

Infrastructure:

Traffic volume and parking: The three access/exits routes from Padnell Grange (Cherry Tree, Padnell Road, Hazelton Way) are already seriously congested at peak times resulting in waiting traffic causing highly harmful gasses at street level (especially at peak times which includes when vulnerable children are making their way to school. Because they are shorter, young children breathe closer to exhaust pipes, inhaling up to 30% more pollutants on busy roads. [REDACTED]

[REDACTED]. The argument that the majority of cars are going to be electric fails to stand up when the data suggests that as of mid-2026, there are over 2.1 million fully electric cars on the road, representing roughly **6.1%** of all registered [REDACTED]

[REDACTED] The increase in traffic congestion will also impact on public transport in respect to delays/increased journey time/fewer buses available.

Crossing the road between stationary or parked cars significantly increases the risk of pedestrian accidents because it severely compromises the line of sight for both oncoming drivers and the crossing child (chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://content.tfl.gov.uk/factors-influencing-pedestrian-safety-literature-review.pdf) According to peer-reviewed data compiled by the National Institutes of Health (PMC), this action is the single most common cause of child pedestrian collisions, heavily tied to the "dart out" phenomenon where children suddenly step into the road from behind vehicles [REDACTED]

[REDACTED]. With the number of "new" vehicles on a development of this size (37 with 1 car, 35 with 2 or more cars, 18 with no cars.

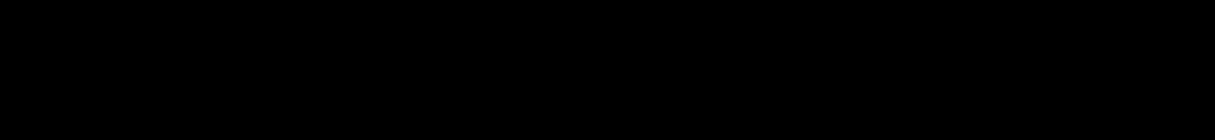
[REDACTED]
[REDACTED] Or, 1.2 cars per household [REDACTED]
[REDACTED]

[REDACTED] this is a statically relevant factor and should be a fundamental factor in rejecting the proposal. On street parking is already insufficient, with cars and work vans parking in grass verges and even the pavements which increases congestion and is a potential threat to emergency services attending critical incidents (Ambulance/fire/police). The proposal fails to consider these factors in the desire to cram as many houses as possible onto the site, sacrificing adequate parking. The sheer increase in both traffic and dangerous parking will put lives at risk and increase the burden on our already overburdened health services.

Services: GP appointments and NHS dentist places are already stretched, does the developer offer any validated evidence that the current provision can absorb 90 households (how have they calculated the total number of people (age/health status/etc) requiring basic NHS health care?)

Secondary school places are at a premium with school class sizes already exceeding the maximum in many of the local schools.

Environment: Flora and Fauna. Although the developer is proposing to keep the larger oaks, the disruption of the watercourse and root architecture will undoubtedly be damaged during the construction. Construction activities near trees frequently damage root structures. Visible indicators include severed roots in trenches, compacted soil from heavy machinery, canopy dieback, and unexpected tree leaning. This damage increases vulnerability to windthrow and can ultimately kill the tree



The current Padnell Grange grounds are a wildlife haven for a variety of birds, mammals and reptiles. It is not only their home but also the corridor for many of our ever depleting numbers of native wildlife.

Finally, is this development being considered at all in relation to the other developments (Berewood at least 2,550 and Horndean Road 800 (1st phase)) currently being built? What consideration is this additional 90 home development being given to the impact on local infrastructure?