

Find below the reasons why the proposed Wisloe Green development should not be adopted within the Local Plan and some proposals for addressing the issue.

- The proposed site is located outside of the settlement limits for Cam and Slimbridge and therefore development of this land is contrary to policy CP2 of the Local Plan. It is also beyond the adopted settlement development limits and does not satisfy any of the principles of Core Policy CP15.
- The proposal would clearly involve the further unplanned extension of Cam into adjoining greenfield land and will lead to the coalescence of Dursley/Cam with the villages of Slimbridge, Cambridge and Gossington. This will completely remove any meaningful physical separation of these villages, this is contrary to CP15 which was specified to avoid this type of coalescence. The character and appearance of the surrounding landscape will be irrevocably changed for these villages.
- The current Local Plan has designated Cam and Dursley as Tier 1 settlements, up to their parish boundaries. Slimbridge and Cambridge have been designated Tier 3b and 5 settlements respectively. A development of this scale would effectively make these villages Tier 1 settlements also, which is contrary to the Local Plan.
- The proposed development would utilise green field agricultural land rather than brown fields which is contrary to the populous view expressed in the Local Plan feedback and commitments made by SDC in the Local Plan.
- The 450-dwelling development at Draycott (off Box Road) recognised the significant impact this level of increased housing would impart onto the existing road network. Additional traffic lights are required to comply with the National Planning Framework and the adopted Stroud District Plan, yet it is recognised by the local councils that these additional traffic lights will cause increased congestion. The addition of a further 1500 dwellings (3-times the Draycott settlement) will only lead to a further degradation in road traffic flow capacity, which cannot be improved by the addition of more lights. A Dursley bypass road is required, as was originally planned as part of the Littlecombe development. The Cam and Dursley railway station has a very infrequent service to Bristol and Gloucester and it's most likely the vast majority of commute journeys will be by car, not by rail. Furthermore, it must be recognised that most of the newly created jobs at Wisloe Green will result in workers coming into the area and not from Wisloe Green itself. Therefore, centralising settlement growth into major hubs will lead to significant traffic congestion deterioration in those areas, it would be far better to distribute the growth across a wider area.
- Finally, the proposed development would materially adversely impact the countryside and setting for the villages, which coupled with the Draycott development would be visually noticeable from elevated AONB areas. Keeping villages separated from large sprawling conurbations will also assist these villages to maintain their rural aesthetic which also assists with the attractiveness to tourism, another objective of the Local Plan.
- In summary, the proposed development does not comply with many of the planning guidelines which are fundamentally there to avoid this type of urban sprawl of towns into the surrounding countryside. The proposed development would not have a coherent relationship with the existing village settlements. It is naïve in the extreme to believe that the 'Garden Village' development will not significantly increase the level of road traffic to a point of log jam at busy periods e.g. rush hours and school run to Dursley.

Proposal

- The whole proposal for Wisloe Green (1500 dwellings) and the 700 dwellings proposal west of Draycott should be held in abeyance/postponed (not adopted within the Local Plan) until the 450-dwelling development at Draycott has been 75% populated to enable a realistic assessment to be made against all the planning criteria. Specifically, with respect to road traffic congestion, a Dursley bypass road should be completed via Littlecombe.
- The strategy developed recently for the Local Plan to flood the A38 and M5 corridor with houses should be changed to adopt a more dispersive option which would enable villages to retain their open spaces and identities and to grow in a more coherent fashion. This means a continuation of the existing policy where small developments of circa 30 to 50 dwellings are incrementally released over time.

Yours sincerely

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