

PLANNING REF : 250517
PROPERTY ADDRESS : The Croft
: Charlton Lane Swallowfield, Reading, Berkshire
: RG7 1RT
SUBMITTED BY : Mr Charles Andrew Pailthorpe
DATE SUBMITTED : 10/04/2025

COMMENTS:

Body's Farm Development

Building in the DEPZ is contrary to the planning policy and if it were approved would present a significant evacuation challenge to vulnerable residents such as children and those in the proposed care home along with anybody with disability.

Homes should have EV charging but there also needs to be on-street EV charging spaces for those people living in the affordable housing flats. Is there sufficient capacity to supply these requirements from the local sub-station.

Can Thames Water manage both the water requirements as well as the sewage? Will there be increasing amounts entering the river Lodden causing severe biohazard?

The LCWIP sets out a vision where the borough will be "supporting walking, cycling and wheeling as the natural choice for shorter distance journeys, or as part of a longer distance journey, facilitating access to key access to key destinations. This will only work if the 'key destinations' are close by with designated cycle and pedestrian access.

The Traffic Assessment document states that an aim is to reduce reliance on single occupancy car trips and priorities and increase the use of sustainable transport modes. Realistically this will not be cycling as the amount of traffic on the Basingstoke Road makes this mode of transport too dangerous. The document has a section detailing proposals to 'maintain and enhance the quality of cycle routes as appropriate'. As there are no current cycle routes, this is sheer

speculation. Considering that it is likely that a high proportion of the residents will be young with families, it is most unlikely that a mother with 2 children will go on a bicycle to the shops.

In the document is the following:

6.38: Overall, the WSTM model forecasts that the proposed development would exacerbate existing congestion experienced at the B3349 Basingstoke Road/Hyde End Road Junction and the B3349 Basingstoke Road/Beech Hill Road Junction during the 2032 and 2038 AM Peak

scenarios. Adding development traffic to these junctions decreases capacity for the road network to cope further.

If the buses are only going to be scheduled every 30 minutes during peak times this will not encourage people to use them as the gap is too long between each bus particularly if the buses do not pass through the development. Consequently, as always happens, people will continue to preferentially use their cars.

To service the increased population in the village the infrastructure (schools, medical, dental, traffic requirements) will all need to be met either before or at the same time as

building the houses. The percentage of affordable housing should be increased to 50% but this will require an increased frequency of public transport.