

## Comment on a planning application

### Application Details

**Application:** 23/3259/FUL

**Address:** Karslake And Ruston And Ward Buildings At Hampton Water Treatment Works Upper Sunbury Road Hampton

**Proposal:** Conversion and extension of the site including Ruston and Karslake Buildings and works at basement level to provide 36 no. residential units (Use Class C3) and 318.8sqm flexible business space (Use Class E(g)), associated car parking, access and landscaping works. In association with Listed Building application reference 23/3265/LBC.

### Comments Made By

**Name:** Mrs. Julia Magill-Cuerden Langley

**Address:** 1 Belgrade Road Hampton TW12 2AZ

### Comments

**Type of comment:** Object to the proposal

**Comment:** My Objection:

#### 1. Car parking

On reviewing the application it is apparent that the number of spaces for cars is totally inadequate. It appears that 39 spaces for 36 residential homes and office space is insufficient for families, many of which, nowadays, have or require more than one car to accommodate working partners who often use cars for a living and also for visitors, tradesmen and for the office workers. There is absolutely no space for additional parking in the adjacent roads such as Plevna and Avenue as well as Belgrade. The survey of which is a misrepresentation of the situation of a road that is generally full of cars often across driveways and garage forecourts. During the work hours the road is used by people conducting business in Hampton, especially Station Road and it's environment, for work and trade. Visiting shoppers use the road and blocking the road with more cars would curtail trade. Also please see the previous objections to parking with the planning application for property of the former Police Station in Station Road.

#### 2. Public transport access

Access for workers

The building is adjacent to the Upper Sunbury Road which has a bus service that operates buses via Hampton Village between Staines and Kingston about every fifteen to twenty minutes. The half hourly train service from Hampton does not have good connecting services, though there is a further bus service to Kingston. All of which means that the area is not served well by public transport links for people accessing work, resulting in more cars being used. There appears to be no plans for pedestrian access to cross the road for the 216 bus stop.

#### 3. Upper Sunbury Road access to site

This road is frequently congested, especially during commuting hours and in the spring and summer weeks especially with festivals and fairs at Hampton Court and Kempton Park. The traffic road flow is frequently poor. Using this road for direct vehicular access to the homes and offices appears dangerous. The plans show two exit points onto the main road which could endanger traffic in an area where sight is often blocked by congested traffic. The current exit from Percy Road to the main road is often blocked making crossings hazardous. Further entries and exits to the road in this area causing traffic blockages would incur greater risk to traffic.

#### 4. Traffic Flow and Access

It would seem two exits would create two extra stopping points on the road to the existing ones. Would a one way system around the new building area be more appropriate with one main opening.

It would appear less dangerous to make the vehicle entry and exit points on the Lower Sunbury Road, which, though busy would not interfere with a main route way of traffic and incur less danger.

#### 5. Development of homes in Hampton

It is disturbing that a large building, which was formerly Government owned, is now being used to develop homes in an area with high cost housing and which is not making any provision for some Low-cost housing. People of all incomes and

for all kinds of work need to be able to live in this area. It seems the provision of affordable homes should be considered a priority for this large property development.

I would urge the planning committee to reconsider the plans.