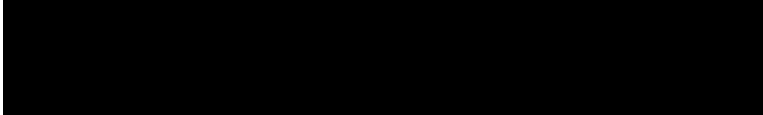


From: [REDACTED]
To: [REDACTED]
Subject: MAIN MODS TO LP AND SA CONSULTATION RESPONSE
Date: 30 January 2025 08:44:18
Attachments: [REDACTED]

This is an EXTERNAL EMAIL. STOP. THINK before you CLICK links or OPEN attachments.

Part A

Barry Dickens



Part B

My representations are attached

Regards

Barry Dickens

Main Modifications to Local Plan-comments of B Dickens on MM25

P48 Transport

No assessment has been made of the impact of SP17 on surrounding rural roads.SP17 will generate hundreds of additional car journeys daily as this will be the way residents will commute, shop, do the secondary school run and visit health care(if these facilities are off-site),visit Thatcham town centre and for leisure. Because there is no planned improvement to the A4 and Floral Way(already severely congested at peak times)residents will seek to avoid this and go up Harts Hill burdening Upper Bucklebury and Cold Ash with traffic and potential road safety issues.

LP is unsound as not positively prepared or effective

P56. GI

Only 50% of the site will be built upon the remainder being GI. The Local Plan makes no reference as to who will have responsibility for maintaining this GI. In increasing the number of dwellings by 1000 no provision has been made for assessing whether these homes can be accommodated on the site. What account has been taken for land for restrictions on SP17 and infrastructure/facilities set out in the Local Plan ie schools, health care centre, community centre, sports pitches and their car parks plus oil and gas pipeline restrictions, buffers around ancient woodland and a heritage site, greenwalks, allotments, employment opportunities, a buffer around the crematorium(not in the LP but needs to be). There is likely to be insufficient land for the additional 1000 houses and this will put on pressure to build into the GI.

The term in perpetuity for retention of the LVIA- defined GI needs a strong legal definition which is lacking in the Local Plan

LP is unsound as not positively prepared or effective

Comments on the SA by B Dickens

P23 Comparison of Options

The SA said 1500 homes would have a neutral impact on sustainability. The SA now says 2500 homes would have a positive impact without any substantive evidence to support this assertion. The presumption is that SP17 is sustainable; it is not. From a transport perspective it will see, of necessity, heavy car use. The SA acknowledges environmental sustainability is unknown. There is no certainty all the needed infrastructure/facilities can be funded and, even if built, will not necessarily be on-site. It is thus disingenuous and foolhardy to deduce 2500 homes would have a positive impact on sustainability.

2.4 Appendix 4

4 SP17 is unsustainable. The idea that residents will walk, cycle to work or use a bus is illusory. Public transport availability on site will be minimal and use of Thatcham station will be further plagued by level crossing delays and no scope to provide additional car parking.

7. this development will be built on high quality farming land when brownfield or part-brownfield sites in more sustainable locations have been overlooked.

3.1 Appendix 4

4 SP17 will not result in the generation of any discernible sustainable travel options. Commuting to work, school runs (if as is likely secondary school will be off-site), shopping and leisure will all entail car journeys.

6 This is an untrue statement.

SP17 Appendix 5

Heading statement says there have been significant changes to policy but no overall change to outcome without evidence to back up this assertion.

4a This statement reflects the inadequacy of the SA as it only considers internal roads and site exits. There are no plans, apart from minor modifications to some road junctions, to make any road safety-related improvements to the surrounding rural roads. These will have to take hundreds of additional car journeys daily as traffic congestion on the A4 and Floral Way (again no improvements to these road arteries either) force SP17 residents up Harts Hill. How can the SA possibly say there will be a positive impact on road safety.

5 This statement on biodiversity is fallacious as it is based on flimsy and outdated evidence.

6d Consideration of wastewater/sewage treatment is far too loose a statement. Wastewater/sewage treatment facilities must be upgraded before any SP17 dwelling is occupied.

10a The Main Mods to the LP on SP17 give no detail on what retail and employment opportunities will be on-site so a positive assessment cannot be justified.