

**From:** [REDACTED]  
**Sent:** 22 January 2020 20:34  
**To:** \_WEB\_Local Plan  
**Subject:** Comments on local plan

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Hi there,

Having spent some time reading and considering different aspects of the plan I would like to submit the following comments:

\* Spread of development - I note that the majority of the largest numbers of additional housing are proposed for the Severn valley. While I understand the logic of locating near the M5 and A38 commuter routes, I feel this is a disproportionate allocation to more eastern parts of the district. Communities to the east of Stroud, such as Bussage, Chalford and land towards Cirencester could also benefit commuters to Cheltenham, Swindon and London via both road and rail routes.

\* Garden Villages - transport - Given the required amount of housing required, I agree that this concept should be included within the plan. However, the 2 new developments highlighted are within 5 miles of each other, and again are both within the A38 corridor. Having commuted to Bristol for 11 years, and my husband to Gloucester, I am concerned that this much new development will put considerable strain on existing road infrastructure. There are no clear plans to improve or enhance these networks, and there does not appear to be much scope to do so. This poses risks to both existing and new communities of increased noise, pollution, pedestrian safety and traffic congestion along this route. Add to this the already planned developments in Cam and the increase in population adds further concerns.

A workable solution perhaps could be for one of these proposals to be changed to another site - possibly to the east of Stroud to serve those commuting to Swindon or London.

Garden villages - specifically Wisloe.

I have spent some considerable time debating this. As a Cambridge resident in Dursley Road I am saddened that our much loved, rural, quiet hamlet could be lost to suburbia. However, I do recognise the need for housing. My first instinct was to oppose the development purely for my own preferences. But I don't believe this would be moral. I have therefore taken some time to think carefully about the proposal and have the following concerns...

\* Infrastructure constraints. As the plan states, there are no services within Cambridge, and very few within the Parish of Slimbridge of which we belong. The plan says that there is easy access to nearby facilities and services in Cam and Dursley. The plan also emphasises the importance of sustainable and green transport and travel - specifically walking and cycling. At present, the only footpath into Cam crosses both the M5 and railway bridges. The railway bridge path is very narrow and has previously been highlighted as dangerous for pedestrians. There is then a considerable gap until the footpath starts again. This footpath from the roundabout to Draycott currently has no lighting. If you are providing family housing, this route is far too dangerous for children to walk safely, is very difficult with a pushchair and impossible for wheelchair users. There have been a number of promises over the years that this will be rectified, most recently with the development at The Halt. Alas, the bridge was not improved. I asked at a meeting in Slimbridge recently whether this would be fixed as part of Wisloe Green, to which I received a very vague answer and stressing 'viability'. I have grave concerns that if this isn't part of the plan, any new community will effectively be cut off from any walking distance services - particularly within the first few years until any very local services are added. This goes against everything the plan talks about... sustainable transport, close to amenities, connected communities. It is my view that the bridge must be included in this plan - not at the next stage. The idea of reopening the road from Wisloe across the motorway as a footbridge I think would be fantastic, provided that it joins up with foot and cycle paths planned for the Cam development - providing a safe and connected route from Cambridge through to Cam amenities. Again, I would want to see this in the strategy - and how it joins with Cam - prior to adoption and not waiting until the planning phase.

\* Integrity of rural villages. The draft talks about protecting nearby rural communities by building new garden villages. I agree with this in principle../ BUT I don't believe that the Wisloe proposal adheres to this. The strategy reads as if there is nothing here, that there is no community to disrupt. As an existing resident I very much disagree. There is a clear sense of belonging for residents along the Dursley and Wisloe Road that we are part of Cambridge and part of Slimbridge. The proposal completely destroys the rural integrity of Cambridge; including the loss of existing businesses and rural way of life. It seems that Slimbridge is protected from this... but it too will be affected as the 2 villages are one and the same.

\* Urban sprawl- once again, I agree with the concept of garden villages - as those which start new communities. However, Wisloe will effectively join with Cam... due to the already planned and proposed development along Box Road, Coaley Junction and Draycott. This would mean no separation from Dursley through Cam and into Slimbridge, thus creating one large urban area. This again contradicts the protecting rural integrity as there will be no separation between Dursley, Cam and Slimbridge.

\* Traffic. As a resident on Dursley Road our biggest concern is the future of the road itself. It is currently a 60mph limit, with Parker vehicles along one side. It is not a busy road but is fast. I would like to see certainly that the road will not be used as an entrance to the new development at the existing junction with the A38. Further more, I would want to see that the road is not accessible as a through route to cars - either dead ending it in the middle or, as I have heard mentioned in meetings, made into a bus gate. This would definitely provide some damage limitation for us as would reduce the speed and amount of cars and lorries passing our properties. It is already very congested along all 3 routes adjacent to this site. It is very difficult to get out of the Dursley Road and Wisloe road junctions now. This has already worsened with new development in Cam and Dursley. More development will only lead to more traffic and congestion... even if sustainable transport provision comes to fruition. This can only be a negative thing, with added pollution and noise as well as longer commutes.

\* Wildlife: there is a vast variety of wildlife within these fields. There are a number of badges sets, sightings of rare birds, hedgerow habitats and water life. I'm not convinced that this is ecologically a moral place to build.

\* Timescales: it's safe to say that the vast majority of existing residents live here because it's quiet. No amount of promises and shops is going to change that. Therefore some realistic timescale of when this is likely to happen and how long it will take would be welcomed; so as we can make decisions about our future choices of where we want to live. Uncertainty is one of the most widely heard comments I have come across from fellow residents.

I feel there is a lack of detail within the Wisloe proposal in particular. It has been added to the previous draft plan and feels rushed. There is no certainty around pedestrian and cycling routes. No certainty about timescales, schools, shops, road network. It is very difficult to make an informed comment without this detail.

I don't feel I can comment specifically on other sites within the plan, as I don't live there to know the intricacies of the environment.

I look forward to the follow up stages of the consultation.

With best wishes

[Redacted signature]

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Sent from my iPhone