

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 David Trigg

Address: 54 Gould Road Twickenham TW2 6RS

Comments

Type of comment: Object to the proposal

Comment: I am writing to object to this proposal on the following grounds:

In all of my comments please note that my objections relate to the conservation area as well as the roads outside it.

Traffic generation. There will be a large increase in traffic under the proposals in the very narrow streets around the site. This will occur both during and after development. This will cause a large decrease in air quality contrary to Local, London Mayoral and National planning policies. This needs to be minimised during any development and eliminated by any development being made a 'no car/vehicle zone' with all current and future owners and users of the site both residential and/or commercial/business not being allowed to apply for or use WT CPZ passes. The current CPZ WT needs to be extended to operating 0830hrs to 2400hrs seven days a week.

Highway safety. For similar reasons to the above. The increase in traffic and decrease in air quality both during development and after will have a detrimental effect on the current narrow residential streets occupied by the youngest children to the elderly. This would be alleviated by a 'no car/vehicle zone'. The impact of deliveries when completed could be alleviated by a road bridge over the river Crane to Mereway Road near No 3 cottage. This would have minimal impact on the environment but permit a circular movement of delivery vehicles and pedestrian access to Mereway Nature Reserve and Kneller Gardens which would be safer for children than accessing Twickenham Green.

Adequacy of parking/loading/turning would be resolved by the above measures but should access across the river Crane not be possible then a turning circle needs to be ensured such that all access - ingress/egress is via Edwin Road. It has long been accepted by the Council that the optimal access to the site is via Edwin Road as evidenced by the long standing agreement with Gregg's Bakery. There should be no access via Gould Road/Crane road junction.

Road access. The surrounding streets are narrow with a large amount of Victorian property - without modern standards of foundations. The increase in traffic would have a detrimental impact on these properties as well as potentially the Victorian sub-surface services. The surrounding streets are mostly occupied by families covering all generations; the roads are not suitable for the increase of usage and resulting safety implications this development would produce.

As previously stated. It has long been accepted by the Council that optimal access - ingress and egress - is via Edwin/Crane Roads. This is for safety and local air quality reasons among others. This route needs to continue during development with no access permitted via Andover Road and Gould Road. If this is not the case there would be a requirement for traffic control measures at the junctions of Meadway/Andover Roads, Andover/Mereway/Gould Roads and Rowntree/Gould Roads. There would also need to be speed controls in Andover and Gould Roads to ensure 20mph is adhered to.

Materials. The Council can make a decision which includes materials used in any development. Studies have shown that the manufacture of concrete is among the biggest, if not the biggest, contributor to global warming. It should be a requirement that no concrete is used in the development of this site.

I am happy to discuss this with Councillors and/or Council Officers. I should like this to be considered by the Planning Committee and not under delegated authority.

- []