

Summary of submission by Wallington Village Community Association concerning proposed new employment sites E4b and E4d.

Attachments:

- Aerial view showing Standard Way in blue, Military Road in red and Pinks Hill Road in yellow. The SUEZ Waste Transfer Station is between the two marked sites; the field adjoining and marked 'Gone' is a relatively new extension to the facility, ostensibly a maintenance area to service vehicles rather than, as previously, having to take them to Southampton.
- Photograph of Private Road sign.

Main points of initial submission:

Adverse indications for any development on these sites are that Standard Way is un-restricted and carries heavy lorries and other fast-moving Industrial Park/motorway-bound traffic. Access at both sites would be close to a tight, blind bend. Noise and airborne pollution levels would be unavoidably high, creating unpleasant working conditions. This is even more relevant now with the imminent arrival of two extra lanes on the M27. For practical reasons it brings into question whether the proposal can be considered 'sound'.

We would argue whether either site can be considered 'appropriate' or described as being amongst the Existing Employment Areas. The listing by FBC is largely based on a perverse planning decision by Hampshire County Council allowing the (first) waste recycling facility to be erected there. Environmental degradation would be inevitable and the loss of green space in this area would have a disproportionate impact on the landscape and its wildlife.

Land at Standard Way is stated to be 2,000 sq m and Military Road 4,750 sq m. These are tiny amounts in comparison with quantified/prospective capacities at the sites at Daedalus, Solent 2 or Welborne (77,900 sq m, 23,500 sq m, and 76,140 sq m respectively). Also, with so many vacant industrial units available in the area generally it is hard to see that these proposals can be justified on a 'needs' basis.

There is reason to believe that the proposed access route to the Military Road site is problematical. Not only would it join Standard Way at a dangerous bend but the legality of using the truncated road, once part of the old MOD route to Portsdown Hill, may itself be in doubt even though it is owned by FBC. This might reasonably be considered a (possibly) insurmountable constraint.

Supplementary Hearing submission:

The accompanying document seeks to explain why WVCA contends that these allocated sites should not be listed 'within Existing Employment Areas' and should be removed. It also gives the background to the unusual designation of the most affected roads and the consequences for development pressure and traffic growth.

Relationship to Inspector's Matters, Issues and Questions:

We believe that under Matter 8 Employment Need and Supply item 1 there is no proven justification for this scale of allocation. Also, under item 6 there is no proven need for extension to existing employment facilities given that there is no under supply locally – especially for warehouses (Item 5)