

PLANNING REF : 252769
PROPERTY ADDRESS : 1 Brook Cottages
: Hughes Green, Arborfield
: RG2 9JE
SUBMITTED BY : Mr Tom Burrows
DATE SUBMITTED : 16/01/2026

COMMENTS:

I strongly object to this proposal on the following grounds:

1. Highway Congestion & Traffic Safety

Residents report significant congestion, speeding issues, and high HGV volumes on Langley Common Road, a situation worsened by the closure of School Road and increasing traffic heading towards Wokingham. The issues caused by the closure of school road and church lane will be aggravated by the level of development planned in the area. These include the negative impact of increased traffic volumes on Langley Common Road and increased usage of the difficult junction where school road joins Langley Common Road and Barkham Road. This application, along with others (Barkham Square, Arborfield

Studios,

a 50-house scheme, and 350 houses at Blagrove Meadows (approved at appeal)), will further stress local highways. This is in direct conflict with Core Strategy Policy CP6 (Managing Travel Demand), which states that development must:

"reduce the need to travel and encourage the use of sustainable transport modes"

And CP10 (Improving the Transport Network), which requires: "all development proposals must deliver appropriate transport improvements or mitigate any adverse transport impacts".

These proposals fail to satisfy either requirement, as they do not

adequately address transport demand or provide necessary highway mitigation.

2.

Inadequate Cumulative Impact Assessment & Mitigation

There is no comprehensive assessment of cumulative traffic impact from current and future schemes. This shortcoming contravenes Managing Development Delivery (MDD) policies and the Wokingham Local Transport Plan, which emphasise a strategic, borough-wide approach to transport infrastructure.

3. Non-Compliance with Local Transport Strategy

The Local Transport Plan 2025 highlights the need to:

- Manage increasing car dependency in rural areas
- Reduce HGV volumes
- Prioritise pedestrian and cyclist safety.

Neither application proposes suitable strategic highway improvements or active travel infrastructure to address these core objectives.