

RECEIVED

09 JUL 2026

Dear Sir or Madam,

I write to object to Planning Application 261059 as the owner and occupier of 27 Langley Common Road, which lies immediately adjacent to the application site.

My property is one of the residential dwellings most directly affected by the proposed development. It has direct and uninterrupted views across the application site from the principal rear-facing ground floor rooms, first-floor bedrooms, rear balcony and rear garden. The proposed realignment of Langley Common Road and construction of the new roundabout would fundamentally alter the relationship between the existing highway and my property, resulting in significant impacts upon highway safety, residential amenity, landscape character and environmental quality.

Whilst I acknowledge that the application site is identified as a proposed allocation within the Emerging Wokingham Borough Local Plan Update (2023–2040), that document has not yet been adopted. Although it may carry weight as a material planning consideration, the extent of that weight depends upon the progress of the examination and the degree to which relevant policies remain subject to unresolved objection, of which I am unaware.

My objections are in particular related to the following documents as part of the Development Plan:

- **Wokingham Borough Core Strategy (Adopted 2010);**
- **Managing Development Delivery Development Plan Document (Adopted 2014).**

In addition, the **National Planning Policy Framework ("NPPF")** is a significant material consideration in the determination of planning applications.

Having carefully reviewed the submitted documentation, I consider that the applicant has failed to demonstrate that the proposal complies with the Development Plan or the objectives of the NPPF.

The application is supported by numerous technical reports, assessments and plans. However, many of these documents contain factual inaccuracies, omissions and unsupported assumptions that significantly undermine their reliability. As a consequence, WBC cannot be satisfied that the likely impacts of the development have been properly assessed.

In particular, the application fails to demonstrate that it would:

- provide safe and suitable access for all highway users;
- protect the living conditions of neighbouring residents;
- respect the established rural character of Langley Common Road;
- safeguard important landscape features and environmental assets;

- minimise adverse visual, noise and lighting impacts;
- provide realistic and sustainable transport choices;
- avoid unnecessary loss of Best and Most Versatile agricultural land;
- ensure sufficient education, healthcare and transport infrastructure to support approximately 660 new dwellings; or
- provide sufficient evidence to enable WBC to make a fully informed planning decision.

Although the principle of residential development on this site may ultimately be established through the emerging Local Plan process, this does not diminish the requirement for any planning application to demonstrate full compliance with adopted planning policy or to show that unacceptable impacts can be satisfactorily avoided or mitigated.

For the reasons set out below, I respectfully submit that Planning Application 261059 conflicts with the Development Plan and should therefore be refused.

1. Highway Safety and Access

Conflict with Core Strategy Policy CP6, Core Strategy Policy CP3, Managing Development Delivery Policy DM5 and the National Planning Policy Framework

The applicant has failed to demonstrate that the proposed alterations to Langley Common Road would provide a safe and suitable means of access for existing residents or future users of the development.

The National Planning Policy Framework requires that development should only be permitted where safe and suitable access to the site can be achieved for all users and where there would not be an unacceptable impact on highway safety. These principles are reflected in Core Strategy Policies CP3 and CP6 and Managing Development Delivery Policy DM5, all of which seek to ensure that development provides safe access, protects the efficient operation of the highway network and does not prejudice the safety of existing highway users.

As the owner and occupier of 27 Langley Common Road, my property is directly affected by the proposed highway works. The proposed realignment of Langley Common Road and construction of the new roundabout would materially alter the existing highway alignment outside my property and significantly worsen the safety of access to and from my driveway.

The submitted drawings indicate that visibility to the left when exiting my driveway would reduce from approximately 100 metres to approximately 15 metres because of the proposed road alignment. Such a significant reduction in visibility has not been demonstrated to provide an acceptable standard of highway safety and represents a substantial deterioration compared with the existing situation. *Refer to visual 1 in accompanying postal evidence.*

The applicant has provided no detailed assessment of how existing residential accesses would operate once the highway has been reconstructed. Instead, the Transport Assessment

concentrates on the operation of the proposed junctions while giving little consideration to the consequences for those properties that rely upon direct access onto Langley Common Road.

In particular, the application fails to assess the cumulative effect of:

- vehicles accelerating away from the proposed roundabout immediately adjacent to existing driveways;
- reduced forward visibility created by the revised road alignment;
- increased traffic associated with approximately 660 dwellings together with visitor, servicing, refuse collection and emergency vehicles;
- the constrained highway geometry adjacent to existing residential accesses;
- the presence of existing highway features, including the telegraph pole, which already restrict manoeuvring when exiting my property; and
- the interaction between existing residential accesses and the proposed highway layout.

These matters are directly relevant to the safe operation of the highway but have not been adequately considered within either the Transport Assessment or the Stage 1 Road Safety Audit.

Furthermore, no evidence has been submitted to demonstrate that the proposed visibility splays satisfy current design guidance for the predicted traffic speeds following construction of the roundabout. Nor has any assessment been undertaken of the practical implications for residents entering or leaving existing properties during peak traffic conditions.

The application also proposes the removal of established hedgerows and mature vegetation to facilitate the highway works. These features make an important contribution to the rural character of Langley Common Road and their removal would urbanise the approach to the settlement. Whilst some replacement planting is proposed, this would take many years to establish and would not immediately compensate for the loss of mature landscape features.

I am also concerned by factual inaccuracies within the submitted highway drawings, including the incorrect representation of the boundary treatment at 27 Langley Common Road. Whilst this may appear to be a relatively minor error in isolation, it raises wider concerns regarding the accuracy of the survey information upon which the highway design has been based.

Taken collectively, these deficiencies mean that the applicant has failed to demonstrate that the proposed highway works would provide a safe and suitable means of access for existing residents or avoid unacceptable impacts on highway safety.

Accordingly, the proposal conflicts with Core Strategy Policies CP3 and CP6, Managing Development Delivery Policy DM5 and the requirements of the National Planning Policy Framework. In the absence of robust evidence demonstrating that these impacts can be satisfactorily mitigated, the proposal should be refused.

2. Landscape, Visual Impact and Residential Amenity

Conflict with Core Strategy Policy CP3, Managing Development Delivery Policies DM3 and DM12, and the National Planning Policy Framework

The applicant has not demonstrated that the proposed development would adequately protect the landscape character of the area or the residential amenity of neighbouring occupiers.

Core Strategy Policy CP3 requires development to be of an appropriate scale and design that respects the character of the surrounding area and safeguards the amenities of existing residents. These objectives are reinforced by Managing Development Delivery Policies DM3 and DM12, which require development to respond positively to its context, protect neighbouring amenity and achieve a high standard of design. Section 12 of the National Planning Policy Framework (NPPF) similarly requires development to be sympathetic to local character and to provide a high standard of amenity for existing and future users.

The submitted Landscape and Visual Impact Assessment (LVIA) does not provide a sufficiently robust assessment of the likely visual effects of the proposed development. In particular, it omits viewpoints from residential properties on the southern side of Langley Common Road, despite these properties being among the closest and most sensitive visual receptors.

No. 27 Langley Common Road is one of the residential properties most directly affected by the proposal. However, the LVIA incorrectly concludes that the property benefits only from partial or upper-floor views of the site. This does not reflect the existing situation.

In reality, the application site, particularly Site Parcel A, is clearly visible from:

- the principal rear-facing ground-floor habitable rooms;
- first-floor bedrooms;
- the rear balcony; and
- the rear garden.

Refer to Visual 2 in accompanying postal evidence.

These direct and uninterrupted views mean that the property would experience a substantially greater visual impact than is acknowledged within the submitted assessment. Consequently, the conclusions regarding the magnitude and significance of visual effects cannot be regarded as reliable.

The omission of representative viewpoints from the southern side of Langley Common Road also raises wider concerns regarding the completeness of the LVIA. These properties form an important group of existing residential receptors immediately adjoining the site and should have been assessed in order to provide a balanced and representative evaluation of visual effects. Without those viewpoints, WBC cannot be satisfied that the assessment accurately reflects the likely impact on neighbouring residents.

The applicant has undertaken an individual assessment of Field House because of its proximity to the site. Given the comparable relationship of No. 27 Langley Common Road to the proposed development, a similarly detailed assessment should also have been undertaken.

