

Radnor and Glencoe Road Residents' Association



30 Radnor Road
Weybridge
Surrey
KT13 8JU

Mr Martin Parker
Head of Town Planning,
Elmbridge Borough Council,
Civic Centre, High Street,
Esher,
Surrey, KT10 9SD

23 April 2008

Dear Mr Parker

Planning Application 2008/0861. 31-33 Radnor Road, Weybridge.

Following a meeting of the Residents of Radnor Road and Glencoe Road on the 19th April 2008, I have been asked to contact you to state our objections to the planning application 2008/0861.

Design Statement and Application

- 1) It appears that the boundary line of the proposed development is inaccurate and encroaches onto land owned by 35 Radnor Road. If this is confirmed to be the case, then the statement made by the applicant in Certificate A part(ii). "No person other than the applicant was an owner of any part of the land to which this application relates" would be wrong. Boundary clarification needs to be sought.
- 2) The Design Statement states that the development is in keeping with the character of the area. There is insufficient technical information to claim this. There are no material specifications for brick type, window type, door types and roofing materials.
- 3) The application states that the roof lines are similar to those existing. This is untrue.

The History & Street Scene

When builders constructed the properties on Portmore Park Road covenants prevented them from building semi-detached or terraced dwellings. Radnor and Glencoe Roads form a Victorian Crescent of terraced and semi-detached workers cottages built in the 1890s. These houses were built to house the workers on the Navigation and the mills on the Thames and what is now Whittets Ait. The workers got there via the unique footbridge, shown in the top right of this letter, which is now a Grade 2 listed building. There are only 2 bridges of this type in the country, the other being on the Oxford Canal.

These two streets remain one of the few areas in Weybridge which retains its Victorian heritage, almost untouched.

- 4) The proposed development would drastically change the "Street Scene" by demolishing the existing Victorian façade and impose a modern block of flats, which would be out of character with the rest of Radnor Road.
- 5) There is no need to demolish the Victorian façade and replace it with a modern building. The existing façade can and should be retained. One should question the reason for the need to demolish. Is it

because demolition allows the owners to increase the density of properties, or possibly because a new build would be exempt from VAT, therefore demolition is a financial consideration.

- 6) The street comprise of 90 sq m+ Victorian houses of 2, 3 and 4 bedrooms and the proposal for small 1 and 2 bedroom flats is out of keeping with the historical street scene.
- 7) The dormer windows on the front elevation are out of character with the street. No other loft conversions, which have been undertaken during the last 30 years, have been allowed to put dormer windows on the front elevation. The Elmbridge BC Planning Department have always maintained that such construction would be out of character with the street.
- 8) The scale of the development is excessive, particularly the 3 storey block which increases existing roof height by 1.5m+.
- 9) The building above the vehicle access and of the gable end part adjacent to it, are out of proportion to the other buildings in the area.
- 10) The addition of a third floor will give it a dominant effect in a street where everybody else has avoided raising the roof line on their front elevations.

Amenity and Quality of Life

- 11) The plan shows that 18 windows will be installed overlooking No 35 Radnor Road and the rear gardens of the Glencoe Road properties which back on to the garden of No 35 and the factory. Currently there are only 4 windows.
- 12) There will be a large increase in noise from higher density housing, compared with its most recent use as a storage facility, and in the evening when most residents are at home.
- 13) Light pollution from the overlooking windows.
- 14) Oppressive effect of increased height of boundary walls.
- 15) Loss of natural light to gardens and nearby properties.
- 16) Concerns for the quality of outlook and light for new residents.

Drainage & Flooding

- 17) The Flood Assessment submitted is inaccurate. For example it states that the road has never flooded, however it did in 1968. No recent flood assessment has been carried out in the area and any historical report would not take into account the current flood risks which may have increased due to the ongoing property development on Whittets Ait.
- 18) It is stated that existing drainage will be used. The drains have overflowed in each of the last four years following heavy rain. This has caused localised flooding to the road and pavements. The drains need to be inspected and a report to determine what affect the addition of 11 households will have on the existing sewers which are over 100 years old.

Change of Use

- 19) The application will require change of use. What efforts have been undertaken to find suitable tenants for the existing property?
- 20) With the reduction of small light industrial units on Whittets Ait, what reasons have been given to justify the change of use of this Unit.?

Parking/ Traffic

- 21) These streets were not built to accommodate the motor car. The roads can only accommodate single lane traffic. The increase in vehicular traffic by potentially 22 cars could create a grid lock situation.
- 22) The width of the existing properties means that there is less than one car space outside each house. Consequently, the roads are at full capacity for parking now. A parking allocation of less than one space per flat is totally inadequate.
- 23) There will be congestion and obstruction caused by, and experienced by, vehicles using the entrance.
- 24) The site entrance crosses a footpath on a blind entrance. The plans do not take in to account the insufficient viewing angles and would be extremely dangerous, especially for pedestrians passing the front entrance of the parking area.
- 25) The Application claims that there will be no significant increase in traffic. This claim is naive at best and very misleading.

Summary

The residents of Radnor Road and Glencoe Road oppose this planning application on the grounds that:

- The Plan and the Design Statement are inaccurate.
- The proposal will detrimentally alter the historic "Street Scene". The demolition of the existing historic façade is unnecessary to redevelop this site. The developer should have to justify whether the demolition of the façade is proposed for construction reasons, rather than financial ones.
- The "Amenity" of the local residents will be adversely affected, due to the volume, height and style of the proposal.
- Insufficient impact studies have been undertaken to consider the affects on traffic, flooding and drainage.
- No true consideration towards parking and traffic has been made. To say that these will remain unaffected is untrue.

Yours sincerely

Philip T. Crompton

Philip Crompton

On behalf of

The Radnor and Glencoe Roads Residents' Association