

I maintain a strong objection to application 2020/3525, highlighting further inconveniences arising from the excessive density and overwhelming mass of the development.

In response to the large refuse vehicle in & out document dated 11/10/2023:

This document further underscores the excessive density of the buildings, resulting in significant challenges for waste management to navigate to the presentation site. Consider the scenario illustrated in the image below, where letters are allocated to key vehicles mentioned in the accompanying notes. Vehicle dimensions have been obtained from the developer's submitted plans:

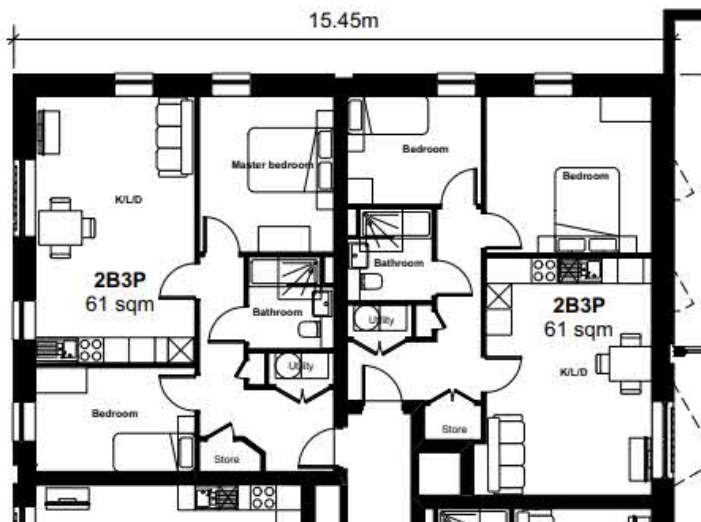


Vehicle A: In the highly probable scenario where a vehicle is in the loading area, the waste vehicle would be unable to navigate to the presentation area. The probability of this occurrence is especially high considering the lack of parking for visitors, maintenance men, delivery drivers and removal vans. If a single waste collection is missed, it will lead to 8 x 1100L general waste/recycling bins and 5 x 240L food bins being left in the presentation area for an extended period, causing them to overflow and becoming a lure for vermin.

For Vehicles C, D, E, and F: The road's width does not permit Vehicle C and D to overtake Vehicle F (the waste vehicle) when it is exiting the site. This scenario presents a highly probable congestion concern, particularly as the waste vehicle will require a significant amount of time to empty the waste bins while simultaneously obstructing the entrance and exit of the basement car park. This situation would force Vehicles C and D to execute potentially hazardous reversals out of the site, encroaching onto Orchard Lane, where a public footpath commonly used by pedestrians would be obstructed.

Given the duration required for the removal of waste bins, and due to the waste removal truck blocking the entrance to the basement car park, it's reasonable to anticipate that this will lead to significant disruption every week, with queues of vehicles entering the site and exiting the basement.

Vehicle B: The headlights of vehicle B and other parked cars in this parking bay will shine brightly into the windows of two distinct units in Block C's bedrooms disturbing the residents. Please see the floor plans of affect units below:



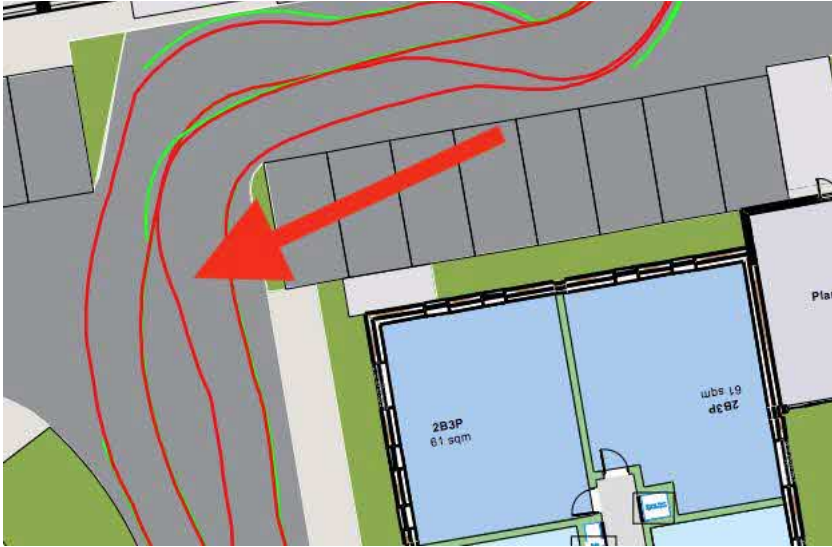
The on-site parking spaces, both ground and basement level, lack sufficient width for vehicle users to comfortably enter and exit their vehicles, a situation that becomes particularly challenging for elderly individuals who require extra door clearance for safe ingress and egress from their vehicles.

