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**From:** [REDACTED]  
**Sent:** 21 January 2020 01:04  
**To:** \_WEB\_Local Plan  
**Subject:** Local Plan Review

**Follow Up Flag:** Follow up  
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Dear Sirs,

Here are my views as a resident of Stroud District and Cam.

1. I do not support the Council's proposal to develop the Wisloe site to meet the Council's future growth and development needs.

My main concern is the additional traffic created by this proposal together with the likely future extension of this site will create too much pressure on existing road networks and services in Cam & Dursley. Both Dursley and Cam are struggling to cope with existing traffic and demands by the increase in population in the area. Further growth should be limited to the existing development allocations for Cam and Dursley set out in the Plan although I do have concerns about building new homes near to busy roads (pollution, noise etc..) . For example, consider the air quality and noise in the summer months when the M5 is so busy!!!!

2. Sharpness /Newtown should be developed as a priority - Stroud District Council should maximise the potential of the large brownfield site available which would be acting in accordance with its Priority Issues of maximising the potential of brownfield and underused sites for housing, employment and canal related tourism (pg 14/15). Sharpness redevelopment provides an excellent opportunity to create a new garden village, a tourist hub, a pleasant place to live and work, provide connectivity, improve roads, enhance Berkeley, such large scale site could warrant opening up of rail link etc.... We are already seeing the development of science and technology hubs in this area and this could be developed further. This would be a far nicer place to live compared to housing located near to the motorway, main roads and railway lines. The Littlecombe site proves that the redevelopment of brownfield sites is preferable and can provide much needed housing and employment land.

3. I would like the Council to consider its own green credentials and ask why is it supporting new homes near to busy roads/motorways (Wisloe, Cam). In my view, Industrial land should be allocated close to main roads etc... Wisloe could provide excellent industrial land which would form an extension of the existing industrial site (Buildit etc)

4. On reading the proposed Local Plan, I do feel that it would be beneficial to put more emphasis on the use of the Glos/Sharpness Canal and Cotswolds Canal together with quiet lanes (Sustrans routes eg Route 41) to support the Council's vision to limit car use.

5. I am concerned to hear it is proposed that the surface of the proposed Cam /Dursley cycleway will not be up to Sustrans standard. I do intend to make representations about this because as a cyclist myself it is pointless having a poor surface to cycle a road bike on. Is it possible for the Council to insist on a minimum standard for cycle paths? If not, I fear that the Council's policy in supporting cycling to limit car use, improve health etc.. is rather pointless.

6. Page 46 - meeting SD's community and green space needs  
Page 17 - achieving a better transport system, limit use car, extending cycling and walking network .

I suggest that the proposed Local Plan should recognise in the lists on page 46 that improvements are necessary to the towpath of the Glos/Sharpness Canal if it is to be used for tourist and commuting purposes. At present, its towpath is very poor in places and unsuitable for road bikes. For example, Sustrans Route 41 links Frampton on Severn to Cambridge and provides a safe route for cyclists wishing to avoid the busy Perry Way and A38 but it is far too muddy for road bikes which are mainly used for commuter bikes. Both Bristol and Bath have invested in its cycle paths and seen the benefits. These paths bring tourism, health benefits etc... Why can't Stroud, Gloucester City and County Councils collaborate to upgrade the whole length of the Glos/Sharpness Canal towpath with grant funding etc... Can this be added as a vision of Stroud in the Local Plan?

7. Naturally, I support the protection of the AONB around Cam and Dursley. I note that in the past, the Local Plan has stated that there should be no development above the 50 metre contour line but this is not referred to in the proposed Local Plan. Surely, it should remain?

8. Having recently cycled to the Whaddon area, I support development of this area for housing. It appears ideally positioned with good bus links to Stroud, Gloucester and Cheltenham with plenty of local employment opportunities, infrastructure etc... compared with dormitory village of Cam! Neither would development here be visually that detrimental.

Thank you.

