

PLANNING REF : 252498  
PROPERTY ADDRESS : Duffet Drive  
:  
: RG41 5RZ  
SUBMITTED BY : Mr Rohit Dwivedi  
DATE SUBMITTED : 27/12/2025

COMMENTS:

I strongly object to the proposed development (Planning Application Number: 252498) on the grounds of its detrimental impact on the local community, the environment, and most critically existing infrastructure.

I have outlined my key concerns below and have spent considerable time preparing this response. I expect to receive specific, detailed, and substantive answers to the issues raised, rather than an automated or generic reply.

1. Incorrect Assumptions About Existing Infrastructure Capacity

This planning application appears to assume that the current state of local infrastructure is capable of supporting existing residents, which is demonstrably incorrect. Even without the addition of new homes, local roads, healthcare services, and supporting infrastructure are already operating beyond capacity. The assumption that this infrastructure can absorb the demands of a development of this scale is fundamentally flawed and not supported by current conditions experienced by residents.

2. Severe Traffic Congestion and Road Safety Concerns

Traffic congestion during peak hours particularly during school drop-off and pick-up times is already severe. Mole Road and Bearwood Road, which serve Forest School, Reddam House, and Bearwood School, experience extreme delays. Journeys that typically take two minutes during off-peak hours frequently exceed 30 minutes during peak times.

The existing road network is under significant strain. A substantial proportion of additional traffic generated by this development will inevitably funnel into Mole Road, a fragile route already affected by bottlenecks at the Winnersh roundabouts and restricted flow at Arborfield Cross. This will further worsen congestion, increase pollution, and compromise road safety for residents, pedestrians, and schoolchildren.

3. Scale of Additional Vehicles

The addition of 2,800 new homes is likely to introduce approximately 4,200 additional vehicles into the local area, based on a conservative estimate of 1.5 cars per household. The proposed infrastructure changes such as pedestrian and cycle lanes and minor roundabout modifications are wholly insufficient to mitigate the traffic impact of this scale of vehicle increase.

4. Lack of Parking Strategy

No adequate consideration has been given to how parking for these additional vehicles will be managed. This omission will inevitably

lead to increased on-street parking, spillover into surrounding residential areas, and further congestion, significantly impacting existing communities.

## 5. Healthcare Capacity

Local healthcare provision is already critically under-resourced. As a parent of a young child, I have experienced firsthand the difficulty of accessing GP services in Winnersh, Wokingham, and Shinfield. The issue is not the number of buildings, but the shortage of qualified medical professionals. Without a clear, credible, and actionable plan to address staffing and capacity constraints, this development will worsen an already unsustainable situation.

### Response Required from the Planning Authority

Given the scale of this proposal and its potential impact on existing residents, I formally request clear, specific, and non-generic responses from the Planning Authority on the following points:

#### Infrastructure Capacity Evidence

Provide documented evidence demonstrating how existing road, healthcare, and public infrastructure already operating beyond capacity can sustainably support both current residents and the proposed additional 2,800 homes.

#### Traffic Impact During Peak and School Hours

Explain how traffic impacts on Mole Road, Bearwood Road, Arborfield Cross, and the Winnersh roundabouts have been modelled specifically for peak-time and school-run conditions to reduce congestion including mitigation measures that go beyond minor junction or cycling infrastructure changes.

#### Vehicle Volume and Congestion Mitigation

Clarify how the estimated 4,000+ additional vehicles generated by this development will be managed, including detailed modelling assumptions and why the proposed transport interventions are considered sufficient.

#### Parking Strategy and Enforcement

Provide a comprehensive parking strategy explaining how on-street parking, overspill into surrounding residential areas, and enforcement will be managed to prevent further congestion and safety issues.

#### Healthcare Provision and Staffing

Set out a clear and deliverable plan showing how GP, primary care, and child healthcare capacity will be increased, including staffing commitments, not just physical buildings, and timelines for delivery.

#### Accountability and Phasing

Confirm what binding conditions or safeguards will be imposed to

ensure infrastructure, healthcare, and transport improvements are delivered in advance of, or in line with, residential occupation not retrospectively.

Without clear, evidence-backed responses to the above points, this application should not be approved, as it fails to demonstrate that the development is sustainable or compatible with the existing community.