



OBJECTION TO PLANNING APPLICATION 2026/0447 from POSITIVELY HERSHAM, a sub- committee of HERSHAM COMMUNITY GROUP

This is an objection against Planning Application **2026/0447** regarding land to the South of 131 to 147 Burwood Road Hersham. This objection is one of several objections , sent under separate cover.

This particular objection is in relation to PROPOSED FOOTWAY along the south of Burwood Road

It is appreciated that many of the issues raised in this objection are under consideration by Surrey County Council Highways and we have been advised to raise our concerns with Elmbridge Borough Council planning department.

The Applicants have acknowledged that pedestrian access and egress to the site requires substantial works on land that is currently soft verge, bordering on a deep open ditch which serves as a main surface water sewer. The full extent of the work is referenced in the application plan Site Access and Footway Connection, number BWR-RGP-XX-XX-DR-T-002.

We have major concerns with regard to the proposed public highway works:

- The plan is inaccurate.
- The proposals do not comply with modern standards or guidelines.
- The proposals present a risk of serious injury and a danger to life, particularly children, elderly and disabled.

INACCURATE PLAN

Whilst it is acknowledged that the Site Access plan is a proposal, it is also true to say that any proposal must consider the topography of the land in question and in this case there is no proposal to alter the course of the ditch in any way.

Furthermore, Consultees to the application have also insisted that culverting must be kept to a minimum.

It is a fact that the distance from the road kerb to the edge of the ditch varies between 1.3m and 1.5m across very soft verge **see photo 3**. In order to achieve a pedestrian walkway of 1.5m (as suggested by the applicants) including a retaining wall to support the path, it will be necessary to undertake very substantial solid engineering works within a large part of the ditch, to the permanent detriment of the prime purpose of the ditch itself. The ditch is part of a SCC-Mapped Historic Wetspot.

The boundaries shown on the plans are inaccurate. The Highway Boundary is shown as being in the middle of the ditch but we believe that the boundary is the kerb on Burwood Road. The applicant boundary is also shown as being in the middle of the ditch. It is not, as evidenced by Land Registry. We believe the boundary of the applicant owned land is approximately 7m from the road kerb. It would seem that the applicant is relying on consent from unknown third-party ownership but it is not possible for a planning permission to place conditions on unknown third parties.

NON-COMPLIANCE WITH REGULATIONS AND GUIDELINES

There are numerous publications with regard to the width of new pedestrian footways, particularly concerning new developments, as in this case, including:

- Highways England and Department for Transport Design Manuals
- Department for Transport Inclusive Mobility
- Active Travel England
- Elmbridge Borough Council Design Code, including para. 4.1.1

The stated minimum width in all these references is NEVER LESS THAN 2.0m. There are references to Absolute Minimum widths, referring to cases where there is an existing physical constraint and Desirable Minimum widths where conditions for Absolute Minimum widths do not apply. The Design Manual from Highways England state an Absolute Minimum width of 2.0m and a Desirable Minimum width of 2.6m. The proposed width is 1.5m. However, this assumes there are no issues

regarding separation from the road itself and any other constraints, such as an immediate dangerous slope forming the ditch itself.

It is interesting to note that the footways within the development itself are shown as 2.0m. These footways are not impacted by the fast road and the open surface water sewer. Furthermore, the Design Code provides that links should have a continuous footway of at least 2m of unobstructed width. This is absolutely clear evidence that, with the presence of the open surface water sewer and fast traffic, the proposed footway on Burwood Road is totally inappropriate in design and dimension.

In addition, in view of the street furniture required for a pedestrian crossing and other lighting, the applicant shows on their plan that the width reduces to just 1.0m. With this in mind it is noted that the applicants have chosen to provide a Zebra crossing rather than a Controlled crossing which will require even more street furniture and create even more blockage to the free passage of pedestrians.

See cross section C.

It is also worth noting the dimensions of the other existing footways in the immediate vicinity, namely the footway opposite (north side of Burwood Road – **See photo 1**) and the point at which the new footway is proposed to join the existing footway by Vaux Crescent (south side of Burwood Road – **See photo 2**). The north pathway is on average 1.9m and it also has a level grass verge immediately adjoining, on average 1.5m, giving an average safe usable width of 3.4 m. The existing footway at the point of joining with the proposed new footway is in excess of 2.0m and there is a safe level verge exceeding 2.0m, giving a usable width in excess of 4.0m.

