

**From:** [REDACTED]  
**Sent:** 19 January 2020 16:42  
**To:** \_WEB\_Local Plan  
**Subject:** Stroud District Council Plan- CONSULTATION FEEDBACK PS36 Berkeley Cluster

**Follow Up Flag:** Follow up  
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## PS36 Berkeley Cluster

This proposal would have a significant impact on the local Berkeley area and would alter the landscape and way of life forever. I understand the final plan would mean a conurbation 5 x the area of Berkeley itself. Such a massive construction programme seems not only unnecessary, but goes against many of the current environmental and climate change concerns which are at the forefront of government priorities. These same concerns are crucial for both people who live locally and for those across the globe.

### Transport and roads:

5,000 new houses would mean  $c5,000 \times 2 = 10,000$  more cars on the local roads – there is only one road into the development from the A38 which is inadequate even now. There seems to be no proposal to extend the bypass from Mobley to the A38.

Comments in the plan include:

*New neighbourhoods at Sharpness will assimilate development into the landscape, car users will be secondary to pedestrians and cyclists*

*we aren't planning to provide any extra capacity for them, as we know that this simply exacerbates the temptation to get in the car for unnecessary trip. We calculate just over 2,000 people will need to travel to and from Sharpness from outside in the peak periods. There will be no limitation on the use of the car – Sharpness residents and visitors will be free to choose this mode if they wish, but no concession will be made in respect of this mode of transport.*

These statements have been poorly thought through. Residents of all the new houses are very unlikely to have employment within walking or cycling distance. There are no buses and even if there are eventually trains, there will be a huge bottleneck at Cam and Dursley station for trains to Bristol, which is always going to be the main employment destination. A new station halt in Sharpness would be expensive, including the additional work required on the line itself for it to be able to accommodate passenger trains. I understand

there will not be a direct link to Bristol. How would the already full to capacity station at Cam & Dursley deal with even more passengers? People will need to drive for work, for shopping, for entertainment, for doctors, for hospitals and for schools.

More cars on the roads puts all sorts of issues in the frame concerning Co2 emissions, pollution and global warning and climate change.

Making 'no concession' isn't practical. New roads would need to be built and existing ones improved. Sharpness and the surrounding area are effectively at the end of a no-through road and traffic will pile out and then in at rush hour and combine with commercial vehicles serving the docks and local businesses and farms.

As well as local problems with road congestion, improvement, extension and maintenance there is also the impact on junctions 13 and 14 of the M5 which are already under severe pressure during the commuting periods and weekends/holidays.

Bus services locally are either non-existent (where I live) or poor and do not serve the working public so will not provide any solution.

## **Disproportionate Development and Employment**

The Council has previously indicated that this area is unlikely to create any significant new employment. So why is the Plan suggesting a further 5,000 homes and therefore perhaps 10,000 jobs will be locally available. The long-term plan for the district is for employment to be created between Cheltenham and Gloucester and this would suggest that the bulk of new housing should be located there. This would limit commuting and be much better for development of 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 rather than supporting Cheltenham and Gloucester.

## **Environmental concerns**

The proposed development is on green fields and no brownfield land will be used. The developers propose to create a farm on former farmland - how can this make sense? 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).

All the proposed construction and environmental impact cannot be in line with the Severn Estuary classification as a Special Protection Area (SPA) having national and international importance for the breeding, feeding, wintering and migration of rare and vulnerable species of birds, covering nearly 25,000

ha of the Estuary. Our estuary is a key migratory route for salmon and internationally rare fish species. The extensive mudflats, saltmarshes and coastal grazing marshes make it one of the most important estuaries in the UK for its numbers of wildfowl and wading birds with over 80,000 birds visiting every winter. It is a key refuelling stop for important spring and autumn passage birds. Disturbance and increased pollution will have a deleterious effect on wildlife.

Although the area is just outside the current flood risk zone recent effects of climate change need to be taken on board as this winter there has been far more local flooding on the roads as well as fields. Once the fields have been built on they can no longer absorb rain water (again contradicting Stroud District Council Policy DCP1).

## **Education**

No secondary school has been proposed until the second phase, i.e. after 2040. Our existing secondary schools are already full. The existing school at Wanswell would be demolished for housing, so where will the children attend and how will they get there.

## **Conclusion**

The combined issues above indicate that 5,000 houses built as a garden village is far in excess of the needs of the local area and insupportable in terms of access and infrastructure and environmental pressures. Some further development for a more modest (say 300) additional affordable housing stock for young people would be welcomed.

Yours sincerely,

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