

## Written submission (objector):

### J & R Clatworthy

1. We agree that station parking needs to be improved but this application, with its choice of green field site and involving changes to the highway and to a listed bridge, all damaging to the rural environment, is not a solution.
2. A number of supporters suggest the lack of sufficient parking spaces at Mortimer has resulted in their "having to drive to Reading", thereby increasing their carbon footprint and conflicting with West Berkshire Environment Strategy. For those genuinely concerned about their personal carbon footprint Mere oak Park & Ride offers a solution. Rail travellers have no right to a parking space to suit their personal convenience. The proposed car park would increase the volume of traffic to and through Mortimer and on feeder roads and would significantly damage the environment.
3. We object to the applicants attempt to justify their plans by claiming they provide Accessibility for disabled and other mobility compromised people. We note there have been no letters of support for the proposal from people identifying themselves as disabled. We note that WBC Highways say the "the proposed gradient in places and the footway design over the existing bridge make the proposed footway unsuitable for pedestrians including disabled persons and adversely affects road safety." We have lifelong experience of disabled people and their needs. Councillor Bridgman who supports the application states in written reply to another objector "My view is that some (disabled) access is better than none". Most disabled people we have met over the last seven decades would NOT agree with this view. Most would prefer to travel the extra miles to Green Park station, which will have SAFE disabled facilities, instead of struggling and risking their lives with the applicants UNSAFE offerings at Mortimer.
4. The Highways Response to the recent "technical note" purporting to justify the proposed number of spaces, shows figures and calculations are seriously flawed. The figures for the likely use of increased parking availability by people from surrounding villages has no scientific basis and is based on mere crystal ball gazing. Highways careful, generous estimate is that a maximum of 76 additional parking spaces would suffice.
5. While GWR have to date expressed support for the application and have indicated they would fund the project, recent Government announcements about removal of rail franchises now call into question GWR's ability to do so. Particularly given the ongoing Covid-19 situation.
6. We note SMPC has
  - (a) still not offered any explanation for their determined, exclusive adherence to the original site previously refused planning permission nor for why they failed to reveal to residents that there was and still is an alternative site,
  - (b) not acknowledged that their entire proposal is contrary to the declared aims of the Mortimer NDP as clearly detailed in a letter submitted by another objector,
  - (c) not provided specific details of their proposals for lighting either in the car park or on the approach to it, both of which have serious implications for Mortimer's "dark skies" and for nearby residents.