

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: Ms Rachel Terry

Address: 7 Gould Road Twickenham TW2 6RN

Comments

Type of comment: Object to the proposal

Comment: I wish to object to the current proposal for the redevelopment of the Greggs site in the following grounds.

1. Traffic generation, highway safety and road access

Gould and Crane roads are unsuitable for lorries. Greggs reduced the size of their lorries as parked cars were routinely damaged by their deliveries. Gould Road is currently signed as being unsuitable for heavy vehicles and Greggs lorries stopped using the Gould/Crane road gate many years ago. The current plan to have all construction site traffic leave the site via the Gould/Crane road exit is unsuitable as it will massively increase traffic, congestion and pollution as well as compromising pedestrian safety.

The level of traffic after construction is complete will also increase significantly on these narrow roads, causing an ongoing increase in traffic, congestion and pollution as well as compromised pedestrian safety.

2. Adequacy of parking, loading and turning

The provision of parking on site is inadequate – 115 residential parking spaces (with an expected population yield for the site of 326), plus one allocated space for the estimated 18 full time employees in the commercial premises. Given the value of the properties, it would be reasonable to expect that most adult residents will have a car, so this provision is completely inadequate and will create a large overspill of overnight/Sunday parking on the surrounding roads outside the hours where the CPZ is operational.

I understand that residents of the proposed new development will not initially have access to the CPZ, but they may be able to access it in the future. Additionally, if the commercial space becomes unviable (as other commercial spaces in this area have), it may be converted to residential space in the future, causing further pressure on parking.

There is no provision at all for visitor parking onsite and no space for turning on the site.

3. Visual amenity

The inclusion of a 5-storey apartment building is completely out of character with the 2 storey cottages in the area. The tallest building in the immediate area is 3 stories. The plan for a taller building will dominate the immediate skyline and cause many properties to be overlooked (not just those immediately adjacent to the site), with associated loss of privacy.

4. Layout/density of building

The density of the proposed development of the site reflects a medium-to-high density urban development and does not reflect the low-to-medium density nature of the existing suburban environment.

5. Relevant planning policies

Local planning policy would suggest that play provision for the site should be 1080sqm for the number of children expected on the site (108 children at 10sqm per child), but only 410sqm has been provided on the current plan and 250 sqm of this is located on semi-private roof terraces.

There is a lack of community benefit to the existing residents and no consideration for any amenities that will directly benefit local residents:

- The very limited public amenity space represents 1.3% of the 11,600sqm site and is located in the north-west corner of the site and will be overshadowed by the existing buildings of Crane Mews to the West and proposed new housing to the South.
- The 1.5m wide boardwalk adjacent to the river can only be accessed by crossing the shared surface road which runs along the norther boundary of the site
- The proposal for the site does not currently include pedestrian bridge links to the long-distance footpath through the River Crane Valley, or to a shorter walking route to Twickenham station. Inclusion of two bridges to provide these links would provide some much-needed benefit to local residents.