

Our reference: COM615753226

Application number: 2023/2860

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

Name: Mr Holman

Address: 26 Claygate Lane, Esher, Surrey, KT10 0AQ

Comment type: You object to the planning application

Date of comment: 19 May 2024

Comment: There are only 15 parking space marked out for 9x houses. There needs to be at least 2x per house (total, 18), to avoid overspill parking into Claygate Lane. There are two unmarked places in the diagram, where motorists will presumably also park, however this is not clear. Developments should not be proposed that take up parking spaces in connected roads. Claygate Lane is already busy, and overspill parking by the school will cause a nuisance.

There are no marked paths to the cycle stores. These are needed to avoid soil erosion and worsen the soil drainage situation. The stores can't just be plonked onto somebody's lawn. Think about the wet weather and soggy ground enjoyed by many during an English winter.

Swept path analysis doesn't take into account ANY overhang from vehicles parked within the parking bays already. Future residents are likely to want to park campervans, boats or small commercial vehicles in these spaces, which can overhang by 1 or 2m, or more with an overhanging load. Also, refuse trucks can have overhanging loads too. It's common to see bits sticking out of them.

This must be taken into consideration, either by adding a buffer zone or reducing garden areas or housing density.

The largest refuse trucks used by Elmbridge, can be 9-10m long.

These can weigh up to 30 tonnes fully loaded, and the road needs to be wider, and foundations deeper, to support such a load and spread it evenly. A road thickness of 1.5-2m (as per CD225) is needed for 30 tonne vehicles, would completely destroy tree root systems.

No streetlights are marked on the revised plans, but these will also take up space on the proposed highway, as they can't be put in private gardens.

This will also narrow the effective space needed for refuse trucks and indeed pavements. Pedestrian safety will be compromised.

Existing border hedgerows will be destroyed by the works, which are a valuable haven for wildlife. This isn't acceptable.

The financial viability of the plan has not been addressed, neither has the financial stability of the development company, which risks a half finished project that would be a nightmare for everyone.