

PLANNING REF : 252498
PROPERTY ADDRESS : 55 Ebborn Square
:
: RG64JT
SUBMITTED BY : Ms Sarah Evans
DATE SUBMITTED : 02/12/2025

COMMENTS:

I support new homes on this site. We face a serious housing shortage, and people are being priced out of the area. More supply is essential if we want a stable, mixed community.

The new country park is welcome. Opening private farmland to the public is a real gain. The north-south green corridor is a sound idea for access, landscape and ecology. The biodiversity measures also look positive, though they should not delay or dilute the delivery of homes, schools and essential infrastructure.

The main uncertainty is the urban form. The documents do not give firm densities or clear street layouts. This matters. The block structure and density will shape transport patterns for decades. If the scheme is too low-density or too dispersed, it will reinforce car dependence and make local services less viable. If the centre is a single node rather than a mixed-use street, activity will thin out and walking trips will fall.

Best practice in comparable projects is middle-density: higher density near the core, moderate density in adjacent blocks, and a connected street mesh. This supports local shops, schools, buses and cycling. A continuous mixed-use street is often stronger than an isolated "district centre".

Car management needs more attention. Parking supply drives behaviour. If parking is over-provided or spread across frontage plots, the place becomes car-led by default. A better model is moderate parking ratios, shared or rear parking courts, and filtered streets that allow walking and cycling through, but not rat-runs. This gives mobility without locking residents into car use.

Given the scale of this scheme, I encourage the team to:

- clarify expected densities across the site
- plan for higher density in the core to support services
- favour mixed-use streets over a single centre
- use a connected mesh rather than cul-de-sacs
- manage parking, active travel routes, and density carefully to reduce car dependence
- ensure good public transport access from the start

The affordable-housing quota raises viability questions because the cost falls unevenly on those not receiving a subsidised home. A broader mix of home types and transparent infrastructure funding would be fairer and more deliverable.

In summary, I support the principle of development. We need the homes, and the landscape structure is promising. The scheme would be stronger with clearer density plans, a mixed-use street model, a connected block network, and a deliberate strategy to avoid

car-centric
patterns.