



Stroud District Council is starting the process of reviewing the current Local Plan. This consultation is seeking views about the range of issues that the next Local Plan will need to tackle, and options for addressing them. This includes the identification of potential areas for growth and development. We ask a series of questions throughout the consultation document (each of which is numbered). Please refer to the question number and/or topic in your response, where relevant.

You can download a PDF or an editable electronic copy of this form from our website www.stroud.gov.uk/localplanreview. You will also find the main consultation document on this web page, as well as some supporting material and further reading. **Please note: there is a separate form for you to fill out if your comment relates specifically to a site submission / proposed alternative site (Local Plan Review: Call for Sites).**

The consultation closes on Tuesday 5th December 2017. Please email completed electronic responses to local.plan@stroud.gov.uk or post paper copies to Local Plan Review, The Planning Strategy Team, Stroud District Council, Ebley Mill, Westward Road, Stroud, GL5 4UB. Should you have any queries, the Planning Strategy Team can be contacted on 01453 754143.

Consultation response form PART A

Your details

Thank you for taking part. Please fill out your personal information in PART A. Your contact details will not be made public and won't be used for any purpose other than this consultation. We will not accept anonymous responses. Your comments may be summarised when we report the findings of this consultation.

Your name

(title):	<input type="text"/>	name:	<input type="text"/>
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Your company name or organisation (if applicable)

Your address (optional)

Your email address *

Your phone number (optional)

If you are acting on behalf of a client, please supply the following details:

Your client's name

(title):	<input type="text"/>	name:	<input type="text"/>
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Your client's company or organisation (if applicable)

Keeping you updated:

Would you like to be notified of future progress on the Local Plan review? (* we will do this via email)

- i) When the findings from this consultation are made public Yes please No thanks
- ii) The next formal round of public consultation Yes please No thanks
- iii) No further contact please

Consultation response form PART B:

If you have several different comments to make, you may wish to use a separate PART B sheet for each one (although you do not have to). If you use multiple PART B sheets, please make sure you fill in your name on each of them (you only have to fill out PART A once, as long as it is clearly attached to your PART B sheets when you submit the forms to us).

Your name

Your organisation or company

Your client's name/organisation
(if applicable)

The consultation is seeking views about whether the big issues identified within this paper are the right things to focus on and what options exist for tackling them. Are there other issues, options or opportunities that have been missed? **Please note: there is a separate form for you to fill out if your comment relates specifically to a site submission / proposed alternative site (download a copy of the sites form at www.stroud.gov.uk/localplanreview).**

We ask a series of questions (highlighted in pink boxes) throughout the consultation paper. Each of the questions is numbered. Please can you reference the question number(s) and/or the topic here:

Question number: 3.6 – Potential Sites – Cam and Darsley – Site ~~B~~ DUR A

Please use this box to set out your comments:

(Attach additional sheets of paper or expand this box if you need to)

I am submitting the following documents as a contribution to the Stroud District Council Local Plan Review.

Dear Sir/Madam

I am submitting the following documents as a contribution to:

The Issues and Options Public Consultation as part of the Stroud District Council Local Plan Review.

'The first stage will be Issues and Options Public Consultation which will start on 11th October 2017 and run for eight weeks until 5th December 2017.' – Stroud District Council.

Included with my letter are the following documents:

- My response to Question 3.6 – 'Section 3.6 - Our towns and villages Broad locations and potential sites – Cam & Dursley – Dursley' - Site DUR A.
- Photographic evidence of the poor road and pavement condition on the Whiteway estate.

Kind regards



Dear Sir/Madam

I am submitting the following document as a response to Question 3.6 in the Stroud District Council Local Plan Review, Issues and Option Paper, October 2017.

Please find my answer to Question 3.6 below.

Response to Question 3.6 – ‘Section 3.6 - Our towns and villages Broad locations and potential sites – Cam & Dursley – Dursley’ - Site DUR A.

In this document I will outline my assessment of the identification of settlement DUR A as a site for potential development.

