

## ADDENDUM

DEVELOPMENT MANAGEMENT COMMITTEE

DATE 9<sup>th</sup> September 2021

### **6 Community Involvement**

#### **32 New Lane Representations**

A total of 307 representations have been made raising objections with 330 names including Havant Civic Society, Havant Friends of the Earth and New Lane Neighbourhood.

1 Neutral representation was received from Warblington and Denvilles Residents Association.

#### **Summary of Objections**

##### ***Highway Matters***

##### ***Accuracy of Highway Information***

Concern over accuracy of Transport Assessment and vehicle movements

Warehouse staff vehicle movements not included

Trip generation data not credible / robust

Shortfall in traffic movements estimated at almost 1,900 trips/day

Increased traffic to over 4000/day – 7 days / week

Adding staff commuting trips to data will raise total from 2,417 to 4,294

Neighbouring development trips not included

Traffic surveyed in lockdown so unrealistic and not a true representation of traffic

Educated guess - on average 150 workers per shift, 450 in total – night shift busiest

Delivery drivers arrival and departure and staff workers need to be added

Peak hours questioned

Misrepresentation current / historical traffic levels - have been much lower than proposed

Increase in Storage and Distribution floorspace

Traffic calc's of maximum use of site bear no comparison with observed reality of current use

##### ***Parking***

Parking for 866 delivery van drivers

Traffic numbers do not align with parking

Plan shows dock for HGVs with 12 bays yet only 36 HGV's expected/day – does this infer proposer expects more HGVs in future?

Workers parking on side streets outside residential houses

### 'Rat Running' – Impact on residential streets and Town Centre

Concern at rat runs: New Lane South, Eastern Road, Elmleigh Road, Park Road North

New Lane Level Crossing, Fairfield Road, Beechworth Road

Stream of traffic at all times through residential streets in centre of Havant

Busy residential area - 3 schools / health centre / hospital & nursing homes

Pedestrian routes to local schools

Town centre gridlock – will add this

Concern over traffic 'rat runs' with impacts to residents, pedestrians, cycles & school children

Access south to A27 constrained by railway crossing.

Access to A3(M) restrained by residential areas (Bedhampton / Leigh Park)

Already congested routes at peak times – seriously impact on town centre traffic.

No suitable roads for high numbers of large vehicles – drive through residential roads

Vans will use side roads to avoid queuing at traffic lights

Designated route via Crossland Drive - who will monitor this & ensure lorry drivers do not make own choice.

Road closures and re-routing concerns

Vans making timed deliveries / meeting targets likely to speed, take short cuts, use rat runs to keep up delivery times

Concern over future traffic routing

Rat runs impact children, animals and the elderly

Vans already travelling through Havant only a small % of those proposed

When Havant Bypass closed – gridlock and rat runs through residential areas

Contrary to NPPF re traffic mitigation

Concern that impacts on further junctions have not been assessed

Concern over the acceptability of TRICS traffic modelling

Comparison with Buttericks site not appropriate

### Traffic

Noise / Danger

HGV movements and noise over 24/7

Pollution

Only 5% of deliveries local 'last mile' majority 95% needing direct access to A27/A3

Public transport not available to night shift

Add to peak time loading – Park Rad South, New Road, Bedhampton Road, Bedhampton Hill, Middle Park Way, Hulbert Road and B2149.

Conditions could theoretically prevent this for delivery van drivers

Concern over enforcement. Staff commuting could not be subject to conditions.

Congested Hayling Island route especially on sunny days – traffic back up through Havant

Traffic backs up on New Lane north of junction with Eastern Road – railway gate delays

Bartons Road - roadworks

Between 6am and 9am extra 848 vehicle movements added to already congested roads

Between 4-7pm some 747 projected movements

Impact on people driving to / from work/school etc also effect bus networks - slower journeys

Children crossing roads to nearby schools

Crossing at southern end of New Lane will make more cyclists use the path. Bigger island would slow traffic

Bus services limited

Concern that landscaping will restrict sight lines and increase accidents

Narrow pavements only on one side of Eastern Road

Traffic congestion Elm Lane and Langstone Roundabout – traffic to Hayling Island

Tight bends and Whitchers gate junction of the B2149 to join A3(M) at Horndean to go north

