

PLANNING REF : 252498  
PROPERTY ADDRESS : 1 Bassett Close  
: Reading, Berkshire  
: RG6 4JL  
SUBMITTED BY : Mr Christopher Stuart Anderson  
DATE SUBMITTED : 12/11/2025

COMMENTS:

To: The Planning Authority - Wokingham Borough Council  
Proposal: Hybrid planning application (part in full, part in outline) for up to 2,800 residential units, schools, commercial centres, sports hub, gypsy & traveller pitches, associated infrastructure and engineering works.

I write to formally OBJECT to this application on behalf of myself and residents in the area.

1. Infrastructure Delivery & Service Capacity

The scale of development proposed (up to 2,800 dwellings, plus associated commercial, school and community uses) will place an excessive burden on already stretched local infrastructure.

The Council's own Infrastructure Delivery Plan identifies that the Hall Farm / Loddon Valley strategic development location will require significant upgrades to the strategic transport network, water supply and utilities.

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The Council's Infrastructure Funding Statement shows that although millions in CIL/S106 receipts are collected, a large portion remains unallocated/unspent.

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Given the size of this development, there is no credible guarantee that all supporting infrastructure (schools, health, roads) will be delivered in advance of occupation.

The proposed schools, district centre, local centre, sports hub and healthcare facilities are, in large part, outline only, which means delivery is uncertain and may occur many years after first occupation.

2. Traffic, Transport & Highway Safety

The proposed vehicular accesses (new 4th arm to Meldreth Way roundabout, access from A327 Reading Road, new bridges over M4 and River Loddon) and internal roads represent massive interventions.

The Local Transport Plan emphasises that development must consider cumulative impacts and the future of the transport network.

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The local road network (Lower Earley Way North, A327, Meldreth Way roundabout) is already heavily congested; the proposed additional traffic from 2,800+ homes (plus commercial/educational uses) will

exacerbate standing traffic, rat-running and air quality impacts.

Without robust up-front improvement schemes and binding triggers, the residual cumulative impacts will be severe and the scheme fails to meet the duty under the NPPF to avoid "severe" impacts.

### 3. Flood Risk & Drainage

The site lies within the catchment of the River Loddon, within Flood Zones 2/3 and portions likely in the functional floodplain.  
Check for Flooding

The river has historic flood events and the valley is known to be susceptible to winter flooding.

Check for Flooding

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[riverlevels.uk](http://riverlevels.uk)

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Large scale development on floodplain land will reduce the capacity of the landscape to absorb water, raise downstream flow rates, increase flood risk to existing communities and conflict with Core Strategy policy on sustainable drainage.

The proposed SUDS and flood alleviation works are unproven at the scale of the development and therefore do not provide sufficient assurance that the risk is mitigated.

### 4. Loss of Countryside, Green Infrastructure & Character

The proposal will lead to the urbanisation of open countryside in the Loddon Valley, eroding the strategic gap between settlements such as Arborfield, Shinfield, Lower Earley and Winnersh.

The density and scale of development (2,800 homes plus large commercial and school uses) are out of character with the surrounding rural/edge landscape.

The setting of heritage assets (e.g., the nearby St Bartholomew's Church) and ancient woodlands may be adversely affected.

Although areas of SANG and BNG are proposed, these do not fully offset the permanent loss of greenfield land, landscape character and ecological habitat.

### 5. Public Transport & Sustainability Credentials

The area is currently not adequately served by high frequency public transport. Most future residents will likely depend on private vehicles, contrary to sustainable travel goals.

The Infrastructure Delivery Plan states that development at Hall Farm / Loddon Valley must be served by a well-planned transport offering including crossings over the River Loddon and M4.

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Without binding commitments and early deliverability of these

transport links, the sustainability credentials of the development are compromised.

## 6. Scale, Timing & Phasing

The sheer magnitude of this development means that occupation will occur long before all infrastructure is delivered. Early phases may be occupied without full access to schools, health services or public transport links.

This would leave residents reliant on currently oversubscribed local services (schools, surgeries) and travelling out of area for everyday needs.

The Local Plan Update is under examination and approving this now could pre-empt plan-making, undermining the plan-led approach.

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## 7. No Proven Housing Need Justification at This Scale

While new housing is acknowledged as necessary, the justification for up to 2,800 units at this location is not convincingly demonstrated in terms of local demonstrable need, service capacity or sustainable delivery.

Without infrastructure secured, new homes might create more harm than benefit to the local community.

The proposal for up to 2,800 dwellings and extensive associated development at Hall Farm / Loddon Valley is unsustainable in its current form. It would generate severe residual cumulative impacts on highways, flood risk and local infrastructure; it would lead to significant loss of countryside; and its delivery is reliant on outline permissions and un-secured obligations.

For these reasons, the application should be REFUSED. If the Local Planning Authority is minded to approve, I request that the application is referred to Planning Committee for full scrutiny.

Thank you for your consideration of this objection.

Yours sincerely,  
Chris Anderson