In response to the Transport Statement Addendum Letter dated 07/06/2023:

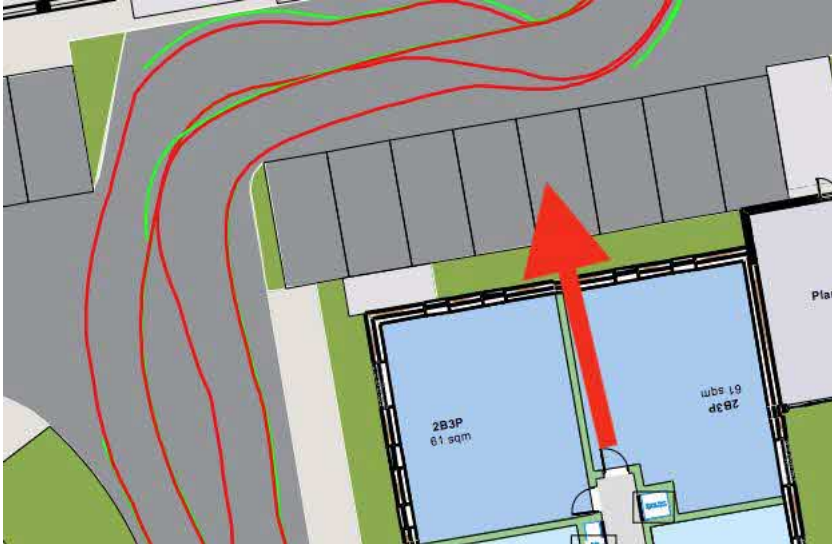
There is still no indication on the plans regarding the placement of the two-way traffic signal for vehicles entering and exiting the basement car park. The diagrams illustrating the sweeping paths of passenger vehicles entering and exiting the basement, as presented in the Transport Statement Addendum Letter, reveal that the road leading to the basement is insufficient in width to permit the safe passage of two cars simultaneously.



This situation implies that the most sensible location for the placement of the two-way signalling lights would be roughly at this point:



With the signalling placed in this manner, vehicles exiting the parking bays displayed in the below image, will be uncertain whether they are driving into oncoming traffic.





In response to the Transport Statement dated 18/11/2022:

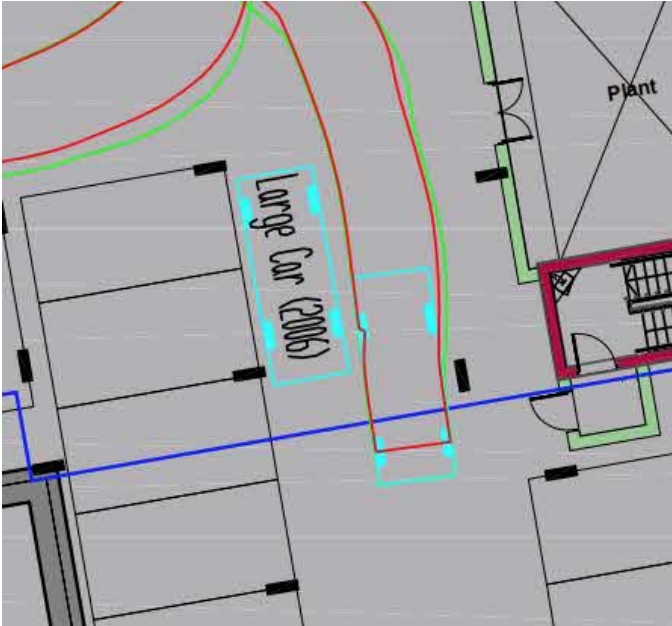
Considering the scenario in which 4 cars are trying to enter the basement car park while 4 cars are attempting to exit:



Vehicles A, B & C: Given that the position of the two-way light signal is unknown, the drivers of Vehicles A, B, and C will not have a clear indication of who has priority to exit via the ramp. The two-way light signal cannot be placed at the base of the ramp as the width of this area is not suitable for two vehicles to pass each other.