Children crossing to Fairfield / Warblington Schools & people using New Lane to shops

Already traffic can be horrendous at Crossland Drive / New Lane Junction and Crossland Drive / St Albans Road Junction

Two schools nearby St Albans / Fairfield & New Lane route of schools further afield Warblington / Havant Academy – many children & teenagers who need to cross roads – made unsafe

Tailbacks at junction New Lane with Eastern Road – used by young children / families to get to school

Increase in accident potential from industrial traffic

Impact on Eastern Road, Leigh Road and Elmleigh Road Junction

Traffic passing Fairfield School / Glenhurst Prep

More pedestrians with new residential developments will use New Lane

Proposed changes unlikely to deter speeding

Vehicles parked on New Lane waiting for delivery slots

Traffic impact Bedhampton Hill

More traffic on A259

Junction with Crossland Drive dangerous

HGVs get stuck making U turns at end of New Lane (gone wrong way) – will increase

Cyclist knocked off bike at New Lane towards rail gates

Impact on Asda roundabout

How will vehicles be stopped using Fairfield Road & endangering children going to Fairfield School.

Traffic calming must be put in place.

Increase in RTA's

B2149 main route for many between Horndean and Havant through Rowlands Castle - Rural road with 60mph limit- bumpy & popular with cyclists- not suitable for HGVs / additional cars

Impact on pedestrians / cyclists and wildlife

Impact on Rowlands Castle

Impact on Bedhampton Roads

Narrow dangerous junction from Waterloo Road

Crossland Drive hard to cross

Speeding in New Lane

Wear and tear on roads

New homes planned in area add to traffic

Barton Road Congestion

Traffic in demolition, redevelopment and use of the site

Not many places to cross the road

New Lane & Crossland Drive used by significant number of cyclists, runners & pedestrians and large number of young children inc. St Alban's, Fairfield and Warblington pupils.

Crossing roads and very young children cycling to school.

Significant increase in road traffic, courier/HGV – increases level of risk to pupils

No investigation of short rail link into site to receive deliveries by rail rather than roads

No traffic calming for Eastern Road end of New Lane

School parking has already caused issues for the bus route

Conditions requested in relation to LGV / HGV routing, restricting through traffic and restricting movements to 'existing' maximum.

Un- patrolled crossing by allotment not enough to minimise risk to pedestrians

Crossing at Eastern Road and New Lane not easy to use for pedestrians or cyclists

Impact on Langstone Roundabout

Contrary to policy CS20

Incident - HGV mounted pavement where mother pushing pram – bollard installed to make corner safe. Route unsuitable

If application approved HGV route must be set out & clearly signed using Bartons Rd/Petersfield Rd

Vans must be prohibited from route through Beechworth Road (a 20 mile zone)

Traffic Islands and traffic calming measures must be introduced in New Lane

Poorly maintained roads

The advisory cycle lanes are no protection against large lorries

Would propose dedicated and segregated cycle lanes should be incorporated

Traffic must pass through most congested pinch points in the area

Emergency service access issues

New Lane poor road surface danger to two wheeled traffic and cost to Council

Access to schools and community facilities

### Neighbour impacts

Residential areas around site increased since estate established – different vehicle impacts

Concern over HGV reversing alarms at night impacting residents

HGV movements - If permission granted one-way system should be used in line with HSE recommendations

HGVs shake our house – impact on foundations

Don't want children kept awake at night by traffic noise and headlights

New Lane traffic historically in tune with shifts worked not 24 hour

Last mile deliveries may be replaced by pick up drop off services

Impact on Beechworth Road

Should be no HGV deliveries between 10pm and 7am

Increased risk of serious injury or fatality to young children or their families

Pedestrians from Train Station

Mitigation works to Bartons Road junction, Crossland Road, the Eastern Road junction leading to Fairfield Road before traffic can access East Street/Emsworth Road

### Environmental

Delivery business dependant on heavy carbon producing road transport

Plans to provide EV Vans – but in next few years residents subjected to increase in pollution

Reliant on Fossil Fuels

Impact on walking to school fumes, noise and traffic

### Plan / Alternative locations

Local Plan and Regeneration Strategy - last mile delivery should be on edge of town.

