

**Our reference:** COM615690482

**Application number:** 2023/2860

**Application address:** Land West Of 10 To 26 And Land At 12 Claygate Lane Esher Surrey KT10 0AQ

**Name:** Mr levins

**Address:** 21 Cumberland Drive, Esher, Surrey, KT10 0BG

**Comment type:** You object to the planning application

**Date of comment:** 19 May 2024

**Comment:** I wish to object to the latest revised plan on the basis of safety, security, boundary treatments and noise

Safety.

The revised plan shows a larger access road to accommodate wide vehicles such as Refuse Lorries, Delivery Trucks or Pantechnicons. This road reduces in width at places as the road continues along with the introduction of shared path/roadway sections. There is no mention of the positioning of fencing or boundary trees/hedging along these stretches, in particular alongside plots 1-7. This means that pedestrians or cyclists have no margin of safety should they encounter a moving vehicle, especially in the dark. In addition, the plan obscures things by not showing the effective width of shared path/roadway beside plots 6 and 7.

Security.

The relative security of properties adjoining the proposed development will be heavily compromised should this scheme go ahead. Properties such as 10 and 14 Claygate Lane, as well as 9-17 Cumberland Drive will now have boundaries directly adjoining a public road. This is in contrast to the garden backing on to garden model that has existed since the properties were built in the 1930s.

Boundary Treatments.

As has been highlighted previously there is no information available to owners of adjoining properties about the impact the new road and its foundations will have on root systems which spread into the proposed development area. The road as depicted on the plan slices through hedging and trees which have been marked as 'retained' in the Arboriculture Report. In addition, there is no allowance for the height of the vehicles and inevitable damage to tree canopies, including two trees with TPOs.

Noise.

Turning circle at the end of the proposed road is too small. The Swept Path Analysis shows a refuse lorry having to make a four point turn to exit the site. This would require every millimetre of available space to be used. In practice the turning around of such a large vehicle would require a 6 or even 8 point turn. All the while generating noise through the use of reversing alarms and the

sound of airbrakes being applied.