

Good afternoon,

I've seen various positions on the proposals for McCormack house from constituents and local groups, and they vary between for and against the change of use proposal.

I'm personally unimpressed with the developer's refusal to meet with the residents of the area, where a lot of raised issues and concerns could have been discussed in an open and public way. Although it wasn't strictly a requirement for the developers to organise or attend a meeting, this would have been an opportunity to show the local residents that they are community aware and willing to engage, but this is an opportunity for a show of faith that's now been lost.

My overall position, at present, is to be against the proposal.

I'm not against the principle of having a well managed SEN school in the town, I think to have one can be an inclusive and productive way of schooling local children with special educational needs without pushing them out of town and making them feel unwelcome in society. There are many reasons why this would be a positive facility to have.

However, the travel plan in my view is not fit for purpose for the proposed site and area. Some of my key concerns are:

- The drop off area is a private car park, and not an active road. The idea that taxis and potentially other vehicles will be queuing in this car park to use as a drop off location, and adopting the proposed 'turning area' seen in the travel plan is fundamentally different to the way this car park has been used previously and is so far untested for safety and ease of use in this location with the level of traffic expected.
- There is a well used public right of way and section of the Shipwrights Way route that runs through this car park that is used by a wide variety of pedestrians and cyclists. Whilst its current use as a car park is manageable, the addition of a drop off queue, even if staggered, will create a difficult environment for other users of this public right of way. It will create frustration and conflict between different path users and vehicles at best, and a serious risk of danger to other users at worst.
- There's a suggestion in the travel plan that to allow taxis to use the car park area, staff will park elsewhere in the town. There are no powers the school, council, police, etc. have to stop anyone from legally parking on any unrestricted public road. All staff could park in local roads, and there is nothing that could be legally done to prevent this at present regardless of any recommendations in the travel plan. This will likely cause inconvenience and upset to local residents on a regular basis.
- The ramp on site leading down to the car park is steep and narrow, it is difficult for 2 cars to manage which is something regularly seen with its current use, adding in a queue of traffic coming and going could easily become unmanageable, and any incident that happens on the narrow ramp will likely prevent further traffic moving on site and into East Street.
- With a partially blind hill near the exit onto East Street, there remains a risk for increased volumes of cars exiting and entering the site from East Street.

- Traffic is already a problem here during the long rush hour periods, and traffic in the area is very sensitive to any disruption. Many mornings there are long slow moving queues of traffic going from East Street and up into Emsworth Road, and any waiting vehicles trying to enter or exit the proposed site will cause even further delays with knock on effects to the surrounding area. I suspect this will be a far more regular occurrence than the plan allows for.
- There are new builds in the area that are currently in the process of being sold and occupied, further builds currently underway, and others that are likely to be proposed in the near future. These are putting further strain on the road infrastructure and will almost certainly add to the traffic along Emsworth Road and East Street. Even if the travel plan did work in the current setting, it would become increasing more difficult to manage in the near future as more road users move into the area. The idea that this travel plan would not cause disruption to the local highways is unlikely to be true in practice.
- The public car park is also used by the general public for parking, as well for users of the bottle bank located there, which adds an uncontrollable element to the travel plan that cannot be managed. Other vehicle users will likely experience conflicts and potential risk as long standing and incidental users of the car park are faced with a complex traffic queue on a difficult to manage site that they may not have the experience to navigate well.

For the above concerns, I oppose the development and the new travel plan in its current state.

Many thanks,

Cllr. Daniel Berwick, Havant St Faith's