

PLANNING REF : 251621
PROPERTY ADDRESS : 8 Park Avenue
: Wokingham, Berkshire
: RG40 2AJ
SUBMITTED BY : Mr Robert Baylis
DATE SUBMITTED : 28/08/2025

COMMENTS:

Planning Application 251621

I write to object to this proposal on the grounds that it overdevelops the site to an enormous degree and difficulties that have already been notified to the council in previous proposals have not been addressed.

Building Size.

The proposed building is totally out of proportion to those surrounding it. It will have an overbearing detrimental effect, including natural light, on properties nearby. The three storey design is not comparable with any of the existing properties surrounding it in Wellington Road, Park Road or Station Road. This failure to consider the surrounding properties in the size and design breaks the guideline of the Wokingham Masterplan and I think if it were anybody other than Wokingham Council submitting this application, it would be dismissed out of hand.

Park Road section included within proposed site.

During the development of previous proposals I and others were consulted. We made it clear that we considered that the parking arrangements proposed were dangerous.

It was then suggested by the developers that the parking provision could simply be removed.

We agreed that that would, of course, solve issue of the parking dangers.

We did not however, agree that the removal of parking facilities at this site was an acceptable idea!

I did not agree then and I do not agree now. Parking overspill into the surrounding area is inevitable.

Since the redevelopment of the road layout at the railway station Park Road has been used by vehicles parking, three point turning, dropping off and waiting of pick ups. The cost of maintaining the road for these activities has largely fallen to the residents. Further, the U turns that are often carried out at the very entrance to Park Road are downright dangerous.

In order maintain orderly use of Park Road the section included in the proposed site must include:

No Parking double yellow lines

No Turning signs

No Waiting signs

This section of Park Road must be adopted to make enforcement action of the above restrictions practical.

Park Road is planned to be made up to adoptable standard including pavements. There is no commitment to cover future repairs. The existing residents cannot be expected to repair the road and pavements built with this development.

Again the section of Park Road within this site must be adopted with the Council responsible for ongoing repairs.

The argument that proximity to public transport renders car ownership unnecessary is a fallacy in the context of Wokingham. This is clearly demonstrated by the disastrous consequences of the policy being

applied to the development of Outfield Crescent, the site of the former cricket and tennis clubs. Cars in Outfield Crescent are routinely parked half on and half off the pavements as there is nowhere else to put them. I further understand that Slough Council in the light of experience has accepted that this policy has failed. While no parking development may have worked in places like central London it is because strict no street parking is enforced throughout the neighbourhood. There is simply nowhere to park a car.

That is not the situation here. The Council has no authority to enforce parking restrictions along Park Road, Park Avenue or Albert Road and parking overspill from this development will exacerbate the problems that already exist.

There are young children resident in Park Road and Park Avenue and there are no pavements. The dangers of children running out from between increasing numbers of non-resident parked cars is apparent to anyone who has had responsibility for children.

The current surface of Park Road and Park Avenue was financed solely by the residents. A total of over 65,000 in recent years. Although fit for our purposes it is not made up to full highways standard. It is not reasonable to expect the surface to withstand the vehicular traffic of an additional 21 residences or for the existing residents to pay for the repairs.

To be clear, I do not have an issue with any new residents or anybody else using the existing pedestrian rights of way along Park Road and Park Avenue but additional vehicular traffic is totally unacceptable.

Construction Issues.

There is no coherent explanation of how the workforce will park, or how deliveries will be made during the demolition and construction process. All the arguments above relating to non-residents using Park Road apply equally to the construction workforce.

It should be made a condition of any approval that none of the workforce or delivery vehicles be allowed to pass through the two pillars recently erected at the entrance to the upper section of Park Road and the condition of the lower section be maintained in a good passable condition for road cars.

Overview.

I think this project is in the worst traditions of property opment. It may appear all dressed up and tick all the current, fashionable and popular requirements but in reality it is a vast overdevelopment of the site and designed to squeeze out the maximum profit, monetary or otherwise. It completely disregards its impact on those who surround it, those who will have to live with the consequences into the indefinite future.

The over crowding of so many people into such a small space and the resulting chaotic overflow into the surrounding area will inevitably lead to disharmony and conflict between neighbours in the longer term. Hardly a successful recipe for a high profile "Gateway" project.

I strongly urge the committee to reject this proposal and for the council to submit a plan for a two storey building, ground and first floor, with adequate parking and the other issues highlighted here addressed.