
- DIVERSION ROUTE OF SEVERN WAY
- NATIONAL CYCLE NETWORK ROUTE 41




We would expect that any policy specific to a site allocation (sites as listed in my email dated 18/1/19) should include wording to give detail of the level crossing and require mitigation as part of the development.

We support the provision of improved rail facilities at Stroud, Cam and Dursley railway stations. I see from the Sharpness Vale: natural neighbourhoods plan that you are looking to re-open the rail line at Sharpness to passengers and build a new station. It should be noted that whilst Network Rail is happy to work with the Council and developer to progress this, until the various feasibility studies have taken place, including how this would fit within the timetable we can not guarantee this would be plausible. Should the provision of this service and station be feasible this would be subject to third party funding. This would also apply to other proposed stations along the Bristol-Birmingham main line and the re-opening of Charfield station.

We trust these comments will be considered in your progression of this plan.

Yours faithfully, [Redacted]

 [Redacted] MRTPI  
Town Planner (Western and Wales) |Property Network Rail  
1<sup>st</sup> Floor | Temple Point | Redcliffe Way | Bristol |BS1 6NL  
[Redacted]  
[www.networkrail.co.uk/property](http://www.networkrail.co.uk/property)

\*\*\*\*\*  
\*\*\*\*\*

The content of this email (and any attachment) is confidential. It may also be legally privileged or otherwise protected from disclosure.

This email should not be used by anyone who is not an original intended recipient, nor may it be copied or disclosed to anyone who is not an original intended recipient.

If you have received this email by mistake please notify us by emailing the sender, and then delete the email and any copies from your system.

Liability cannot be accepted for statements made which are clearly the sender's own and not made on behalf of Network Rail.

Network Rail Infrastructure Limited registered in England and Wales No. 2904587, registered office Network Rail, 2nd Floor, One Eversholt Street, London, NW1 2DN

\*\*\*\*\*  
\*\*\*\*\*