

Comment on a planning application

Application Details

Application: 19/0646/FUL

Address: GreggsGould RoadTwickenhamTW2 6RT

Proposal: Demolition of existing buildings (with retention of single dwelling) and redevelopment of the site to provide up to 116 residential units and 175sq.m commercial floorspace; landscaped areas; with associated parking and highways works and other works associated with the development.

Comments Made By

Name: Mr Philip Hutchings

Address: 50 Crane Road Twickenham TW2 6RY

Comments

Type of comment: Object to the proposal

Comment:

Re: 19/0646/FUL

Response to consultation on proposal to redevelop the Greggs site.

I object to this planned redevelopment based on the nature of plans being proposed. I do not object to the principle of the site being redeveloped.

The grounds for my objection are as follows:-

The overall density of housing in the plan is out of keeping with the area. 116 dwellings creates far greater density of population than the surrounding area. The estimated number of inhabitants is 326 including 118 children. This represents medium to high-density urban development.

There has been no indication that the existing sewage systems, to which the new development will have to connect, will be adequate

To achieve this level of density of population the developer is planning to erect much larger buildings the height and scale of which are also out of keeping with the area.

The mansard roof buildings planned to the rear of 50 to 58, Crane Rd are not identified with a legible code number to refer to and detailed have not been included on the planning website. From document number 2904780 it possible to deduce that the bottom of 3rd floor windows is level with the ridge of the Crane Rd roofs. This out of scale with the Crane Rd houses. The planned development is positioned very close to the rear perimeter wall of the Crane Rd houses. The height and proximity of the planned development will result in the existing Crane Rd properties being severely overlooked by the planned properties and will intrude on the privacy of the Crane Rd inhabitants.

The 5 storey building (building F) at the junction of Crane Rd and Gould Rd severely overlooks the properties in Crane Rd. The balconies and roof gardens are particularly intrusive.

Both building F and the mansard roof building behind 50-58 Crane Rd will reduce sunlight to existing properties. This is because they are taller than the existing buildings and their highest points are closer to the boundary of the Crane Rd properties than the existing. By placing a Mansard roof on top of the three storeys the overall height is greatly increased making the building a greater intrusion.

Building F and the building to the rear 50-58, Crane Rd exceed considerably the height of the housing found in the nearby recent development on Rowntree Rd and Barneby Close where the maximum height is three storeys and where the third storey is built into the roof space which keeps the overall height to a minimum.

There are only two access points into the planned development via Edwin Rd and via Crane Rd. This will cause problems of traffic congestion where the new road joins Edwin Rd and again at the Gould Rd/Crane Rd junction. The Gould Rd/Crane Rd junction is a sharp right angle, already a problem for delivery vehicles to negotiate. With such a dense population, particularly since all the flats, and therefore the most dense area of housing, have been positioned at Gould Rd/Crane Rd junction (referred to by consultants for the project as the 'less sensitive' end!), deliveries, parking, general coming and going will greatly increase on this corner. The plan has not given sufficient consideration for the increase in traffic volumes.

The plan does not include sufficient parking. The residents of the development will not have access to the CPZ initially but may be able to access it in the future. This will result in a reduction in parking to existing residents. The existing CPZ is between the hours of 8.30 am and 6.30 pm Monday to Saturday. Parking outside of these hours will suffer increased pressure due to the lack of provision within the planned development resulting in a reduction of parking for existing residents.