

**Deputation from Havant Climate Alliance and Friends of the Earth
to Planning Committee on 3rd February 2022 re.
Planning Application 21/01244.
Variations to Planning Conditions for 32 New Lane, Havant.**

We share the concerns raised by Havant Civic Society about variations to the original planning conditions because of:

1. The likely impact of traffic from this site, on traffic congestion, air pollution and carbon emissions, in and around Havant Town. This will be from the start of the operation and may increase in future years. We wonder what parameters are being used by HBC and HCC if they say that there will not be a significant impact given the figures supplied by the operator.

2. Given this situation it is important that local Councillors should be in a strong position to negotiate with the operator, throughout the life of the operation. To be in a strong position, it is vital that they can refer to adequate and accurate data. With reference to Condition 10, Traffic Monitoring Data, we would have confidence in traffic survey data fed direct into HBC or HCC databases, which can be available for the Councils to access at any time, throughout the life of the operation. Instead the operator is proposing that an independent company monitor for just the first 5.5 years of the operation and that during that time HBC can only access data for limited periods, 1 or 2 weeks in 4, or less. While it is proposed that HBC can choose which weeks it wants the data from, and there will be reviews of this arrangement, the new condition would significantly limit the amount of data available to HBC and so could leave them in a weaker position to negotiate, long term. It would be the equivalent of negotiating with their hands tied behind their backs. This would not be the robust condition described.

3. With reference to Condition 9, the proposal to not require livery for all vans is unacceptable as it prevents HBC and the public from identifying clearly the numbers using rat runs especially south of New Lane or causing congestion in specific areas of the town. The proposal to replace this safeguard with a proposal for the operator to keep check on the vans through on-site Number Plate Recognition Cameras monitored by an independent company is not acceptable. Again it is proposed that this arrangement should only last 5.5 years with HBC only being able to access it 1 month in 3. Training for drivers and information packs cannot be relied upon when they are under time pressure for deliveries. The changes to Condition 9 would also leave HBC in a weak negotiating position.

4. We can support the requirement for PV Solar Panels on the warehouse roof although we think that more could be fitted. The proposal to comply with best BREEAM building standards is to be welcomed. We can also support the proposal for EV charge points but would like to see more than 20% initially with infrastructure in place to install 100% as soon as possible to offset high carbon emissions.

5. We also agree with the proposed Condition 30, requiring the establishment of a Community Liaison Board with local residents, local businesses and ward Councillors.

6. However we urge our local counsellors to consider the long term impact of losing control of vital traffic data and how this may effect the well-being of your residents in future years.

Patricia Brooks