

The Ridings
Level Mare Lane
Eastergate
Chichester
PO20 3SA

Ref. Proposals for new homes at land at Bayards, Level Mare Lane, Eastergate, PO20 3SA
by Reside developments

AL/113/21/OUT

To whom it may concern,

I object to this planning application for the following reasons .

The area covered by this application is outside the Aldingbourne Policy EH1 Built up Area Boundary in the Aldingbourne Development Plan.

The plans have already changed from the original, having added an entrance from Level Mare Lane for construction traffic and also for 6 of the properties. This is dangerous for road users safety and the lane is not built for this type of traffic.

Bayard had its planning permission granted with an agricultural tie. Why is agricultural land to be given over for housing? Far too much agricultural land locally, it seems is being removed from agriculture and replaced with housing. This can't be ecologically beneficial.

Fontwell Avenue and the close vicinity are already the subject of numerous other developments. Whilst it is possible to walk from any of these to the local shop, there has been no additional provision within the local infrastructure, for doctors, places in schools, or for jobs that can be accessed without vehicles. There are local bus stops, but the service is almost non-existent. If the new residents are going to be using the train, there is insufficient parking for extra vehicles. I doubt many will walk to the station, and even if they cycle, there is insufficient provision for leaving bicycles for the additional volume of people.

I guess that all of the properties will have at least 2 vehicles. Even if they are electric, there will be an environmental impact, alongside the pollution of generating the additional electricity which may or may not be available due to shortages in the National Grid.

If the development is to be considered, the impact to village services, wildlife, agriculture etc. further study should be carried out. I consider there is a big impact caused by this proposed development to all the above. Our services are at their limits before any of the additional building generates an increased population for the area. I believe that the additional new housing developments locally already mean there will be a massive increase in the number of cars within ½ a mile radius of Level Mare Lane. Trees, hedges and wildlife in and near this site can only be damaged by the development. If the council were to consider permitting this development, then at the very least, a full environmental impact assessment should be

undertaken. The development is in conflict with Aldingbourne policy EH9 on conservation areas.

The traffic study conducted by Paul Basham Associates said the route from Level Mare Lane or Denmans Lane to the A27 was "convoluted" and determined it should not be included in the study as it was unlikely for anyone to use. This is completely untrue. As a resident of Level Mare Lane, I know how many motorists already use Level Mare and Denmans Lanes as cut-throughs to the A27. Just since the building works have started in Fontwell Avenue, without any houses having been completed or sold, we have already seen a large increase in these numbers, as drivers try to avoid construction traffic and traffic lights in Fontwell Avenue. From a vehicular perspective:

- The development is outside Aldingbourne policy EH1 - built up area boundary (BUAB)
- Pedestrians with children and dogs will not be safe with the extra traffic
- Horse riders and cyclists will have their safety compromised by the increased volume of traffic from the new properties
- Aldingbourne Neighbourhood Development Plan 2014-2034 suggested that Level Mare Lane should be a designated "quiet lane". Increasing the traffic here, as this proposal would, could not constitute it being a quiet lane.
- The construction traffic using the lane would also reduce road safety.
- Level Mare Lane is a small rural lane, unlike Fontwell Avenue, which is designed to be used by large commercial construction vehicles. It would be unable to cope with the weight or volume of these vehicles, damaging the surface, causing safety issues for other road users, potholes, pollution and damage to the wildlife, hedgerows and residents.
- The additional vehicles from the site will make access to the A29 Fontwell Avenue even harder for existing residents of Level Mare Lane, Northfield Lane and Denman's Lane causing even more delays and disruptions
- Additional road safety issues would be caused by drivers from the A 29 using the lane as an alternative to queueing in Fontwell Avenue. It is a narrow lane without dedicated passing places or pavements that is not suitable for this purpose.
- The increased volume of cars would also impact on the A 29 / Nyton Road (War Memorial) roundabout, which already has issues, especially when the level crossing is down
- The A 27 / A29 roundabout at Fontwell has tailbacks at peak times from as far back as SPR, if not further. This proposed development can only make it worse, and also cause more of the traffic to choose to use Level Mare Lane instead.

It is unlikely that Reside's offer of £500 to enable buyers of these properties to buy push bikes, will stop them from having and using motor vehicles.

The proposed development would massively increase the density per hectare of new build properties which is not in keeping with the current density of Level Mare Lane.

If an owner of agricultural land decides not to maintain the quality of that land, it should not mean that it can be turned over to residential development, giving a large income to the owner whilst removing the land from agriculture. How can we maintain sufficient suitable land for agricultural purposes if this is the case?

If the council is determined to permit building on this site, it should only permit it, if the developer ensured that it is a sustainable development. The plans do not show this to be

the case. All new developments should be sustainable. Where are the jobs for the proposed residents?

If these properties are really needed, they should not be on agricultural land, rather on brownfield sites or by refurbishing existing properties or sites

- They should all be fully sustainable and of net carbon zero construction.
- I think Part G of the building regulations currently should apply at levels 5-6, in respect of water efficiency calculations for new dwellings - meaning I think, that permission should not be granted if by councils for any new build properties unless they comply with these regulations as far as use of water and or grey-water is concerned.
- All should have ground source heat pumps
- They should have solar PV & solar thermal
- Sustainable building materials should be used

Are they really going to provide 30% of the homes that would be affordable for most of the population who are employed in this area. There seems to be no provision for social housing for which there is a demand, nor is there any provision for gypsies and travellers. Surely the local plan should mean these should be incorporated in all new building sites.

Do we genuinely need these houses in this area – I believe the answer is no. Where are the jobs to support them?

I strongly object to this application, and hope that it will be refused.