

PLANNING REF : 251421
PROPERTY ADDRESS : 11 Bredon Road
: Wokingham, Berkshire
: RG41 1HW
SUBMITTED BY : Mr Dale Keaney
DATE SUBMITTED : 28/06/2025

COMMENTS:

Having spent decades planning and a fortune implementing a northern distribution road to relieve traffic pressure on Wokingham centre and housing estates - why would you now allow more traffic back into the estate? Why have this access from Old Forest Road? There is already dropped kerb access on the new bypass.

You are proposing to bring a huge amount of traffic into a road that does not need to be used - access can be granted from the bypass directly.

As noted in the Travel Assessment (speed surveys 3.41), Old Forest Road already suffers from a significant level of speeding. More traffic will not help this and adding an additional junction just past a bend and in between 2 existing junctions will be a recipe for disaster.

Old Forest Road also has a single carriageway, traffic light controlled rail bridge. In the 216 pages of the Traffic Assessment, I could find no reference to the impact on this crossing. One of the route options for the new bypass was to use Old Forest Road - but this was dismissed due to this single carriageway bridge and the impact that additional traffic flow would have for the local residents. This proposal must therefore be dismissed on the same basis.

The validity of the Traffic Assessment could also be questioned, if it can't count the number of properties affected. The existing lane serves 4 properties not 2, underreporting the impact by 100%. These 4 properties that enjoyed private access down a dead-end lane will now have a thoroughfare outside their driveways. What compensation will you be offering these properties? It would be much easier to grant access from the bypass directly.

It is infeasible to have a two-way street plus a safe footpath down that lane.

I note that the Design and Access Statement (introduction page 2) refers to the access from Old Forest Road as being "as agreed with the Highways department". But I could find no evidence of this on the planning portal. Is this true that the Highways agency have granted this - or is the DAS misrepresenting the developers position?

I therefore object to this proposal due to the increased traffic & accidents that this will generate and can easily be avoided.