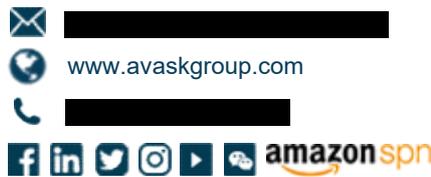


Morris, Rachael

From: Lis Robinson [REDACTED]
Sent: 01 November 2022 09:28
To: Morris, Rachael
Subject: FW: Satchell Lane Appeal - written statement for back up
Importance: High

Lis Robinson
Group Financial Director



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[REDACTED]
Sent: 01 November 2022 00:16

[REDACTED]
Subject:

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Good morning

My name is Elisabeth Robinson and I live in the Halyards, the row of houses immediately opposite the site of the proposed development having moved there in 1988, nearly twenty five years ago. The entrance to our communal

car park is immediately opposite the entrance to the site according to the plans submitted. Essentially, when we exit the car park onto Satchell Lane we have limited visibility to our left due to a blind corner immediately adjacent to Follys End, and limited vision to our right due to a bend half way between our entrance and the turning to Mercury Yacht Haven. The safest way to get in and out of the Halyards for the last twenty five years in my experience is to take a deep breath and hit the accelerator. It is exciting enough pulling out when vehicles are keeping to the speed limit – but the majority around this part of Satchell Lane do not. I would point out that usually it would be good for the Inspectors to visit the site but at present Satchell Lane is conveniently blocked, between the turn off for Mercury Yacht Haven and St Agathas close and, as of this morning, I understand from the workmen that they expect the work to take another two weeks. As a result it is currently impossible to demonstrate how dangerous the road is to the Inspectors – how convenient

Reviewing the proposed plans I am sure that you have noted that the developers' plans show 181 parking spaces and 12 visitors spaces so they clearly are expecting at least 193 cars on site. Have you ever seen a developer put in more parking than required on any site? Satchell Lane is a country road with numerous blind bends, barely two cars wide and only one car wide in a number of places. The passage of the weekly Council refuse lorries, delivery vans from local well known food stores is a challenge and major hold ups are frequently as satnav misleads industrial lorries for both the village and Port Hamble marina down Satchell Lane rather than via Hamble Lane. This was an even bigger problem with building lorries and such like trying to access the rebuild at Creek Cottage site which further demonstrated the difficulty of routine traffic on Satchell Lane – and that was only four houses being built so how would any proposed build be safely able to access the proposed site.

It is not possible to get to Satchell Lane without using Hamble Lane. Hamble Lane is already grid locked, both in and out, for several hours in the morning between 7 am and 9.30 am and from about 14.30 until 19.00 pm in the evening. As a commuter, it takes me nearly twenty minutes to get out of Satchell Lane on Hamble Lane from about 7.40 am and a further 15 minutes to get from that junction to the roundabout for Lowford. That is an average speed of 3 miles an hour- 40 minutes to travel 2 miles. If I leave later than 7.30 from my house the situation is worse due to the high number of vehicles entering Satchell Lane from Hamble, dropping children at school and then exiting from Satchell Lane onto Hamble Lane. Hamble is a peninsula with one way out and one way in so there is no means of alleviating the existing traffic congestion. The addition of 193 cars as planned by the developers to the already congested Hamble Lane is unacceptable and I can see no way that this burden can be eased given the geographical constraints of the peninsula. There are also developments on the Grange Road corner with Woolston Road and Ingleside, within the school catchment area and local to Satchell Lane which have just commenced and hence again there is more traffic which as yet has not been accounted for in the present traffic congestion. Clearly any further development will have a detrimental effect on local traffic and Hamble Lane already is well in breach of Air Quality Management requirements - The Central Office of Public Interest already provides data on pollution and The Halyards are marked as an area where the World Health Organization levels are exceeded by 225% for PM2.5, 125% for PM10 and 236% for NO2. How will that be reduced by the addition of another 193 vehicles 15 feet from my front door?

