

Objection to Planning applications 241933 and 242279.

Submitted by: David Sleight - 114 Ellis Road, Crowthorne, RG45 6PH

I wish to object to the allied planning applications 241933 submitted by Lightwood Strategic and 242279 submitted by Nicholas King Homes. The grounds for objection are identical for both applications and are as follows:

- These applications will destroy the gap between what is conceived as a southern extension of Wokingham and the Pinewood area of Crowthorne where the gap has already been reduced by the approval of 109 flats on the Johnson & Johnson Pinewood site.
- Although it is planned as a southern extension of Wokingham with much stress placed on active transport, Wokingham Borough Council (the council) has no credible plan to provide an uninterrupted crossing of the railway on the 'desire line' of travel along Easthampstead Road into Wokingham or to St Crispin's School and has failed to address the vital safety issues in crossing the railway.
- The council has no coherent plan to provide secondary school places for these developments where school places should desirably be within walking distance with schoolchildren being able to cross the railway safely.
- It is not apparent that sufficient note has been taken of the additional housing proposed in the adopted Bracknell Forest Local Plan in the Crowthorne ward where some 1,000 new houses are planned and in the approved application on Beaufort Park off Nine Mile Ride in the Great Hollands ward. All these will add significantly to the traffic on roads particularly on Old Wokingham Road and Nine Mile Ride.
- I note the 115 page Transport Assessment prepared by the Abley Letchford Partnership is listed only with application 242279 although it also relates to application 241933. The traffic modelling appears to indicate that Old Wokingham Road will be able to cope with the additional traffic proposed. It cannot cope now with long tailbacks from Jennet's Park at busy times which suggests that the traffic modelling is unrealistically optimistic.
- The Transport Assessment informs that a 3rd northbound lane is planned for Vigar Way (the short dual carriageway link road to Berkshire Way) but this, in itself, will not solve the delays at the roundabout at its southern end as right turning traffic from Bracknell has priority resulting in, at times, the long tailbacks on Peacock Lane stretching well into Old Wokingham Road. This need to be resolved with Bracknell Forest Council to either provide traffic lights at that southern roundabout or, ideally, a 'fly through' lane for west to north traffic.

- There are new 2 roundabouts proposed, one at Waterloo Road and the other at the exit from the spine road of the Lightwood development. Construction of these roundabouts on the existing line of route will result in months of delays for road users and the final result will extend journey times on Old Wokingham Road towards Berkshire Way for all users from 'Greater' Crowthorne.
- I do not consider the proposed 'Point Closure' on Easthampstead Road is the desirable solution. It fails to address the problems at the hazardous junction with Old Wokingham Road where there are restricted sight lines for traffic turning out of Easthampstead Road. Any north to west traffic causes delay on Old Wokingham Road if waiting to turn into Easthampstead Road. A better solution would be to simply remodel the junction to only allow south to west movement into Easthampstead Road.
- The proposed access from Easthampstead Road onto the spine road is a bit of a nonsense with traffic for the 'Heathlands Link' and the South Wokingham Distributor Road (SWDR) having to turn right onto Easthampstead Road and then be confronted with traffic lights at Heathlands Road. The alternative proposal using access to the 'Heathlands Link' should be taken and if the SWDR is not at least under construction then it must become a planning condition before any full planning application can be approved.
- These 2 developments, being conceived as a southern extension of Wokingham, take no account of the desirability of having links with the existing settlement in the Wokingham Without ward for shopping, leisure and access to Crowthorne railway station which offers easier access than Wokingham Station and has services to Farnborough (for the 6th form college), Guildford and Gatwick Airport as well as Reading.
- Bus services are not straightforward. I note the proposal in the Transport Assessment for a new bus service to run via Tesco and the SWDR to Bracknell. The Lightwood application talks hopefully of some being diverted along the spine road so serving both these proposed developments before heading off for Peacock Lane and Bracknell. An alternative would be for a service to run via Tesco, the SWDR, the Heathlands Link, the spine road through these 2 developments to Old Wokingham Road then Dukes Ride to Crowthorne railway station serving the Johnson & Johnson site as well as Buckler's Park and the Derby Field developments within Bracknell Forest. It would also serve Crowthorne village including other parts of the Wokingham Without ward and also part of Finchampstead ward.

I request Wokingham Borough Council to refuse these applications.