

PLANNING REF : 251621
PROPERTY ADDRESS : 10 Albert Road
: Wokingham, Berkshire
: RG40 2AL
SUBMITTED BY : Mrs Sally Heyworth
DATE SUBMITTED : 28/08/2025

COMMENTS:

This planning application should be rejected on the grounds that its scale, design, parking provision, and impact on neighbouring properties directly conflict with Wokingham Borough Council's own Town Centre Masterplan and planning policies. The development constitutes over-intensification of the site, undermines residential amenity, and introduces unacceptable risks to highway safety.

Four Principal Grounds for Objection

1. Scale, Height, and Design

The proposed development exceeds the Town Centre Masterplan's guidance, which restricts this site to a maximum of three storeys and requires sensitivity to nearby two-storey Victorian and Edwardian homes.

The bulk and massing would visually dominate Park Road, Wellington Road, and Station Road, disrupting the established historic streetscape.

Park Road and Park Avenue residents have consistently adhered to the "ridge-line" principle the highest point of the roof where the two planes meet and this proposal would breach that precedent.

The design draws influence from developments not visible or contextually relevant to the site, rather than harmonising with its immediate surroundings.

2. Impact on Neighbouring Amenity

The positioning of balconies and windows would result in direct overlooking into properties at 1 and 4 Park Road, leading to a significant loss of privacy.

The size and proximity of the building would overshadow nearby homes, causing light loss and creating an overbearing presence that would diminish residents' quality of life.

A 21-unit development is excessive for this quiet cul-de-sac and would generate levels of noise and disruption incompatible with the area's current character.

3. Parking Provision and Highway Safety

The proposed "car-free" approach is unrealistic given the inadequate frequency and speed of local public transport, which does not offer a practical alternative to car ownership.

With only two disabled spaces and four visitor bays for 21 units, overflow parking is inevitable and will exacerbate congestion on Park Road.

Construction traffic, delivery vehicles, and increased car use would significantly worsen safety at the already dangerous Park Road/Wellington Road junction.

4. Environmental and Infrastructure Issues

The removal of a protected tree under a Tree Preservation Order (TPO), along with the loss of green space, is unacceptable, especially given the ongoing reduction of open areas in the town centre.

Damage to local roads during construction is likely, yet the responsibility for repairs would fall on residents, who currently fund the maintenance of Park Road and Park Avenue themselves.

The application provides no clear commitment from the Council to adopt Park Road, raising doubts about the enforceability of planned traffic restrictions such as double-yellow lines.

The destruction of green space linked to wildlife habitats would degrade the local landscape. Preserving and maintaining this area would benefit the neighbourhood and support biodiversity.

Conclusion

This proposal runs counter to key local planning policies related to design, amenity, and transport. It constitutes overdevelopment and would inflict lasting harm on the area's character, infrastructure, and safety.

Additionally, the environmental and infrastructure concerns raised fall squarely within material planning considerations. Previous Council decisions have been consistent in rejecting similar applications on these very grounds. If a different approach is being considered in this case, the Council must demonstrate alignment with its existing planning framework.

I therefore respectfully urge the Council to refuse this application.