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Sent: 4 Dec 2015 17:25:27 +0000
To: Sally Smith DC;Representations
Subject: APP/15/00950

Regarding HBC letter dated 24/11/15 and the updated plans submitted by the applicant, all of the issues and concerns raised in my previous representation remain valid. In addition, I would like to make the following observations in respect of the further documentation provided.

Response from Simon McFarlane (em dated 29/10/15) - in the fourth paragraph it states 'Given the limited movements into and out of the site, the electric gates are unlikely to cause congestion', but under the comments beneath figure 5.1 it states' that the lodge manager will arrange for refuse bins to be taken to the road side for collection on relevant days'. However, the response from the HBC Development Engineer (Peter Marshall) requires that sufficient space be provided to allow cars, emergency vehicles, delivery vehicles, refuse lorries to go into the site, turn and exit in a forward gear. This is appropriate otherwise Elm Grove and most importantly the pavement will be obstructed on bin delivery days. If the applicant is unable to provide sufficient space within the development to accommodate this requirement it perhaps demonstrates that the site is being over developed and a smaller building with less occupants would allow the appropriate safety requirements to be met.

Car Parking - use of public parking facilities - The applicant states that public parking can be used, however this does not address the fact that the public car park is across the other side of the busy Elm Grove and is only accessible by foot via a dark alleyway. It is not a satisfactory alternative to the provision of onsite parking. Whilst the car park is indeed free at present given the pressure on local councils funding it may very well result in it being a chargeable car park in the future. This would then likely result in visitors trying to park in the adjacent roads which would cause traffic congestion and have safety issues.

The report relating to the availability of car parking spaces provided is hardly representative when taken on two very wet days in the middle of November - on the Saturday the analysis was only done between 9am and 12pm (midday) so less than half a day. The conclusion in the paper headed 'Additional Parking Evidence' cannot be relied upon without further appropriate analysis; it is not correct to state 'significant parking is available at all times' as no analysis has been done 'at all times' or indeed at an acceptable level to draw such a conclusion. The car park is full to overflowing on a regular basis, particularly during school hours.

In addition, there will be extra pressure on car parking spaces in the St Mary's Road car park due to the closure of the Hayling Billy public house, part of the pubs car park is allocated to parking for Bentley Walker customers and the garage adjacent to the car park. As the proposal is to redevelop this site, these spaces will no longer be available and customers will need to relocate to the St Mary's Road car park.

Traffic Analysis - as noted by the HBC Development Engineer (Peter Marshall) the number of trips have not been quantified which are also required to evaluate the availability of car parking facilities at Elm Grove. The only analysis included relates to sites well outside of the area in March 2014. As none of these sites are on an Island with the associated unique needs, coupled with the fact that since March 2014 there has been a marked increase in the number of residents on the Island and March is one of the quietest months of the year, new detailed analysis which is Hayling Island specific is needed.

Transport Statement

Access Design - point 5.1 the photo is misleading as it has been taken at a time of very light traffic, no pedestrians, school children, disability scooters, all of which are regular users of the road and pavement. It is also only taken facing South whereas traffic approaches from both north and south. At most times during the day there is a steady flow of traffic in both directions on the road, regular pedestrian usage ranging from school children of all ages, right across the spectrum to elderly residents. It is strongly recommended that the applicant be asked to provide some meaningful analysis of traffic and pedestrian numbers across a range of days and times. The picture provided does not provide a correct view in terms of sight lines and being able to safely exit the site. Turning right out of Pullingers when it was operating was always extremely difficult.

Storage for mobility scooters and cycles are considered essential. The developments on Hayling are supposed to support green initiatives, eg the staff for the proposed development should be encouraged to use cycles.

General - There does not appear to be any detail or comment from the applicant on the other issues raised including parking of contractors vehicles, storage of materials, close proximity to fire station, schools, pressure on the health centre, impact on the area re height etc. Where will the heavy construction traffic be accommodated, how will it enter and exit the tight access points safely? If built to the height proposed large cranes will be required.

Despite comments made previously, the documentation still refers to the Tesco store, Hayling Ferry, (neither exist) Banks (there are now only two) and the Hayling Billy (closing early January 2016). A revised set of plans are required to take into consideration the much reduced amenities available. As stated above all of these concerns and those originally raised remain valid.

Regards

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