

Dear Ms Walker,

Re: Application 17/00649/FUL – 126 Green Street, Sunbury, TW16 6QJ

Following discussion at our recent Committee meeting it was decided that our Association should object to this development proposal on the following grounds:

Transport Statement

The statement claims that the site has access to 6 bus services (216, 235, 555, 557, 655 and 656). In point of fact routes 655 and 656 are no longer in service and the future of 555 and 557 are very much in doubt following cutbacks by Surrey County Council.

Design of New Development

Policy EN1 (a) requires that the building “should respect and make a positive contribution to the street scene and the character of the area in which they are situated, paying due regard to the scale, height, proportions, building lines, layout, materials and other characteristics of adjoining buildings and land.” Further, Policy EN1 (b) requires that the building will “achieve a satisfactory relationship to adjoining properties avoiding significant harmful impact in terms of loss of privacy, daylight or sunlight, or overbearing effect due to bulk and proximity of outlook.”

The Design and Access Statement (DAS) which accompanies the application states that “The scheme has been designed to have a similar vernacular to the surrounding residential buildings.” In support of their submission the applicant provides illustrations depicting architectural detail of nearby dwellings. It is our submission that these illustrations demonstrate the exact opposite. The proposed building would actually offend against the local vernacular in terms of height, scale and proportions and would most certainly not achieve a satisfactory relationship to adjoining properties, most especially No. 145 Manor Lane over which it would have an overbearing effect due to its bulk.

Buildings of Architectural and Historic Interest

Policy EN5 (f) requires “development proposals for any sites affecting the setting of a listed building to have special regard to the need to preserve its setting.” The war memorial opposite the proposal site is listed and it’s our belief that a building of this scale would adversely compromise its setting.

Parking Standards

The applicant has met the minimum parking standard required by the planning authority. However, it will be noted that the entrance to the proposed underground car park is only 25 metres from the Manor Lane/Green Street junction. The Supplementary Planning Guidance (2011) states that “For dwellings with direct access onto a classified road space should be provided on site for the turning of

a car". The applicant's Transport Statement is silent on this point which raises the question as to whether vehicles will be reversing out of the parking facility and on to Manor Lane. Most unsatisfactory.

The Highways Authority will doubtless wish to comment on the possibility of queuing and consequent traffic congestion most especially in the evenings when commuters return from work, and when this junction is particularly busy. Alternatively, and whilst not a planning consideration, it is not difficult to imagine that residents will more easily park on-street than queue to access (or egress) the underground parking facility.

In closing, it's important to point out that this Association is not necessarily opposed to the development of this site but what is proposed in this application represents an over-development in scale which is completely out of sympathy with the street scene and out of character in the wider area of residential properties. We urge you to refuse.

Yours sincerely,

Paul Thompson,

Hon. Chairman,

Lower Sunbury Residents' Association (LoSRA)