

Sent: 12 January 2020 17:52
To: _WEB_Local Plan

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Dear sir I am opposed to the number of house being proposed for Berkely and sharpness.

Roads – there is only one road into the development from the A38 which is entirely inadequate now, let alone for 5,000 new households. There is no proposal to extend the bypass from Mobley to the A38.

Alternatives – As the District councils plan is to develop a “powerhouse” of work opportunities between Cheltenham and Gloucester the obvious action would be to build more homes in the north of the district to reduce commuting/access better infrastructure (in line with Stroud District Council Policy DCP1). At present 80% of the required housing is being proposed in the south of the district.

Traffic impact – there is bound to be significant commuter traffic to Bristol and Gloucester, having a massive impact on the already heavily congested junctions 13 & 14.

Buses – practically non-existent currently.

Rail Links – Is it achievable to build a new station halt in Sharpness, with regular services to Gloucester? This would be extremely expensive including the additional work required on the line itself for it to be able to accommodate passenger trains. It is acknowledged that there won't be a direct link to Bristol. How would the already full to capacity station at Cam & Dursley deal with a further influx of passengers?

Sustainability – are there are more sustainable locations in the District for development than Sharpness – with better transport links and access to jobs, services and facilities.

Employment – the Council has previously suggested this is not a good area for creating employment. What has changed? The long term plan for the district is for employment to be created between Cheltenham and Gloucester.

Green fields – the whole development is on green fields and no brownfield land will be used. There is an irony of the developers promising to create a farm – on former farmland! In addition they can no longer take up CO₂ or be used to feed the local population (again this contradicts Stroud District Council Policy DCP1)

Natural Habitats – impact on wildlife including internationally protected natural habitats.

Flood risk – although just outside a flood risk zone now, have the effects of climate change been taken into account? Once the fields have been built on they can no longer absorb rain water (again contradicting Stroud District Council Policy DCP1)

Fair process – Have the council listened to previous submissions?

Education – no secondary school has been proposed until the second phase, i.e. after 2040. As anyone with school age children will know, secondary schools in the area are already full to bursting. The existing school at Wanswell would be demolished for housing despite new schools being needed if the 'garden village' development goes ahead.

Affordable housing – are there sufficient claims or guarantees about housing being provided for local young people?

Infrastructure – there is no evidence or guarantee that public transport, a new railway station, road improvements, health facilities, schools etc can or will be delivered.

Local facilities – will people be travelling out of the area for leisure, shopping, hospitals which again will impact on infrastructure needs?

Landscape – significant urbanisation impact on the unique estuarine landscape

Sewerage – current facilities inadequate for such a large development and would require major investment.

Coalescence – Existing communities will lose their character and identity as they merge into one large urban area.

Scale of development – this is out of all proportion to the area's needs. Some small scale development would be acceptable adjacent to Sharpness and Berkeley to meet local needs.

Cycling/horse riding – the dramatic increase in cars in the area would impact the quieter lanes (including National Cycling Route 41) used by cyclists and horse riders from all over the south west region.