

PLANNING REF : 251621
PROPERTY ADDRESS : Park Road And Park Avenue
: Wokingham
: RG40 2AH A
SUBMITTED BY : Mrs Fiona Cross on behalf of Park Road and Park Avenue Limite
DATE SUBMITTED : 27/08/2025

COMMENTS:

These are Park Road and Park Avenue Limited's comments on planning application number 251621.

CONTEXT:

Park Road and Park Avenue Limited is, as the name suggests, an incorporated residents association. It has been in existence since 3 October 2016 with the objective of maintaining Park Road and Park Avenue (as they are roads that have not been adopted by the Council) and controlling nuisance parking. Prior to October 2016, these issues were dealt with by residents via an unincorporated association.

In 2017, residents paid 45,750 for Park Road and Park Avenue to be properly surfaced. Additional works were carried out to the first section of Park Road in October 2018 at a cost of 3,456. Wokingham Housing contributed 500 to these works due to Wokingham Borough Council's ownership of the land on the corner of Park Road and Wellington Road. This is the land which is the subject of the current planning application.

The first section of Park Road that is part of the current planning application required repair work in October 2022 at a cost of 1,656 due to use of this first section of Park Road by the Station Road businesses; the people who park to drop off or pick up for the train station; and the people who do a 3 point turn due to the one-way tem now in place on Station Road. Then in July 2023, a full surface dressing had to be carried out to Park Road and Park Avenue. Wokingham Borough Council contributed 3,024 out of the total cost of 21,552 in order to cover the cost of the surface dressing of the first section of Park Road. (The section of the road alongside the land that is the subject of the current planning application.)

PARK ROAD AND PARK AVENUE LIMITED OBJECTS TO THE PLANNING APPLICATION ON THE FOLLOWING BASIS:

1 PARKING - Park Road and Park Avenue Limited objects to the planning application on the basis that the proposed "car free development" will result in nuisance parking both during and following the development's construction unless (i) adequate car parking is provided or (ii) enforceable parking controls are imposed as a condition of planning permission.

1.1 During construction

- Paragraph 2.11 of the draft Construction Management Plan states that "There will be no on-site car parking." Where will construction

workers park? They are unlikely to want to pay to park all day in the train station car park. What will be done to ensure construction vehicles and construction workers do not park on Park Road or Park

Avenue? Will they be given parking permits to enable them to park in Council car parks?

- The Construction Management Plan has sections that are incomplete (for example paragraph 2.1.3: "A minimal increase of traffic movements will occur along local" - this sentence is both

inaccurate and incomplete), or simply copied and pasted from another report (for example paragraph 2.1.5: "On street parking is not expected to be affected during the construction period with deliveries from Brading Road using the existing access arrangements". Deliveries will be from Park Road. Where is Brading Road?) It would appear that no proper consideration has been given to the impact of the construction of this development on its neighbours.

1.2 Post construction

- Whilst, in line with the Wokingham Town Centre Masterplan, the reduction of car movement and parking is a long-term aim of the Council, it is completely unrealistic to expect a development of 21 flats to be "car free".

- Paragraph 7.4.6 of the Wokingham Town Centre Masterplan states that in the medium to long-term, future developments within the town centre must seek to "materially reduce car parking provision and contribute to enhanced parking management and sustainable transport improvements that offer comparative door-to-door journey times." A reduction below the average of 1.5 spaces per dwelling (as per paragraph 10.6.11 of the Masterplan) would suffice, say to the 1 parking space per

dwelling being provided as part of the private development of 14 flats on the former Jewsons site on Barkham Road/Oxford. No parking provision, other than 2 disabled bays and 4 visitor bays, for 21 flats takes the Masterplan aim to a complete extreme and in doing so is unreasonable.

- The application's premise is that parking spaces are not needed because of the location of the site and availability of public transport. This is a false premise. The bus routes quoted in the Transport Plan accompanying the planning application are limited both in terms of the areas covered and the times of day covered. The bus network certainly does not offer "comparative door-to-door journey times" to private transport. Whilst there is also the railway as a source of public transport, to meet the benchmark of "comparative door-to-door journey times" the destination also needs to be next to a railway station. This is clearly unlikely.

- There is no evidence that there are adequate bus and train services such that residents of the proposed development will not wish to own a car. Existing residents of houses in Station Road, Wellington Road, Park Road and others in the town centre own cars. Living near public transport does not stop car ownership for the simple reason that public transport does not serve where residents wish to go, or does not provide "comparative door-to-door journey times". There is no reason to believe residents of the proposed developments will not need cars.

