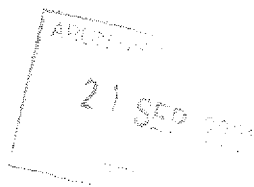


Planning Application AL/107/21/PL

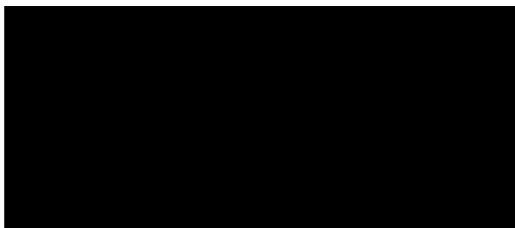


The attached copies have been slightly amended from the electronic copies I attempted to send therefore should be regarded as the copy I wish to be viewed .

Many thanks

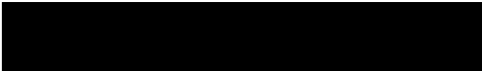
Regards

M Burton



M Burton
Hadleigh Gardens Management Co Ltd
Oak Tree Lane Resident's Association

c/o37 Oak Tree Lane
Woodgate
Chichester
PO20 3GU



Planning Application AL/107/21/PL

OBJECTION

With reference to writings included in two documents submitted as part of this application by the Developer I wish to raise the following matters on behalf of the residents of Oak Tree Lane, Woodgate

Ref. Document titled 'Travel Plan' 16/08/2021

3.2 Vehicular Access Arrangements

3.2.1 A further access for emergency vehicles only will be provided through Oak Tree Lane from the northern site boundary. This emergency access will also serve as a pedestrian and cyclist access.

This proposed use, by the Developer, of Oak Tree Lane, land outside the boundaries of the proposed development, is news to all the residents of the Private Road of Oak Tree Lane who pay for its upkeep.

It should be noted the Developers, despite their extensive claims of contacting the local community, have made no attempt to consult with the Managing Company and Resident's Association of the Oak Tree Lane Estate (Hadleigh Gardens Management Co Ltd. (HGM)) to discuss access or any other matter relating to the proposed development.

The access point Pye are suggesting is at the east end of Oak Tree Lane. The access, from the proposed development, is at right angles to the lane affording little in the way of a turning circle. Unless Pye are intending to 'develop' the junction (I can find no evidence of plans for this in this current application?) access for an ambulance would, I suggest, be at best difficult and a fire engine, impossible.

With regards to access for cyclists and pedestrians I would again reiterate Oak Tree Lane is a Private Road. It is not a Public Footpath or cycleway.

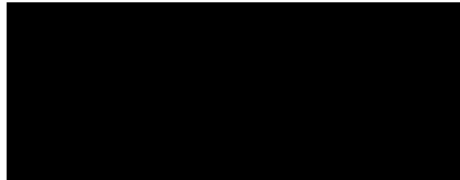
Ref: Document titled 'Preliminary Services Appraisal 20-061-009 REVC'

This document appears to conclude that most, if not all, services for the proposed development, currently run under Woodgate Road, the access road to the proposed

development site. The document mentions the need to upsize certain pipes etc. which would seem to suggest the digging-up of Woodgate Road thus obstructing access and egress to the proposed development site.

If planning permission is granted the Management Company of Oak Tree Lane, (HGM), together with the residents request that it includes an order precluding the use of Oak Tree Lane, by Pye, its subsidiaries, direct or indirect employees for the purposes of delivery or extraction of building supplies, materials or plant and together with use by those employed directly or indirectly by the Developer for access, egress or parking of vehicles etc.

Submitted



M Burton - Director
Hadleigh Gardens Management Co Ltd

M Burton
37, Oak Tree Lane
Woodgate,
Chichester
PO20 3GU



Planning Application AL/107/21/PL

Planning Application 180 dwellings Woodgate Centre

OBJECTION

In 2013 an appeal, APP/C3810/A/13/2196029, for the building of a mere 60 dwellings on the same site was refused. In essence Mr RJ Marshall, Inspector, stated the site was ‘.....an unsustainable location. It would not provide development sufficiently accessible to local services and would encourage travel by car which would impact adversely on the use of natural resources and the need to adapt to climate change including moving to a low carbon economy....’

The application before you has substantially grown to 180 dwellings which will have somewhere in the region of three times the impact damage on the environment as the 2012/13 application. Despite ‘improvements’ in the current application the impact damage has not been fully addressed and in my submission this application should therefore be rejected.

Whilst the Developer has gone ‘someway’ to addressing the environmental matters required to adapt to climate change and move towards a low carbon economy I would submit this suggested movement is not enough.