Furthermore, the parameter plans provide insufficient detail regarding the width and effectiveness of the proposed landscape buffer, the maturity of replacement planting, landform treatment and other mitigation measures. Consequently, it has not been demonstrated that the proposed landscaping would adequately soften the visual impact of the development or preserve the living conditions of neighbouring occupiers over the lifetime of the scheme.

Until the factual inaccuracies within the LVIA have been corrected and representative viewpoints from the nearest residential properties have been included, WBC cannot be satisfied that the landscape and visual effects of the proposal have been properly assessed.

The application therefore fails to demonstrate compliance with Core Strategy Policy CP3, Managing Development Delivery Policies DM3 and DM12, together with the design and amenity objectives of the National Planning Policy Framework. In the absence of a robust and comprehensive assessment of impacts on neighbouring residential receptors, insufficient information has been provided to conclude that the proposal would preserve local landscape character or adequately protect the amenity of existing residents.

3. Design, Character and Layout

Conflict with Core Strategy Policy CP3, Managing Development Delivery Policies DM1, DM3 and DM12, and the National Planning Policy Framework

The applicant has not demonstrated that the proposed development would respond appropriately to the established character of Langley Common Road or provide an acceptable relationship with existing residential properties.

Core Strategy Policy CP3 requires development to respect and enhance the character of the area, respond positively to its surroundings and safeguard the amenities of neighbouring occupiers. These requirements are reinforced by Managing Development Delivery Policies DM1, DM3 and DM12, which seek to ensure that development is well designed, integrates successfully with its context and achieves a high standard of amenity. Section 12 of the National Planning Policy Framework (NPPF) similarly emphasises that development should be sympathetic to local character, establish a strong sense of place and create attractive, well-designed environments.

The illustrative masterplan proposes a predominantly urban form of development comprising:

- predominantly three-storey residential development;
- apartment buildings;
- an extra care facility;
- areas of relatively high-density housing; and

- a new distributor road and associated infrastructure.

This pattern of development differs markedly from the established character of Langley Common Road, which is defined by a predominantly linear pattern of one and two-storey detached and semi-detached dwellings set within generous plots, extensive landscaping and a strong rural setting.

The submitted parameter plans indicate that higher-density development would be located in close proximity to existing residential properties. However, insufficient information has been provided to demonstrate that an appropriate transition in scale, density and character would be achieved between the proposed development and the existing ribbon development along Langley Common Road.

In particular, the application provides insufficient information regarding:

- boundary treatments between existing and proposed development;
- changes in ground levels;
- the relationship between proposed rear gardens and existing residential properties;
- the detailed design and effectiveness of structural landscaping and its effect on existing properties; and
- the long-term function and width of the proposed landscape buffer with existing properties.

Whilst these matters may be considered in greater detail at the Reserved Matters stage, they are fundamental to determining whether the proposed parameters are capable of delivering a development that complies with adopted planning policy. In the absence of sufficient detailed information, it cannot be concluded the proposal would protect the amenities of neighbouring occupiers or integrate successfully with the existing settlement.

The removal of established vegetation and its replacement with extensive built development immediately adjoining existing residential properties would create a pronounced urban edge where none currently exists. Although landscape mitigation is proposed, there is insufficient evidence to demonstrate that it would adequately soften the transition between the proposed development and the existing rural character of Langley Common Road, particularly during the early years following construction.

A substantially wider structural landscape buffer should therefore be provided between the proposed development and existing residential properties. This would assist in reducing visual intrusion, maintaining the transition between the existing rural environment and the new development, and protecting the living conditions of neighbouring occupiers.

Accordingly, the applicant has failed to demonstrate compliance with Core Strategy Policy CP3, Managing Development Delivery Policies DM1, DM3 and DM12, and the design objectives of the National Planning Policy Framework. WBC cannot be satisfied, on the basis of the submitted parameter plans and supporting information, that the proposed development would

respect local character, integrate appropriately with its surroundings or provide an acceptable standard of residential amenity.

4. Noise and Light Pollution

The submitted assessments significantly underestimate the likely impacts of the development on nearby sensitive receptors, including residential properties such as 27 Langley Common Road.

The site currently experiences very low levels of artificial lighting, reflecting its rural character and predominantly natural environment. The proposed development would introduce a substantial and continuous increase in artificial illumination, including:

- Lighting associated with approximately 660 dwellings
- An extra care facility (size unspecified)
- A new distributor road and roundabout
- Enhanced highway and street lighting
- Vehicle lighting and movements occurring throughout the day and night

No robust site-specific lighting assessment has been provided demonstrating that baseline conditions at the most affected receptors have been properly measured or considered. In the absence of such evidence, the applicant's conclusion that the development would result in only a "slight increase in perceived night glow" is not supported or credible.

Similarly, there is no adequate noise assessment addressing the impacts of the proposed new road layout on nearby dwellings. This includes both construction-phase impacts and long-term operational noise from traffic generated by the development. The nearest residential properties, including 27 Langley Common Road, are likely to experience a material increase in noise and disturbance, particularly given the scale and intensity of the proposal.

These impacts would fundamentally alter the rural and tranquil character of the area.

The proposal is therefore considered to conflict with:

- **Core Strategy Policies CP1 and CP3**, which require development to respect local character and minimise environmental impacts; and
- **Managing Development Delivery Local Plan Policy DM3**, which seeks to protect residential amenity from unacceptable impacts including noise and light pollution.

5. Transport, Accessibility, and Highway Capacity

Existing traffic conditions on Langley Common Road are already heavily congested during peak periods, particularly at key junctions including Biggs Lane, Eversley Road, and Barkham Street. The introduction of a large-scale development of approximately 660 dwellings would place

further unsustainable pressure on this already constrained highway network. *Refer to visual 3 in accompanying postal evidence.*

The Transport Assessment relies on limited and outdated data, including:

- Traffic surveys based on only two weeks of ATC data
- Use of historic traffic data from 2011 and 2021
- Assumptions derived from a “similar but smaller” development rather than site-specific conditions

Such a limited dataset cannot provide a reliable or representative basis for forecasting the cumulative impact of the proposed development.

In addition, the assessment does not adequately consider the cumulative impact of nearby and committed developments, including Arborfield Green, Hall Farm, Arborfield Studios, Finchwood Park, Blagrove Lane, and land behind Rickman Close. When considered together, these developments will significantly increase traffic volumes across an already strained network.

The proposed access strategy is also a major concern. Providing only a single main vehicular access via Langley Common Road would effectively create a large isolated cul-de-sac, concentrating all traffic onto an already congested rural route. This raises significant concerns regarding queuing, safety, and network resilience.

The development could be expected to generate in excess of 1,200 private vehicles, in addition to:

- Delivery and servicing vehicles
- Refuse collection vehicles
- Care home staff and visitor traffic
- Construction traffic (during 8 year build)
- Emergency service vehicles

However, no detailed operational information has been provided regarding the proposed emergency access arrangement from Langley Common Road, nor how it would be safely and effectively managed.

The Transport Assessment also contains a number of unsupported assumptions, including:

- Incorrect or misleading public transport information (including reference to the L3 bus service, which does **not** serve Langley Common Road)
- Reliance on a very limited and infrequent demand-responsive bus service (Horseman Coaches), which is not a viable daily transport option
- Assumed future pedestrian and cycle infrastructure that is not yet constructed or formally committed
- A notional 10% reduction in private car trips based on aspirational targets rather than observed local travel behaviour

In reality, sustainable transport alternatives are extremely limited. The nearest bus stops are approximately a 15–20 minute walk away via narrow and unsafe footways, with no safe crossing points or adequate waiting facilities. As a result, access to public transport is poor, and reliance on private vehicles would remain very high.

This is further reinforced by journey time comparisons: a return trip to Wokingham by bus is approximately one hour, whereas the equivalent journey by car is around 25 minutes.

The development therefore fails to demonstrate a credible or deliverable strategy for reducing car dependency or supporting sustainable travel patterns.

6. Inaccuracies Within the Application Evidence Base

The submitted application is undermined by a range of factual inaccuracies and inconsistencies within its supporting documents. These errors significantly weaken the reliability of the evidence base and call into question the robustness of the assessment work undertaken.

