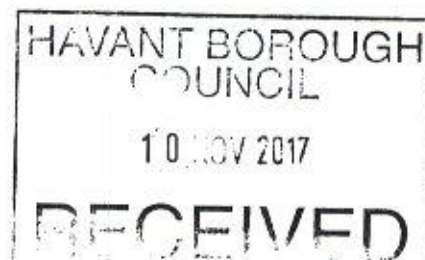


APP/17/00656 - OBJECTION



Additional comments (to original logged 26/07/17)

1. The recent revisions make little difference to the adverse visual impact of the intended store at the intended location.
2. Suggested walking distances of 1-2km take no account of the aged demographic of the island.
3. 96-99% of customers will arrive by car and adversely impact local traffic. The same shopping basket being sourced from more than one location, will result in the creation of significant "new" journeys - with 156 parking bays earmarked to accommodate them.
4. This will have an adverse environmental effect as vehicles are at their significantly most polluting on short runs.
5. Hayling is already environmentally disadvantaged by being in the prevailing lee of Portsmouth, listed in the top 50 UK cities contravening WHO airborne particle limits. The elderly especially at risk.
6. In recognising the damaging effect, a token gesture by the applicant to encourage intended staff to walk or cycle, a countermeasure insignificant in context.
7. Measures adding to existing congestion at a junction, coinciding with a school drop-off area, obviously ill advised. This exacerbated by the applicant's open intention to harvest school-run traffic.
8. Not surprisingly there would be widespread resident support of Mengham retailers when they voice their demands for free or concessionary 90 minute local parking, simply from point of view of fairness.
9. HCC Highways define the current loading on the A3023 somewhat euphemistically as "sensitive". Recently conceded however that no planning approval for additional housing will be granted prior to the publication of an in-depth infrastructural survey. The same should hold for any development likely to perturb the traffic status quo, such as this planning application.
10. The traffic mini survey commissioned by the applicant for Manor Road (7 days during a typically quiet November) is clearly of no useful relevance.
11. Congestion leading to periodic umbilical A3023 gridlock is a complex dynamic, not readily explained by simplistic data such as point location traffic counts.
12. Analysis of historic "deviation from timetable" figures compiled by Stagecoach for routes 30/31 (4 trips per hour) could provide accurate data on the location, severity and periodicity of traffic overload leading to A3023 congestion and gridlock. These GPS tracker tools (already fitted to Stagecoach buses) could provide HCC Highways and HBC Planning with valuable information on barriers to be overcome before considering any planning applications involving further residential or other traffic impacting developments on Hayling Island.

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