

8 Woodgate Close

Woodgate

Chichester

West Sussex

PO20 3TA

23rd September 2021

Objection to planning application AL/107/21/PL - Woodgate Centre Oak Tree Lane Woodgate PO20 3GU

Thank you for the opportunity to comment on the application of development at 'The Woodgate Centre, Woodgate'. We support the need for new houses alongside necessary infrastructure to support them. Our concern with the development proposed is the access to the site, which we consider to be unsuitable on safety grounds.

The standard of the current road that leads to the access of the Woodgate Centre site off the A29 far exceeds the standard of the suggested access road through Woodgate Road. This is a small stretch of road but narrow with minimal space for passing vehicles due to the width of the road as well as the parking. Most of the properties on Woodgate Road were built with no parking, still today there remains properties with little or no parking, which leads to many vehicles on the highway. This causes issues accessing the road from the A29 as well as leaving to access the A29. There are also safety issues around exiting Woodgate Close off Woodgate Road due to the width of the available highway.

When accessing Woodgate Road from the north you often have to sit just into the road, off the A29, waiting for a car to exit Woodgate Road before you can drive down towards Woodgate Close. A second vehicle would then have to sit in the A29 traffic. Individual longer vehicles such as vans encroach onto the A29 which is a safety concern that will only be exacerbated and not resolved via the suggested right hand turn into Woodgate Road from the south. There is no proposed mitigation for traffic coming from the north into Woodgate Road.

We disagree with the statement in the Transport Assessment, para 3.2.3, that the parking is not judged by the applicants as "severe" and that "*there are no safety issues nor impair the operation of the road*".

The traffic survey, seen in appendix B of the Transport Assessment and referred to in para 3.2.3, identified that 9 parked cars were seen on the short stretch of Woodgate Road from the site to the A29. This is a large number of cars for people to traverse in order to access to and from the site in this short stretch of road. There is also the access to Woodgate Close within this short stretch of road to consider. Not all the cars parked along the road could be safely accommodated along Woodgate Close, with existing parking levels in Woodgate Close, and would cause an obstruction for wheelchair users (of which there are a few) in the Close and the Road.

There is an additional major concern as to access to the site for construction purposes albeit short term. The issues with Woodgate Road, highlighted above, would be exaggerated with large goods vehicles and plant machinery accessing the site.

There is a proposal for a 2.5m cycle lane along Woodgate Road, this could be possible in some parts but not all, including the A29 end of Woodgate Road which is nowhere near 2.5metres wide before you hit the boundary line of the property, the only feasible way to widen the footpath would be to narrow the highway which is already a narrow entrance to the A29 with existing aforementioned safety issues. Even if a route is established for cycle and pedestrians along Woodgate Road, this would not resolve the safety issue with cars but exacerbate it. It would also impact on cyclist and pedestrian safety as the cars will need to be parked somewhere and there appears no solution to this in the development proposal. A proposed 2.5m cycle and pedestrian path would also remove much green area and urbanise the street scene considerably.

It may be when the wider strategic development site is built out there will be more sustainable access to the east and facilities that can be used but there is no certainty on the timeline as to when that will happen.

The proposed access to this site will cause long term issues for the current as well as new residents of the proposed development. We do not consider that it meets the policy requirements of the Local Plan or Neighbourhood Plan, specifically Policy T SP1 or T DM1 or the vision of the Made Neighbourhood Plan to “... *maintaining its intrinsic semi-rural character whilst allowing for sustainable development, improving connectivity and local services*”. It is our belief that an alternative more suitable access to the site should be secured before this site is permitted for development.

Your sincerely

Mr and Mrs P West