

Dear Spencer,

I'm sorry you couldn't find time to meet me before the deadline for feedback to your consultation exhibition. I'm sure we could have had a useful discussion.

As you know, I was in Italy on 3rd November, and so, unfortunately missed your presentation.

Nevertheless, the TRG Committee has received substantial amounts of feedback from Residents. We are sure Pegasus Life and you will want to take this feedback into account in developing your formal application:

1. Proposed Entrance/Exit

* The entrance and exit to the new development is on York Road which is already congested with parking on both sides. The exit to Queens Road has no right turn which means that a great deal of the traffic from residents, visitors and delivery vans will use Princes Road in order to avoid the no right turn.

* Anyone wanting to access Hanger Hill from the new development will turn right on to Princes Road which will take them past Manby Lodge infant school which is also heavily congested with both traffic and pedestrians at school drop off and pick up times and therefore potentially dangerous.

* TRG's recent own traffic survey- conducted for other purposes- revealed that York Road South is also part of a major 'rat run' from Oatlands Drive to Hanger Hill to avoid the roundabout as Temple Market. This short cutting traffic could make the proposed egress from and access to the site problematical if not dangerous.

* With some re-design, the entrance/exit could run between Clive House and the block of flats next door, thus avoiding the three problems listed above.

* Where deliveries will be made is still unclear. If in York Road then the above problems will be exacerbated. (See 2 below)

2. Parking provision

- Under provision of parking. Several residents are sceptical about the over 60s car ownership data. They believe that wealthy retirees very much at the lower end of the over 60s age range in affluent suburbs such as Weybridge where public transport is poor, will have well in excess of an average of one and a half cars per apartment.
- No parking provision for visitors.
- Surrounding roads are all at full capacity and cannot absorb more parked cars. (The shortfall in on street parking will worsen when Cleanslate's development at the junction of Queens Road and Princes Road has been completed)
- No provision for deliveries. (See 1 above). When so many people use internet shopping for everything from groceries to clothes to electrical goods, some permanent provision needs to be made for delivery vehicles.

3. Nature of building - Turning Queens Road into a Canyon.

* Height of proposed building. (Plus considerable irritation that you are trying to pass off a 4 storey building as something less because you have set the top storey back a little.)

* Building line being closer to the road will have an oppressive effect.

* While the fact that some of buildings on the other side of the road from Clive House are, in places, four storeys, might be cited as a precedent for Clive House also being 4 storeys, in fact having two such large buildings opposite each other and so close to the road will turn Queens Road into a canyon.

* Clive House will dwarf and dominate the very attractive Salisbury House next door.

* Mass and bulk of proposed building may be too great and out of character with the surrounding area (though they won't have definite facts on these until plans are formally submitted).

4. Loss of employment opportunities.

- Compounds those lost at the former Trident Honda site on the junction of Queens Road and Princes Road.

5. Over provision already of residences for the over 60s in the locality.

- There may be a national need still, but is there a need within Weybridge?
- There are already several retirement homes in and near Queens Road. Why do more have to be concentrated here?

6. Character of proposed building

- Perceived as an ugly building 'barracks style' building with a flat roof.

7. Not yet another Gateway!

- Irritation that the 'gateway' justification is being used yet again to justify a large building (as it was in the Morrisons' site, in the approved application for the Grotto Site, in the approved application for the former Trident Honda site, in the Sunrise homes site at the roundabout linking Queens Rd and Seven Hills Road etc.)
- Queens Road is a local shopping centre, separate from Weybridge town centre and with its own identity. Locals regard it as a village. What possible justification can there be for a 'gateway' in the middle of a village?

As regards your presentation, many residents thought the portrayal of Queens Road as a leafy boulevard crossed the line between artistic licence and disingenuousness. It is a busy A road already heavily congested and with significant parking problems.

As I could not attend the exhibition, I will await sight of your final plans before giving you my views. However, reading and hearing feedback, I would suggest you would be well advised not to treat residents here, many of whom are professionally qualified, many of whom have great business and/or life experience, as fools. They know when a building is 4 storeys, they know when a busy congested road is being misrepresented as a leafy boulevard, and they know that when terms like 'Gateway' are deployed it is to justify an oversized development.

I understand a local resident, when viewing your exhibition on 3rd November, asked that I be sent a copy of your data on car ownership. As nothing has arrived, please could I renew that request?

I trust you find this feedback helpful. Please let me know if you would like to discuss it. The TRG Committee looks forward to seeing your modified plans.

Yours sincerely,

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