



Mon 13th January 2020

Local Planning Review
The Planning Strategy Team
Stroud District Council
Ebley Mill
Stroud
GL5 4UB

Dear Sirs,

Objection to Proposed Development at Wisloe Green

In the strongest possible terms I wish to register my objections to the proposal to develop Wisloe Green.

Whilst I recognise the desperate need, nationally and locally, for affordable housing and not wishing to be a NIMBY, this proposal for such a large, bordering on overwhelming, development has to be wrong for many reasons.

1. It breaches the existing divides that distinguish the 3 villages of Slimbridge, Cambridge and Gossington and will undoubtedly lead to further creeping development such they all merge into Cam in a relatively short period of time. Village identity is one of the UK's strengths and should not be irreparably diluted, even destroyed, in the chase to meet housing targets.
2. The land in question has, for many years, has been categorised as prime Grade 2 agricultural land and, as I understand it, is not the quality of land HMG is encouraging Local Authorities to build upon. I am led to believe that recently it has been re-categorized to enable housing development. This would seem to be a very surprising event which, if included in a paperback, might well be described as "uncomfortably suspicious." Why aren't you focusing on brownfield sites? Too much of a squeeze on developers' margins perhaps.
3. This whole area is a flood plain with associated risks. At public meetings held in Slimbridge Parish Hall 2 years or so ago, it was blatantly obvious that there was (and likely still is) no coordination to ensure there is sufficient, appropriately maintained, drainage in this area. Stroud DC, Severn Trent, British Waterways, Berkeley Estates all raise their hands and say "not me, guv". This means there is a disaster waiting to happen, exacerbated by this proposal.
4. The foul water infrastructure is inadequate in the area. One hopes the significant work done this past year locally will improve the situation but to load another 1500 homes (minimum) on to the current volume is surely too much.

5. The impact on transport locally should be a major concern.
 - a. Firstly trains. The passenger density at peak times close to Bristol is already intolerable and parking near the station has become a source of accidents waiting to happen.
 - b. Secondly, road traffic. Peak hours have become almost impossibly congested and, unless major infrastructure changes are made, will simply snarl up further destroying the quality of life locally. The access to the primary routes, whether the A38 itself or onto the roads that feed into it, are already difficult and likely to become impossible. Little of significance has been done to date to improve the situation resulting from the increases in housing seen over the last couple of years and this seems unlikely to change with this enormous development.

I am led to believe that the developments around Thornbury were halted recently as a direct consequence of objections from the Dept. of Transport based on inadequate road infrastructure and the impact on joining the M5 at J13. I am sure many people will be seeking their input into the situation here as it will be worse than around Thornbury.

Let us not forget the significant developments going on at the Wildfowl and Wetlands Trust which themselves are expected to generate as substantial increase in local vehicular movement around the Slimbridge roundabout..

As a last point regarding traffic, it seems ludicrous to be spending money promoting the Quiet Lanes initiative whilst, at the same time, ramping up the volume of cars residing in, or coming to, the area.
6. Traffic leads directly onto the issue of car parking. The situation at the station, as already mentioned, is extremely difficult, if not downright dangerous, the circumstances around schools at opening/closing times is increasingly perilous and the current attitude to grant housing permission with insufficient parking spaces for modern society's needs is nothing short of disgraceful. Maximisation of developer profitability and Council Tax income as a result of chasing the greatest possible building density leads to dangerous situations as residents find unexpected solutions to their need for parking.
7. Services. Local services are not keeping pace with housing and therefore population growth, whether it be schools, medical services, public transport at non-peak times, social services etc. etc. You should not simply promote and approve these massive schemes without first putting in place infrastructure to deal with the negative consequences.

Whilst I understand you have to meet targets imposed on you by Central Government, surely you have a greater responsibility to your existing residents and their quality of life.

Please listen to the existing local community and abandon this monstrous and overwhelming proposed development immediately.

Yours faithfully,

