

**From:** [Chris Read](#)  
**To:** [PlanningPolicy](#)  
**Subject:** WBC LPR Regulation 19 Objection - from Chris Read [REDACTED]  
**Date:** 16 February 2023 16:06:40

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Dear Sir/Madam,

I was very disappointed to see WBC has re-submitted virtually the same plan after regulation 18 consultation taking in very few previously lodged residents observations, and objections. This is not how local plans for much needed local housing should be created. The ability to meet planning officers to discuss topics and raise questions for well informed and evidenced answers at public exhibitions has not been carried out. It is not democratic to hide behind 10,000 impenetrable heavy-weight planning pages and on-line only processes. On-line should have been one of many channels of communication - not the only channel. The few physical town hall sessions attended by council officers had to be driven by local discontent and pressure, and even then answers were rarely straight and were lacking evidence to substantiate them.

I write this email to you in objection to WBC LPR Regulation 19 as being unsound and out of character for West Berkshire on the following points:

1. No provision for large van based parking. The LPR has no provision to the parking of business vans which are extensively used as either transport to and from jobs allocated. There is a significant allocation (40%) of much needed social housing in the plan. However, there is a higher percentage of people who use vans for their own personal businesses or work of business that need vans to complete business (eg plumbing, building, drainage clearing, roofing etc) who occupy social housing. This is seen in all local West Berkshire developments with social housing (and in nearby towns of Reading, Oxford, and Basingstoke. The plan makes no mention of the provision of extra secure parking for large vans. This will result in vans being parked on grass verges, over pavements, public spaces etc. Vans that are not parked either securely (area CCTV) or close to the owners residence (within 10m) will be subject to break-in for tools etc. Any plan with a good and needed amount of social housing must make accommodation for the parking of vehicles that people rely on to complete their job or business (van based economy).

2. Education. There is no clear definition in the plan of nursery / early years provision. Any new development will have a large proportion of much needed young families to revitalize our aging communities. If this is not WBC's intent then please add that you wish SP17 to be entirely a retirement village with over 55s only allowed as residents.

The plan has no modelling where pupils will have to go for their education and the subsequent impact on traffic. There is little mention on how pupils walking or cycling will avoid high pollution areas like A4. Also segregated cycleways purely on safety to encourage increase use of bikes is not evidenced in detailed plans. Currently children in the area have to rely on white lines painted a major national trunk road to protect them against significant risks like speeding cars and articulated heavy good vehicles.

There is no evidence that the provision of money to be set aside for local primary educations will be enough or that it will be guaranteed in time to meet people moving in and starting much needed and loved young families.

Kennet secondary school is massively over-subscribed due to great governance, leadership and teachers. However this quality will not last if the school (which was built in 1957) and its facilities are over stretched further. Good teachers are in sort supply and will naturally be attracted to schools that have sufficient good quality facilities and teach children in a modern, safe and well provisioned school. Kennet will no longer be such a school if further stretched to bursting point. The Kennet campus is not suitable for further development. The area needs a new campus style school before any further increase in local population occurs.

Further the plan on secondary education is unsound as it has:

- no model of pupil increase and capacity for surrounding existing schools and guaranteed when new schools will be commissioned
- the location of any new school and its suitability (flat site for planning fields and disabled pupils and teachers) - remember most of the site is a huge natural escarpment
- number of form entries is not clear
- impact to local taxes for additional funding for capital projects required is not clear

3, Environment. The additional footfall in the very nearby Bucklebury Common has not been modelled. This is a fragile ecosystem. I see the massive damage to the Sulham Woods SSSI by the over development in Tilehurst region is a good example of what will happen to Bucklebury Common - it will become a massive muddy track lacking undergrowth and any interesting fauna or flora that it currently supports.

West Berkshire has the character of a rural county that is composed of small communities (25-150 dwellings) that have gelled and grown over time surrounded by woodland and pasture. This plan does not support that character, its a massive strip development with a similar eventual dwelling count to the town of Hungerford. Massive strip developments are not in character of West Berkshire. There needs to be substantially more provision for new wooded areas within the development curtilage to compensate for the areas going under the bulldozer. This will help defend against flooding all the way up the escarpment. All the natural gullies should become permanently protected, with sufficient barriers against unwanted use (4x4s and motorbikes) - this will produce natural corridors to wildlife to cross the Kennet Valley floor (again there is no provision for wildlife crossing this development in the plan in natural protected corridors)

The "country / community parks" mentioned are nothing but a couple of very small pastures for people to let their dogs take their convenience on. The building will take place on areas of recognised significant biodiversity and put significant footfall pressure on areas of recognized ancient woodland. Yet there is no mention of how this will be compensated for. There is no benefit in this plan for environment or biodiversity what so ever. It will be built entirely on greenfield site.

The claim in the plan that SP17 will have an overall positive impact on sustainability has no evidence to support it. It is clearly an initial development of 1500 dwellings with an intention to grow to 2500 dwellings as initially stated (based on exactly the same cartilage). This is a developer led exercise to maximise their returns and ignore the well-being of existing residents and new residents in the development.

4. Proximity to Aldermaston Weapons Establishment. I am somewhat confused that development that is only just over 3 miles from the perimeter of AWE (bottom of Cox's Lane) should be allowed when Gazeley development was refused as it was about 4 miles from the perimeter of AWE. When it comes to radiation which travels in a straight line or fallout that follows the wind or water movement then surely most of SP17 should also be

discounted due to AWE proximity.

5. The Process. There has also been no public exhibition for people to locally inspect large scale plans and visual representation (display board) of the types of housing to be built and the social areas to be created. No traffic modelling visualisations with the consequent increase in pollution (vehicle fumes) on all local roads within a 10 mile radius.

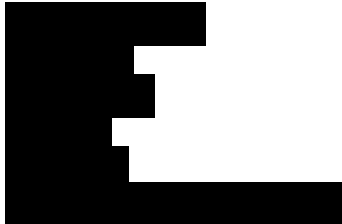
No large scale visualisations of increased flooding risk down Harts Hill that was a "river" of flood water in the 2007 flooding.

There are no large scale visualisations of the impact to local people on secondary education due to increase in population and where their children will have to go in an already over-subscribed Kennet school in a 10 mile radius.

In summary it is my own personal observations that this plan is unsound and out of character of West Berkshire and basic planning law obligations. Ignoring previous very valid objections and observations and taking no evidenced mitigation or change to ameliorate the deficiencies is blatantly ignoring tax payers and residents well being and good faith in local government democracy and fair treatment.

Yours sincerely

Chris Read

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