Key inaccuracies include:

- Incorrect information regarding local bus services and public transport provision. *Refer to visual 4 in accompanying postal evidence*
- Misleading statements regarding distances to key services, including schools, GP surgeries, and dentists. For example, local dentists are on average approximately 1.3 miles further from the site than stated in the application
- Omission of relevant Tree Preservation Orders, including TPO 2000/2025
- Incomplete and inaccurate Landscape and Visual Impact Assessment (LVIA) viewpoints, which fail to include residential receptors on the southern side of Langley Common Road, including properties such as 27 Langley Common Road
- Inaccurate residential receptor mapping, based on desk-based assumptions that do not reflect actual site context or visibility
- Misleading descriptions of existing site conditions and surrounding context, including photographic material that does not accurately represent local footpath provision along Langley Common Road and Barkham Road

Individually and collectively, these inaccuracies materially undermine confidence in the submitted assessments. As a result, it is not possible to properly or reliably assess the proposal against relevant planning policies, including **Managing Development Delivery Policies DM1, DM3, DM5, DM6 and DM12**.

7. Loss of Best and Most Versatile Agricultural Land

The proposed development would result in the permanent loss of approximately 31.6 hectares of agricultural land, including land classified as **Grade 2 and Subgrade 3a**, which constitutes Best and Most Versatile (BMV) agricultural land.

The land is actively and productively farmed, including use for livestock grazing and hay production, rather than being unused or marginal land as implied within the submitted documents. This further confirms its ongoing agricultural value and contribution to the rural economy. *Refer to visual 6 in the accompanying postal evidence.*

National planning policy is clear that substantial weight should be given to the protection of BMV agricultural land. The loss of this extent of higher-quality agricultural land is not adequately justified within the application, nor is it demonstrated that lower-grade alternatives have been properly considered or that the loss is unavoidable.

The proposal therefore conflicts with:

- **NPPF paragraph 187**, which seeks to protect the best and most versatile agricultural land;
- **Core Strategy Policy CP1**, which requires development to be sustainable and sensitive to environmental constraints; and
- **Managing Development Delivery Local Plan Policy DM6**, which resists the unnecessary loss of high-quality agricultural land

8. Community Infrastructure Provision

The application fails to robustly demonstrate that there is sufficient capacity within existing community infrastructure to accommodate the scale of development proposed. In particular, concerns arise in relation to:

- Primary and secondary school provision
- GP surgery capacity
- Dental services
- Public transport provision
- Highway infrastructure

8.1 Education Provision

With specific regard to school capacity, recent admissions data indicates that local schools are already operating at or beyond practical capacity.

For example, in 2026 at Farley Hill Primary School, the final child allocated a place lived approximately 0.873 miles from the school. Based on this pattern, it is highly unlikely that children residing within the proposed development would be able to secure places at the nearest schools.

At secondary level, Wokingham Borough Council has recently had to request additional capacity across multiple schools, including:

- Bohunt School: +30 pupils

- Emmbrook School: +15 pupils
- Forest School: +30 pupils
- St Crispin's School: +15 pupils
- The Holt School: already full at a catchment threshold of approximately 1.99 miles

This demonstrates that the local education system is already under significant pressure, with limited spare capacity and reliance on exceptional over-allocation measures. The addition of a development of this scale would therefore exacerbate existing shortfalls rather than provide sustainable mitigation.

The application does not demonstrate that school places will be delivered in step with development occupation, nor that sufficient capacity exists within the system to accommodate additional demand generated by the proposal.

Furthermore, while the emerging Local Plan Update relies on the principle that growth must be supported by timely infrastructure delivery, this application fails to evidence that such infrastructure either currently exists or will be secured in a timely and deliverable manner.

Accordingly, it cannot be concluded that the proposal represents sustainable development or that it meets wider infrastructure planning objectives.

The proposal is therefore considered to conflict with:

- **Core Strategy Policies CP1 and CP7, and**
- **Managing Development Delivery Policy DM1**

9. Community Consultation

The pre-application consultation undertaken by the applicant fell below the standard expected for a major development of this scale.

Only a single consultation event was held, and this was advertised with limited notice of approximately one week. Attendance and engagement were therefore low.

In addition, the consultation website contained inaccurate information for a significant period, incorrectly describing the development as "purpose built student accommodation development at Barkham Square," which is misleading in the context of the proposed scheme. *Refer to visual 7 in accompanying postal evidence*

As a resident, we had limited opportunity for meaningful engagement, and where follow-up contact was made a response from the applicant was never received.

While it is acknowledged that pre-application consultation is not determinative in the planning process, these shortcomings have limited effective community participation and reduced confidence in the consultation process undertaken.

10. Noise, Disturbance, and Residential Amenity

The submitted Noise Assessment and supporting documents do not adequately assess the full range of impacts arising from the proposed development.

In particular, insufficient consideration has been given to:

- Cumulative traffic noise effects
- Construction-phase noise and disturbance
- Changes in land levels and their effect on sound propagation
- Road surfacing materials, including high-skid surfacing and associated noise generation
- Visual intrusion and general activity disturbance
- Proximity of the proposed new road infrastructure to existing dwellings

The absence of a comprehensive assessment of these factors results in an incomplete understanding of the overall amenity impact on nearby residents, including properties along Langley Common Road.

Given the scale and nature of the development, a substantially wider landscaped buffer should be provided to mitigate the combined effects of noise, visual intrusion, and general disturbance. The absence of such mitigation fails to adequately protect neighbouring residential amenity.

As a result, the proposal is considered to conflict with:

- **Core Strategy Policy CP3**, which seeks to protect residential amenity
- **Managing Development Delivery Policies DM3 and DM6**, which require development to avoid unacceptable impacts on existing residents through appropriate design, separation, and mitigation measures

Conclusion

I acknowledge that the application site is proposed for allocation within the Emerging Wokingham Borough Local Plan Update (2023–2040), which is currently undergoing independent examination and has not yet been adopted. However, it is accepted planning principle that the application must be determined on its own planning merits, having regard to the adopted Development Plan and all other material considerations.

In this regard, the proposal has not demonstrated compliance with the National Planning Policy Framework, the Wokingham Borough Core Strategy (2010), or the Managing Development Delivery Local Plan (2014). While emerging policy is a material consideration, the application also fails to demonstrate that it would deliver the high-quality, sustainable form of development envisaged by the emerging Local Plan.

Collectively, these planning policy frameworks require development to:

- protect existing residential amenity;
- integrate appropriately with surrounding communities;
- retain and respect important landscape features;
- provide safe and suitable access;
- deliver timely and proportionate infrastructure; and
- respond appropriately to local landscape character.

The submitted proposal fails to adequately meet these fundamental planning requirements.

Furthermore, the evidence base is undermined by a range of factual inaccuracies, omissions, and unsupported assumptions, which together prevent a robust and reliable assessment of the development's likely impacts.

As a result, the impacts on neighbouring residents—particularly those at 27 Langley Common Road—have not been adequately or accurately assessed in relation to:

- highway safety and capacity;
- residential amenity;
- landscape and visual impact;
- noise and vibration;
- light pollution;
- sustainable transport provision;
- loss of agricultural land;
- green infrastructure provision;
- community infrastructure capacity; and
- cumulative development impacts.

Taken together, these deficiencies mean the application does not demonstrate that it represents sustainable development in accordance with national and local planning policy.

For these reasons, I respectfully request that Planning Application 261059 be refused.

