

PLANNING REF : 251540
PROPERTY ADDRESS : 356 Barkham Road
: Wokingham, Berkshire
: RG41 4DL
SUBMITTED BY : Mr Richard Abrahams
DATE SUBMITTED : 22/07/2026

COMMENTS:

Further to my previous objections dated 5/8/2025, I request that the following points, in light of the recently posted Highways Technical Note, are addressed and again, evidenced to a satisfactory conclusion:

Site Access

The Tech Note mentions that the site is accessed via a 'Private Drive' and also states that this is a Public Right of Way.

If, as stated, it has been established that this is indeed a Private Drive, then please can evidence be provided that the owner has given explicit consent to use their 'Drive' for this access together with any associated conditions for its' use, for example, responsibilities for ongoing maintenance. If such consent cannot be evidenced then access should not and can not be presumed.

I believe that the statement that this 'Drive' is a Public Right of Way is, at best, misleading. I would suggest that this Right of Way is actually restricted to only the Public who require vehicular access to the properties at the end of the 'Drive' (and indeed may even be incorporated into the deeds of said properties) and to pedestrians wishing to use the Public Footpath. Without such a restriction, the implied 'General' access would be boundless and therefore be deemed unfair and unreasonable to both the 'Drive' owner and to those who currently maintain it; an example being this application.

In my view, the only allowable access to this site should be via the existing plot for 354 Barkham Road. This should be for both the eventual owners of the 2 properties and any contractors/contractor vehicles during the construction.

Parking

The Tech Note has gone to great lengths to demonstrate 'Swept Path' tracking showing how a saloon car or transit van can enter, park, turn and exit forwards from the site. Actually, I am surprised by the way that this analysis is presented and I find it very disappointing. True modelling should always consider 'best', 'worst' and 'median' case scenarios and also deal with 'what if' questions. This Tech Note conveniently only deals with the 'best' case scenario with vehicles parked perfectly in order to demonstrate that the minimum requirements are met. It does not consider real life scenarios ('worst' case) such as parking in the turning bay, parking in the turning circle areas, off centred parking outside garages, lack of use of the integral garages for parking (very likely) or parking of extra vehicles/visitors. It is all very well proving that turning is possible under ideal conditions but making the planning decisions based on this does not consider the real consequences downstream, both to the residents themselves and the public using the 'Drive'.

As an analogy, we all have experienced public or supermarket car parks where the spaces probably meet the 'minimum' requirements. However it only takes a vehicle to be larger than average, or not parked centrally, or not parked straight and the adjacent space(s) is frustratingly rendered unusable.

I can understand, from a developers perspective, the desire to build 2 properties being built on this parcel of land. However, I do strongly object to the proposed access, the site layout and, as per my objections dated 5/8/2025, the effect on trees, in particular related to the TPO oaks, T8 and T9, which do not appear to have been addressed to date.