

PLANNING REF : 253093
PROPERTY ADDRESS : Mulberry Barn
: Part Lane, Riseley, Berkshire
: RG7 1RU
SUBMITTED BY : Mr Nathan Stevens
DATE SUBMITTED : 10/01/2026

COMMENTS:

Objection to Planning Application 253093 - Glasspool Farm

I am writing to formally object to planning application 253093, which seeks prior approval for the change of use of two agricultural buildings at Glasspool Farm to flexible commercial use, including Class B8 storage and Class E office use.

I am a resident of Part Lane, living directly opposite the proposed site. From this position, I am extremely concerned that the significant impact this development would have on local residents and the wider community has not been properly considered.

Impact on Highway Safety

Part Lane is a narrow, single-track rural lane with blind corners and no pavements. It is regularly used by pedestrians, cyclists and horse riders and is wholly unsuitable for increased commercial traffic. The proposal fails to meet the highway safety standards set out in NPPF paragraph 116, and this concern is reinforced by Wokingham Borough Council's own highways review of speed limits on rural roads, which includes Part Lane. Introducing HGVs, delivery vehicles and regular commuter traffic onto this lane would pose a serious and unacceptable safety risk to all users.

Transport and Accessibility

There is no meaningful public transport serving this site. There is no direct service to Wokingham town centre, and the limited and irregular service to Reading is not a viable alternative. The local road network is unsafe for cycling, meaning the development would be entirely car-dependent. This directly conflicts with sustainable transport objectives and will inevitably increase traffic on unsuitable rural roads.

Cumulative Traffic Impact

The recent planning approvals for the Cover and Croudace developments at the end of Trowes Lane will already place additional strain on the local road network. Once these developments are completed, traffic levels on Part Lane will increase significantly even without this proposal.

This application would further intensify traffic movements, including HGVs delivering and collecting shipping containers, service vehicles, and commuter traffic for up to 48 office staff. The cumulative impact of these developments has not been properly assessed.

Flood Risk and Drainage

Part Lane, particularly outside Glasspool Farm and at the junction with Trowes Lane, already suffers from persistent flooding caused by

surface water runoff from the site. This flooding is visible for much of the year. The situation is exacerbated by failing roadside ditches, which are already unable to cope with existing conditions. The site has no mains sewage and no suitable drainage infrastructure. Any increase in hardstanding, traffic or development will worsen flooding and pose further environmental risks. These issues appear to have been inadequately addressed.

Damage to Verges and Rural Character

The grass verges along Part Lane are already eroding due to increased traffic, particularly HGV movements associated with Deepwater Business Park. Vehicles are frequently seen mounting and driving over the verges, causing ongoing damage. Additional commercial traffic will inevitably worsen this problem, further degrading the lane and its rural character.

Further commercial traffic would accelerate this harm and undermine the rural character of the lane, contrary to NPPF paragraph 174, which seeks to protect and enhance the countryside, and Core Strategy Policy CP11 (Protecting and Enhancing the Environment).

Unauthorised Site Entrances

It should also be noted that the current owner and developer have already created two new site entrances, one on Part Lane and one on Trowes Lane. Neither of these entrances existed historically, nor do they have approval to be used as access points. Both will clearly be used to serve this development and must be fully considered as part of this application.

Relationship to Other Applications

The impact of this proposal must be considered alongside the ongoing applications 253049 and 253094, which include 10 new dwellings. Even on their own, these developments would have a severe impact on the local environment and traffic levels. Taken together, the cumulative effect is wholly unacceptable.

Urbanisation of a Rural Area

This proposal would fundamentally change the character of the area, resulting in the clear urbanisation of a quiet rural lane into a busy access road serving a commercial yard, office use and HGV movements. This is entirely out of keeping with the surrounding countryside.

Heritage, Vibration and Noise Impacts

There has been no consideration of vibration or structural risk to the Grade II listed building immediately to the west of the site, either during demolition works or from ongoing HGV and container movements. Such movements will also affect other properties along Part Lane, including my own.

Concerns regarding HGV-related vibration have previously been raised with Wokingham Borough Council by residents of Trowes Lane when similar vehicles serviced Valley Produce at Springalls Farm. These concerns remain highly relevant.

Furthermore, there is a clear absence of any proper assessments relating to Construction Management, Traffic Management, Noise Impact, Flood Risks or Heritage Impact, all of which are essential given the

scale and nature of the proposed use.

Conclusion

In summary, this proposal would result in severe and lasting harm through increased highway danger on an unsuitable rural lane, significant noise and disturbance, flooding and drainage issues, damage to verges, heritage risks, and the urbanisation of a quiet countryside location. For these reasons, I respectfully request that Wokingham Borough Council refuse planning application 253093

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