Should WBC be minded to approve the application notwithstanding these concerns, I respectfully request that Members undertake a formal site visit to 27 Langley Common Road prior to determination, in order to fully appreciate the relationship between the proposed development and the nearest affected residential receptors, particularly in relation to the scale of development and the proposed highway alterations

Yours faithfully

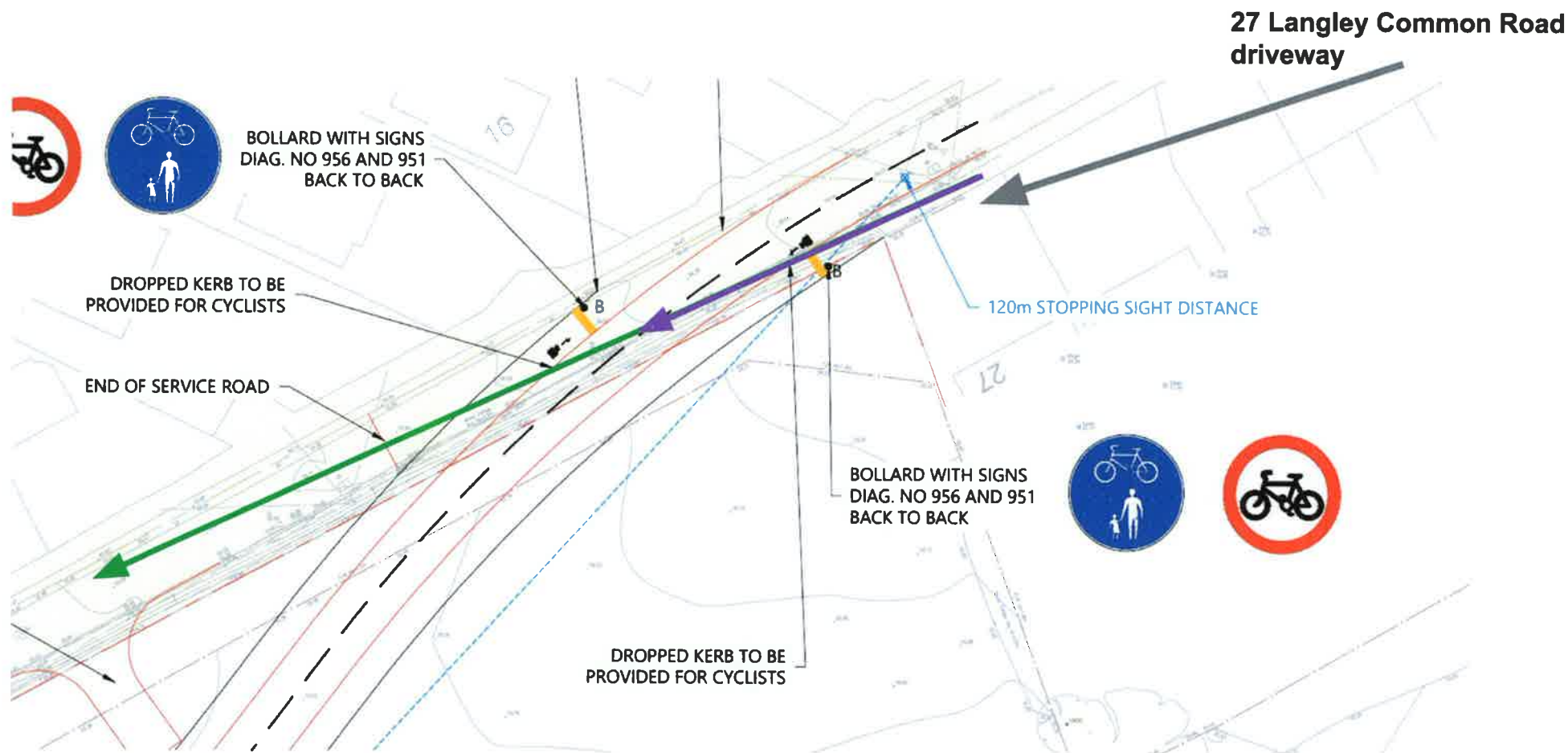
Jenny Battison

27 Langley Common Road

30th June 2026

Visual 1

Safety issues of Langley Common Road access road



The green arrow indicates the current length of view from the driveway of 27 Langley Common Road of oncoming traffic.

The purple arrow indicates the drastically reduced length of view oncoming traffic to accommodate the proposed new road layout

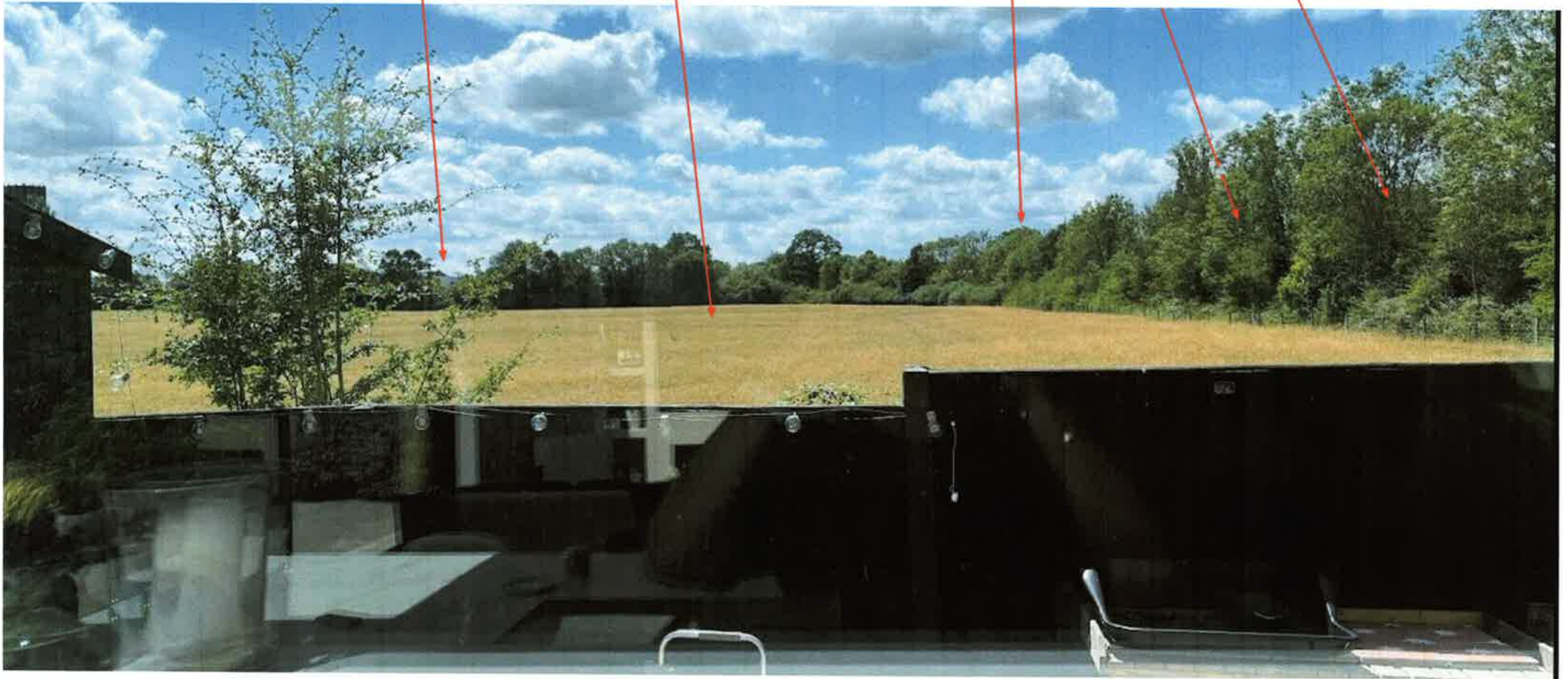
Visual 2

View of site from our kitchen window

Arborfield studios

Proposed new roundabout
location

Langley Common Road is behind these trees. These
trees are proposed to be removed also exposing us to
the entire road and the houses along it



Visual 2 cont....

View of site from our kitchen



Visual 2 cont...

View of site from rear garden



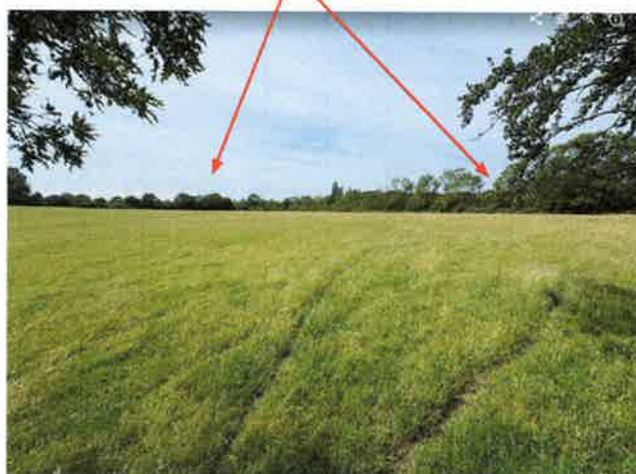
Visual 2 cont...

