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By email to planningpolicy@westberks.gov.uk

WBC LPR Regulation 19 OBJECTION

Dear sirs,

This letter is an OBJECTION to the LPR, particularly those aspects related to SP17. The writer finds the LP proposed to be UNSOUND for the reasons set out below. I am prepared to appear and make addition submissions to the Planning Inspectorate if asked.

I live in Chapel Row and the main impact of the proposed development will be an unwanted increase in traffic across Bucklebury Common through Chapel Row and along The Avenue. This route will be the 'rat-run' to Theale, Reading and the M4 east-bound.

WBC accept 'some displacement of A4 traffic onto wider rural routes such as Upper Bucklebury' and by extension Chapel Row but fail to identify the effect on residents. The roads are not wide, and the wider road network completely unsuited to commuter traffic.

Throughout the Reg 18 period and in public meetings between Bucklebury Parish Council and WBC planners' assurances were given that all traffic ingress and egress would be to and from the A4 and Floral Way. However, hidden within the evidence pack offered at Reg 19 a junction on Harts Hill is referenced. There are no drawings of its position or topography. This late addition, lacking any analysis, demonstrates a lack of positive preparation and consultation with the communities affected. This additional junction is both a danger and will have a significant detrimental effect on 'the villages'. It is dangerous because Harts Hill is narrow, winding and the junction's position is shielded by a blind bend in the downhill direction.

The addition of 1500 or more houses will result in more car movements. There are no identified employment opportunities within the development and few within walking distance. Additional commuter traffic is inevitable.

The A4 is already gridlocked at peak times and residents will seek to avoid jams. The junction with Harts Hill provides that opportunity. Indeed, satnavs tested show that traffic from the site for the A34 and M4 west will route via Cold Ash and that for Theale, Reading and the M4 east will use Upper Bucklebury, Chapel Row and Bradfield South End. This is an antithesis of WBC's assertion that the A4 will be the primary route for the site.

Traffic through the villages, Upper Bucklebury and Cold Ash will increase – this is acknowledged by WBC – but no mechanism to manage this is shown. The roads are without pavements, narrow and used by children to walk to school or to the school bus. Horses use the roads to access the Common and to bridleways. The feeder lanes to this village route are designated "quiet lanes" traffic will inevitably also overspill to these, supposedly, protected route,s The increase in traffic will inevitably lead to disruption and accidents on all the lanes.

That no credible account of traffic is included in the evidence demonstrates unsoundness.

The choice of Thatcham Northeast for development of 1500 or 2500 homes is a poor choice. The LPR is unsound, undeliverable and was not prepared in a cooperative way. It fails to reflect the needs of the community and the lack of insight into the effects of additional traffic on 'the villages' is an example.

Yours faithfully

A solid black rectangular box used to redact the signature of Mrs Nicola Parkes.

Mrs Nicola Parkes

25th February 2023