

PLANNING REF : 251621
PROPERTY ADDRESS : Lavender Cottage
: 16 Park Avenue, Wokingham, Berks
: RG40 2AJ
SUBMITTED BY : Mr Nicholas Campbell-White
DATE SUBMITTED : 10/12/2025

COMMENTS:

It is regrettable that the revised plans to incorporate evacuation lifts did not address my PREVIOUS MAJOR OBJECTION, namely the BULK and HEIGHT of the corner of the proposed building Wellington Road into Park Road. The superceded plans 21086-1402-P01 PROPOSED SECTION CC, right corner, shows the ridge line at the corner to be 2.4 METRES ABOVE ABOVE THE OPPOSITE HOUSE--also corner of Wellington Road into Park road. This view, if built, by virtue of bulk and size, will be totally out of keeping with the area and dwarf the vista down Park Road. The second storey here should be eliminated and the building reduced to the same height of the proposed lowered section further down opposite 2 Park Road.

As a former construction site manager I would be unable to comply with a number of the conditions in the DRAFT CONSTRUCTION MANAGEMENT PLAN.

Clause 2.6.1 states all deliveries " will predominately take place to the rear of the site, but on exceptional cases might have to be ON THE KERBSIDE ON WELLINGTON ROAD". The " 8 WHEELED TIPPER TRUCKS" mentioned are unlikely to be able access the rear of the site because of the very narrow width and if they do WILL NOT HAVE THE SPACE TO TURN

ROUND. Thus they will have to back out down into Park Road, then down backwards into Wellington Road.(already dangerous for vehicles exiting forwards).

Page 18 of the CMP, Appendix A, ie the first & only page, should be consulted by anyone reading this comment. This clearly shows the site boundary in red and the very limited access to & on the site. Remember the car wash is privately owned and wishes to keep operating during any construction work. (Will his area also have 2.4m high fencing?)

Clause 2.10.1 says " a PERIMETER FENCE 2.4m HIGH will be installed to segregate the works from the adjacent public footpaths and highways". Will this perimeter fencing be installed along Park Road & the access to the rear of the site? IF NOT, WHY NOT?

I suggest AN ACTUAL & VIABLE CONSTRUCTION MANAGEMENT PLAN IS UNDERTAKEN before any planning permission is given to test the feasibility of

the plans as drawn, rather than the existing CMP plan lifted from a copied & pasted theoretical one lifted from elsewhere. If not there will be expensive delays & cost overruns.

All my comments made previously still stand.