

## To Residents of the Counties Estate

### **GREGGS BAKERY REDEVELOPMENT PLANNING APPLICATION**

If approved, the proposed overly dense urban development will generate 326 more residents (including 108 children) near Twickenham Green, with less than one parking space per flat/house.

**Although the site might seem quite far away  
THIS WILL HAVE AN IMPACT ON THE WIDER AREA!**

**PLEASE READ THE ATTACHED FLYER!**



#### **(3) MORE OVERSPILL PARKING OUTSIDE THE WT CPZ & CONGESTION ON LOCAL ROADS (both during and after the build)**

- With only 115 parking spaces for 116 units (ranging from 1 bed flats to 4 bed houses), no visitor parking, and new residents not being allowed to apply for permits in the WT CPZ, more people will park in the nearest non-CPZ area.
- During the build phase (Jan 2020 to July 2022) construction workers are not going to be provided with parking on-site and will not be able to park in the WT CPZ. They will park in the nearest non-CPZ area.

#### **(4) MORE PRESSURE ON:**

- **SCHOOL PLACES** – catchment areas for some local schools will shrink.
- **LOCAL TRANSPORT** – the local bus network and train services to/from Twickenham & Whitton are already overcrowded.
- **LOCAL SERVICES** – e.g. access to GPs.
- **LOCAL PARKS AND PLAYSACES** (i.e. Kneller Gardens) – the developers are only providing 160sqm of public space (out of the entire 11,600 sqm site) with a play area only equipped for children aged 0-4.

**A LESS DENSE DEVELOPMENT (more in keeping with its suburban surroundings) would mean a quicker and shorter build, fewer residents and cars, and less pressure on the local area!**

**COMMENTS & OBJECTIONS MUST BE MADE BY TUESDAY 9 APRIL**

SCHOOLS  
WOULD NOT  
BE ABLE TO SCOPE.

TO  
SUNDAY  
7- April 2019

Reference  
QUOTE  
19/0646/FUL

GREGGS  
BAKERY DEVELOPEMENT PLANING APPLICATION

My Name and Address

RECEIVED  
09 APR 21

\* My Name, IS MR LESLIE \*  
DOUGLAS FISHER  
91. MEADWAY \*  
TWICKENHAM  
MIDDLESEX  
TW2 6PL

Telephone



DEAR ~~MR~~ Sir/madam,

I am against this developments  
TAFFICK SIZE as this development is too  
Congestion. Big for the area, apart from the  
Schools HAVNIT GOT THE places / DOCTORS

ANYWAY I'm against this  
Developements SIZE - TOO DENSE

BEST Wishes

MR L. D. FISHER  
91. MEADWAY  
TWICKENHAM  
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RICHMOND  
COUNCIL  
TO:-  
\* ENVIRONMENT \*  
DIRECTORATE  
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**OUR VIEWS & OBJECTIONS NEED TO BE SUBMITTED IN WRITING BY TUESDAY 9th APRIL 2019!**

**As residents of the neighbourhood, why are we concerned?**

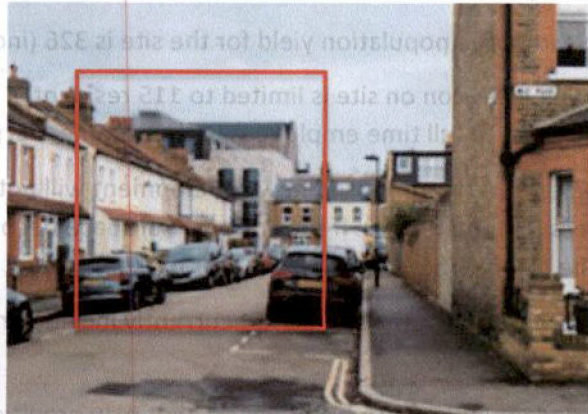
1. The **Height of the Development** | In parts **5-storey blocks, out of character** for an area that is currently 99% 2-storey. These will dwarf our homes and introduce Privacy and Overlooking Issues.
2. The **Density of the Development** | 116 residential units with an estimated 326 new residents, including 108 children with insufficient play space and no additional community space and no effort to truly open up access to the River Crane, and the wider river footpath network.
3. The **Lack of Community Benefit** to the existing residents. | No consideration for any amenities that will directly benefit the local residents.
4. There is **Inadequate Parking Provision** | **less than 1 space per unit** and the plans have not properly considered the inevitable **impact on traffic volumes**

Below you can see the potential visual impact from Gould Road, comparing the view today and the future if the development goes ahead **unchallenged**.

**Gould Road Before**



**Gould Road After**



**Public space provision**



The developers have only provided 410 sqm of potential play space on site, of which only 160 sqm is publicly accessible (in a small north-facing, overshadowed corner of the site – outlined in blue on the picture below) – yes that really is that small strip of land!!