I am a keen cyclist but the present Satchell Lane has so many blind bends that cycling down the road is akin to Russian roulette. The exit from Satchell Lane onto Hamble Lane in the mornings is already a leap of faith for a car with the traffic streaming from the Netley roundabout, usually at some speed, and it is too dangerous to try and exit on a cycle which cannot accelerate at the speed of a car out of Satchell Lane. The proposed new development given adding another 193 vehicles to the exit of the Satchell Lane in the morning is only going to worsen the problem for cyclists. Additionally there is no pedestrian access from the top of Satchell Lane to the entrance to Hamble college and the sports centre there so any attempt at walking to school or the sports facilities involves walking along the verge of what, with the development, will be a road with a further 193 vehicles thereon. The proposal therefore will impact negatively on other users of Satchell Lane and with a particularly bad impact on those users which a green and health aware society should be encouraging – namely cyclists and walkers. The Hamble Lane cycle path is already a suicide route as the density of pedestrians means cyclists can not cycle down the actual route on Hamble Lane, particularly during rush hour and school opening and closing times, but similarly the stationary nature of Hamble Lane means that it is a dangerous challenge to use a cycle to get out of Hamble and again adding 193 vehicles to this road, up to twice a day, can only continue to detrimentally impact cyclists.

My understanding is that any new development is required to demonstrate sustainability, but the site is blatantly unsustainable. There is no public transport on Satchell Lane and from the St Agatha's side of the entrance to The

Halyards there is no pedestrian foot path. The application actually states that the site .is 2.95 km (and a 35-minute walk) from the secondary school, 2.5 kms (and a 29 minute walk) from Hamble train station, and 1.8 km (21 minutes) from the primary school. At the appeal inquiry into the earlier planning refusal on this site the inspector agreed that the northern pedestrian route, (along an unlit Satchell Lane with no pavement), was unsafe. This means that much of the detail in the developer’s transport assessment is nonsense as it assumes people would risk their safety to walk the mile along Satchell Lane with no pavement, no lighting and numerous blind bends for a mile along it to reach schools, the health centre and rail station. It is dangerous for one person abreast let alone anyone trying to control children and pets along that route against oncoming traffic. Equally the so called “south” pedestrian path is one person wide, usually muddy even in the dry and unlit. It can not be widened as it is constrained by owned property, can not be drained as there is no drainage routes nearby until you reach the Sports pavilion and any police review of the route would advise you that it is dangerous to walk along on your own in the dark. Linked with the lack of sustainability is the access by pedestrians. Given that the footpath is on the east side of Satchell Lane, the position of Follys End means that all pedestrians will have to cross Satchell Lane between the proposed site entrance and the layby by the Halyards which is a blind, virtually 90-degree bend. It is interesting enough for the 15 vehicles of the Halyards currently both exiting and entering The Halyards from Satchell Lane given the lack of visibility on the bend without having a stream of 153 vehicles from the proposed junction to the site and then pedestrians trying to cut across in the middle of that .

The proposed access point is an accident waiting to happen due to the blind corner is both directions. Subsequent to the previous public consultation and hence without public input the Highways dept approved an amended plan which appeared to “smooth” the blind corner access of the site. There is NO public highway right of way over the land owned by The Halyards on the south side of the road – we can provide photographic back up . For the twenty-three years I have been here, from the end of the layby any pedestrians walk on the actual road for the next mile and a half to the entrance to Hamble College- even my neighbours drive their children from the Halyards to the college. The proposed plans submitted by the developers show a 2 meter pavement being built on land which is not owned by them. Furthermore, smoothing of the bend does not remove the blind corners – it just makes them even tighter and still does not lengthen the sight line to anything sensible given traffic coming out of both the entrance to Mercury and Satchell Lane. There is nowhere else the site entrance can be moved to given its frontage on Satchell Lane, the position of the entrance to Mercury Marina and the bend of the road. I also do not see how slower moving vehicles such a council waste trucks will safely be able to pull out of the site onto Satchel Lane given the blind traffic corners. It will be too late when someone is badly hurt, if not killed, on this corner to put back the clock. Demi decided to take her bike so I was probably walking at a slightly faster pace,

Thank you

Lis Robinson

[REDACTED]

[REDACTED]