

Local plan

I have serious concerns with the whole plan especially in light of other plans such as the west of England joint spatial plan being rejected at inspection on grounds such as 'reasonable alternatives had not been considered', plan not being robust or objective and it really does feel as if the so called strategic sites were found first and subsequent evidence has then been manipulated to fit these sites.

- The CEO at the time of the review held a series of meetings with the landowner's , senior planning officers, the promoter and the developer in order to promote the Sharpness site.
- With the Sharpness site, the local plan 'issues and options' paper in 2017 stated the access to services and facilities were Very Poor but in 2018 it had been rated as Good! What has changed and why have we had no explanation as to why this rating has been changed.
- With the Wisloe site, land grading seems to have been manipulated to fit with the plan as the ALC test that was commissioned by the developers was not completed to the required industry standard.
- Residents were asked in 2017 what they would prefer to see and the result was that of a disposal and concentration around existing large settlements BUT Stroud District council has chosen to ignore our residents and go the the least favoured option of a single growth site that both Sharpness and Wisloe both form as per the plan.

I am also concerned on a number of points to do with the specific sites themselves.

Sharpness

- Transport - Both J13 and J14 M5 are already/nearing capacity. With the permissions already granted and being built now is putting a huge and much more prominent pressure on these junctions and the surrounding areas that are getting congested. There will be significant pressure put on the Almondsbury interchange and significant growth on the amount of vehicles getting to Bristol. Most people from this area commute to Bristol more than they do to Gloucester.
- Local roads are already inadequate so to put even more pressure on roads that are no more than country lanes would be irresponsible.
- Train - I personally cannot see this working as it will not be going in the direction that most people will require and we already know that to get to Bristol there is no more capacity to add further train services. If everyone will be using trains does that mean that all stations will need to extend their platforms to cater for all the extra carriages? If not then will we end up putting people back into their cars because of poor train services? That is my biggest fear with the trains. Also what is the cost to the public for getting on a train to Cam, then change to get to Bristol and then the cost of bus or taxi to then get from the station to their place of work versus getting in the car? Convenience and cost will play a massive part in peoples decisions. If everyone is encouraged to use train then what improvements will be made to cam station as there is already an issue with parking spilling out on to Box road so where will everyone park?
- Busses - The developer is also proposing that if the train link is not viable or available then shuttle busses are to be used - this would need to be a very large fleet of busses going at all times to suit everyone because not everyone will be going to the same place at the same time.
- Employment - There is some employment in the area but by no means enough to give all these extra people jobs. There has been land available for employment at Sharpness for over 60 years and not many has taken up the land in that time. If by some miracle someone did, then it is only useful for warehouses that will increase vehicles on our local roads and I'm sure it will also be low paid jobs. If we want to encourage employment then the jobs need to be mid to high paying jobs so that it contribute to the local economy.

- Berkeley - If we are going to have this level of development I really fear for the businesses in Berkeley. That amount of houses will end up having their own shops, cafes etc and will take that trade away from the hardworking business owners in Berkeley. Also if they don't have their own shops Berkeley will become so busy that it will turn people away from going there.
- Safe communities - After meeting with the Berkeley Vale youth forum (12-18 year olds) I asked them how they felt about it and their response was they didn't want it because at the moment they feel safe in their community. They fear that we will lose our community spirit and that crime will rise, gangs will form and that it will become unrecognisable to them.
- Coalescence - joining up Berkeley, Sharpness, Wanswell, Brookend to form one huge settlement where at the moment are their own towns and villages in their own rights. In planning terms this goes against Government, local and national policy and is recognised as very poor planning practice.
- Social isolation - This is something that is happening everywhere and increasing all the time. It increases the risks of mental health issues not just in young people but to everyone. My fear is that such a big development will carry that risk of people not integrating with the existing communities and then causing social isolation. Depression affects 1 in 4 people and therefore needs to be acknowledged .
- Some land within the plan has been included even though the landowner has pulled out so there is a feeling that this is being forced.

People in the Berkeley, Sharpness and surrounding areas are not opposed to all housing, they would just like housing to be 'proportional' to the area in order to enhance what we already have.

Wisloe

- Coalescence - basically it would be joining together Wisloe, Slimbridge, Gossington, Cam and Cambridge. In planning terms this goes against Government, local and national policy and is recognised as very poor planning practice.
- AONB - this site is clearly visible from the AONB and will have an affect on it.
- Noise - Being sandwiched between the ever increasing busy A38 and M5 motorway Plus the Railway line will be a huge factor for this site.
- Pollution - Again because of the A38, M5 and the railway it would not be possible to attenuate these pollution hazards for residents. Increased risk in children with asthma and older people developing respiratory problems that will have a knock on effect to our already overladed NHS services.
- Conservation - The severn estuary is not just national but also internationally recognised and protected for its flora and fauna. Curlew and lapwing, that use the estuary, roost and feed in the fields proposed for this development. These birds are a Red Data list internationally and nationally protected and endangered species that would be displaced by this proposal. The current habitat loss cannot be mitigated as they require wide open spaces.

Both of these sites would in essence benefit from some smaller development (dispersal) just like the Stroud district residents had stated back in 2017. This plan feels like the only people who benefit from this is Stroud District Council Planning Officers and the developers, Certainly NOT the residents, local Businesses and tourists to the area. I am disappointed that residents have been ignored and has certainly reinforced the feeling that Stroud District Council is not the caring ethical council that it would like to be seen as but just a council that will do what looks good on paper and that is easier for them to manage regardless. Stroud District is supposed to be a rural district and i fear that both of these large developments will have a negative impact on rural district status.

I would also like to request that if the plan goes to inspection my letter is brought to the attention of the inspector.