View of site from rear garden

View to the west towards
Barkham



Langley Common Road
and it's boundary trees



Ancient woodland



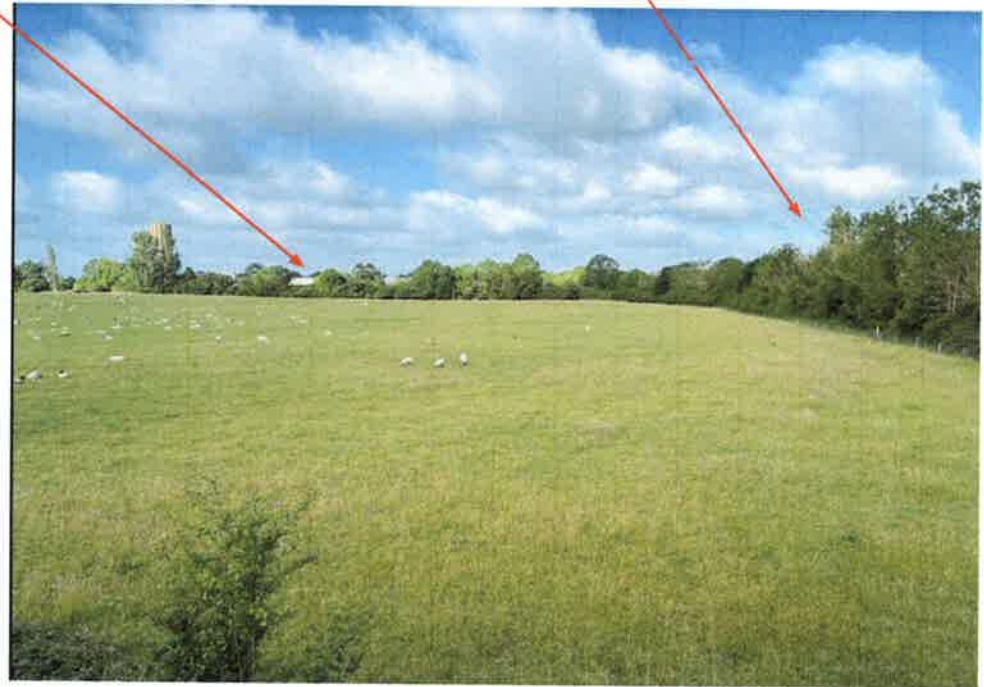
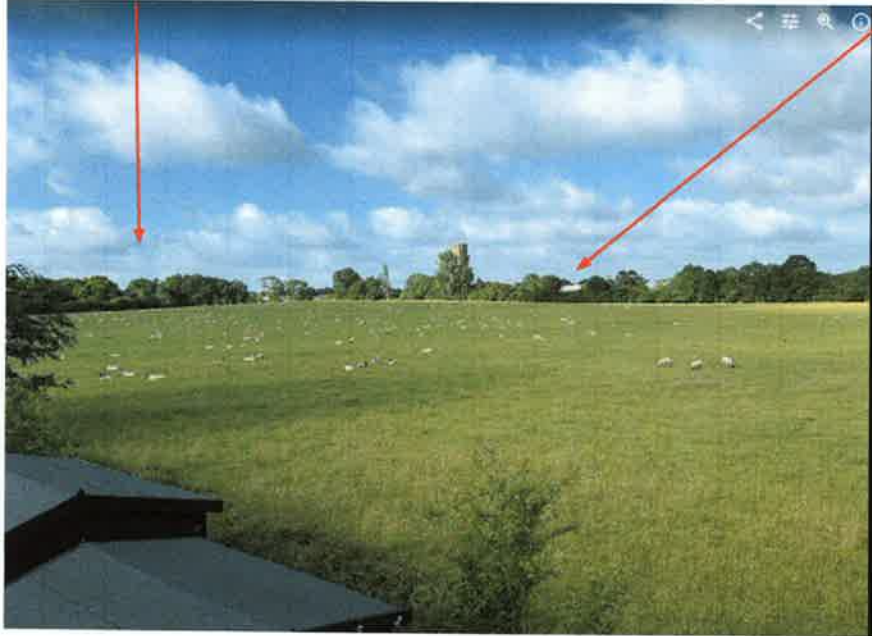
Visual 2 cont...

View of site from 1st floor

Ancient woodland

Arborfield Studios

Langley Common Road
and it's boundary trees



Direct unfiltered view of site from bedroom window of Langley Common Road. Summer view

Visual 2 cont...

View from first floor

Commonfield Lane trees in the distance

Ancient woodland



Visual 2 cont...

View of our property from the site



Upper floors and balcony completely visible from the site



Kitchen window with resident completely visible from the site.



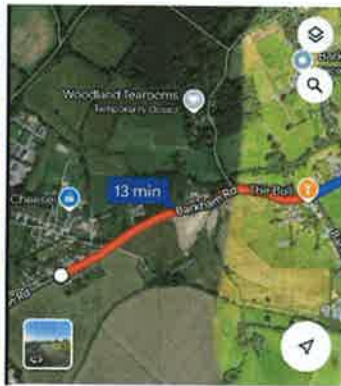
Kitchen window and living room windows completely visible from the site

Visual 3

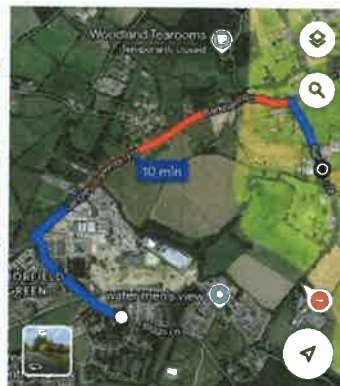
Traffic Congestion - Google Maps traffic view. Sept 24 - Oct 25. The red lines indicate stationary queuing traffic along Langley Common Road and Barkham Road