This is an application for a new development on previously undeveloped land. At the very least it should comply with modern standards. It does not. The proposed new footway of 1.5m (even if it was possible to build), has an immediate unprotected drop into a deep open ditch. It, therefore, follows that the proposal gives rise to:

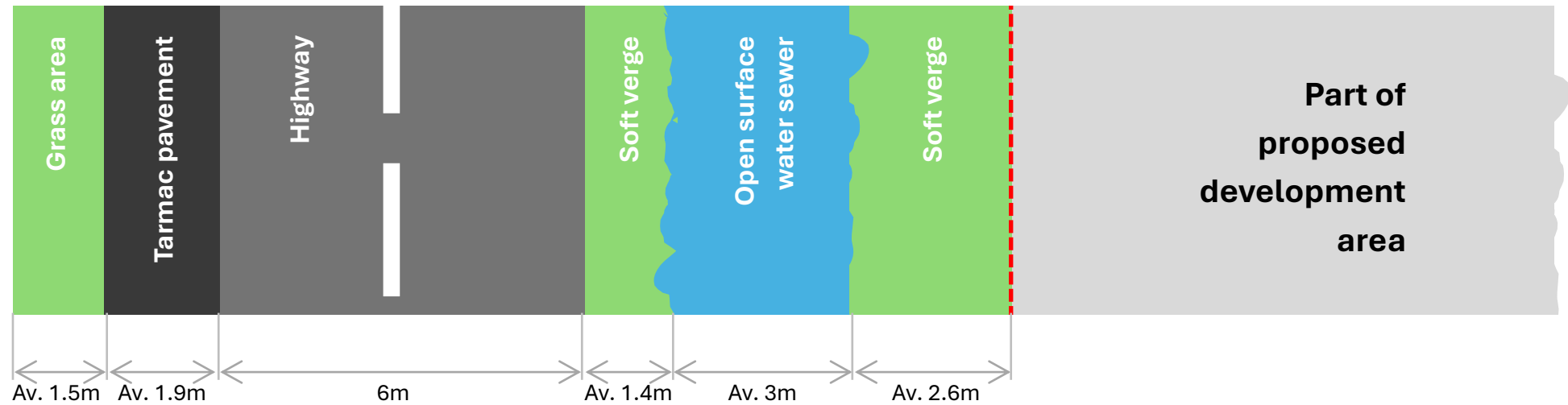
SERIOUS RISK OF INJURY AND DANGER TO LIFE

The Hersham Community Group is a well known and seriously minded residents association which deals in facts, not speculation. We have immense concern about the potential consequences of building this footway as proposed. The facts are there for all to see; the details below are drawn to scale and are taken from actual measurements on site and plans provided by the applicants.

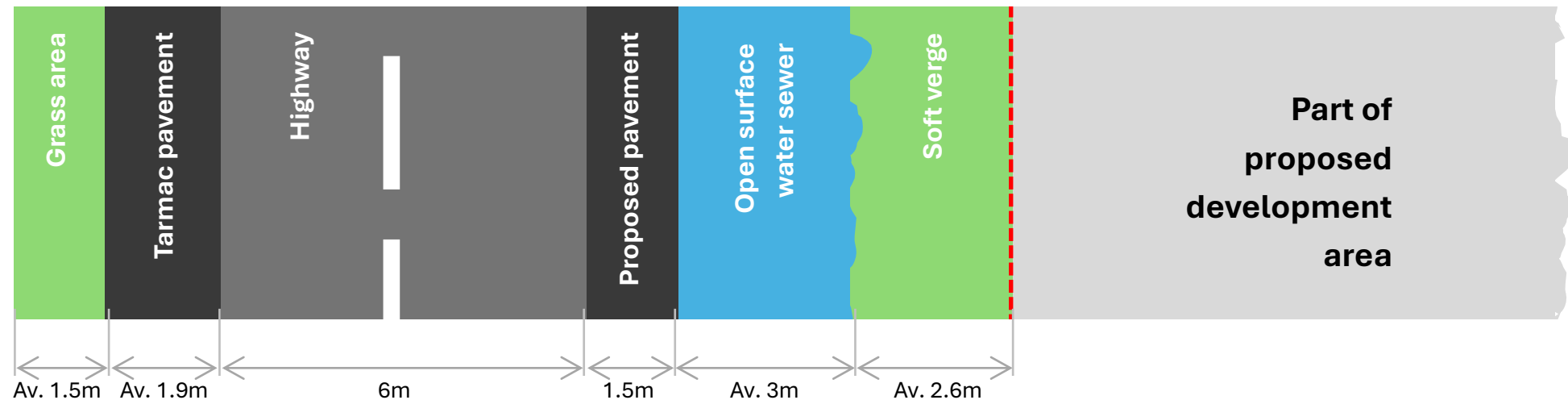
See cross sections A,B and C

Detail of highway and ditch adjoining proposed development (to scale)

