WBC Planning Application 251621

Submitted by: Emily Yorke-Goldney, Park Road, Wokingham RG40 2AH

Date: 12.10.2026

Comments:

To whom it concerns,

Application 251621: Land at the junction of Wellington Road and Station Road

I am the owner of 4 Park Road, immediately adjacent to the site. I would be grateful if this email and the attached photographs could be included in the committee papers or the late representations update sheet, so that members can see it before they decide.

I have measured the opening between the existing Station Road Car Wash building and our boundary/fence line at 3.0 metres. The attached photograph shows the tape measure in place. The applicant's own drawings rely on vehicles using this route, so I believe the committee needs to be satisfied on the two points below before it can make a decision.

1. Fire appliance access

- Drawing SK11 Rev F (Fire Tender Strategy, September 2026) states that a fire tender "will be required to turn within the private road to the northeast and then upon exit past the existing pillars make a reverse manoeuvre back into the site access road".
- The appliance used in that drawing is a DB32 pump, 2.18 m wide, with a kerb-to-kerb turning radius of 7.91 m.
- Approved Document B (Volume 1) guidance for a pump appliance is a minimum of 3.7 m between kerbs, reducing to 3.1 m only at a gateway or similar short narrowing. The opening I have measured is below both figures.
- The private road is outside the application boundary and outside the applicant's control.
- The Fire Statement (22 October 2025) predates drawing SK11 Rev F. It names Park Road as a firefighting access route, but it has not been updated to reflect the current strategy.
- Drawing SK10 Rev I states that the development "will have no impact on the existing private road and its associated infrastructure". That appears inconsistent with SK11 Rev F, which depends on that road.
- I can find no consultation response from Royal Berkshire Fire and Rescue Service on the public file.

2. Construction vehicle access

- The Framework Construction Management Plan (August 2026, Rev A) lists 8-wheel tipper trucks, skip lorries and HGV deliveries, typically around 2.5 m wide. It requires every vehicle to leave the site

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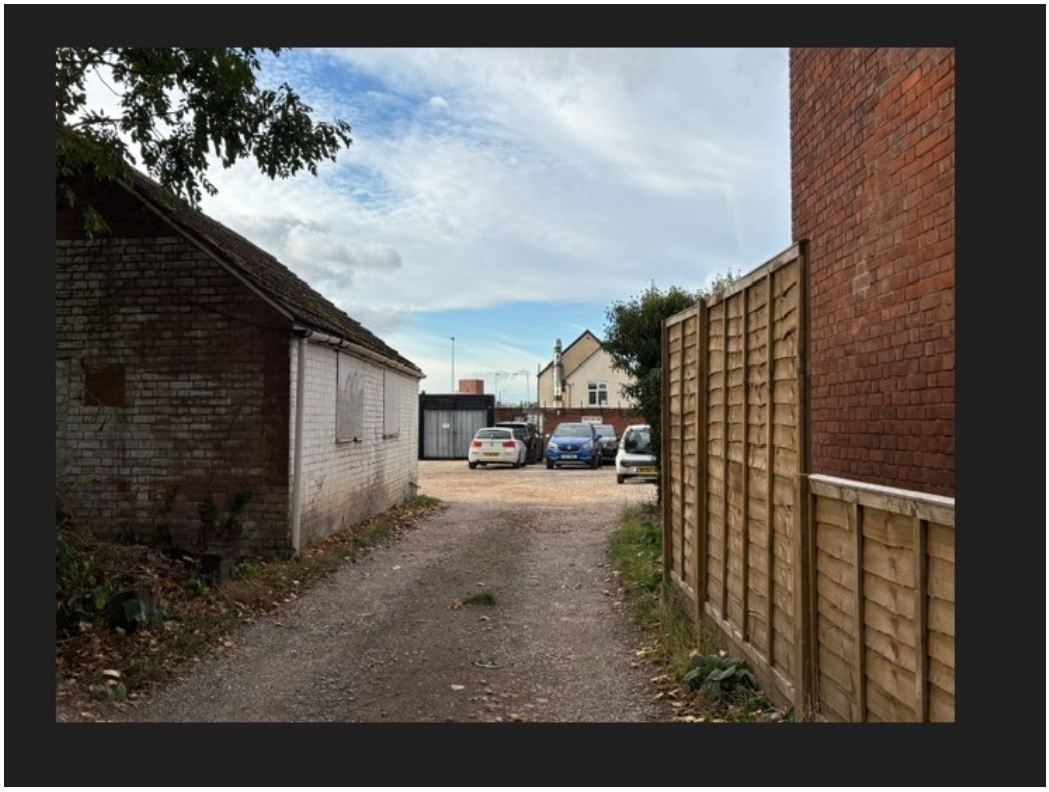
in forward gear and prohibits waiting or deliveries on Park Road.
- The only delivery swept path submitted (SK16 Rev C) is for a 7.5-tonne box van, 2.1 m wide. No swept path has been provided for the larger vehicles the plan relies on.
- A 2.5 m wide vehicle passing through a 3.0 m opening would have about 25 cm clearance on each side, with no space for mirrors and no allowance for manoeuvring.

I am not suggesting the committee should determine Building Regulations matters. However, the applicant has made this route part of its planning submission, and the safety and deliverability of the access are material considerations. On the information currently submitted, compliance has not been demonstrated.

I would therefore ask that the committee does not determine the application until:

- Royal Berkshire Fire and Rescue Service has been consulted on the route shown in SK11 Rev F, and its response is published;
- the applicant provides drawings for the fire appliance and for the largest construction vehicle listed in the Construction Management Plan, tested against the measured width of the opening; and
- the Fire Statement is updated to reflect the current access strategy.

If the committee is minded to approve, I would ask for conditions requiring a fire access strategy agreed with Royal Berkshire Fire and Rescue Service, and a full Construction Management Plan with paths for all vehicle types, both approved before any work starts.



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