



27 04 2024

McCormac House, 56A East Street, Havant, PO91BS

Dear Sirs

We write to oppose the planning application by Outcomes First 1 Limited (**OF**) to change the use of McCormac House.

We request that this matter is heard by the Havant Borough Council planning committee.



Our reasons are set out below:

Summary

Our main concerns are safety and the inappropriateness of the proposed use to a conservation area.

Hampshire County Council (**HCC**) **opposes the application for change of use** on the grounds set out in their letter of 26 February 2024 – specifically that the:

proposed internal layout and traffic impact are not credible or sustainable, failing to meet HCC's evaluation criteria set out in their Local Transport Plan 4; and

the proposed arrangements will lead to highway safety issues.

OF's proposals to mitigate their failure to meet the evaluation criteria are unrealistic, not credible, or sustainable and **underline the weakness of the original planning application**.

We also believe that **insufficient notice** of the intended change of use was given [REDACTED]

Transparency

Notification of the application was at an absolute minimum – we only found one public notice adjacent to the site and only a few residents were notified in writing – why?

Given our concerns about safety and the foreseeability of traffic accidents and risk of personal injury, and material adverse impact to residents it is in everyone's interest for the process to be transparent and for it to be seen as transparent and should be referred, please, to the HBC planning committee.

Safety – on site

As HCC has already advised, the **site is unsuitable** because there is not enough room to accommodate an additional 100 + cars (70 taxis and 40 staff cars).

HCC has rejected OF's suggestion for marshalling traffic (teachers in high visibility vests with radios) as lacking credibility and being unsustainable.

The teachers are unlikely to want to do this, have other duties, are exposing themselves and the school to liability and have **no authority** to direct traffic or pedestrians whether associated with the site or members of the public.

The proposal to get taxi drivers to sign up to a code of conduct is also misguided and unsustainable and, because the arrangements for traffic at the site are unsuitable, they will inevitably use the surrounding streets at

risk to their passengers, other pedestrians, and to the annoyance of residents .

Please examine the layout of the car park – assume the members of staff have taken up their allocated 40 parking places and other users have parked in some of the other available spaces – where will 70 taxis be accommodated alongside pedestrians (including school children), dog walkers and cyclists?

It is suggested that the taxis will:

- wait while one of the two available spaces near the entrance to the building is free so that they can drop off their passenger;
- queue and wait in line in the lower car park until they can drop off their passenger;
- stagger their arrival so that there are only 20 at a time on site.

We believe:

- the engines of the 70 taxis will be running while they wait, polluting the air;
- it will not be possible to organise the arrival of the 70 taxis on a consistent basis so as to manage the number on site;
- there will be insufficient space on site for the taxis to queue because 40 cars for staff will be parked there in the dedicated parking slots and there will be no room to manoeuvre safely;
- it will take time to escort pupils from the taxis in the two parking spots and for the taxis to reverse and leave – especially if any pupil is disabled;
- taxis reversing and pupils crossing the road while other taxis arrive and members of the public enter or leave the carpark by car or on foot or bike will lead to accidents at worst and / or delays;
- taxi drivers will be frustrated with the arrangements and will want to get to their next job, so will wait and drop off their passengers elsewhere;
- taxi drivers will try to park in adjacent roads which are already full of parked cars and parents dropping off or collecting children from the other three schools risking accidents;
- will students want to wait in the cars to be escorted into the school?

The car park is also a thoroughfare for pedestrians (children and parents going to other schools) dog walkers, runners, and cyclists using the Hayling Billy trail and Shipwrights Way.

Imagine their reaction as they try to navigate a moving phalanx of waiting taxis blocking their way.

Safety – off site

There are three schools in the area and a nursery: traffic (combined with people going to work in and from Havant) at drop off and collection time is already heavy.

Taxis queuing on East Street (the road adjacent to the entrance to the site) are at risk of causing a collision with traffic moving west down East Street and those exiting will experience problems because they are unlikely to have a clear line of sight east if there is a queue or west if there is a bus stopped next to the exit to the site.

The crossroads junction of Town Hall Road / Beechworth Road and East Street

This crossroads is difficult to navigate safely, with both traffic and pedestrians (parents and children) crossing north to the nursery and infant school and south to the junior school. Children also walk and cycle to the senior school in Southleigh Road, to the east.

Busses stopping at the bus stop on that corner of Town Hall Road obscure the view and post office vans from the depot in Beechworth Road add to the problems of safely exiting the road.

The hump of the bridge over the Hayling Billy line obscures traffic driving west into Havant towards the entrance to the site and, until you are on it – if there is a tailback to the entrance of the site, accidents are very likely to occur.

Other relevant factors

Traffic and pedestrians going to the nursery and Fairfield School use Town Hall Road and Beechworth Road.

Parking in Grove Road and Orchard Road is difficult because commuters and people who work in Havant use the spaces left by residents and the few available spaces, and the gaps created by double yellow lines, are filled with parents dropping off or waiting to collect children.

Lower Grove Road is a private and unadopted Road. It is shown as available for parking in a photograph exhibited to the application as evidence that parking (for taxis) is available: this is **wrong and misleading**.

It's proposed use is also inconsistent with and contradictory to the plan to have the taxis queue on site.

There are problems also at the junctions of:

- Grove Road with South Street; and
- East Street with South Street;
- East Street with Southleigh Road,

especially at drop off or collection time, all of which will be exacerbated by increased traffic.

HCC local transport plan 4

As stated in HCC's rejection of the proposal, it fails to meet many of the core principles or guidelines set out in the Local Transport Plan 4, including the following:

A safe system approach – as illustrated, the proposal is neither safe for people or for traffic.

Encourage a sustainable travel behaviour – 100 + students and staff will travel by car from far and wide. There will be little or no use of public transport or other means of travel (SEN pupils are entitled to and required to be transported to school and planning requires a space for each teacher and 2 spaces for every 3 assistant).

Support local living and reduce demands on transport – the change of use will have a material adverse effect on the safety and quality of life of residents and those using the existing local schools and nursery.

Putting people and places at the heart of decisions – the site is in a conservation area. The proposed use of the site with high walls and increase in traffic is not in keeping with the status of a conservation area. Blocking the path and right of way for recreational users of the Hayling Billy and Shipwrights Way through the car park and exposing them to the traffic and risk of harm is not putting people at the heart of decisions.

Protecting the environment and managing the harmful effect of poor air quality and noise – the change of use and operations of the site will increase air pollution and noise.

Yours faithfully