Existing



Proposed



Cross sections (to scale)

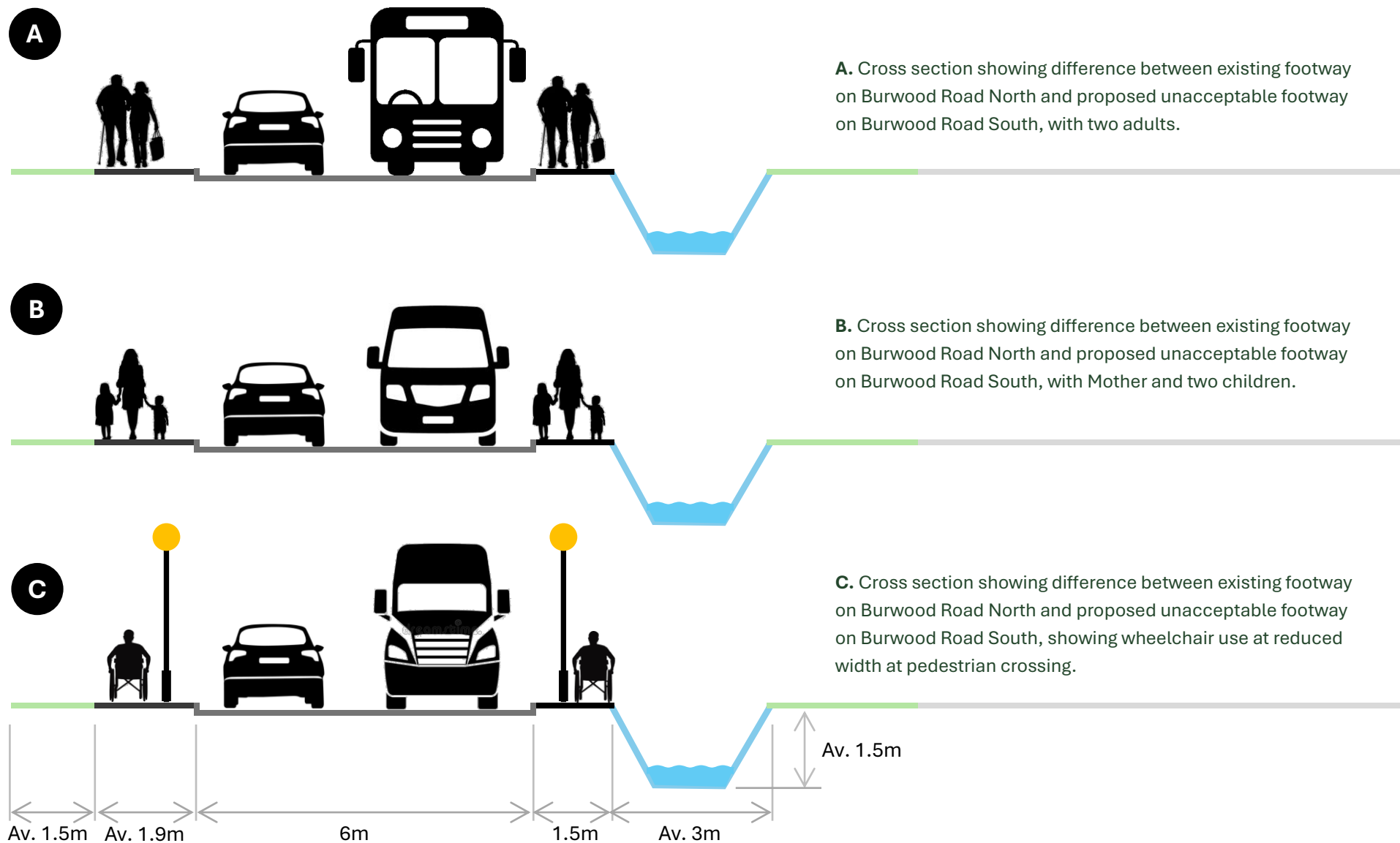


Photo 1

Burwood Road, looking east. Showing North side footway.



Photo 2

Burwood Road, looking west. Showing footway at Vaux Crescent.



Photo 3

South side verge averaging 1.4m where applicant proposes 1.5m footway.



CONCLUSIONS

The proposed highway and pedestrian works are:

- Based on inaccurate plans and assumptions.
- Non compliant with good practice and professional recommendation.
- A serious risk of accident, particularly children, elderly and wheelchair users due to proximity of vehicles and open surface water sewer.

THE APPLICATION SHOULD BE REFUSED.
