

From: [REDACTED]
To: [PlanningPolicy](#)
Subject: WBC LPR REGULATION 19 OBJECTION
Date: 26 February 2023 16:26:17

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I strongly object to the Thatcham NE Development as currently proposed because it is unsound for many reasons, some of which are given below.

The scale of the proposed development is far too large and poorly thought through in terms of its negative impact on the appearance of what is essentially a rural environment, on protection of the Area of Outstanding Natural Beauty and the ecological value of that area, as well as healthcare, education, and traffic issues.

APPEARANCE Blocky and visual in the extreme given the relief of the landscape. Utterly discordant.
Not well thought through.

PROTECTION OF THE AREA OF OUTSTANDING NATURAL BEAUTY AND ITS ECOLOGICAL VALUE

The West Berkshire Council LPR states the intent of SP 17 is for more people to take advantage of the landscape. This is crass and misguided given the fragility of the ecosystems involved and the damage already being inflicted even before proposed further development. Mitigation by way of dedicated green areas, so called, is flimsy and casual.

Not well thought through.

HEALTHCARE

There appears to be no evaluation and consideration of potential issues arising from the development proposals between the North East Thatcham Development Consortium and local general medical practices. It makes no financial, organisational or geographic sense for existing local GP practices to set up branch surgeries. There is no detail available covering strategic healthcare planning.

Not well thought through.

EDUCATION

The provision for primary and secondary education is not clearly defined in the Local Plan Review. This breaches the Council's formal requirements to provide education facilities. The proposed development exacerbates this inadequacy. Moreover there is no evidence that proposed secondary school funding is sufficient to provide education following any increase in pupil numbers.

Not well thought through.

TRAFFIC ISSUES

The proposed development will see a greater volume of traffic using rural roads that were not designed with that in mind. "Rat runs" in all probability will transform roads currently given Quiet Lane Status, particularly so in the Upper Bucklebury area. It cannot be maintained throughout, therefore, that the proposed development will have a positive impact on road safety beyond the site perimeter. Where are the detailed plans for the exit of traffic at the north of the site onto Harts Hill?

Not well thought through.

Yours faithfully,

Bernard Coulson

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