

PLANNING REF : 251621
PROPERTY ADDRESS : 16 Park Avenue
: Wokingham
: RG40 2AJ
SUBMITTED BY : Mr Nicholas Campbell-White
DATE SUBMITTED : 27/08/2025

COMMENTS:

Planning application 251621- Land at the junction of Wellington Road, Station Road & Park Road, Wokingham.
N.B. Any reference to WBC Design Guide & Wokingham Masterplan refers to CD13.03 Borough Design Guide Interactive SPD & the Wokingham Town Centre Masterplan

I OBJECT to the application as submitted for the following 10 reasons:

1) Consultation

There has been absolutely no consultation with the residents of Park Road, or with Park Road & Park Avenue LTD Residents Association. The architect writes "the design principles of the pre-application submitted was well received". Who else saw these other than WBC? And continues "and the design has simply been refined to accommodate suggestions and requirements for the proposals". Any suggestions from anyone outside WBC?? Requirements from WBC presumably to enlarge to monetise??

2) Overdevelopment of the site

The plans should be redrawn to reduce the size & to conform with the Borough Design Guide & to include adequate parking on site.

3) Scale, height & mass

The plans do not conform to WBC design guide R9 or R10.

The scale is out of proportion to the buildings on Station Road & Park Road.

The height, particularly the ridge of the end block with the 2 bed flat facing onto Park Road is 2.2 metres higher than the opposite ridge of 24 Wellington Road. See Architect's 2 elevation drawings, proposed sections A-A & proposed sections C-C. This end block will dominate the street scene as seen from the entrance of Park Road from Wellington Road & should be removed.

Mass - The Masterplan states "proposed built form for the gateway to be limited to 3 storeys and to relate to the surrounding residential units". These plans have 3 storeys plus peaked roofs & in no way relate to surrounding properties.

4) Overlooking

The 2 bed flats numbered 20 & 21 overlooking Park Road have windows & balconies. From this you can look down into the 2 directly facing gable end windows of 24 Wellington Road. These will also overlook properties 1 & 3 Park Road. This end storey should be eliminated.

5) Design

WBC design guide--R11--states "new housing should be designed to create street scenes with a coherent character that relates well to, or enhances existing particularly where built form contributes to the local character." This in no way conforms & is out of character with the surrounding buildings.

6) Parking

"There will be no car parking provided for residents"

(1.1.15) pments in the town centre. Slough Council, having tried to severely limit cars on large developments, using the same reasons as put forward by the architect, have already acknowledged that this does not work. This application does not accord with the WBC parking standards. Whilst this could be relaxed, a minimum of 12 on site spaces should be supplied. (The Jewson 14 flats opposite have 1 space per flat.)

The 2 blue badge spaces shown being accessed off Park Road will be dangerous, particularly as wheel chairs are likely to manoeuvre onto Park Road. They should be within the site.

IF approved there should be a condition that WBC ADOPTS the first section of Park Road, simply making the road up to highway standards and painting double yellow lines each side will have no effect as the parking restrictions will not be able to be enforced unless the road is adopted. It will be inevitable that not only residents, but those visiting, will seek to park anywhere possible, even Wellington Road for a short time.

IF built there is insufficient space for long 6 wheeled & 8 wheeled lorries to enter forwards & turn to enable them to exit forwards, we can expect to see them reversing out of site, down Park Road & reversing into Wellington Road.

7) High way Safety

Exiting from Park Road is difficult currently. Vehicles speed around the corner from Station Road. The increase in traffic from 21 flats ---plus Amazon & other deliveries, visitors --- with those not familiar with the hazardous exit will increase accident risk.

As there is insufficient space for large lorries to turn once driven into the site parking, we can expect to see them reversing out of site, down Park Road & reversing into Wellington Road. Not sensible! as well as lorries will no doubt be constantly parked in Park Road waiting to unload which will be dangerous both for people both entering from & exiting onto Wellington Road.

The trees shown in front of the proposed building will need to be small & amp; the last one to Station Road removed otherwise visibility will be further reduced.

8) Construction

See comments above about lorries reversing into Wellington Road. The Construction Management Plan states there will be no on-site car parking. Does this apply to vans? Where are the construction workers going to park? If forced out they will park, possibly both sides, of Park Road, thereby increasing danger at the entrance in & out of Wellington Road. The Construction Plan also states on street parking is not expected to be affected during the construction period. It does not say where parking might be. This is likely to be Wellington Road whilst waiting to access the site.

9) Boundary

The boundary alongside 4 Park Road is drawn tight to the property. This is incorrect. Should show 600mm away from the house. This reduces the narrow driveway into the site still further.

10) Probity

The Local Government Association's 'Probity in Planning' guidance states, "planning issues must be assessed fairly and on their planning merits, even when there is a predisposition in favour of

one side of the argument or the other". I trust that this application will be considered impartially & objectively despite the applicant being WBC; and the fact that Wokingham Today newspaper printed an article as though planning permission had already been granted.

N.B. I have also submitted these objections to Wokingham Town Council planning committee & the Wokingham Today newspaper

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