Vehicle A: There is a dangerous blind spot on the left-hand side of this car when driving into oncoming traffic.

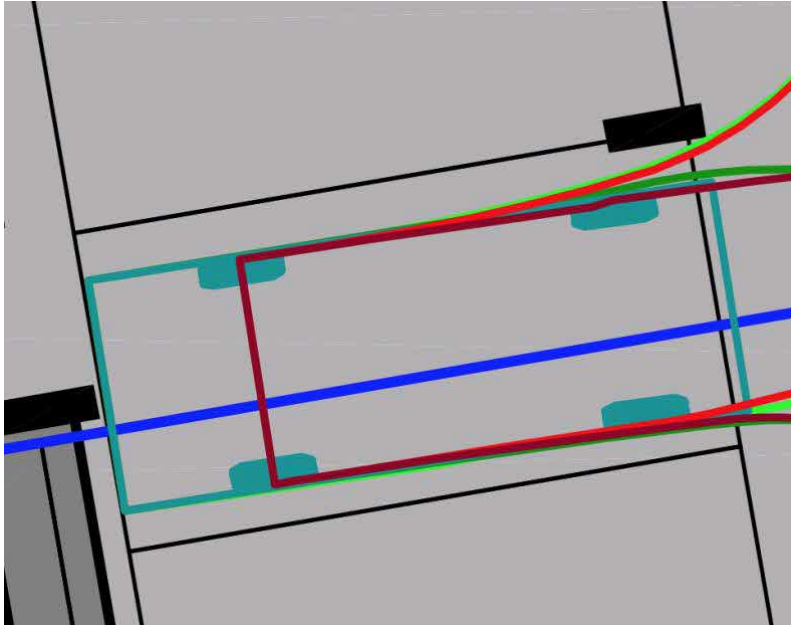
Vehicles B and G: Vehicle G would need to exercise extreme caution and coordination with Vehicle B to safely pass and reach a parking space in this narrow section, given that it's only wide enough for one vehicle due to a pillar. The manoeuvre is illustrated in the sweeping path of passenger vehicles in the Transport Statement document:



This manoeuvre would not be feasible if a vehicle is parked in either of the two spaces illustrated below, as the vehicles would protrude from the bays due to insufficient size of the parking space.



The Transport Statement document indicates that cars can extend beyond their designated parking spaces, even when parked correctly and as far into their spaces as possible:



Vehicle D: The parking space in which vehicle D is parked should not be classified as a parking space, given that it is significantly obstructed by a pillar.

Vehicles C and F: It would be a tight manoeuvre for vehicle F to pass vehicle C safely upon entry, especially considering potentially protruding vehicles parked in the surrounding bays.

I: It is illustrated under the letter i that a person is having to navigate the basement carpark with a 1100L waste bin, all whilst cars are entering and exiting, to transport the waste bins to the presentation area, which will be incredibly dangerous. This journey will have to be made 26 times a week due to the 8 x 1100L waste bins and 5 x 240L food waste bins.

As shown in the Transport Statement document, the manoeuvre illustrated below would not be possible if vehicles were parked in the spaces indicated by the arrows. It is evident that the manoeuvring vehicle is attempting to enter the parking bays and would not be able to do so if the spaces were occupied.



Also, considering that the Flood Risk Response to Objections Letter document dated 10/10/2023 remains significantly redacted, it is crucial to extend the timeline allocated for reviewing this document once the redacted response becomes available. Please refer to the redacted document below for reference:



[Redacted text block]



In summary, these findings further exemplify the overbearing density of this development within the proposed site. The presence of hazardous blind spots and the prospect of chaotic parking conditions point to a compromised living standard for both residents within the development and those neighbouring the vicinity. These safety and congestion concerns raise critical questions about the feasibility and practicality of the current development plan, urging a re-evaluation of its design and management strategies to ensure the safety, convenience, and overall well-being of all members of the community.