Settlement DUR A (North of Ganzell Lane) is identified in the Local Plan as a broad location for future growth. The settlement is split into the following sections. DUR010, DUR011, DUR012, DUR012, DUR013, DUR014.

I have a number of concerns with the identification of settlement DUR A as a site for potential future development. I will split my response into the following sections;

- Case study planning application S.14/0966/OUT
- Vehicular access to DUR013 and any adjoining site via the Whiteway estate.
- Vehicular access to site DUR011/DUR012/DUR013 and any adjoining site via Ganzell Lane.
- Assessment of the local road network and the impact on it from any new development.
- Impact on the local landscape.
- General comments and conclusion.

Case study planning application S.14/0966/OUT

Concerns were recently raised about the suitability of a development on settlement DUR013 in April 2014 when a developer put forward planning application S.14/0966/OUT to Stroud District Council for the development of up to 100 dwellings on site DUR013. The decision of the application was ‘Refusal’ the appeal decision was ‘Appeal Dismissed.’ The response from local residents and the wider members of the public was overwhelmingly negative.

I would invite Stroud District Council to study in detail planning application S.14/0966/OUT. As you will see, many of the concerns and objections are not specific to this planned development, they are wider concerns and objections that apply to this plot of land. I echo the concerns raised by the residents, Dursley Town Council and the MP. Please see the following two letters;

1. Refusal of Outline Planning Permission by Philip Skill Head of Planning Duly Authorised in that behalf. Dated: 19/12/2014
2. Appeal decision letter from The Planning Inspectorate, Paul Crysell BSc (Hons) MSc MRTPI. Decision date: 2 September 2015

In summary, planning application S.14/0966/OUT provides a variety of information that is invaluable to Stroud District Council. This was an important planning application; it was also a high profile case with objections made by local residents, the MP and Dursley Town Council. Planning application S.14/0966/OUT provides the single biggest case against any future development on site DUR A.

Vehicular access to DUR013 and any adjoining site via the Whiteway estate

As a local resident, my biggest concern with any development on site DUR A is vehicular access.

Please see my supporting letter with photographic evidence of the poor road surface on the Whiteway estate.

From studying the boundary of site DUR013 it would appear that vehicular access to any development on the site would likely be via the demolition of the corner plot 24A Shakespeare Road. In the same way vehicular access was proposed to the site in planning application S.14/0966/OUT. In this section I hope to provide some background information on the Whiteway estate along with a list of current and potential issues with using Shakespeare Road as an access point to any new development.

Over the past 5 years I have seen an increase in the amount of properties on the Whiteway estate with one or more car. This is largely due to the gradual transition from primarily older residents, with one car or perhaps no car, to younger couples and families with at least 1 car and in many cases 2+ cars. This has had a number of effects, of which I have listed below:

- Increased car ownership on the Whiteway estate has led to more traffic through the estate. This has caused rapid deterioration to the road surface. All of the roads on the estate are littered with large pot holes. The sections of road adjoining the curbs are in particularly bad condition with large 6 inch wide chasms in the road surface. This is a danger to pedestrians; many of the holes are also full of grass which is extremely unattractive and leads to further deterioration to the road surface.
- The pavements are in extremely poor condition, they are cracked with raised manhole covers and broken curbs. Last year I witnessed a resident trip over a raised manhole cover on Tennyson Road, the resident fell face first in to the road and suffered facial bruising.
- Increased on road parking. As mentioned previously many of the households on the estate now have more than one vehicle. The resident's drives are only suitable for 1 – 2 cars. Many of the residents have more than 2 cars meaning they have no option but to park on the road. This problem is exacerbated by the arrival of visitors. This can lead to parts of the estate being quite hard to navigate through when travelling in a car or larger vehicle, in particular in the evenings when travelling along Shakespeare Road.
- Increasing hazards. The changing demographics on the estate from elderly residents to an ever increasing number of younger families with children present greater challenges for motorists. It would be realistic to assume that there would be some overflow off road into the Whiteway estate as a result of any housing development on site. My concern is the adverse effect this has on pedestrian safety, in particular child pedestrian safety. My concern would be compounded by the addition of short term, large construction vehicles, and long term wider use of the road by residents who live at site DUR013.

