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**From:** [REDACTED]  
**Sent:** 14 January 2020 16:50  
**To:** WEB Local Plan  
**Cc:** [REDACTED]  
**Subject:** Objection to Sharpness and Berkeley planned development

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

I object to the proposed plans for building between Sharpness and Berkeley.

The current proposed plans do not adequately reflect the wishes expressed in previous consultations, fail to meet the needs and aspirations of residents and threaten the precious communities, landscape, infrastructure, towns and villages that make our district such an attractive place to live and work. The proposed strategy suggests locating 80% of housing to the south of the district in a few large allocations whilst surrendering the north around Hardwicke and Whaddon for Gloucester City Council to offload their responsibilities into our District. This unbalanced approach is unnecessary. It could harm community cohesion and have a catastrophic impact on infrastructure. Whilst planners appear to favour creating urban estates the opportunity for smaller, rural communities to remain sustainable and create affordable homes for new and young people is shunned.

The proposals for a new town at Sharpness is completely not to any form of scale and the planners are not listening to the views and feedback from local residents. Instead they keep resubmitting a plan to build small villages into some kind of super town. However they are failing to consider that the current infrastructure is inadequate. There is only one doctors surgery catering for both the residents of Sharpness and Berkeley and this currently struggles to meet demand. The road network is not suitable to cope with the additional traffic especially with the current development in Berkeley and the hgv use for the docks. There is currently only one road into the development from the A38 which is entirely inadequate now, let alone for 5000 new households. There are no plans to extend the bypass from mobby to the A38. There is also bound to be a significant increase in commuter traffic to Bristol and Gloucester, having a massive impact on already heavily congested junctions 13 & 14.

There are also only 2 small primary schools which would not be able to cater for these plans and although a new school is planned this would put too much strain on the current education facilities and secondary school catchment area. No secondary school has been proposed until the second phase (in reality way after 2040!). As anyone with school age children will know the current situation is already full to bursting. The existing school at Wanswell would be demolished for housing despite new schools needed if this "garden village" development goes ahead.

The proposed plans also build over a wildlife haven which has deer, newts, slow worms, bats some of which are endangered species and would have their habitats removed. The whole development is planned on green fields and no brownfield land will be used. There is an irony of the developers promising to create a farm – this would be built on former farm land? In addition they can no longer be used to take up CO2 or be used to feed the local population (contradicts stroud district council policy DCP1)

There is also extremely limited employment opportunities within the area so this would create a commuter town which would see an increase in traffic as well as taking away a sense of local community. The council has previously suggested this is not a good area for creating employment. I am struggling to understand what has changed. The long term plan for the district is for employment to be created between Cheltenham and Gloucester.

The sense of community in our district is a distinct and, perhaps, quirky but valued local characteristic. This unique feel is born from generations of gentle change and organic growth. It is threatened by some proposals contained in the Emerging Strategy. People said they favoured dispersal but a refusal to consider

where development can help communities remain sustainable is compounded by an apparent ideological planning dogma that big is always beautiful. Dispersed small scale growth combined with sensible, balanced and accepted concentration has been sacrificed in favour of carving up high grade, pristine, protected, and productive land. In a changing world where food miles count and national self-sufficiency is an increasing priority, development needs should respond by targeting lower grade and brownfield sites. Communities should be empowered to remain sustainable and, where concentrated, strategic growth is proposed, developers must be compelled to provide appropriate infrastructure, community engagement and investment.

Interestingly within the plan the developers are talking about rail links. The councils own transport review suggests a regular bus service to cam station and that they have no plans to build or support a new station in sharpness. Therefore is this 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 is not a direct link to Bristol but how would the already over capacity station at cam and dursley deal with a further passenger influx. I hope common sense prevails, they is currently already a development under way in Berkeley and surely you would want to see how this develops as part of the community and to what proportion these houses actually sell to local people.

I believe with the current development already under way by persimmons and the other development granted you are already planning on delivering this by starting in small chunks. I would ask you to consider is this really sustainable or are there more sustainable locations in the district rather than Sharpness and Berkeley. Areas which have better transport links, more access to jobs, services and facilities.

Please confirm receipt of this email,

Regards,

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