

PLANNING REF : 250517
PROPERTY ADDRESS : 19 Kingfisher Grove
: Three Mile Cross
: RG71RA
SUBMITTED BY : Mrs Rachel Macintyre
DATE SUBMITTED : 09/04/2025

COMMENTS:

I wish to object to the proposed development for the following reasons and also to raise the following issues and points:

Proposed Infrastructure

Firstly, if approved, any proposed infrastructure should be installed at the earliest opportunity and not at the end of the development. This should include the primary school, doctors surgery and any proposed green space.

Separation between existing villages

The proposed development, along with the planned solar farm directly south of the Body Farm site, will significantly reduce the green space separating Swallowfield and Spencers Wood. This will cut the current separation by half, leaving less than 750 metres between the two villages.

DEPZ

The site lies within the Detailed Emergency Planning Zone (DEPZ). While the developers have put forward some proposals to address this, several appear unrealistic. For instance, all suggested evacuation routes lead back toward Burghfield, with no access to the east from the proposed estate despite the B3349 already facing significant traffic challenges. Evacuating a care home under the proposed plan seems impractical, and in the event of a lockdown ahead of an evacuation, it would be extremely difficult to bring in essential supplies, staff, or food if access is restricted or prohibited.

Traffic

The increased traffic will worsen rush hour delays at several existing bottlenecks, including the Riseley junction with the A33, the traffic lights at Hyde End Road, the junction near the BP garage (especially considering the approved development at Kingfisher Grove), and the Three Mile Cross junction with the A33. All these bottlenecks are already causing problems with the current volume of traffic with short journeys sometimes taking over 60 minutes at peak times.

Additionally, frustrated drivers are likely to seek shortcuts via Beech Hill Road and White House Lane to access the A33, further raising the risk of accidents

Commercial development

There are already 3 business parks within approx 1 mile of each other on the B3349 (Wellington Business Park, Heron Industrial

Estate, and Lambs Lane Business Park).

This proposed commercial development is opposite an existing business park and would likely create a "tunnel" effect, with the height of the new buildings enclosing a stretch of road already considered hazardous due to a largely blind bend.

Given the existing traffic concerns, adding more vans and HGVs to a road that is already unsuitable for current volumes is unwise. Preserving this section as undeveloped would help maintain a small, valuable vista of open countryside.

Barracks Lane & Century Drive

The proposed pedestrian routes from the development to Basingstoke Road and Hyde End Road appear to include Barracks Lane, which is a private road and unsuitable for safe access. It is too narrow and poses risks to pedestrians and cyclists, especially when vehicles travel to and from the existing houses at the end of the lane, with no safe refuge areas along the route. It's unclear whether the developers plan to upgrade and maintain the existing paths from Hyde End Road, which are currently unpaved, muddy in winter, and often obstructed by overgrown hedges. Additionally, the eastern access route appears to cut through the children's playground on Century Drive. Do the developers have the legal right to use this land for access?

Allotment provision

As there is currently no allotments in Spencer's Wood, I believe the developers should include a large number of allotments to allow more local residents the opportunities to garden.

Primary School

The proposed primary school should be installed as soon as possible within the first stages of the development. Have the developers held any discussions with local schools (not just Lambs Lane)?

Sufficient floor entry must be considered to provide enough spaces across reception, KS1 & KS2 for children within the local area and not just the immediate area. Local areas should include Swallowfield down to Grazley.

Developers also need to provide additional significant funding to support the already failing secondary school for the local community. Building a new primary school is pointless if there is no local secondary school provision. This either means upgrading and improving the existing Oakbank school or allowing provision to build a new secondary school including 6th form that can cater to this area's growing needs.

New GP Surgery

The developers should build (and not just make space for) sufficient medical facilities to ease the already significant pressures on Swallowfield Medical Practice and Shinfield Medical Practice. Have the developers been in contact with the NHS to discuss the

allocation of a new GP surgery in the area?

Affordable Housing

Given the well-known issues of access to housing by young adults in the South East, the proportion allocated to affordable housing should be increased to at least 50%.

Community facilities

Community facilities similar to either The Pavilion in Spencers Wood or High Copse Pavilion must be included as part of this development if approved. Sufficient parking with sufficient spaces for the disabled and enough parent and child spaces. Young families moving to the area will need pre-schools, youth clubs and toddler groups.

A sufficient size shop also must be included if this application is approved. A convenience store is not big enough to cater to the size of this development and a supermarket should be provided instead. This can also help the environment as the local community would be less likely to drive if there is a supermarket.

Parking & Pavements

This size of development requires more parking allocation to prevent the likelihood of roads and pavements getting blocked in the surrounding area.

Special attention for parking allocations should be considered around the primary school, green spaces including the SANG and allotments and supermarket. This should also include a sufficient provision for parents and child spaces.

Pavements and footpaths should be wide enough to accommodate comfortably buggies/prams, wheelchairs and mobility scooters.

Public Transport

The developers should contribute to maintaining and improving the existing bus service, with a particular focus on enhancing public transport links to the supermarket and GP surgery to ensure better accessibility for residents.