

PLANNING REF : 252498  
PROPERTY ADDRESS : 27 Beauchief Cl Lower Earley  
: Reading, Berkshire  
: RG6 4HY  
SUBMITTED BY : Mrs Sandra Shaw  
DATE SUBMITTED : 05/11/2025

COMMENTS:

I wish to formally object to the above hybrid planning application for up to 2,800 residential units and associated infrastructure, on the grounds that the proposed development will have a severely detrimental impact on local traffic conditions and healthcare provision. During lockdown when we were asked to remain in our local areas and not

travel to "walking spots" we learned first hand that there is not enough green space or wild/walking provisions around Earley/Woodley with the police and traffic wardens often being deployed to Dinton pastures as that was one of the few places that people could go to walk. I could name over 100 friends/neighbours and local residents who found walking around the proposed new site to be beneficial. It would be a shame if this facility were paved over with houses and polluting cars.

1. Traffic Impact and Highway Safety The proposed scale of development introducing potentially over 2,800 new households will generate a substantial increase in vehicular movements throughout the area.

Assuming (as a realistic and pragmatic person) that most houses have 2 or more vehicles per home that is over 5000 cars to an already

congested infrastructure. Even with the proposed new access points and road connections, the surrounding road network, including Lower Earley Way, the A327 Reading Road, the Meldreth Way roundabout, and the M4 corridor, is already under considerable pressure during peak hours. Add in the delivery drivers, council service workers, carers, visitors etc this will almost triple that original number.

Construction traffic alone will exacerbate congestion, as heavy goods vehicles, machinery deliveries, and worker transport movements will occupy already congested routes for several years. Noise, dust, and temporary road closures or diversions during this prolonged construction period will further disrupt residents and increase journey times for commuters, public transport, and emergency vehicles. Furthermore, the applicant's transport assessments often underestimate the cumulative traffic impact when combined with other ongoing or proposed developments in the wider area. The proposed spine road and new bridge connections, while intended to improve access, will in practice funnel additional traffic into an already saturated network. Increased congestion poses clear risks to road safety, particularly for cyclists and pedestrians, despite the proposed new cycle and footpath links. Without significant, guaranteed, and deliverable highway improvements prior to any residential occupation, this application would result in unacceptable transport impacts contrary to the principles of sustainable development set out in the National Planning Policy Framework (NPPF).

2. Pressure on Local Health Care Services The proposal will introduce a population increase likely exceeding 7,000 new residents, yet there is no firm commitment to provide proportionate

health infrastructure capable of meeting this demand. Local GP surgeries, dental practices, and the Royal Berkshire Hospital are already operating at or near capacity. Access to appointments is increasingly difficult for existing residents, most offered appointments 3 weeks out, with extended waiting times for both primary and secondary care. The development's outline proposals for "healthcare provision" within commercial or mixed-use areas are vague and non-binding, offering no assurance that adequate facilities will be delivered or staffed. This will result in significant pressure on existing healthcare services, reducing availability and quality of care for current residents and further straining local NHS resources.

3. Schools are already stretched to capacity and a lot of children over the last 3 years have been offered school places out of catchment and out of borough, I don't see the plans alleviating this problem in the near future.

Conclusion While the intention to create housing and community infrastructure is acknowledged, the scale and location of this proposal make it unsustainable without substantial, upfront investment in highways and healthcare. The current plans fail to demonstrate that these critical issues can be mitigated to an acceptable level. For these reasons, I respectfully urge the Council to refuse planning permission for this application.