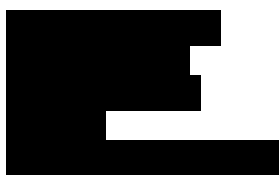


WBC LPR Regulation 19 OBJECTION



I object to this proposal as I find it unsound for the reasons detailed herein.

3.1.1 TRANSPORT

I live in [REDACTED] - a very unique and delightful small RURAL community that would be hugely negatively impacted by the increase in traffic (and pollution) from the proposed plan for an exit at the north of the site onto Harts Hill Road (and only became apparent in Phase 2 Transport Assessment Report July 2021). WBC predicts 'some DISPLACEMENT of A4 traffic onto wider RURAL routes such as Upper Bucklebury ...'

This would cause our lovely RURAL (WBC) to be split in two (You just need to look at Winnersh RG41 to see what this has done to the community there) with an unwelcome and dangerous continual surge in traffic along Broad Lane. The result would be danger to children from the village trying to access the primary school where already roads are inadequate, without pavement (or with very narrow pavements) as well as local dog walkers and elderly residents who need to access the only village store (SPAR/Peaches Stores) who are already in peril due to the increased traffic in the area from the development of Floral Way. This is neither sound nor safe.

The road surfaces are already poor (with frequent and multiple Thames Water leaks requiring repair) with traffic passing at speed between the villages there is simply not the infrastructure to allow for any additional traffic along this beautiful and rural route.

I ALSO DRAW YOUR ATTENTION TO THE COUNCILS REFUSAL FOR AN ACCESS ROAD CONNECTING FIVE NEW HOMES PLANNED FOR ST GABRIELS FARM at Cold Ash (near Thatcham) THAT HAS BEEN REFUSED BECAUSE IT WOULD HAVE AN 'ADVERSE SUBURBANISING IMPACT.' This argument applies in this case too and I object to the proposed plan and demand that equity to be applied to the village of Upper Bucklebury.

3.1.2 Access and junctions

There is No modelling plan shown in the documents for the proposed junction at Harts Hill despite WBC having assured of its consideration - this is unsound

3.1.3 Car Parks

A proposed new CAR PARK on Harts Hill would encourage even MORE traffic to this dangerous road (I refer you to the NUMEROUS accidents on that stretch of the road in the recent cold spell - despite the council gritting the road it remained impassable for several days). What is the purpose of this car park? How is anti social behaviour and night time 'racing' of cars through the common road going to be quelled by the addition of another meeting site?

3.1.4 Safe and Sustainable Transport

How do the council possibly conclude that the policy is likely to have a Positive impact on road safety and travel, walking, cycling and public transport when the impact on Upper Bucklebury **WOULD BE THE OPPOSITE** as cited above.

3.2 Healthcare

The NE Thatcham Development plan proposes a Primary Healthcare facility (to be offered to BOB ICS however there is **NO Health Impact Assessment** in accordance with latest NHSE guidance. I am passionate about this having dedicated my entire working life to the NHS and I am aware that these

proposed facilities never get delivered (I cite Jennets Park, Bracknell RG12 as just one example of hundreds in recent years where the promised facility was reneged).

FEW NEW GP PRACTICES ARE COMISSIONED BY NHSE (I should know as I work in one [REDACTED] not least of all because of the lack of staff available to be employed in them.

GP numbers in England down every year since 2015 (The Guardian 11/04/22)..... and **132,139 NHS POSTS lie Vacant** (almost 10% of posts). Even if the proposed facilities were to be commissioned and built there would simply be no staff to run it.

These are FACTS and again prove the unsound judgements being banded about in even considering such a huge (or even if the numbers were substantially reduced) development. **THERE WILL BE NO HEALTHCARE PROVISION FOR THE RESIDENTS OF THE PROPOSED DEVELOPMENT.** Nor are there **ANY dentists** in the locality (or further afield) taking on NHS patients. There are not currently the facilities or staff to cope with the current demand for populous, let alone the addition of another 1,000 to 2,500 houses with all that entails. Completely unsound.

The impact of such a huge development on the local air quality should be assessed and investigated. More traffic including stationary traffic be that on the A4 or Floral Way or Broad Lane will bring increased pollution and significantly adversely affect air quality. This along with the proposed number of houses releasing energy into the local environment will inevitably cause more chronic lung disease in the local population. This is completely unacceptable when 'spreading' the housing numbers required over a far more extensive area of West Berkshire by having fewer small developments would STOP this from happening. This is unsound and its impact would be lifelong.

3.3 Environmental Impact

Upper Bucklebury consists of ancient woodlands, heaths and an historic and beautiful common (Bucklebury Plateau Biodiversity Opportunity Area) with habitat for important vegetation and animal life.

Placing a major green field development in the broader landscape setting of the North Wessex Downs AONB would cause detriment to legally protected wildlife known to be present on this site.

THERE IS NO EVIDENCE TO SUPPORT CLAIMS THAT SP17 WILL HAVE A POSITIVE IMPACT ON THE ENVIRONMENT. IN FACT IT IS VERY EVIDENT THAT IT WOULD HAVE A SIGNIFICANTLY NEGATIVE IMPACT. Of note the strategy documents required for the Sustainability charter (if they exist) have not been made public for the regulation 19 consultation. Rendering this proposal unsound.

The updated SP17 text makes note of two 'community parks' that were initially put forward as 'country parks'. This downgrading just highlights WBC lack of commitment to protecting the natural environment and peoples' enjoyment thereof.

As SP17 does not provide proven plans for providing adequate green space within the development nor demonstrates sustainability by protecting vital and delicate biodiversity, there will inevitably be spill over of people visiting the common areas locally and causing worsening damage to these. This is in polar opposition to the management vision for Bucklebury Common which is explicitly focused on NOT increasing human traffic on the fragile ecosystems that they work hard to restore and nurture. **The LPRs sustainability Appraisal accepts that SP17 will have NEGATIVE impact on environmental sustainability. This would be irreparable thus is unsound and unacceptable.**

3.4 Education

There is no clear plan showing provision for education from nursery through to secondary education which renders the proposed and frankly dreadfully conceived housing plan untenable.

The proposed development would have significant impact on secondary school provision for children in Upper Bucklebury as they would be limited to only one school catchment (near Compton) with no provision of a paid for school bus which would prove prohibitive for many families locally. This has not been considered in the plan.

There is no evidence of the number of pupils a proposed new secondary school would have to cater for.

The location of the school is not clear

There is no clear plan of the funding nor that such funding is sufficient to meet the councils obligations to provide education.

None of this is clearly defined nor evidenced in the LPR thus making it unsound.

IN ADDITION

The water and sewerage systems in this locality are often overwhelmed with Thames Water frequently having to attend and repair leaking Mains but even more worryingly currently having to pump effluent into the local river nearby. Additional housing (and certainly that in the numbers proposed) in such circumstances is simply not tenable.

The Secretary of State for Levelling up, Housing and Communities issued a statement on 6th December confirming that housing numbers are NOT mandatory and that THE PLANNING INSPECTORATE SHOULD NO LONGER OVERRIDE SENSIBLE LOCAL DECISION MAKING WHICH IS SENSITIVE TO AND REFLECTS LOCAL CONSTRAINTS AND CONCERNS.

I urge WBC to do as other local councils have and PAUSE the planning process in order to bring forward a revised plan in late 2023 that is then in line with the updated planning guidance.

To not do so would be folly.

Thank you for your consideration.

Yours sincerely

[REDACTED]

[REDACTED]