

PLANNING REF : 261171
PROPERTY ADDRESS : The Linney
: 5 Foxborough, Swallowfield, Reading, Berkshire
: RG7 1RW
SUBMITTED BY : Mr Rod Carroll
DATE SUBMITTED : 17/06/2026

COMMENTS:

I object to this application on the following grounds.

The Planning Statement at paragraph 5.37 states that the application site is "well distanced from any neighbouring land uses." This is inaccurate. The site lies close to land that already has approval for approximately 90 dwellings. Consequently, the proposal cannot be considered isolated from neighbouring development, and its impacts must be assessed in the context of cumulative development pressure within the area.

The application underestimates the capacity constraints affecting local infrastructure and community services. While the site's geographical location is acknowledged, proximity alone does not demonstrate that adequate capacity exists. Local healthcare provision is already under significant pressure, with the doctors' surgery operating at or beyond capacity. In addition, Swallowfield does not benefit from a dedicated primary and secondary school catchment area, resulting in pupils being allocated to schools across the borough rather than the nearest school approximately 1.6 miles away. The cumulative impact of further development on local services has not been adequately assessed.

The Planning Statement describes the site as "mainly undeveloped agricultural land." This description is misleading. The site has previously been used for the storage of green waste and composting activities on hard chalk standing with associated bunding. Given this previous use, a comprehensive soil contamination assessment should be undertaken to identify any residual compounds or contaminants arising from former operations before development is considered.

The application also fails to provide sufficient information regarding the provision of essential utilities. I have been unable to identify any detailed proposals for the supply of potable water. Available mapping indicates that the nearest water main is approximately 320 metres from the site. The application does not explain how a suitable and sustainable water supply will be achieved. Similar concerns apply to the provision of electricity and other utility services.

The Planning Statement itself acknowledges that any future application should be accompanied by a clear strategy demonstrating how services and utilities will be accommodated. In the absence of such information, the current application is incomplete and does not provide sufficient evidence for a proper assessment of its infrastructure impacts.

There also appear to be deficiencies within the Community

Infrastructure Levy (CIL) documentation. Section 4 of the CIL Additional Information Form, relating to liability assessment, appears not to have been completed. Responses provided to Questions 2(c) and 2(d) result in the form progressing directly to Question 8, thereby leaving important liability information unaddressed. This matter should be clarified before the application is determined.

This proposal raises significant concerns regarding highway safety and the suitability of the local road network to accommodate additional traffic. Policy SS5 highlights the need to avoid cumulative harm to the countryside and cumulative impacts on the highway network. The continuing pattern of incremental development in this area is

gradually changing narrow rural lanes, which were never designed for significant traffic volumes, into access routes serving an increasing number of residential and commercial developments. The surrounding lanes lack formal passing places and are of insufficient width to safely accommodate increased vehicle movements. Additional traffic generated by the development would inevitably lead to frequent

reversing manoeuvres along narrow sections of road, increasing the risk of accidents, congestion, and damage to rural verges. The local road network is shared by pedestrians, cyclists, horse riders, and other vulnerable users so is unsuitable for the delivery and movement of large static accommodation units, caravans, and associated towing vehicles. Such vehicles are incompatible with the restricted width and alignment of the surrounding single-track lanes, creating further highway safety concerns. For these reasons, the proposal is contrary to the objectives of Wokingham Borough Core Strategy Policy CP6, which seeks to ensure that development provides safe and suitable access for all users and does not compromise highway safety.