

PLANNING REF : 260353
PROPERTY ADDRESS : 3 Hogmoor Lane
: Reading, Berkshire
: RG10 0DH
SUBMITTED BY : Mr Jack Osborne
DATE SUBMITTED : 07/03/2026

COMMENTS:

Dear Sir/Madam,

Re: Permission in Principle (PiP) Application 260353 - Land North of Broadwater Lane, RG10 0DS and West of Hogmoor Lane, Hurst RG10 0DH

I am writing to formally and unequivocally object to the above Permission in Principle (PiP) application. I live on Hogmoor Lane and would be directly and adversely affected by this proposed development.

This proposal represents yet another attempt to urbanise an open agricultural field that has consistently been found unsuitable for development. The site lies outside Hurst's defined settlement boundary in designated countryside and forms part of the rural setting that gives Hogmoor Lane its distinctive semi-rural character. Approving this application would fundamentally and irreversibly harm that character.

1. Harm to Rural Character and Area of Special Character

Hogmoor Lane is not a suburban road. It is a historic rural lane with open views across fields, strong landscape value, and clear visual separation between built form and countryside. The proposed development would introduce a suburban estate form into an elevated and highly visible position, creating an urbanising effect entirely at odds with the lane's established character.

The site contributes positively to the Hurst Area of Special Character and to the setting of nearby heritage assets, including Grade II listed buildings. A previous appeal decision recognised the harm development here would cause. That harm has not disappeared simply because the applicant has reduced unit numbers. The principle remains flawed.

2. Inappropriate Use of Permission in Principle

The use of a PiP application for such a sensitive and contested greenfield site is wholly inappropriate. PiP is intended for straightforward, low-impact development - not complex proposals affecting countryside, heritage assets, flood risk, and established rural character.

Granting PiP would effectively establish the principle of development before key matters such as layout, landscaping, scale, drainage, highways impact, and visual mitigation are properly scrutinised. For

a site of this sensitivity, that is unacceptable.

3. Flood Risk and Drainage Concerns

Hogmoor Lane has experienced recurring flooding and drainage issues, with serious impacts in recent years. Residents are acutely aware of the strain on existing infrastructure. Introducing additional hardstanding and built form in a known flood-sensitive area is reckless.

There appears to be insufficient clarity regarding long-term ownership, management, and maintenance of proposed mitigation measures. Residents should not bear the consequences of inadequate or poorly maintained drainage infrastructure.

4. Access and Highway Impact

The proposed 15-metre-wide access from Broadwater Lane and the internal access arrangements would erode the rural appearance of the area and require vegetation loss within an important green corridor. Hogmoor Lane and surrounding roads are narrow, rural in character, and not designed to accommodate increased traffic from new dwellings.

This development would intensify vehicle movements on a lane already lacking pavements, street lighting, and modern infrastructure, increasing risks for pedestrians, cyclists, and riders who regularly use the area.

5. Commuter Pressure and Completely Unsustainable Parking Infrastructure

Nearby Twyford already experiences significant pressure from commuter parking, with surrounding lanes and residential roads frequently used as informal overspill parking due to inadequate transport and parking infrastructure. This issue has been widely reported and is well known locally.

It seems incredibly ill thought through to even contemplate further residential development in this location given the ongoing media coverage and acknowledged strain on parking provision. The village's infrastructure is not designed to accommodate incremental growth of this nature. Additional dwellings will inevitably generate more car ownership, more on-street parking pressure, and further congestion on rural lanes that were never designed for such demand.

There is no credible evidence that the local road network or parking infrastructure can sustainably absorb this additional pressure. To proceed regardless would ignore the lived reality of residents and the demonstrably fragile state of local infrastructure.

6. Incremental Erosion of Open Countryside

There has been sustained pressure to develop this field over many years. Each proposal chips away at the countryside designation. Granting permission in principle for part of the site risks setting a precedent that makes future incremental development increasingly difficult to resist, ultimately leading to the loss of the entire field.

This would represent a permanent and unnecessary loss of valued agricultural land and open countryside.

7. Limited Public Benefit

A development of 5-7 dwellings makes a negligible contribution to housing supply, particularly in the absence of meaningful affordable housing provision. The public benefit is minimal, while the environmental, heritage, infrastructure, and character harm would be substantial and permanent.

For all of the above reasons, I strongly urge Wokingham Borough Council to refuse this application. The proposal is contrary to the established rural character of Hogmoor Lane, harmful to heritage and landscape assets, inappropriate in its use of the PiP process, unsustainable in infrastructure terms, and unsupported by any compelling public benefit.

Hogmoor Lane is defined by its openness, tranquillity, and countryside setting. Once lost, that character cannot be restored.

Yours faithfully,

Jack Osborne
Hogmoor Lane
Hurst