- Paragraph 7.5.2 of the Wokingham Town Centre Masterplan refers to 'Demand Management' in the context of transport capacity. Reducing the supply of parking spaces to almost zero, as proposed in this planning application, does not represent 'Demand Management'. It represents a complete lack of 'supply'. The development will create car parking overspill, just as the development on the cricket pitch/tennis club (Outfield Crescent) further along Wellington Road did. Slough's Borough Council has admitted that its attempt at a 'car free development' has failed, resulting in dangerous parking problems:

<https://www.sloughobserver.co.uk/news/24688449.horlicks-quarter-linker>

d Slough Observer of 30 October 2024 "Slough Borough Council's goal of encouraging people to use alternatives to cars led it to grant planning permission to new housing developments with little or no parking. But now the council has acknowledged that these efforts have 'not been successful' and have led to parking issues on and near major roads." All the same arguments as Wokingham Borough Council is putting forward in this planning application were used by Slough Borough Council (ie proximity to town centre and public transport) and just like our own local developments, it has been proved to be an utter fallacy that people living in town centres do not own cars. In summary, the comment expressed in paragraph 2.6.7 of the Transport Statement submitted with the application that "The site benefits from excellent rail accessibility, making travel by bus a very viable alternative to private car journeys" is both non-sensical (why does rail accessibility make travel by bus a viable alternative?) and untrue.

- Paragraph 3.1.14 of the Transport Statement states that "Park Road itself provides very little in the way of on street car parking opportunities which will discourage car ownership". Where is the justification for this comment? Why will limited opportunities discourage the residents of the development from making use of the opportunities that do exist resulting in nuisance parking? That has been the evidence of the Slough development and the cricket/tennis club development in Wokingham. Furthermore, the current residents of Park Road and Park Avenue are already constantly finding cars parked which have no connection with any residents. It appears no real

consideration has been given to the impact of the "car free development" concept on the development's neighbours.

- Reference is made to double-yellow lines being painted on the first section of Park Road once it is made up to adoptable standard. This is appreciated, but how will the proposed double-yellow lines be enforced if this section of the road is not adopted? (See below.) Simply making this section of Park Road up to adoptable standard is not good enough. The double-yellow lines will have zero impact if they cannot be enforced due to the Council not having adopted the

first section of Park Road. This is a significant omission to the application. It should be a condition of the application that the Council adopts the first section of Park Road.

- Overall, how will the Council 'police' the no "car free development" concept (noting here that the Council has stated that the flats will "all be social rented and managed by us" - see the Residents' Round Up summary of the proposed development on 8 August)? Previously (in 2022) Park Road and Park Avenue residents were told that Loddon Housing could insert a clause into the tenancies of the flats proposed to be built at the time further to which tenants would acknowledge that they have no right to park a car or allow their visitors to park a car on Park Road or Park Avenue and that if they breached this clause they would be at risk of forfeiting their tenancies. It should be a condition of allowing permission for this current proposed development that such a restriction is placed on the tenancies of the proposed development.

2 HIGHWAY MAINTENANCE - Park Road and Park Avenue Limited objects to the planning application on the basis that there is no appropriate provision in the application for the maintenance for the section of Park Road that will be affected by the proposed development during

its construction and no provision at all for the maintenance of the relevant section of the road after its construction.

2.1 During construction

- Access to the site during the construction (proposed clearance in November and December 2025 and construction between April 2026 and June 2027) will be via Park Road. The road surface is not up to highways standards. It will be ruined by construction vehicles.
- The Construction Management Report references at section 2.2 making good damage to the highway caused by the construction, but anticipates the contractor reporting and accounting to Wokingham Borough Council about this. The constructor should report and account to Park Road and Park Avenue Limited unless Wokingham Borough Council is, as requested (see above and below), is going to be required to adopt the first section of Park Road.

2.2 After construction

- The planning application states that the first section of Park Road will be "finished to adoptable standards" (see the proposed site plan), not that the Council will be adopting the first section of Park Road. This distinction is of fundamental importance.
- If the Council is not adopting the first section of Park Road, it should nevertheless be required via a condition of planning permission being granted to undertake to be responsible for maintaining the first section of Park Road that the development will use in perpetuity otherwise who will do so? It is not right that the obligation will fall on the residents of Park Road and Park Avenue via Park Road and Park Avenue Limited once the Council has added 21 new residences to the road.