

PLANNING REF : 242067
PROPERTY ADDRESS : 12 Nursery Gardens
: Reading, Berkshire
: RG10 0GN
SUBMITTED BY : Mr Kevin Paul Clarke
DATE SUBMITTED : 12/09/2024

COMMENTS:

I strongly oppose this proposal which introduces significant issues as detailed below:

This proposed development onto a greenfield site which is in my understanding is outside the Development Limit of the Parish and village of Hurst.

The site is located in designated countryside and is contrary to Wokingham Borough Council Core Strategy Policy CP11. The proposal does not meet any of the exception categories as identified by the National Planning Policy Framework, so should be rejected.

This site was submitted in the call for sites for the proposed WBC Local Plan Update (2021) and was not allocated. It was assessed as: Unsuitable; Development would be inappropriate to the existing settlement form, pattern and character of the landscape. Any increase in cars in the area could impact the rural/local road network.

Journeys to services and facilities such as secondary schools, shops and GPs are likely to be by car.

Hurst only has basic facilities, they are not 'good' as the applicant states. The village shop is only a very small convenience store, the sub-post office is part time, there is no bakery, chemist, GP surgery, secondary schools, vet, dentist, and opticians. In fact, the nearest GP surgery's in Twyford and Wargrave are overloaded, and appointments are difficult to obtain currently.

The local village primary school is up to capacity. All other primary schools are beyond reasonable walking distance and the 128/129 bus service is infrequent and the proposed new minibus service will not provide for those families whose primary school children need to attend schools further afield either in Woodley, Winnersh or Wokingham.

There is a considerable chance that due to the new 200 Bridge Farm development in Twyford, that the Hurst children will not be able to attend any primary schools in Twyford as that proposal did not include a new primary school.

Nationally, there is a shortage of pre-school places due to increased Government funding for 2 year olds. The new residents (and existing residents) will have to use a car to travel further afield to find a suitable pre-school. In addition, recent evidence has come to light that Hurst children are finding it increasingly difficult to gain a place at Wargrave Piggot Secondary School and the application is extremely naive to think that this will improve in the future due to

large future developments between Hurst and Wargrave yielding more pupils for that School and a place certainly won't be guaranteed for the new residents of this development.

There are no continuous safe cycle or safe walking routes to the secondary schools from the proposed development. The infrequent and poor public transport provision does not allow pupils a reasonable choice of secondary school.

The proposed minibus is making the assumption that the children from Hurst will want to go to Wargrave Piggott or will even be admitted to Wargrave Piggott. The new 200 Bridge Farm development in Twyford and the increase in the existing population in Wargrave and Twyford will have priority over the pupils of Hurst.

The public transport timetable does not allow for children attending schools to attend before (e.g., Breakfast club) and/or after school activities and catch a bus home (The proposed limited minibus service will not cater for any other school other than Wargrave Piggott).

The proposed minibus service and the existing public transport service will not facilitate children/families to travel to other activities held outside the village at evenings and weekends. They will be overly reliant on the motor car, as the routes are unlit, poorly maintained and cyclists will have to share surfaces with heavily trafficked arterial routes through and to Hurst. All other activities outside Hurst village are beyond safe and reasonable walking distance.

The future occupants of the dwellings would be overly reliant on private motor vehicles to access basic amenities and services. This is contrary to WBC policies CP1, CP3 CP6 and CP11 of the Core Strategy the core planning principles of the NPPF sections 5, 9, 12 and 15.

By providing a Transport Statement and Travel Plan the Developer is admitting that there will be a significant increase in traffic generated from this development which will severely impact the already busy rural/local road network.

There will be transport issues, from increased numbers and use of private cars, as even with the suggested proposals by the applicant, the site is poorly served by other transport modes. Wokingham Borough has the highest car ownership in the country with 91% owning a car (and Hurst car ownership is even higher) - this development will only add to a reliance on car and ownership and parking. Additionally due to the demands to travel via train and get back to "office-based working" by many companies especially in central London, the car parking spaces at Twyford station, are overflowed and cars are now filtering into both Twyford and Hurst and using it as a car park.

The proposed bus route through the development will bring a large 128 bus in and out of Tape Lane, which will conflict with the residents who park their cars there (this is an access only lane)

and the swept analysis clearly shows that the bus has to swing right across the road to gain entrance. They propose to restrict parking in this area of Tape Lane to facilitate the bus, which is a disbenefit to the current residents.

It is highly likely that this proposal would contribute to flood risk on site and/or elsewhere, as any excess from the Sustainable Drainage System and overflow from the attenuation basins will run into the Hatch gate River drainage ditch on the site which feeds into Twyford Brook/River Loddon, which floods the wider area.

The Thames Water sewerage pumping stations in Hurst are at capacity. There are frequent issues caused by excessive rainfall and overwhelmed sewers resulting in flooding along Broadwater Lane, Sawpit Road, and the wider area. Development would lead to increased pressure of the water infrastructure, overwhelming the drainage network causing damage to existing residents' homes.