

Report on updated submissions

2023/2860

**Land at 12 and Land West of
10 to 26 Claygate Lane Esher Surrey KT10 0AQ**

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About this report

This report has been prepared by Andrew Shiels Architectural Design, who were commissioned by residents adjacent to the site to assess the amended and additional documents submitted by the applicant since the end of the initial consultation period.

Updated submissions considered

We have considered the following documents uploaded to the Planning Portal:

Viability

- 11/12/2023 Viability Review commissioned by Elmbridge (Bespoke Property Consultants)
- 7/02/2024 Viability Response from applicant (S106 Management)

Traffic

- 21/02/2024 Response to SCC Highways
- 14/03/2024 Location and proposed site plan
- 18/03/2024 SCC Transport Development Planning
- 20/03/2024 Car Swept Path Analysis
- 20/03/2024 Proposed Access Arrangement
- 20/03/2024 Refuse Vehicle & Fire Tender Swept Path Analysis

Comments

Viability

- The offer to provide 3no. flats as First Homes at 30% discount on market value is welcome.
- It is surprising that the applicant still wishes to pursue the scheme when their updated viability report (even assuming a build cost considerably less than the site-specific costing provided to the applicant in a recent Quantity Surveyor's detailed elemental OCE) models a predicted deficit after profit of nearly £1.3m. Alternatively expressed, this suggests the developer will accept a predicted profit on this scheme of approximately 1%.

Traffic and access

- Clarification should be sought from **Surrey County Council** regarding double yellow lines, noting:
 - SCC requested *"the provision of double yellow lines on either side of the access to prevent vehicles obstructing visibility"* but the proposed additional yellow lines are on the opposite side of Claygate Lane, so have no effect on visibility. Did SCC mean double yellow lines on the same side of Claygate Lane as the access road?
- **Surrey Fire and Rescue** should be consulted on this proposal, highlighting:
 - SCC's 'Healthy Streets for Surrey' advises that *"The local fire authority must be consulted where carriageway widths are to be reduced below 3.7m"*. The access road is still only 3.5m wide at the bend
 - Space for turning still does not meet the requirements in table 13.1 in Approved Document B
 - The updated swept path analysis shows a fire tender driving through a yew and Leyland cypress hedge (identified as T8 and G7, to be retained, in the Arboricultural Survey)

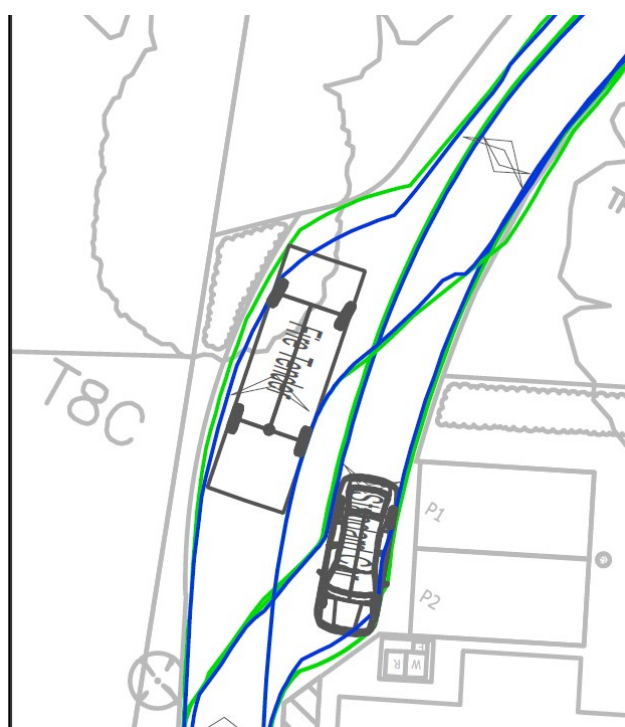


Figure 1 Detail from Refuse and Fire Swept Path Analysis showing fire tender driving through hedge

- **Joint Waste Solutions** should be re-consulted on the amendments, highlighting:
 - 5 point turn is proposed for refuse collection vehicles
 - 5 point turn requires vehicles to manoeuvre in reverse within centimetres of parked cars, up to point where wheelbase touches the edge of the roadway and chassis must overhang verge
 - Access road still only 3.5m wide at bend
 - The updated swept path analysis shows refuse vehicle driving through hedge just before bend – (yew and Leyland cypress hedge identified as T8 and G7, to be retained, in the Arboricultural Survey)
 - Bins are located at back of parking spaces, with no footpath to access them around parked cars (plot 2, plots 3-5, plot 8)
 - Bin stores located at back of parking spaces have outward opening doors which would be obstructed by parked cars (plot 2, plots 3-5, plot 6, plot 8)
 - Bin stores do not allow for garden waste bins (third large bin)

