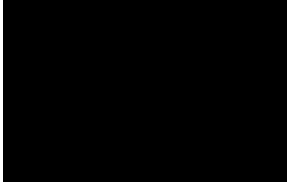


Ref: Development plans objection


Stroud District Council


17 January 2019

Dear 

Sub: Objections and observations re proposed development of land in the vicinity of Sharpness, Newtown and Berkeley

Ref: local.plan@stroud.gov.uk
tcpa.org.uk
greensquaregroup.com

Objection to the proposals is largely focussed on the scale of development, which seems to have been added to an earlier concept of a Garden Village. The latest proposals swelling the dwelling numbers from 1800 to 2400 homes seems to be a disproportionate focus on development in a single rural area, which is currently served by inadequate road and other transport links and very little secondary education provision.

To quote the tcpa website:

‘Garden Villages built today should apply the same principle, but in a 21st century context, to create vibrant, diverse and affordable communities. Without providing the right employment, community facilities and range of housing, new garden villages risk becoming dormitory suburbs – the antithesis of the garden city idea.’

Comment: The proposed area of development is not well served by employment opportunities. Centres of local employment are many miles away (Cam, Dursley, Bristol, Gloucester). Neighbouring Berkeley and Sharpness are both small rural settlements. The overriding tendency will be for workers to commute to and from these larger centres of employment, thus creating the largely dormitory settlement that the Garden principle aims to avoid.

The document later goes on to identify principles

‘Wide range of local jobs within easy commuting distance of home’
‘Designed to provide affordable homes, close to employment’

Comment: The existing road links are long established rural access roads which are very narrow in places, have many blind bends and are in regular use by slow moving agricultural vehicles, horses and cyclists. The point at which these roads

join the A38 already struggles to accommodate traffic numbers at busier times of day.

The Breadstone road:

This road would, I fear, see a large increase in traffic volumes if the proposed development goes ahead. In my opinion it is already dangerous to attempt a right turn onto the A38 from this road junction – the rebuilt bridge at this point completely obscures the view of oncoming southbound A38 traffic. I therefore always go a different route if needing to turn right on the A38 here.

Alkington Lane:

This road is already heavily used by the local communities and commercial vehicles travelling from Sharpness Dock. Most of this use is those wishing to head south on the A38, and, or, ultimately join the M5, south of Stone. At busy times of day the current traffic backs up considerably.

Riddle Street and the Purton , Hinton , Halmore link road:

This small local access road is wholly unsuitable for any increase in traffic volumes. Many blind spots and ancient high hedgerows obscure the safe view ahead. Furthermore, this road is regularly used by horse riders and cyclists. Inevitably, the proposed development at the north end of the proposed development site (namely on both sides of the Old Coach Road) are likely to consider this road as their normal access to and from the A38, when heading for Cam, Dursley or other destinations to the north.

The Berkeley High Street, Ham, Stone road.

Similar to the Purton road above, this route is wholly unsuitable for any increase in traffic volumes as a result of the proposed development.

‘Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods’

Comment: The original Garden Village proposals from Greensquare Group seem to have been included within the wider proposals of the latest plan. Greensquare previously included up to ‘20000sqft’ of superstore space along with cafes, shops and restaurants around a central square. At this point the overall planning proposal was for 1800 homes. Inevitably the increased proposal to 2400 homes would be seen as attractive for further ‘out of town’ retail development, which would inevitably have an adverse effect on the viability of businesses in Berkeley and Sharpness.

Education

Although there are plans to include further primary education facilities, there does not appear to be any proposed increase in secondary education provision. With no secondary provision, parents and students will need to commute to outlying and already established centres of education. This process will further increase traffic volumes at busy times of day, and in no way could be considered as ‘good for the environment’.

In conclusion

My objection to the proposed development is not focussed on 'no development at all'. Rather, I believe the burden of such massive development should be shared between different areas. Thus, in this instance the scale and resultant impact should be reconsidered in the interests of all. Perhaps a return to the Green Square suggestion of 1800 homes could be better accommodated in the long term. In any event, greater consideration and investment in transport and education facilities will need to be in place, prior to any development taking place.

Yours sincerely,

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