



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 following further information and amendments by the Applicants. This objection is one of several objections, sent under separate cover.

This particular objection is in relation to HIGHWAY AND FOOTWAY WORKS along Burwood Road.

INTRODUCTION

This objection should be read in conjunction with our other objections published under the authorship of Hersham Community Group and Positively Hersham.

Following the initial publication of the application, the Applicants have tendered further information and plans, having considered some of the initial observations and objections from Consultees, stakeholders and the public.

Given the significance of this matter, it is a matter of regret that the detail concerning the site access and highway works have not been properly disclosed within the Plans and Documents. Under the heading Plans there are 5 documents, including Site Access and Footway Connection dated 23 February 2026. This is NOT shown as a Superseded Document. Many in the public realm will consider this to be the relevant drawing and will not therefore know that, in fact, there is an up-to-date plan which is found deep within the new documents, namely under Supporting Documents – Agent Response to SCC TDP Consultations dated 11 August 2026.

It is a matter of concern that the response from the public, on this particular issue, may not represent the true response had this information been properly disclosed.

The Plan showing the current proposal is BWR-RGP-XX-XX-DR-T-002, updated 2 July 2026.

INITIAL OBSERVATIONS

The Applicants suggest that they have no choice but to adopt less than recommended standards in view of the topography and constraints of the site, in particular the highway, pedestrian and access works on Burwood Road. We feel that this is an untenable stance bearing in mind this is pristine land, untouched for centuries and precisely the sort of land which demands the application of modern standards.

The argument by the Applicant regarding site constraint is an easy one to promote, but not so easy to justify. It is obvious that minor changes may be considered by the authorities where there are, for example, alterations to existing established footpaths and in areas where infrastructure is already in place and built when current standards were not applied. Modern standards are there to cater for new schemes and projects, just like the current application. If it is not possible to include modern standards in a scheme which is on previously untouched bare land, then the scheme is fundamentally flawed.

Given the high significance of these works for the whole scheme it is imperative to ensure all safety and design protocols are followed to the letter.

REFERENCES

It is worth setting out our sources of information to ensure complete transparency:

- Manual for Streets 1, Department of Transport 2007
- Manual for Streets 2, Chartered Institute of Highways and Transportation 2010
- Design Manual for Roads and Bridges (DMRB) 1992
- Surrey Healthy Streets
- Inclusive Mobility, A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (Department of Transport)
- Elmbridge Borough Council Design Code

Within the above codes it is made very clear that although they are recommendations, new proposals should always adhere to the codes and exceptions should only be considered in rare and exceptional circumstances.

Such exceptional circumstances do not exist in this case.

FOOTWAYS.

The **minimum** width should be **at least** 2m. The proposed 2m width only runs from the new estate entrance to the crossing point and then tapers down to 1.5m onwards to Vaux Crescent. Due to the statutory placing of illumination poles at the crossing point, the useable path width is reduced to approximately 1.25m. At crossing points, wheelchair users require turning space, as do mothers with child buggies. Using the crossing to access the new path is impossible as the necessary turning space does not exist.

Furthermore, where a barrier is proposed (as in this case) the minimum footpath width has to increase, depending on the height of the barrier. This particular barrier, as proposed, results in a minimum width increase of 0.25m, to a width of **at least** 2.25m.

Consideration must also be given to the proximity of the footpath to the highway, Burwood Road. It is a very fast road, being long and straight giving access to Cobham and the M25. Despite a 30mph limit at this point, drivers, from Hersham Centre, certainly accelerate as it turns to 40mph only about 50m away. The converse applies for drivers coming from the Seven Hills Road.

The other footways in the immediate area, namely the opposite side of Burwood Road and the area around Vaux Crescent, all have wide safety areas in addition to the path, effectively giving footways between 3.0m and 4.0m. The proposed footway is hemmed in by the ditch and the roadside kerb and as such provides no space for safety or security. Given the size of vehicles (HGVs and Buses) that constantly use the road and the sheer proximity of the footpath, the fear of a very serious accident cannot be ignored.

It is also noted, with very considerable concern, that the Applicant has now resorted to proposing a narrowing of the highway by 0.25m in an attempt to find a bit of extra land for the footway. This proves, beyond doubt, that there is a very big problem here. See below, under HIGHWAY.

THE DITCH

Planning Officers and indeed all involved in the application are urged to undertake a physical inspection to fully appreciate the precarious position that pedestrians will be subjected to if this scheme is approved. The local population, who know this site intimately, are genuinely concerned and for good reason. The profile drawing of the ditch shown in the Plan referred to above tells all. There is simply no room for error here, no leeway for safety at all. On one side of the path you have traffic, including HGVs and Buses, a matter of only very few centimetres away and on the other side a ditch up to 1.6m deep with water and sludge present all year round, often very full. The proposed barrier fence is merely a wooden post and 3 rail. This is hardly encouraging people to take the ambulatory route.

It is also noted that it is proposed to install a form of cement sandbag barrier as a retaining wall. We are not aware if a soil survey has been undertaken but it seems unlikely. This land is really soft - just walking on it will demonstrate the problem - and it is incapable of supporting such a structure.