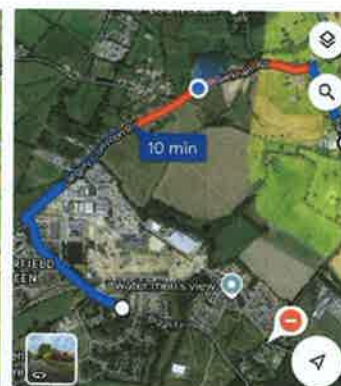
8.51am 17/9/24



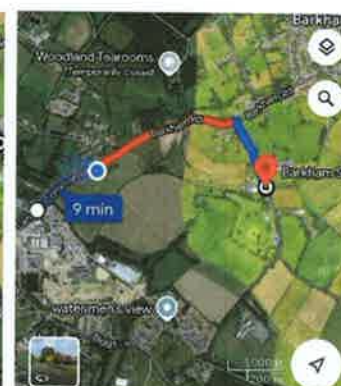
8.26am 18/9/24



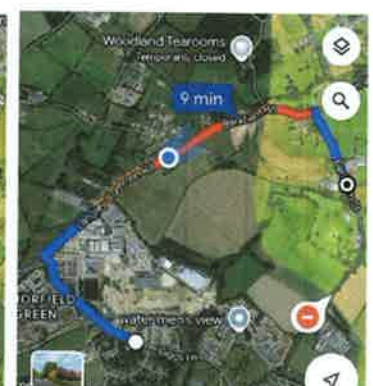
8.30am 26/9/24



8.09am 01/10/24



8.30am 01/10/24



8.07am 08/10/24



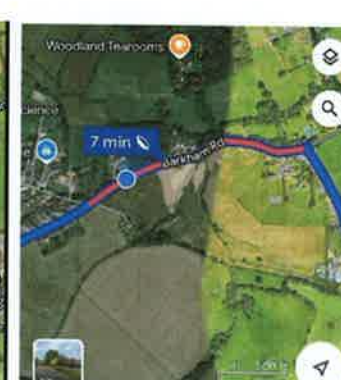
8.05am 9/10/24



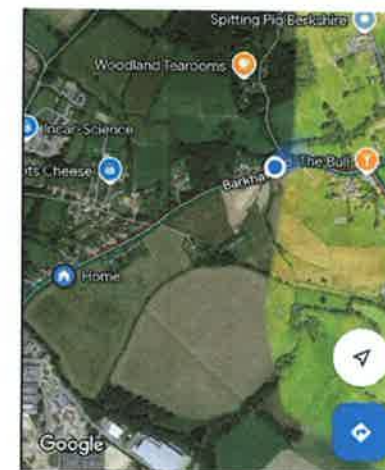
8.05am 15/10/24



8.05am 05/11/24



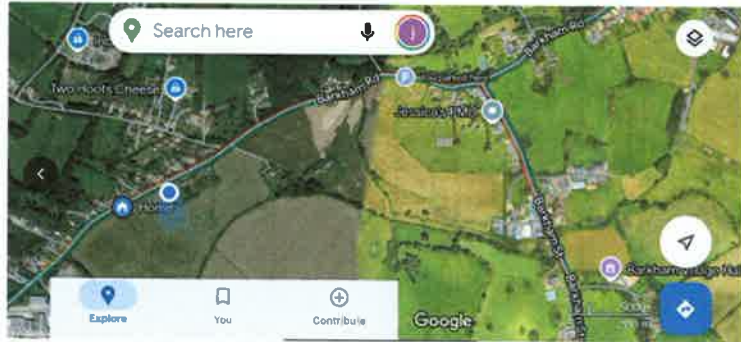
8.05am 01/12/24



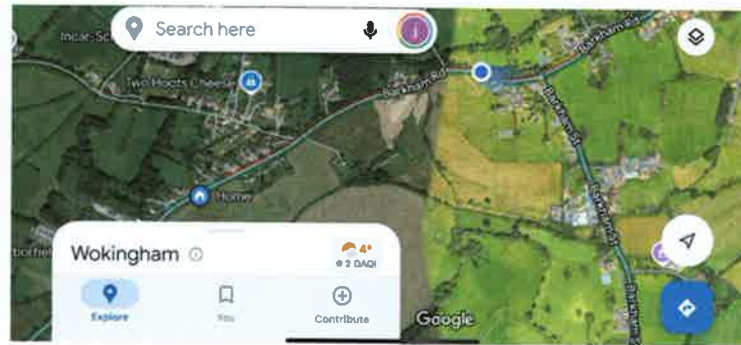
8.07am 19/11/24

Visual 3 cont...

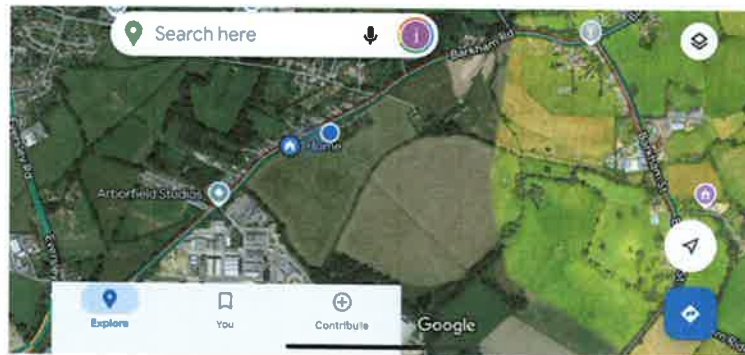
Traffic Congestion - Google Maps traffic view. Sept 24 - Oct 25. The red lines indicate stationary queuing traffic along Langley Common Road and Barkham Road



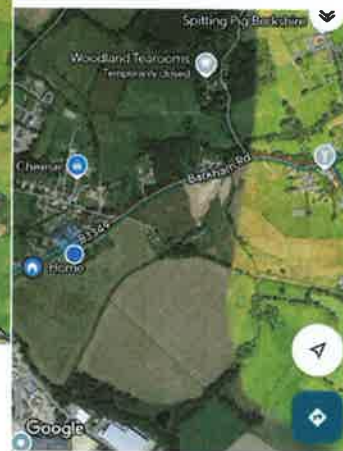
8.41am 19/11/24



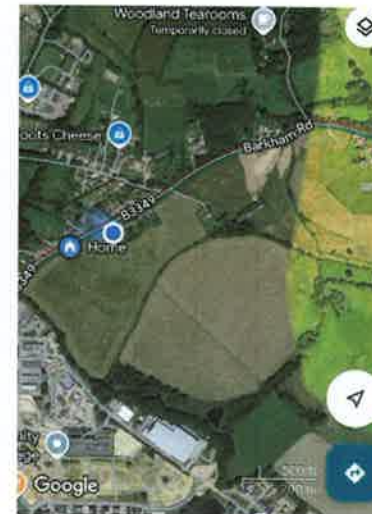
8.10am 26/11/24



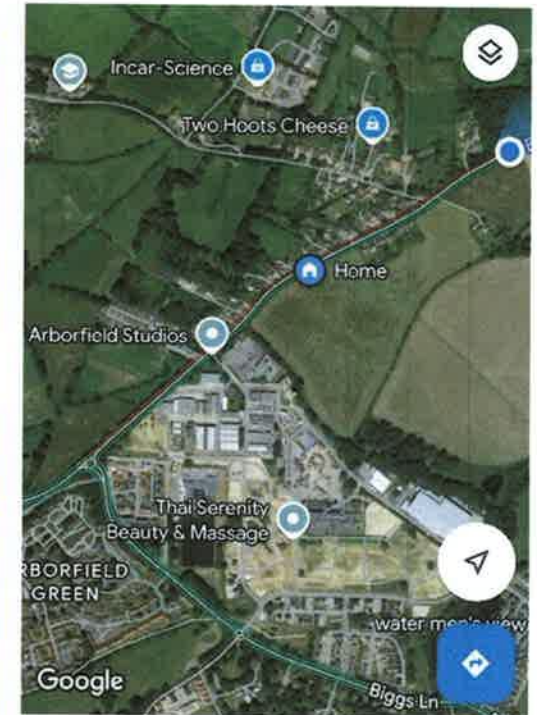
8.26am 28/11/24



8.00am 7/01/25



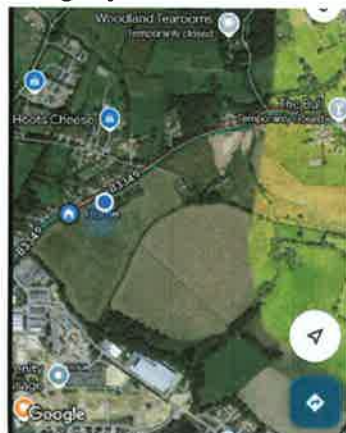
8.36am 8/01/25



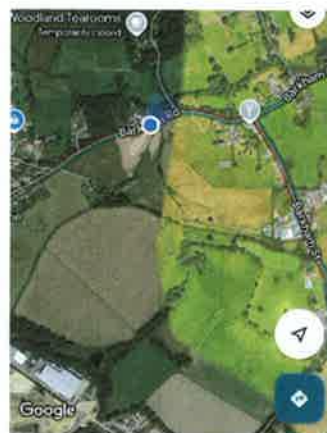
8.04am 27/11/24

Visual 3 cont...

