

PLANNING REF : 252430
PROPERTY ADDRESS : 24 Foxborough
:
:
: RG71RW
SUBMITTED BY : Mrs Melisa Aslett
DATE SUBMITTED : 28/11/2025

COMMENTS:

I wish to object to the planning application Ref 252430 on the basis that the transport and sustainable travel information provided in the SLR Residential Travel Plan is misleading and does not reflect the reality of local conditions. Also, that there are no primary or secondary schools within reasonable accessibility from the village.

Bus Service:

It is incorrect to state that there is an 'average frequency of four services an hour', in reality, only one bus to Reading per hour serves the area. If the report was aiming to count movements in both directions, this equates to two services per hour, however, one of them can be discounted, as it is just the same bus which goes a mile and a half down the road to Riseley to turn around to come back through Swallowfield and onward to Reading.

There are no busses to Wokingham and probably never will be, as the roads are not suitable for busses in the direction of Wokingham.

The bus timetable is not suitable for children wishing to travel to Oakbank school because the available services do not align with school start and finish times, and the limited hourly frequency makes the journey impractical and unreliable for school-age children. It is also unrealistic for primary age children to get the bus to Lambs Lane school, even if they were lucky enough to be accepted.

Cycling conditions:

The application's statements on cycle journeys and safe cycling routes are also incorrect. All routes leaving Swallowfield are narrow roads with significant blind corners and driver behaviour frequently includes unsafe overtaking on blind bends. I travel these roads several times a day and regularly witness this. These conditions make the roads unsafe for families, children or teenage cyclists. I never see younger people cycling along these roads, which reflects the lack of safe infrastructure. Realistically, only experienced adult cyclists could attempt these routes and even then with considerable caution. While younger riders can travel along Trowes Lane towards Riseley, they absolutely cannot cycle to any schools or to nearby facilities, other than the village itself. There is no connected, safe cycle network that would allow future residents to use bicycles for everyday journeys.

Local walking journeys:

The walking route presented in Figure 3.3 is not suitable for families in its current condition. The pavement is very narrow, there is no barrier between pedestrians and traffic, therefore with fast moving traffic the path is unsafe. It is rare to see families

using this route for exactly these safety reasons. To make this a genuinely safe route, there would need to be a substantial upgrade, including widening the pavement and installing a protective barrier between pedestrians and vehicles. The application suggests that future residents could take a '26 minute walk to a wide range of facilities' but this is not realistic or safe unless those upgrades are delivered and no such works are proposed. Furthermore, even the referenced

primary school rarely accepts children from Swallowfield, reducing the practical use of the claimed walking access.

School Provisions:

I cannot see how the new development would be attractive to prospective buyers who have families. There are no local primary schools and as previously stated Lambs Lane rarely accepts children from Swallowfield.

For secondary schools, Oakbank is too far to walk or cycle safely, and there is no suitable bus service. There is no bus service to Bohunt school. While there is a bus from Spencers Wood to Emmbrook school, children would need to be driven to and collected from the bus stop every day, making daily travel burdensome. Similarly,

Yateley may appear doable via car, for those parents who are willing to drive 20 minutes, but the journey for a child taking the bus takes an hour or more each way, making it tiresome for school children.

The distances to schools and lack of safe or convenient public transport make it difficult for children to maintain friendships. Additionally, these necessary car journeys would increase traffic volumes in the village, creating further safety and congestion issues.