The barrier, as noted above, is a wooden post and 3 rail, with no tapping rail for the visually impaired. Given the immediate potentially dangerous environment, the design of the barrier and the materials, this is simply inappropriate. Wood will not last very long and will rot quickly, becoming even more dangerous bearing in mind this is the only barrier on the edge of a very narrow path. A barrier must also be outside the footprint of the path. In this case the design of the barrier falls foul of recommendations. It fails on every level and the consequences of such failure may be catastrophic.

THE HIGHWAY

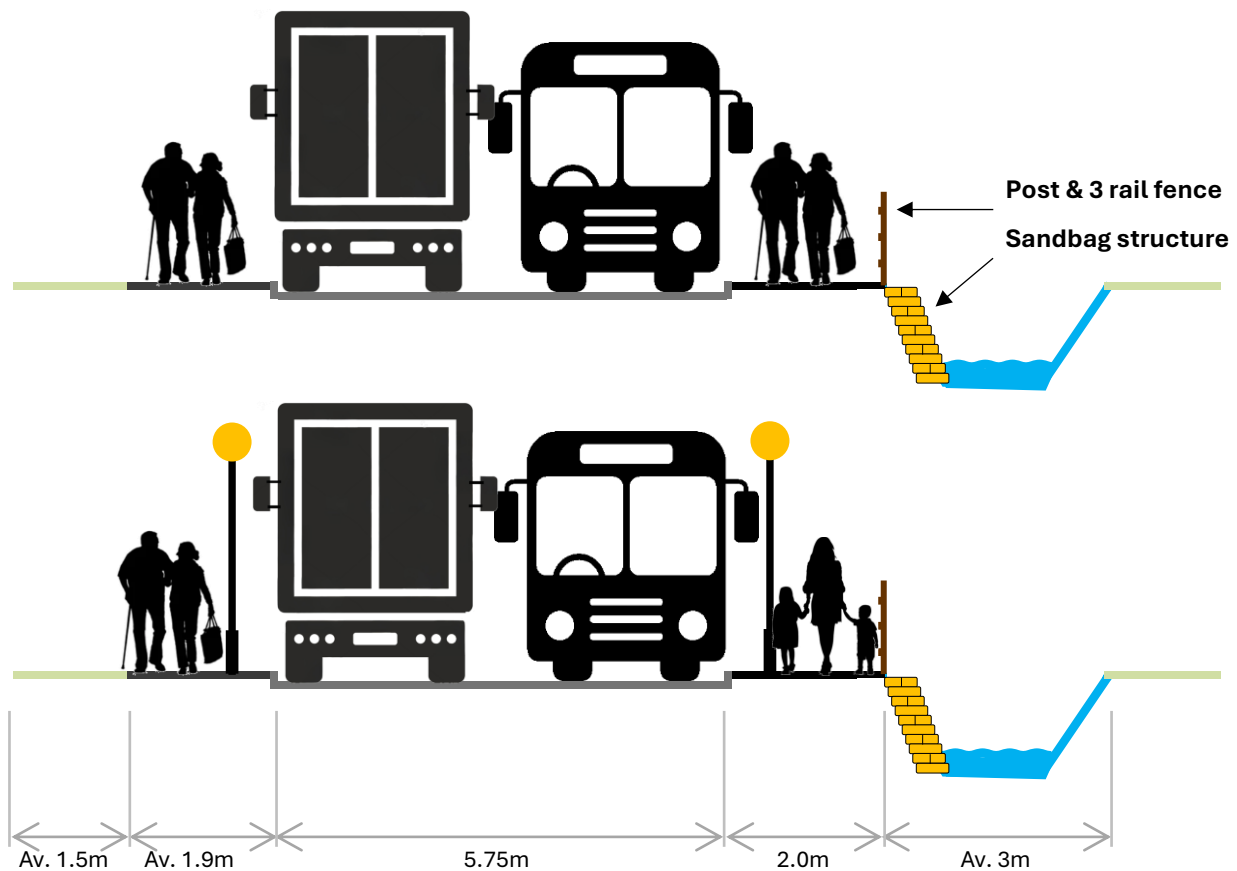
As noted above, it is proposed to reduce the width of the highway to 5.75m. The following should be noted:

- A new road such as Burwood Road, if built now, would be 6.5m wide so it should not even be contemplated to reduce the width.
- A bus route, which Burwood Road is, must have a minimum 6.0m.
- The current maximum width of most buses, HGVs and other road vehicles is 2.85m. 2 passing vehicles of this size require 5.7m plus space to avoid collision. This leaves 5cm. **This is unacceptable.**

Given the above it cannot be appropriate to even consider reducing the width as proposed.

Many of the issues discussed under the section entitled FOOTWAYS, as above, are clearly also relevant to THE HIGHWAY and should be considered accordingly.

DRAWINGS OF PROPOSALS TO SCALE



CONCLUSION

We have examined all aspects regarding the proposed footway and highway works. It is clear that for all the reasons outlined above a footway cannot be properly and safely constructed.

We **OBJECT** to the lowering of hard fought pedestrian and Inclusivity Standards to provide what is obviously a dangerous construction.

Application 2026/0447 should be refused.