Traffic Congestion - Google Maps traffic view. Sept 24 - Oct 25. The red lines indicate stationary queuing traffic along Langley Common Road and Barkham Road



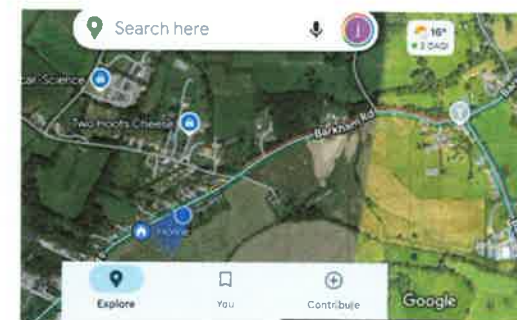
8.39am 09/01/25



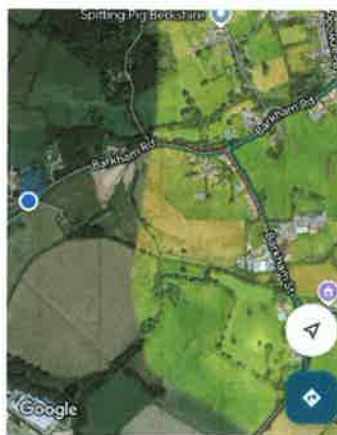
8.11am 04/02/25



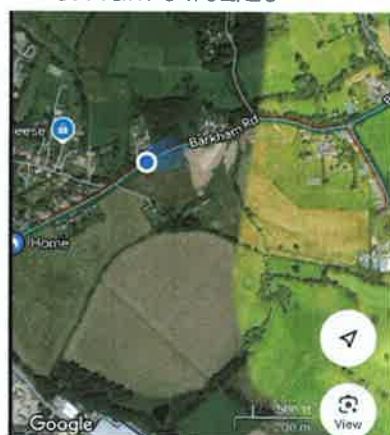
8.33am 30/04/25



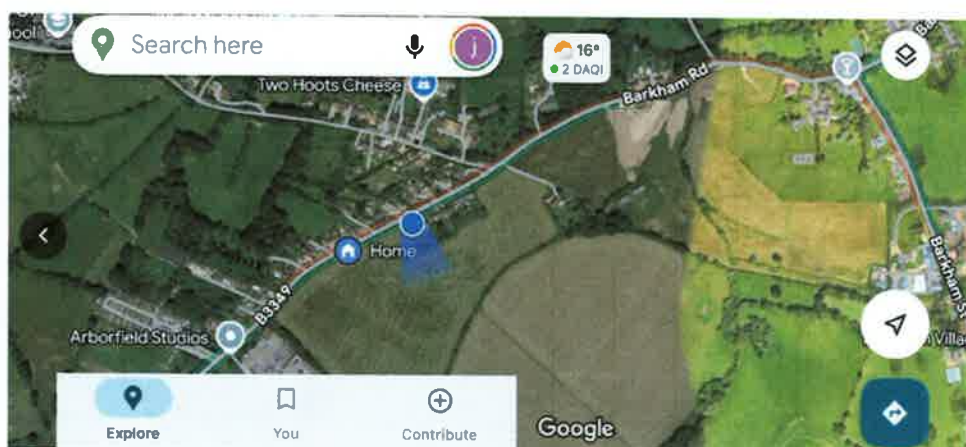
7.58am 12/05/25



8.06am 21/01/25



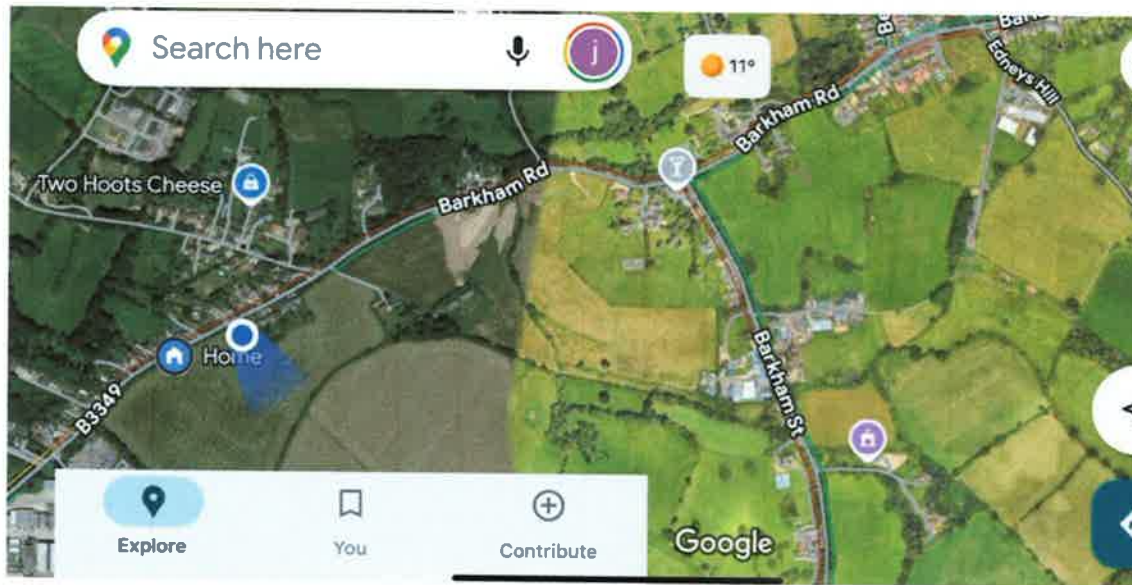
8.08am 05/03/25



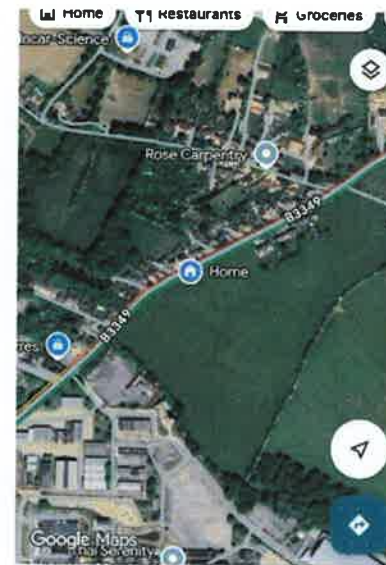
8.23am 12/05/25

Visual 3 cont...

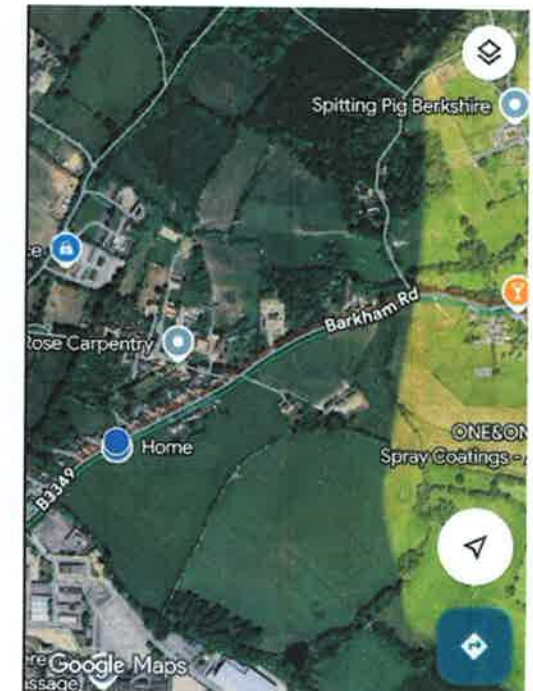
Traffic Congestion - Google Maps traffic view. Sept 24 - Oct 25. The red lines indicate stationary queuing traffic along Langley Common Road and Barkham Road