If we took the proposed development of 100 dwellings on site DUR013 as put forward in planning application S.14/0966/OUT, even the most conservative estimate of each household owning two cars would lead to a further 200 cars accessing the roads of the Whiteway estate.

I believe that for the reasons outlined above the Whiteway estate cannot act as an access point to site DUR A. The Whiteway estate is a residential area with 50 year old plus road infrastructure that has never been updated. It simply cannot cope with any significant increase in traffic.

Vehicular access to site DUR011/DUR012/DUR013 and any adjoining site via Ganzell Lane

Source material:

Strategic Assessment of Land Availability 2017 - Appendix 3 - Sites with future potential.

One of the access points suggested in your proposals for site DUR012 and DUR013 is a small farm track called Ganzell Lane. I hope to provide some background information on Ganzell Lane along with a list of current and potential issues with using this lane as an access point to any new development.

Ganzell Lane is a single car width farm track that is accessible via the A4135. Ganzell Lane is used by the occasional farm vehicle and the residents of Ganzell Farm and Ganzell Cottage. The lane is also used frequently by dog walkers to access the fields to the rear of Shakespeare Road.

There are a number of existing flaws in this section of farm track:

- The entrance to Ganzell Lane from the A4135 is unsuitable for most vehicles due to the steep gradient. Most vehicles have an insufficient ride height for the steep incline/decline, thus only road users with large 4x4 SUVs or large farm vehicles can access the lane.
- Ganzell Lane is not wide enough to accommodate more than one vehicle; it is a single lane farm track. The width of the road is limited by several properties on each side of the track.

There is also the wider issue of the point at which Ganzell Lane joins the A4135:

- Whiteway Hill is a fast, very steep section of main road. The hill has been the location of many accidents over recent years as it has a number of dangerous factors. Motorists tend to travel up the hill over the speed limit to carry momentum for the steep climb ahead. Older vehicles and HGV struggle to slow down when travelling down the hill due to the steep and persistent decline.
- The section of road where Ganzell Lane joins the A4135 is less than ideal. The junction is steep, blind and set some distance away from the main road. Motorists must accelerate hard to join this fast stretch of road in order to travel up Whiteway Hill. This is dangerous, noisy and severely compromises motorists travelling along the main road up the hill.
- HGV and slower travelling vehicles struggle when traveling up Whiteway Hill due to the persistent steep incline. Frequently, HGV stop up the hill as the driver misses a gear; this causes the HGV to stop and reverse down the hill. Any increased chance of breaking momentum when travelling up the hill will be greatly opposed by motorists, in particular by drivers of HGV.
- There are also several distractions for motorists on this section of road. Local residents frequently use the section of main road opposite the entrance to Ganzell Lane as a crossing point in to access the local woodlands. There is also occasional farm traffic entering the farm opposite the entrance to the Whiteway estate.

I believe that Ganzell Lane would currently be seen by local residents as unsuitable for vehicular access; the residents of Ganzell Farm and Ganzell Cottage have no alternative but to use this narrow farm track. I believe that no further houses should be developed that require access via Ganzell Lane, in my opinion every one of the issues listed in the bullet points above would be made worse by more traffic using Ganzell Lane.

Assessment of the local road network and the impact on it from any new development

In this section I hope to provide some background information on the access roads to the Whiteway estate along with an identification of current and potential issues with using the Whiteway estate as an access point to any new development.

The two access roads used to the Whiteway estate, and therefore site DUR013 and any adjoining development, are the A4135 and Rosebery road.

