

PLANNING REF : 252498  
PROPERTY ADDRESS : 3 Newlands Cottages  
: Mole Road Sindlesham, Wokingham, Berkshire  
: RG41 5DL  
SUBMITTED BY : Mr Chris O'Donnell  
DATE SUBMITTED : 14/01/2026

COMMENTS:

I am objecting to this application for a number of reasons, with specific focus on the 20 traveller pitches on Betty Grove Lane. Firstly, Betty Grove Lane is a single track rural lane with no pavements or lighting. There is no independent road safety audit and no committed upgrades as part of the planning application. Betty Grove Lane is not part of the Loddon Village plan, and the developer has no control over the upgrade of the lane. This site and access is clearly not suitable for refuse vehicles or emergency traffic.

Traveller pitches are a highly vulnerable use and should not be placed where flood risk affects access. The Loddon garden village site lies within the river Loddon flood plain and safe access has not been demonstrated on this plan.

20 traveller pitches at Betty Grove Lane will mean an over-concentration of pitches in the surrounding area. There are already sites at Belvedere park and Mole road, which is in direct contradiction to local and national planning policy. This over concentration risks dominating the already settled community.

By placing the traveller site in it's current location, away from the new community in the Loddon Village development, it is increasing the pressure on already over stretched services in the settled community. GP surgeries and schools are already at capacity. Excluding the traveller site from the new amenities & services places an unacceptable burden on already over-burdened services.

There are also concerns over the whole proposed development. Traffic modelling for this development indicates roughly 2,000 extra vehicle trips at peak hours. This will have a severe impact on existing pinch points with much of the major highway improvement not even fully funded. There are currently large funding shortfalls for the proposed highways and many houses are due to be occupied before any highway upgrades are near completion, possibly even started. This will over burden an already congested network and increase traffic on rural

roads and villages in the surrounding areas. The proposals is a car-dependent design, meaning it goes against national and local sustainable targets. Major new public transport investments are being delivered north of the M4, while most of this plan is to the south. This will inevitably mean more people will be driving to the transport hubs and likely mean that the proposed traffic modelling is wrong. Significant parts of this development lie in or near active

floodplain, with safe access and egress not yet fully proven in the plans. There are also no guaranteed upgrades to wastewater and utilities before homes are occupied placing more pressure on an already constrained system.

Approving this plan before the Emerging Local Plan has been adopted and before funding has been demonstrated would be extremely shortsighted. There are tension with NPPF policies on transport, flood risk, natural environment and heritage.