Better locations for model of operation – Brockhampton West / Dunsbury Park / Solent Business Park / Southmoor Industrial Estate

### Other Matters

Drainage issues on New Lane & Eastern Road junction

HGV Operators Licences questioned

### ***Neighbour Impacts***

Impact on Nutwick Road residents backing onto railway line

Noise to houses – traffic and alarms of vehicles

Overnight issues for residents

Lighting impacts

Past 4.5 years Pfizer site always very quiet.

HGV deliveries and position of loading bays impacting on residents Nutwick Road

Acoustic fence limited effect

Night time vehicle movements impacting sleep

Danger to mental health – 7 day activity

Impacts on patients at mental health centres / elderly / people with disabilities

Double layer of max height acoustic fencing may be needed on eastern side of site.

Have had to change our windows due to amount of sound coming from this site

Demolition and building noise and dust

Traffic and noise to New Lane and immediate residents in West Leigh and Denvilles intolerable

3 daily HGV movements mostly overnight

Sorting and loading into 866 vans

Vans leave around 6am last returning 11pm

Operations 7 days/week 24 hours a day

### ***Pollution***

Emission levels

Air Quality

Local school children will suffer from pollution

Climate change

To comply with HCC which is to be carbon neutral by 2050 delivery vans must be electric with site charging station.

Diesel vehicles pollution

Mere 50% of shipments net zero carbon emissions by 2030

Pollution from drivers waiting at level crossing

Potential to pollute the water table

Traffic noise

Does not meet 'Cleaner, safer, more prosperous'

Ill effects from particulate matter

Fails Havant and Hampshire's declared Net Zero Climate Targets

Construction impacts

Impact of fumes on health

Pollution to residents gardens

Impact on asthma

Traffic pollution, specifically around School starting time – Diesel vehicles increase exposure to harmful emissions

Commitment to EV delivery vans with max installation of maximum number of solar pv panels. Needs to be combined with high levels of insulation

HGVs should be fuelled by hydrogen wherever possible

Light pollution

Pollution will impact local services i.e. doctors and hospitals

### ***Employment***

Not manufacturing and no assurance off high level of jobs – is it helping Havant Residents?

No new jobs for local people

Automation of warehouses

Warehouse operators require minimal skill and low paid – unable to afford houses

Employees from previous location may commute to Havant to continue jobs

Don't need 'in work poverty' concern over zero hours contracts

New lane better suited for skilled jobs and apprenticeships

Encourage smaller scale industry / manufacturing - improve economy and skills for area.

New employment figures not given

Need high-skilled employment that will seal Havant's future in the fourth industrial revolution.

Contrary to Regeneration Plans and Local Plan 2037 for last mile delivery location

Concern over lack of company name

Will negatively impact the unemployed and the young

Impact to Havant businesses already struggling because of effects of Covid

No new job provided, but 150 being lost

Most of employees drivers from other areas

Negative impact on regeneration of Havant

Employment area development must be sympathetic to current residential context

Robot operated won't create jobs

### ***Ecology***

Good to see attention paid to trees and landscaping - we urge more

Plans for increasing biodiversity?

No details re impact on wildlife

Possibility of removing established trees and greenery

Trees and hedges should be retained and supplemented

See great variety of birds, bats and other wildlife among the trees.

Demolition and building should be outside bird nesting

### ***Alternative Development***

Residential development preferred rather than building on green land

### ***Other Matters***

New development built of lovely houses and lovely surroundings - this plan will ruin that.

Traffic would damage nature of St Faiths Conservation Area

Should encourage people to shop local rather than online purchasing

Visually the warehouse/distribution centre building much lower than present buildings and set much further back from railway boundary – less intrusive and improve view from house

### **Neutral Comment (Summary)**

Comments made on traffic generation

Comments made in relation to noise

Is this the best location?

Will enough local employment be produced?

Would construction of Southleigh Strategic site spine road help with traffic using it from Bartons Road to A27

Some of these parcels need to be delivered within Havant area from elsewhere anyway so some additional traffic present whether development goes ahead or not.

Electric vehicles help environmental concerns – also current Government strategy to phase out diesel and petrol vehicles

If not approved site may not be taken up in near future once Pfizer leave – will leave another empty site.