

PLANNING REF : 261059
PROPERTY ADDRESS : Dillon Cottage
: Langley Common Road, Wokingham, Berkshire
: RG404TU
SUBMITTED BY : Mrs Angela Deller
DATE SUBMITTED : 04/06/2026

COMMENTS:

Application Reference: 261059
Proposed Development: Barkham Square, North of Arborfield Green
Nature of Submission: Formal Objection
Objector Details: Angela Deller, Langley Common Road
Resident House Number: 3

Dear Case Officer,

I am writing to formally object to the Barkham Square development application (Ref: 261059) on the grounds of Highway Safety, Traffic Generation, Severe Property Access Impact, Flawed Infrastructure Design, and the Unacceptable Loss of Local Green Space.

As a resident living on Langley Common Road, I witness daily that our local highway network is already at a breaking point and fundamentally unsuited to absorb the massive influx of additional traffic this 660-home development will generate. I urge the planning committee to refuse this application based on the following critical material planning considerations:

1. Inadequate Highway Width and Constrained Capacity - Closure of School Road.

Langley Common Road is a narrow residential C-road with narrow pedestrian pavements. It currently lacks the physical capacity to safely handle baseline traffic flows, let alone the massive displacement of vehicles caused by local permanent road closures like School Road. Heavy Goods Vehicles (HGVs) routinely occupy more than half the usable width of the road, forcing oncoming vehicles to drive right up to the kerb line to pass. The planned development will divert hundreds of additional vehicles onto this already constrained road which is untenable.

2. Severe Infringement on Private Property Access

Due to the physical narrowness of Langley Common Road, local resident's require regular roadside parking for multi-trade service vehicles, home deliveries, visitors and essential property maintenance. Currently, even a single parked trade vehicle causes extensive traffic queuing and completely traps residents in their private driveways. The massive volume of traffic generated by the proposed development will turn these disruptions into permanent paralysis, entirely stripping residents of safe, predictable access to their homes.

3. Infrastructure Degradation, Poor Drainage, and Environmental Nuisance

The narrow pavement surface is already visibly eroded and, along with the road edge, suffers from significant standing surface water

due to inadequate highway drainage. The combination of this poor drainage and large vehicles forced to the extreme edge of the carriageway results in constant, severe "splash back" onto residential properties and passing pedestrians. The introduction of major development traffic will accelerate this structural degradation of the highway, worsen localized flooding, and create a hostile environmental nuisance for residents.

3. Pedestrian and Highway Safety Hazards

The existing footpaths on Langley Common Road are dangerously narrow. In current congested conditions, drivers of large vehicle's drive

right up to the kerb of the pedestrian path posing a severe hazard to pedestrians in the vicinity. Increasing traffic volumes will significantly escalate this already severe hazard directly threatening the safety of local walkers, school children, and vulnerable residents.

Furthermore, gridlock at these narrow pinch points will physically block emergency service vehicles (Ambulance/Fire) from reaching existing properties.

4. Flawed Location of the Proposed Link Road

The proposed master plan features a strategic link road designed to feed vehicular traffic directly into the Langley Common Road corridor. This design creates an incredibly dangerous bottleneck.

Funneling

major development traffic and potential "rat-running" onto an unnumbered residential road that already suffers from constrained junctions and physical narrowness is a severe planning failure. The council must reject this access layout as it fails to provide safe, sustainable, or logical connectivity to the existing highway network.

5. Unacceptable Loss of Valued Rural Green Space and SANG Concerns

The Barkham Square allocation results in a severe loss of open green space, destroying the intrinsic rural buffer and unique character that defines Barkham. Building over this natural landscape violates local planning policies aimed at protecting the countryside from speculative, dense urban sprawl. Furthermore, the proposed mitigation via Suitable Alternative Natural Greenspace (SANG) allocation is entirely inadequate to offset the destruction of the green canopy, the displacement of local wildlife, and the permanent loss of biodiversity.

In Conclusion

The National Planning Policy Framework (NPPF) explicitly states that development should be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. The traffic impact on Langley Common Road is already severe; this development will make it entirely unviable while permanently eroding our rural landscape.

I strongly urge the planning committee to refuse this application in its current form.

Yours sincerely,

Angela Deller

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