8.39am 22/05/25



8.41am 08/09/25

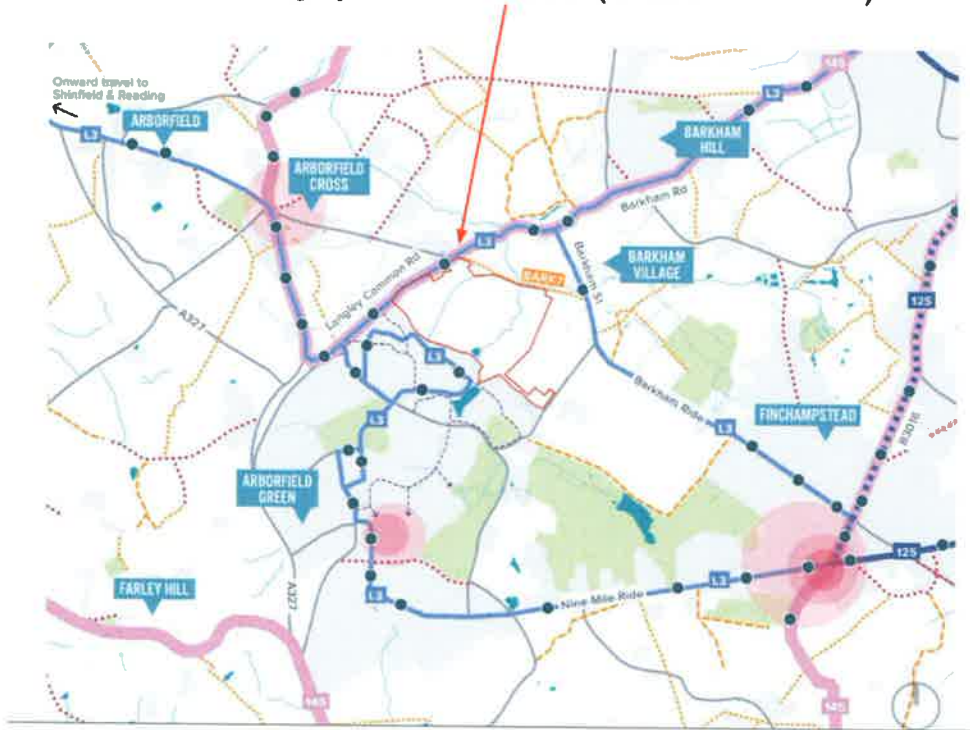


8.26am 08/10/25

Visual 4

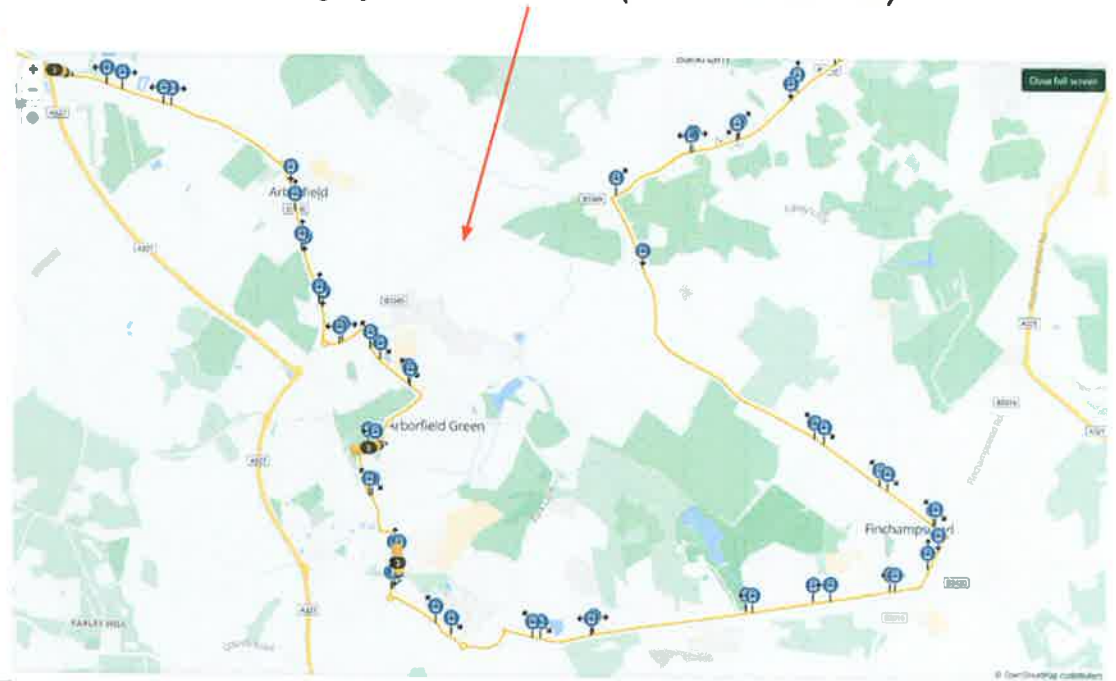
Page 31 of Master Plan document, inaccurately shows that the Leopard 3 bus travels along Langley Common Road

Langley Common Road (access to the site)



The correct actual Leopard 3 bus route (from Reading busses website)

Langley Common Road (access to the site)



Visual 5

More accurate representation of footpaths and bus stop

Inadequate bus stop at the Bull on Barkham Road. Narrow pavement, no shelter, constantly overgrown foliage, poor lighting, road constantly floods



Narrow single pavements - the only pedestrian and cycle link to Arborfield Green



Visual 6

Evidence of agricultural use



Sheep March 2025



Sheep April 2025



Sheep May 2025



Sheep May 2025

Visual 6 cont...

Evidence of agricultural use



Deer family June 2024



Sheep July 2024



Sheep June 2026



Fawn born on the site May 2026



Fawn born on the site May 2026



Sheep April 2024

Visual 6 cont...

Evidence of agricultural use



Cows October 2021



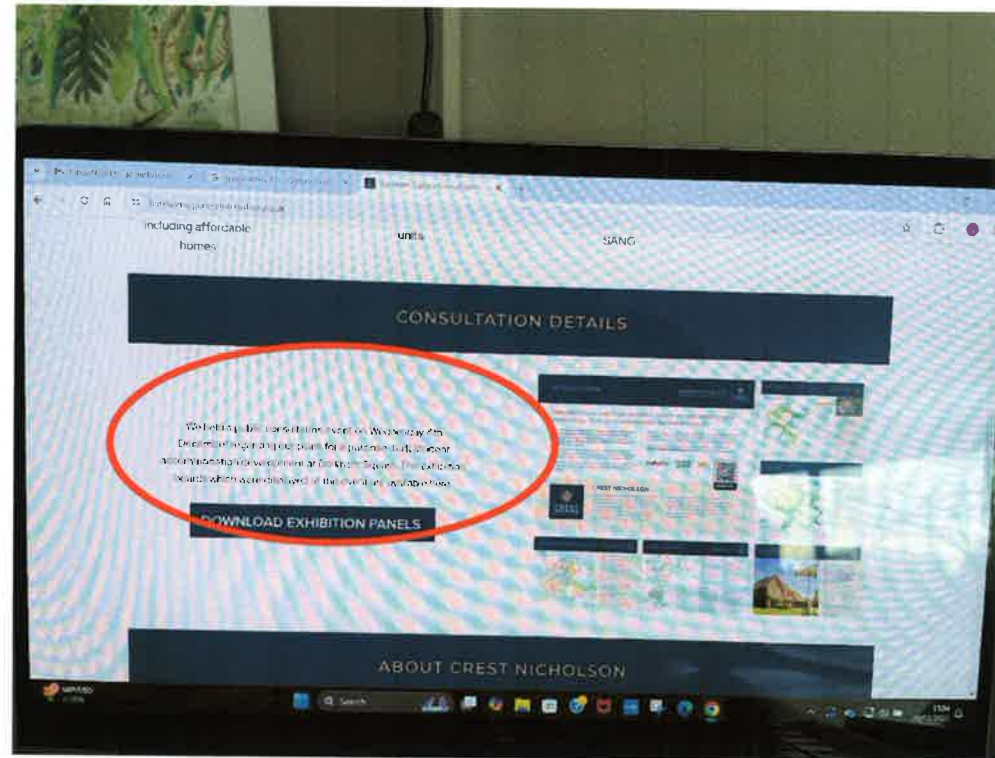
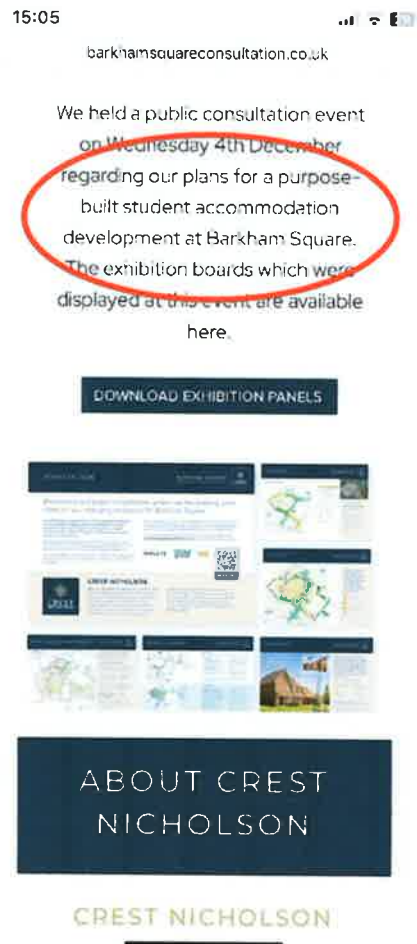
Cows October 2021



Hay bales October 2021

Visual 7

Ineffective public consultation



Screenshot of desktop and mobile version of consultation website 20th January 2025 (live since 4th December 2025) containing inaccurate and misleading information