- The stretch of the A4135 in Woodmancote between The New Inn Pub and the entrance to the Whiteway estate via Byron Road has several existing problems. Due to the lack of off street parking almost all of the residents of Woodmancote park on the main road. This causes something of a bottleneck. There are often close calls when a large HGV on one side of the road meets another HGV on the other side of this narrowing section of road. Any greater strain put on this already challenging section of road will increase the likelihood of accidents.
- Road users travelling along the Uley road (B4066) who want to access the Whiteway estate will likely travel along Rosebery Road, then Shakespeare Avenue before arriving at the entrance to the Whiteway estate. Like the stretch of road mentioned above, there is an issue with a lack of off street parking. Due to insufficient off street parking almost all of the residents of Rosebery Road park their vehicles on the street. Anyone who has travelled this route will understand the difficulty in navigating this stretch of road. Often the road is impassable for larger vehicles due to parked vehicles obstructing the road.

In summary the local road network is in poor condition with a number of historic issues, such as a lack of off street parking. The two sections of road listed above form the two main access points to the Whiteway estate and therefore to site DUR013 and any adjoining site. Alternative access to any of the sites via School Road or Downham view is equally unsuitable due to the narrow roads and the large amount of on street parking. I believe that for the reasons listed above site DUR A is not suitable for any housing development.

Impact on the local landscape

Any development on Greenfield land needs careful consideration, particularly one which is surrounded by an Area of Outstanding Natural Beauty. I would echo all of the concerns raised about site DUR A in the Refusal Of Outline Planning Permission letter by the Planning Inspectorate in response to planning ref S.14/0966/OUT. I also echo the concerns raised about site DUR A in the Appeal decision letter from The Planning Inspectorate, Paul Crysell BSc (Hons) MSc MRTPI. Decision date: 2 September 2015 in response to planning ref S.14/0966/OUT.

Many residents on the Whiteway estate, and indeed the wider area, frequently use the fields behind Shakespeare road and School Road for dog walking. The thought of some or all of this precious green space being taken away is deeply distressing.

The concerns about the adverse impact of any development on site DUR A is best expressed in the public comments submitted for planning ref S.14/0966/OUT. 162 comments were received, 157 were objections. 97% of all comments were objections; the adverse effects on the local landscape played a major part in their concerns and ultimate rejection of support for planning application S.14/0966/OUT.

General Comments and conclusion

I am surprised that Stroud District Council has identified plot DUR A as a potential site for development given the recent high profile unsuccessful planning application on site DUR A. However, I welcome the public consultation that Stroud District Council is conducting as part of the Local Plan Review. Like many people I also recognise the difficult position the council find themselves in with regards to the lack of supply of housing and the ever increasing demand for it.

As a wider point, I believe that Stroud District Council would benefit from analysing the recent housing developments in and around Dursley.

I believe a recent success story is the Littlecoombe development on the former *R A Lister* site. This struck me as well thought through development providing good quality houses, wide roads and plenty of green open spaces. The site encompasses attractive homes, small industrial units and the new Vale Hospital. This development was largely well received and has been seen by many as a welcome addition to the town.

In contrast, the recent housing development on Lister Street and Brownings Lane was as a missed opportunity. The combination of high density housing, narrow streets and insufficient off street parking leaves a lot to be desired.

In conclusion I believe the unsuitable access routes, increased pressure on the already struggling road network and local facilities render site DUR A unsuitable for any housing development. I believe that even the most considerate developer will experience large scale public opposition due to the fundamental issue that many people feel the site is completely unsuitable for further development for the reasons outlined above. I see no reason why any resident in the local area would support any proposed development on this site, it would lead to deterioration to their quality of life and the permanent destruction of an important green space that is so valued by the local community. For these reasons I do not support the identification of site DUR A for potential future development.

Kind regards



Dear Sir/Madam

I am submitting this document in response to Question 3.6 – ‘Section 3.6 - Our towns and villages Broad locations and potential sites – Cam & Dursley – Dursley’ - Site DUR A.

Photographic evidence

In this section I hope to provide photographic evidence of the poor road and pavement conditions on the Whiteway estate. The Whiteway estate forms part of the proposed entry point to site DUR013. Please find below a map of the Whiteway estate. Each of the images supplied in the document alphabetically corresponds to a area of the map.



Kind regards

