

PLANNING REF : 252595
PROPERTY ADDRESS : Granagh
: 30 Langley Common Road, Wokingham, Berks
: RG404TS
SUBMITTED BY : Mrs AJ Grainger
DATE SUBMITTED : 09/01/2026

COMMENTS:

This is a formal OBJECTION to the outline planning application 252595 for up to 27 dwellings on the land south of School Road and to the rear of Langley Common. My objection is based on the following::

The proposed access point onto School Road is situated near a dangerous junction with Langley Common Road. As a parent who walks my children to The Coombes School, we witness the near misses on School Road/ Langley Common Road junction daily. Turning right on to LCR is a blind corner and with the addition of large lorries that are stored over night on a site on Wood Lane, pulling out on to LCR is extremely dangerous. Adding another 50+ cars pulling out of that junction is a tragedy waiting to happen.

School Road/ Arborfield Cross is already a known bottleneck, particularly during school drop-off and pick-up hours for The Coombes C of E Primary School. Adding a further 27 dwellings (potentially 50+ additional vehicles) will significantly increase the risk of accidents and exacerbate existing congestion issues that the current infrastructure is not designed to handle.

The application site sits outside the defined settlement boundary for Arborfield Cross, which is classified as a "Limited Development Location" under the current Wokingham Core Strategy. This proposal represents an encroachment into the countryside and "urban sprawl" that contradicts Policy CC02 and the Arborfield & Barkham Neighbourhood Plan, which seeks to maintain the distinct physical separation between local settlements.

Arborfield has already been subject to massive strategic development (the Garrison SDL) including 650 houses (a minimum of 1000+ cars) set in the Local Plan, Barkham Square. This will feed straight onto Langley Common Road adjacent to 30 Langley Common Road. Local services, including GP surgeries and the primary school, are already at or near capacity. This "bolt-on" development offers no significant infrastructure mitigation to offset the additional strain on these essential public services.

The site has a long history of use as grazing land and serves as a vital green corridor for local wildlife, including protected species such as badgers and bats which are frequently sighted as well as a family of foxes and a deer that have been breeding on this site since we moved here back in 2010. The loss of this greenfield site would result in a detrimental loss of biodiversity that cannot be adequately mitigated by the proposed "biodiversity net gain" metrics.

While the developers argue the site is sustainable, it lacks safe, high-quality pedestrian and cycle links to any local amenities due to very narrow and un-maintained pathways on a 40 MPH road. Future residents will be almost entirely reliant on private car journeys

for basic amenities, which is contrary to the climate goals set out in the National Planning Policy Framework (NPPF).

There is a lack of Legal Deliverability and Land Ownership based on the following points:

a. The outline plan proposing a public footpath between properties 30 and 32 Langley Common Road is fundamentally flawed. The land in question does not belong to the application site; properties 30 and 32 hold full right of access over this land. Access is permitted to Oaklands View, but this access point has not been used in at least 5 years is currently inaccessible due to being severally overgrown.

It is physically impossible and inherently dangerous to install a public footway through a private residential driveway. This creates a high risk of conflict between reversing vehicles (which we do daily to pull out of our driveway as does 32) and pedestrians, particularly children or those with mobility issues. The applicant does not have legal control over this strip, rendering the proposed pedestrian and emergency access undeliverable.

b. The proposed access offers no significant benefit to the community. Aside from leading to a single bus stop at the junction of School Road, there are no local amenities that this access would serve. It is a redundant addition that provides no "mitigating benefit" to justify the intrusion onto private land and the loss of residents privacy.

c. The proposal for emergency and pedestrian access onto Langley Common Road presents a major security risk. There is no viable way to ensure this remains "pedestrian only." Similar bollard schemes on School Road are frequently removed by motorists and without 24-hour enforcement, this proposed path will be used by motorbikes and its likely the same thing will happen to allow cars to pass as a vehicular cut-through, creating a major safety hazard and a policing burden for the local authority.

The site is subject to a Tree Preservation Order (TPO) covering the woodland and hedgerows. This development would fundamentally undermine the purpose of the TPO.

For these reasons, I strongly object to this application and urge the Council to refuse planning permission.