I am responding to this consultation as Chair of the Teddington & Alstone A46 Advisory Group ([http://taagroup.co.uk](http://taagroup.co.uk/)). Having read the Plan and the various support documentation, we have the following comments and questions.  
   
Page 12 Para 2.26  
Has the statement “…and the general growth in travel and traffic” been proven for the Tewkesbury borough? Where are the statistics that back-up this claim?  
   
Page 14 Para 2.38  
Your 3rd objective (incorrectly labelled No.1 is to promote *sustainable* transport. Sustainable means “without depletion of natural resources”. How does TBC define sustainable development?  
   
Page 54 Para 4.5  
The statement “As such, the Borough Plan does not allocate sites in these areas  
so as to not prejudice the outcome of this ongoing work” is inaccurate. Plans have been approved for a new retail outlet (13/01003/OUT) and a supermarket (12/00640/FUL) right next to Junction 9. In addition we understand Robert Hitchins may be granted permission to build 850 new homes adjacent to the M5 Junction. This clearly undermines the stated policy.  
   
Page 55 Policy EMP1  
Tewkesbury & Ashchurch Business Parks are both identified as major employment sites for expansion. Such expansion would undoubtedly lead to increased traffic on the existing road network which you have already identified as being congested. In Para 2.31 it states these are already areas of high heavy goods vehicle activity, which can cause problems. Policy EMP5 then goes on to state that Proposals for new employment development will be permitted” if “Any increase in traffic can be accommodated by the existing transport network” which it clearly cannot based on the previous comments.  
   
Page 99 Policy LAN1 Special Landscape Areas  
Does the term ‘new development’ in this context, refer to only housing or does it include infrastructure development such as new roads?  
Do HE/DfT have to recognise local council policy such as LAN1?  
   
Page 136 Policy TRAC6 M5 Junction 9/A46 Corridor  
Although we understand the argument for offline highway infrastructure improvements, the new housing developments and the other developments mentioned above are already prejudicing the delivery of objectives and those infrastructure improvements.  
Are the ‘online’ interventions identified, which it states here will be supported, actually being progressed?  
   
Page 161 Policy TRAC7 should read TRAC6.