**Where to find out more:**

Full details of the planning application can be viewed on the Council's website at: <https://www.richmond.gov.uk/searchplanning> using the reference **19/0646/FUL**

**How to object or submit your comments:**

Any comments and objections will only be taken into account by the Planning Committee if they are on "**VALID GROUNDS**", which include:

1. **Visual amenity (but not the loss of private view).**
2. **Overlooking/loss of privacy.**
3. **Loss of light or overshadowing.**
4. **Layout and density of building** (and the impact of a "overly dense urban" development on the local area & services).
5. **Traffic generation, highway safety and road access.**
6. **Adequacy of parking, loading & turning.**
7. **Relevant planning policies** (e.g. failing to provide sufficient and appropriately located, publicly accessible space or play space. Failing to truly open up the River Crane corridor. Failing to match and sit appropriately within the local context).

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**PLEASE NOTE:** If you want to **speak personally at the Planning Committee meeting** you must say so in your comments!

**Thank you for reading – we are your concerned neighbours of Crane and Gould Road. Your support WILL be needed so please take time to respond to the council and make our voice heard**

**PLEASE REMEMBER: Tuesday 9th APRIL 2019 is the closing date!!**



**KEY FACTS TO TAKE INTO CONSIDERATION**

1. The new development will have two entrances, located (1) at the corner of Gould Road and Crane Road, and (2) in Edwin Road. The through site road will be a two-way single lane shared use surface (with a 4.5m wide 'car' lane and 1.5m 'overspill') – i.e. with no fully separated pavement.
2. Construction is expected to last from January 2020 until Summer 2022 with Gould Road and Edwin Road both being used for construction traffic. This will pass through the site one way so that each entrance will be being used equally.
3. The estimated population yield for the site is 326 (including 108 children).
4. Parking provision on site is limited to 115 residential parking spaces plus 1 allocated space for the estimated 18 full time employees in the commercial premises.
5. Residents of the proposed new development will not have access to the CPZ initially (but may be able to access it in the future). If the commercial space becomes unviable it may also be converted to residential in the future. There will be no visitor parking on site.
6. The proposals for the site do not currently include bridge links to the long distance footpath through the River Crane valley.
7. Local planning policy would suggest that play provision for the site should be 1081 sqm for the number of children generated by the site (10sqm per child), but only 410sqm has been provided. 250 sqm of this is located on semi-private roof terraces.
8. Publicly accessible outdoor amenity space on site is limited to 160sqm of ground floor public realm (i.e. the remainder of the 410sqm place space provision). This represents 1.3% of the area of the 11,600 sqm site. This is also 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 its south. There will also be a 1.5m wide boardwalk adjacent to the river (which can only be accessed by crossing the shared surface road which runs along the northern boundary of the site).
9. The density of 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.

Crane Road **before** redevelopment



Crane Road **after** redevelopment



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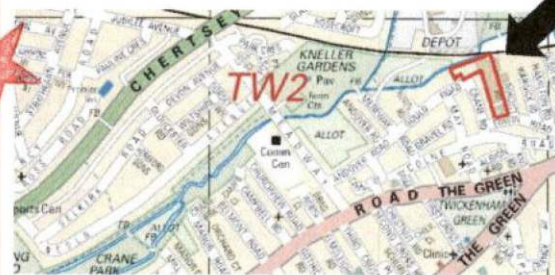
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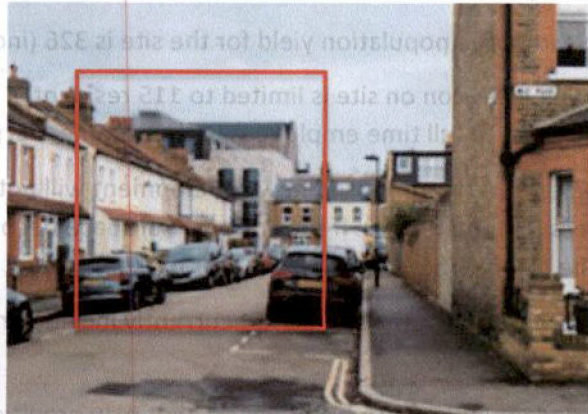
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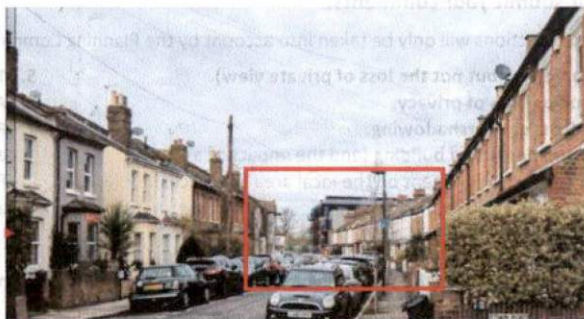
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