

We object to the proposal to build a large housing development at Wisloe/Cambridge/Slimbridge for the following reasons:

1. The estate will be more than 10 times the size of Cambridge in terms of housing and approximately 3 times larger than Slimbridge. The estate is disproportionate in size for the area of existing development and will join the villages of Slimbridge, Cambridge and the proposed "garden village" of Wisloe together. This will result in both Slimbridge and Cambridge losing their unique identities in this coalescence. The danger is the area will just become another urban mass. It is out of keeping with the existing rural environment and the evolution of Slimbridge and Cambridge.

A development of 1500 new dwellings together with shops, schools and a surgery etc is far too large for this rural area to sustain.

2. Stroud DC has already identified that Cambridge is a Tier 1 village that has no facilities. This has been a reason for recent planning refusals by it.

3. The sewage capacity is already overloaded, again a reason for previous planning refusals. Work is ongoing by Severn Trent to make the system fit for purpose but there are still concerns about its capacity.

4. The telephone exchange at Wisloe is at capacity, the broadband connection is poor and the internet constantly drops out at the present time. We are not aware that there are plans to improve the service. This will require major infrastructure work to ensure that service for existing residents is not adversely affected by an additional 1500 extra dwellings.

5. Clearly several developers would be involved with different phases of this large development and what assurances would be given to ensure that they complete any necessary infrastructure improvements, such as sewerage, broadband and dealing with waste and run off water.

6. The plans show shops and other facilities, but of course there is no guarantee that these will be a commercial success and therefore developers could be reluctant to include these in their development. These proposed businesses are also dependant on a firm commitment by retailers to trade in order to avoid a row of empty shops and their resultant problems. Slimbridge Village Shop closed due to lack of support because people tend to shop at the supermarkets at Dursley and Stroud, therefore there must be doubt about the success of any new local shops.

7. Much of the proposed building land becomes waterlogged after only moderate rainfall. Much work and expense would need to be expended to solve this problem as the land is very low lying. A housing development of this size will increase the risk of flooding to surrounding properties with the resultant insurance problems.

The whole area is low lying with the water table very close to the surface.

8. The already poorly maintained roads will deteriorate further by construction traffic and all the extra traffic that the estate will generate. There is a realistic potential for another 3000 + vehicles and their resultant movements on a road system that is already overloaded, particularly at peak times. Construction traffic will be disruptive for existing residents for a very long period of time with a development of this size and designated routes would need to be defined for this construction traffic because the lanes and narrow roads around the proposed sites would

be dangerous for the existing walkers, cyclists and horse riders if they had to share with fleets of tipper lorries etc.

9. Certainly Dursley Road could not cope with the extra traffic because it is an unrestricted road with no speed limit, narrow and is used regularly by horse riders , cyclists and walkers . Consideration would have to be given to making this a dead end just past the Collins Steel Works (with access from the A38 only) to preserve the existing residents parking, quality of life from construction and estate traffic. This would also serve to protect and preserve existing trees and hedgerows in keeping with its present rural environment.

10. 1500 houses are likely to generate about 3000 more vehicles so traffic movements per day will increase by probably 6000, certainly during the morning and evening commute. Traffic already queues at the roundabout at Slimbridge on the A38 and this will become even more congested with this proposed development and others that are planned for Cam. This major increase in traffic will create untold extra pollution around the area and from the resulting congestion that will occur on the A38.

11. The proposed development borders the M5, which generates significant noise pollution which can be heard many miles away, in addition to the fumes. It is not unusual during summer months to have standing traffic on the motorway with the resultant unpleasant fumes which would permeate across the proposed development and must decrease the desirability of any housing.

12. Transport links, apart from the rail station, are poor as the bus service to Gloucester and Bristol has further been reduced recently to every two hours and bus services to and from Slimbridge and Cambridge terminate in the early evening.

