

PLANNING REF : 250343
PROPERTY ADDRESS : 2 Greenfinch Drive
: Twyford, Berkshire
: RG10 9JE
SUBMITTED BY : Mr James Ramsay
DATE SUBMITTED : 05/03/2025

COMMENTS:

I would like to object to this planning application for the following reasons.

1. Future Development - As many others have said, this application appears to be a pre-cursor to wider development of number 52 Wargrave Road. While I do not oppose development in principle, this should be brought forward as a comprehensive proposal that sets out all the future plans for this development. The existing access on Wargrave road is a much more suitable access for HGVs and construction vehicles should a future development be proposed. The applicant also seems to own (or have an interest in) number 50 Wargrave Road, it would be more logical to widen the existing access road to create a better access point if future development is planned.

If the planners are considering approving this pointless application, then I strongly recommend that a condition is included the prohibit this access being used for HGVs and construction vehicles as part of future development of the site.

2. Land Ownership - I am not convinced the applicant owns all the land required to implement this access, despite them claiming so within the application. Notably the land to the south of the existing fence line between number 52 Wargrave Road and Greenfinch Drive. The owner of number 52 has never maintained this land and I see no evidence they own it. I believe the original developer of Greenfinch drive retained this land. Unless the owner of number 52 can demonstrate ownership of this this strip then they are not permitted to undertake any works here and the application should be refused on this basis. I suggest the planners seek confirmation on land ownership before making a decision.

3. Unnecessary Change - The existing access is sufficient and has been operating in this way for 20+ years. This proposal will add further traffic to Lincoln Gardens and Greenfinch drive which are already under pressure from commuter and school parking due to lack of parking provisions for those facilities. On this basis this proposal seems needless.

4. Reduced on street parking - As mentioned above, Lincoln Gardens and Greenfinch Drive are already under pressure from on street parking in the area. The proposed access is often used for on street parking and this application will remove this ability adding to an already saturated supply of parking availability in the area.

In summary, there appears to be no real need for this application to be approved, and it is clearly part of a wider development plan for the site which should be brought forward as a comprehensive application rather than piecemeal so all the details can be reviewed and understood by the planning authority before making a decision.