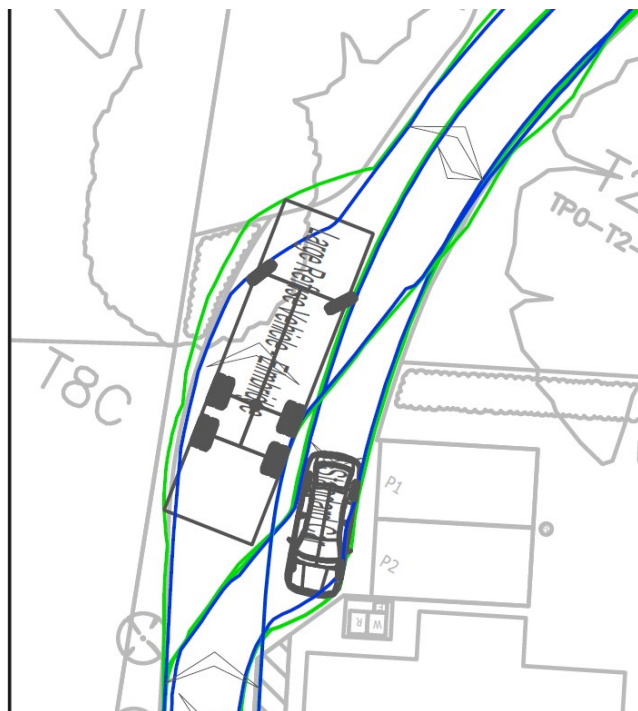


Figure 2 Detail from Refuse and Fire Swept Path Analysis showing refuse vehicle driving through hedge

- Further, the amended plan has the following issues not previously noted:
 - Shared surface at such a narrow carriageway width poses a safety risk. This will be particularly an issue at morning times when children walking to school and refuse lorries as well as large modern SUVs may be using the road at the same time. 'Healthy Streets for Surrey' recommends shared surface / level surface for residential mews or back streets at a width of 6m (street typology table 4.3, section 4.14).
 - Cycle stores are located at the back of gardens / over grass with inadequate access past parked cars (plot 6, plot 8, plot 9)
 - Second car parking space for Plot 8 is behind the first – car in front would have to move to allow car behind to move

- The negative impact on neighbours, community and future residents will include:
 - Noise and safety problems from reversing of bin lorries (reversing alarms?), access and egress
 - Safety risk to future residents from too narrow shared surface carriageway
 - Fire safety has not been adequately provided for
 - Loss of parking spaces on Claygate Lane (if more double yellow lines required)
 - Traffic and safety impact on Claygate Lane esp. school pick up and drop off times (unchanged from previous objections)

Other

- While the site plan has been amended to address specific access issues, all the other objections previously raised still stand. This includes the following critical problems with the site plan, which must be resolved:
 - The building on plot 3-5 is built through the RPA of T2 (which is in the garden of 112 Manor Road North, and to be retained)
 - The proportion of hard surfacing in the RPA of T25 (under a TPO) is over the maximum 20% allowed for in BS 5837:2012
 - Surface water soakaway is located in RPA of T6 (under a TPO)
 - The site plan does not accord with the tree protection plan provided in the Arboricultural Report (it is missing T2, T5, T33, T34, T38, T24, T26, T15 (under a TPO), T16 and retained hedging G13 and G17)
- Also previously noted:
 - Adequate replacement planting / landscape design not shown (new 'semi-mature trees' not shown at a realistic size)
 - Boundary treatments still unspecified – neighbouring residents can't assess impact
 - Boundary hedges and trees off-site not considered – risk of damage to root systems, and shading with concomitant impact on amenity of future residents of proposed dwellings not evaluated
 - Minimal separation of access road from neighbouring properties
 - Overbearing impact of proposed buildings on neighbours (especially plots 2, 9, and plots 6 & 7 fronting directly onto the garden of 13 Cumberland Drive)
 - Layout out of character with prevailing street pattern
 - Layout awkward and cramped, poor orientation of plots to access road and to each other
 - Poorly designed and inadequate 'amenity spaces' (gardens)
 - Problems with outlook and daylighting in habitable rooms

Conclusion

- The fact that the access issues are still unresolved, as well as the unfavourable viability analysis, are symptomatic of a fundamentally flawed attempt to force a development onto this severely constrained greenfield land, and call into question the overall principle of development on this site.