

J Pearse
4 Woodrow Drive, RG40 1RS

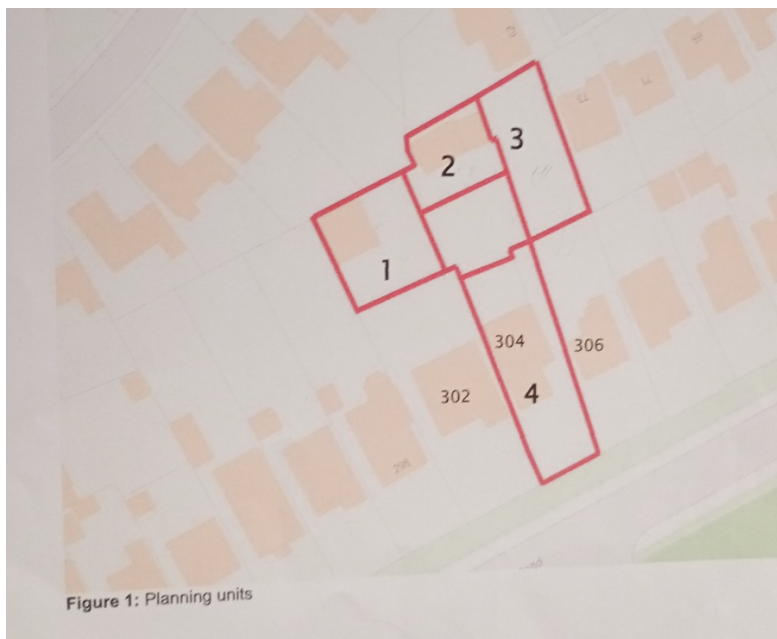
Ref: PA 251221 – Cert Lawfulness – land rear 302 and rear 304 London Road, RG40 1RD

OBJECTION NUMBER 2: The ‘access / vehicle turning area’ to the rear of Planning Unit 4 has been included in the outlined red area subject of this Application PA251221.

I contend that this land to rear of 304 /forward of Planning Units 2 and 3, should not have been included within the red outlined area as it cannot be for the sole use of Planning Unit 1 and must be kept clear at all times as shared turning circle for all rear Planning Units 1, 2 and 3. The driveway from/to London Road also shared by all Planning Units 1, 2, 3 and 4 has not been included so WHY has it been included in this application?

Extract RFS/2020/085605, Page 2

“2.3 The land that is the subject of this enforcement investigation comprises land at 304 London Road and to the rear of 302, 304 and 306 London Road. Shared access to London Road is via the eastern side of the dwelling at 304 London Road. Within the land, there are four distinct planning units, broadly defined by the original but now removed boundaries of each of the gardens but reinforced in the four distinct or defined areas.”



The Applicant did not lodge any objection to the identification of these 4 Planning Units which were endorsed by the Planning Appeal Decision APP/X0360/C/20/3262299 dated 1 July 2021.

Both RFS/2020/085605 and Appeal by the Applicant relating to Enforcement on Planning Unit 3 have now been superseded in some respects by passage of time i.e. 4+ years. However, the Planning Unit identification remains.

None of the identified 4 Planning Units include **sole use** of the shared driveway access from London Road, (adjacent to Planning Unit 4), **nor** the shared access/vehicle turning area forward of Unit 2 up to the rear boundary of house fronting London Road on Planning Unit 4. This area, without a Planning Unit number, is solely for the purpose of enabling vehicle and/or pedestrian access to all 4 number Planning Units and facilitates the turning of vehicles accessing Planning Units 1, 2 and 3 to enable forward ingress from the London Road and egress onto the London Road. The driveway is single vehicle width and does not have separate pedestrian access. It is essential that, at all times, the access area for all Planning Units is kept clear of obstruction to prevent any difficulty of vehicle ingress from, or egress to, the highway London Road which is a designated Red Route Clearway. Specifically, but not exclusively, **Emergency vehicles** (e.g. Fire, Ambulance) **must** be able to **access any of the rear Planning Units** if they need to **without hinderance**. This is even more relevant if there are activities that may involve non-residential use within this relatively small whole site that has 3 residential dwellings plus neighbouring residential properties directly on all 4 land-locked boundaries of Planning Units 1, 2, 3 and Access area.

PA171225 – Planning Unit 2 – residential Annexe

The Proposed block plan and car parking submitted by the Applicant against PA171225 (Cert Lawfulness of Annexe on Planning Unit 2) has a diagram showing the **turning circle for a car** access to/from the Annexe i.e. across the full width of the ‘shared access area for Planning Units 1, 2 and 3’.

Since approval of PA 171225 the Annexe has been extended forward by a covered veranda and a brick porch and therefore the ‘turning circle’ would change but this plan is indicative of space needed and I put forward has been prepared using CAD Planning accepted turning space requirement for a car.



PA 222556 – Planning Unit 3, new build single storey dwelling.

WBC Notification of Approval, May 2023.

9. Parking and turning space to be provided - No part of any building(s) hereby permitted shall be occupied or used until the vehicle parking and turning space has been provided in accordance with the approved plans. **The vehicle parking and turning space shall be retained and maintained in accordance with the approved details and the parking space shall remain available for the parking of vehicles at all times and the turning space shall not be used for any other purpose other than vehicle turning.**

Reason: To provide adequate off-street vehicle parking and turning space and to allow vehicles to enter and leave the site in a forward gear in the interests of road safety and convenience and providing a functional, accessible and safe development and in the interests of amenity. **Relevant policy:** Core Strategy policies CP3 & CP6 and Managing Development Delivery Local Plan policy CC07



I have outlined in orange the 2 parking spaces on the approved plan. These parking spaces are directly adjacent to the rear boundary of property 306 London Road and are at 90 degrees to the shared access drive from the London Road. No plan was submitted showing the turning circle required on the shared 'access only' land forward of Planning Unit 2 / rear of Planning Unit 4. However, in my opinion, a car would need at least the space that is shown for a car against PA171225. I do not have access to the computer programme that would plot this accurately.