

I wish to object to the revised plans submitted for plan reference APP/24/00179, site at 91 St Thomas Ave , Hayling Island. Hants P011 0EU.

I object to the revised roof height and continue to object to the proposed impact on local character and highway safety and utilisation.

- 1) The revised plan suggests that two car parking spaces will now be placed in the front garden of 91 St Thomas Ave. My earlier objection suggests that due to the size and angle of entry into the space that even one space here would NOT be used on a regular basis as it would be inconvenient to achieve an approach angle.

If two spaces are considered here then no one would be able to get out of the cars especially if using child seats or with mobility issues. This further cements my belief that they would not be used and household occupants and visitors will opt to park in the turning circle outside the property.

I reproduce in Appendix A ; An extract of an article from Automobile Association website which highlights the dimensions of modern cars sizes versus the guidelines produced in the 1960 and 1970s about parking size spaces. This states that the modern cars currently parked in most driveways will not be a convenient width or size to meet the dimensions of the diagram sizes suggested in document: PROPOSED_PARKING_PLAN-1926460.pdf.

- 2) The revised plan has also added a parking space on a highway, that is to my knowledge and belief an adopted highway by the council.

The highway extends from one boundary feature on one side to another boundary feature on the opposite side. In law no one has any right to park upon any highway in this country. A consideration that the original developers took to heart and gave each property adequate space off road.

All Parking is an obstruction of the basic right of anyone to Pass and Repass without let or hindrance. Parking on any part of the highway – including a verge or a footway is an obstruction of that highway under Section 137 of the Highways Act 1980
Parking on a verge or footway may cause damage to that verge or footway.

It is therefore an offence to park a car in the space suggested [REDACTED]

Additionally the wall [REDACTED] is insufficient in length to accommodate a car without considerable hinderance [REDACTED]

If the plans submitted are studied, in an enlarged format, they actually show that the space allocated “over hangs” both entrances from the driveways.

I again refer to appendix A which also suggests that the length of modern cars exceed the 1970 suggested plan lengths making the potential to have even greater car lengths parked here and even greater hinderance or blockage to driveways.

I cannot stress how dangerous this position of a car or even using this path way as an approach route to the off road parking spaces, would be for pedestrians, children, dogs and other highway users. They would be hidden by any vehicle from the driveways in question. Indeed reversing from driveways [REDACTED] would be impossible safely and given that my believe is we will lose the turning circle, there may be no option but to manoeuvre forwards onto the drive ways and reverse out.

- 3) I now raise the National Policy Framework December 2023, this supports the view in my original objection that this further development is out of character with the area. The framework uses phrases such as:
5 - 60. The overall aim should be to meet as much of an area's identified housing need as possible, including with an appropriate mix of housing types for the local.
We do NOT NEED any more BUNGALOWS, as a style of housing, they are well represented in the borough and indeed St Thomas Ave. Therefore this is not a required development within the community and is not an appropriate mix.

96a Plans should promote social interaction and allow for pedestrian and cycle connection with neighbourhoods.

Parking and driving cars on the highway rather than merely traversing across is not in the interests of pedestrians or cyclists.

104. Planning policies and decisions should protect and enhance public rights of way and access.

114. In assessing sites that may be allocated for development in plans, or specific applications for development :

33 b) safe and suitable access to the site can be achieved for all users.

This cannot currently occur within the impact of the proposed plans for residents, visitors, delivery vehicles or emergency vehicles.

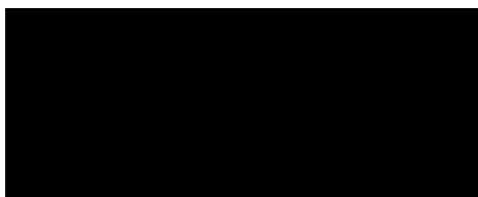
115. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety.

I do believe that the proposal does pose an unacceptable and unnecessary impact on highway safety. Accidents are already happening with occasional parking and under occupancy of surrounding houses. If greater utilisation of the highway occurred a greater number of accidents will occur.

116 c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

In summary the entire revised plan remains unattractive with regards to the visual impact of the infill property even with the revised roof height proposed. It poses conflict with all other road users and does not avoid unnecessary street clutter or respond to local character. It does not meet any local planning need except for another number.

Yours sincerely



Below Appendix A.

Appendix A

An extract from [UK parking space size – are our cars getting bigger? | The AA](#)

Do modern cars fit in parking spaces?

With more SUVs on the market and cars generally getting longer, many now overhang an average parking bay.

The luxurious Rolls Royce Phantom Extended Wheel Base is one of the longest cars you can buy in the UK. And at 5.98m long, it's nudging the territory of limos. This giant overhangs a standard parking space by a huge 118cm.

But most of us don't cruise around in a Rolls Royce. These common cars and trucks might surprise you by how much they overhang a parking space, assuming that you park with the other end right up to the end of the space:

Car model	Length (m)	Parking bay overhang (cm)
Mitsubishi L200 Warrior / Barbarian	5.29	48.5
Nissan Navara	5.23	42.5
Range Rover Vogue	5.00	20.0
Volvo XC90	4.95	15.0
Ford Mondeo	4.87	7.1



Modern cars are getting wider too. They'll still fit inside an off-street parking space, which is usually 2.4m wide, but you might not have much room either side. And when it comes to on-street parallel parking spaces, at 1.8m wide, many are just too big.

Here's how much some of Britain's widest cars will overhang a parallel parking space, even with their mirrors tucked in. We've also shown how much space you'd have on either side of the car if you parked it perfectly in a parking bay.

Car	Width (m)	Parallel space overhang (cm)	Parking bay space either side (cm)
Land Rover Discovery Sport	2.07	27	16.5
Mercedes-Benz GLE Coupé	2.00	20	20
Volkswagen Touareg	1.98	18	21
Audi Q7	1.96	16	22
Volvo XC90	1.92	12	24

As one of the widest cars on the road, the Land Rover Discovery Sport would have only 16.5cm of space on either side in a parking bay. That's not much more than the length of a Biro pen with its lid on. And that's assuming you parked it perfectly in the middle and with its wing mirrors tucked in.

It's no surprise that people struggle to get in and out of their cars and minor damage is so common at car parks.

