

Our reference: COM526671193

Application number: 2022/3525

Application address: Sundial House, The Molesey Venture, Orchard Lane, East Molesey, KT8 0BN

Name: Mr Koplick

Address: Pear Tree House Orchard Lane, East Molesey, Surrey, KT8 0BN

Comment type: You object to the planning application

Date of comment: 25 Jun 2023

Comment: I see no changes to the re-submitted plans that in anyway reduce the number of dwelling or size of the proposed development that may lessen its impact on its neighbors or Road safety in Orchard Lane.

To Be VERY clear I wish to object in the strongest possible terms to the Molesey Venture Development in its current format - Mainly on the grounds of Increased Traffic and road safety.

The proposed development is too large for the plot and moreover will be very painful for the residents domiciled at the Western end of Orchard Lane, (not only in the short term, but long term). The proposed development is directly off the turning circle/ cul de sac end of Orchard Lane, which is already difficult to navigate and fraught with hazard, (pedestrian, horse, cycle and vehicle).

The small turning circle also has access off it to the combined bridle path/foot/cycle and pedestrian route to the Rivers Ember and Mole and across them to the Wilderness, (home to Molesey Juniors Football Club), beyond which, further access to Molesey Village.

The turning circle end of the road is by any standards already reasonably densely populated with property. The addition of the proposed development will be overbearing and invasive for all residents at this already tight end of the road.

My overriding objection is the devastating impact it will have on Orchard Lane traffic, road safety and parking. The developer's own parking survey carried out by "360 TSL" clearly indicates the proposed on-site parking to be insufficient.

Contrary to Elmbridge Borough Council's recommendation for new development parking, this project should have 109 spaces for the number and style of dwellings. However, the developer is only proposing 74, (a shortfall of some 35+ spaces) of which some are restricted for disabled and some are garages, not really qualifying as parking at all.

Critically, these numbers also negate to consider that the developer has stated on the planning application, that Molesey Venture's employment will rise from 4 to 10 employees. If 80% of these employees are factored in as requiring parking, the shortfall will be exacerbated further to a massive shortfall 43 parking spaces, 50% higher than the planned parking provision.

The 360 TSL survey was commissioned to be undertaken at a very strategic time of year, being both out of the Football and Fishing seasons, a point to which all the residents will attest, causes

weekend chaos during football season with parents using Orchard Lane to drop off and collect, rather than fight with Molesey traffic and a lack of Club parking.

The Cul de sac end of the road also plays host to a continual stream of Fishermen during the season and in particular night fishermen impacting on the already fragile street parking around the turning circle end of the road.

The 360 TSL survey suggests that the only clear additional road parking available will be that of Orchard Lane, as the recently developed Carla Homes estate roads of Orchard Farm Ave, Carleton Avenue and Bridges Ave have all been assigned "private road" status.

The report goes on to suggest that Parking on the main Esher Road is not practical, by implication too dangerous and will not be allowed. It also indicates that Broadfields on the opposite side of the Esher Road, is too far away.

The report concludes that Orchard Lane will provide the only additional legal road parking. The report also determines that Orchard Lane only has 33 legal overnight spaces and due to the timing of the report tries to imply only a 25% stress on available parking, which is unfortunately incorrect.

Over the past 6 months daily monitoring has demonstrated that the stress on street parking in Orchard Lane has not fallen below 55%, reaching a high of 76% over a 4 day period in November. Over the same 6 months, the stress on overnight parking at the cul de sac end of the road beyond Orchard Farm Avenue and directly outside the proposed development, has not fallen below 80%.

EBC's own recommendation is that the displacement of vehicles onto the surrounding highway network must not result in harming the free flow of traffic or the amenity of local residents, which clearly, the proposed development will impact upon dangerously.

The Council is duty bound to carry out a full H & S road safety study taking into consideration the impact that the development will have on Orchard Lane's road safety or be liable for the the impact of its failure to do so.