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From: [REDACTED]
Sent: 20 January 2020 10:59
To: _WEB_Local Plan
Subject: Proposed land development at Wisloe, Cam & Slimbridge.

Follow Up Flag: Follow up
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Having read the current Draft Local Plan I wish to register my strongest objections to the proposal to develop the land at Wisloe, and in particular the area of land to the south of Wisloe bounded by the A4135, the A38 the Bristol railway line and the M5. My reasons are:

- This land is high grade agricultural land (grade2) and under National Guidelines should not be used for development except in exceptional, fully justified, circumstances.
- Although the land in Wisloe might be considered, in part, to be 'in-fill', the land to the south of Wisloe certainly is NOT. It is pure 'green field' land and should be preserved for agriculture in accord with the stated objectives of the benefactor, Ernst Cook, when he set up the Trust which now owns this land.
- SDC's own stated planning objectives are to retain the rural nature of The Vale. These developments, along with those of Cam, will lead to the 'coalescence' of Cambridge, Wisloe and Slim bridge to the already large urban area of Dursley, Cam and Coley. I believe that such green-field development also goes against the National Planning Framework guidance.
- The current road and transport infrastructure can hardly cope with current traffic levels – let alone some 2000 more vehicles! A good example is Box Road, Cam, leading to the Cam & Dursley station. Even before the development to the west of this road was completed access to the station was not good. Now this development is populated access to the station is chaotic at any time of the day and parking is a MAJOR issue. This is before the current major development to the east of this road is complete. The Planning process seems to be deeply flawed in that, in allowing these two developments, no thought was given to the road layout or the critical issue of parking at the station. Addressing these issues should have been a pre-condition imposed on the developers BEFORE permission was granted. I know a number of local people who commute to Bristol and Gloucester daily, who used to use the train but have now abandoned it – in favour of their cars!! - because it is no longer workable.
- The area of the Cam valley (Dursley through to Cambridge) is a largely dormitory agglomeration. The total amount of employment in this area is very modest compared with, even, the current population. This means that a significant majority commute daily to Glos/Chelt, Stroud Valleys or Bristol for work. Adding around another 2000 homes – approx 3000 people of working age – will hugely increase the commuter volume, which will all be by car (because there is no viable alternative) and lead to saturation of our local road network. The M5 junction at Falfield during rush-hour is already chaotic!
- The area around Slimbridge and Cambridge (through which the land in question drains) already has major issues of water drainage and sewerage flow. Significant sums of money have been spent recently to ameliorate this, with some success, but the situation is still marginal. The run-off, drainage and sewerage of some 2000 more houses will totally overwhelm the current infrastructure and pose a significant threat to Slimbridge village.
- SDC is fortunate in that, within the Severn Vale area, there are more than enough sites to meet the new housing numbers required of them. Housing development should therefore be directed at those sites which are close to the employment areas and where commuting infrastructure can be provided properly to encourage people to leave their cars at home. I strongly believe that SDC should be working closely, in this regard, with all their adjacent local authorities.