- a) The Developer has encouraged electric vehicle usage but including only one charging station per dwelling and much less for the flats which are included in the proposed development. There should be a minimum of two units per household with similar numbers of units for the blocks of flats. Additional charging units should also be placed in ‘visitor’ parking bays throughout the estate.
- b) The Developer offers the creation of a ‘Transport Plan Website’ and a Transport Plan Coordinator (TPC) together with a limited budget. Timetables for buses and trains already exist and are available to anyone with internet connectivity. The limited budget for transport I would suggest will do little to improve matters and is little more than window dressing. Current bus services, the only real alternative to car travel is unreliable, infrequent, does not cover the early and late times required and is relatively expensive. Unless the Developer is prepared to ‘inject’ substantial financial assistance into the local bus companies no amount of talking by the ‘TPC’ will change the current service and get people out of their cars.
- c) The use of cycles is also encouraged but the measures offered are nowhere near enough. Cycle routes on the A29 stop just to the south of the development. Where is the input by the developer to create a cycle path into Bognor avoiding the current dangerous area of the double bends at Lydney? It is the dangerous state of the road (A29) which most people cite as the reason

for not using a cycle, other reasons include the traffic flow is far too heavy, the road, especially south of Woodgate, is too narrow for cycles, and most recently flooding at Lydsey. Cycles are also not practical for carrying the weekly shopping and are subject to good weather use only.

- d) The Developer offers a number of measures by which transport usage can be measured but there are no mention of 'Penalties' should reductions in car usage etc not be achieved. This, in my view, shows a lack of conviction on the part of the Developer and highlights this approach as little more than a 'gimmick'.

There is no mention of other low carbon measures. Why is there no inclusion of solar panels and ground and air sourced heat pumps? These factors have now been around and discussed for many years. When will builders start to install such measures as a standard? Why don't Planners and Inspectors insist upon their inclusion in the light of recent global warnings?

Traffic Management

The above appeal also stated traffic emerging and entering the proposed estate of just 60 dwellings was also a problematical factor. The Inspector's report highlighted the Woodgate Road and A29 junction. Whilst the Developer of this application, together with other Developers of adjacent sites, provide examples of road improvements, mainly the creation of LIMITED cycle ways, there appears be no mention of the increase and possible impact on local traffic as a direct result of all these new and proposed developments in the area.

It is quite possible that this additional traffic alone might cause, access and egress along the Lydsey Road at Woodgate to remain or even potentially become worse.

Future traffic flow along the new proposed A29 Relief Road and the existing A29 are also open to conjecture. The new proposed A29 Relief Road will have drivers negotiating at least three additional roundabouts plus residential traffic. The new proposed A29 Relief Road is being built through, not around, the proposed residential development of BEW. In addition the new road will also be subjected to at least one school crossing which will also inhibit traffic flow.

The existing A29 will undoubtedly lose some traffic however those willing to take a chance on the 50/50 split on the crossing gates being open and especially if their destination is to the west of the A29, will continue to use this road. In addition and it would appear the Developer has not taken into account there are now several hundred more houses built or about to be built alongside the existing A29. (Wings development etc). The traffic from these new proposed developments will quite possibly make up for and even increase the flow of traffic along the existing A29.

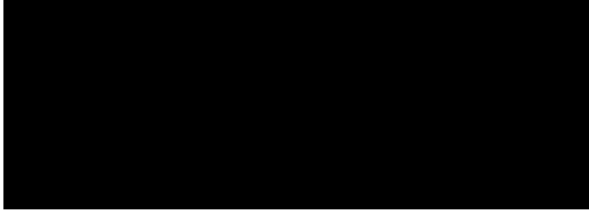
This application proposes the entire development will arrive and depart from the existing A29 via Woodgate Road, in excess of 400 vehicles upwards of 1000+ movements per day. This proposal is a departure from the original plan which was to

extend Woodgate Road, through the proposed development, to the proposed new A29 Relief Road, forming an east-west link road.

The Developer has stated the reason for such a change is that it will result in a lower traffic flow in Woodgate Road. This will not detract from the fact that under this application traffic along Woodgate Road will increase dramatically from the usage by the current residents of Woodgate Road and Woodgate Close, approximately 40 dwellings, to that associated with a further 180 dwellings.

The traffic would only be greater if Woodgate Road, were to be developed into the through link road of the original proposal which thankfully has now been abandoned.

I would have been content to accept this application if access to and from the proposed development was built to link up only with the new proposed A29 Relief Road. This being the case the existing Woodgate Road could remain intact bearing only the responsibility of providing the access route only for emergency vehicles



M Burton