

JODY SLATER

Planning Committee Presentation – GE Aviation #1

Thank you.

I am objecting to the application. I will not repeat the comments of other speakers with regard to housing policy numbers. Fundamentally we have a 5 year land supply. I'm also not going to address the internal design, this is an outline application. I wish to focus on the issue of access, for which the applicant has applied for detailed consent.

The transport assessment, travel plan, design & access statement and what little 'detailed' design has been provided, is totally inadequate to provide confidence that this development will not have a negative impact on all types of movement, let alone have the positive impact it could have for the wider community. The application is currently failing miserably to deliver and should, in my view, be refused on that basis.

I hope you have all read the technical note prepared by White Young Green on behalf of Hamble Parish Council. I agree with them that there appears to be huge holes in the technical evidence base in the transport assessment. There is no consideration of cumulative impact, they've entirely forgotten to design for any sustainable travel modes and what little detailed design has been done on the Kings Avenue junction doesn't even include a Road Safety Audit. How can you possibly consent a scheme whose only detailed design is supposed to be for access, which applies such a complete lack of rigour.

It needs multi-modal design. A holistic access strategy for this site, incorporating Coach Road, Cliffe Avenue, Coronation Parade, Lovers Lane, Kings Avenue, and Hamble Lane and prioritising pedestrian and cycle movements through it.

The Kings Avenue Island Junction appears fundamentally flawed.

- 1) It prevents vehicles from exiting Coronation Parade effectively
- 2) It is even wider than the existing junction, with corner radii designed for increased speed
- 3) The pedestrian island doesn't appear wide enough to fit in your average bicycle, and good luck if you're one of the many parents trying to get a group of infant school kids across there.
- 4) And finally, explain to me how the Co-op Lorry is going to reverse through that junction with an island in the middle, and then where is the lorry going? Because this design happily removes the protected area they currently use for loading.

And all that's before we've looked at stacking distances on Hamble Lane, the very real need to deliver a continuous cycle route on the western side of Hamble Lane to our train station and reduce speeding. And whilst I'm at it – give us some bloody street trees. This isn't even close to the level of detailed best

practise design that we should expect from an application that is asking you to go against policy in the first place.

What we need is an access strategy, designed in rigorous detail. It needs to put the requirements of the most vulnerable users first. Active travel is the future of the Hamble Peninsula. Making short journeys simple and easy enough to leave the car at home. If you have to do us the disservice of consenting this scheme, then you must have the back bone that Hampshire Highways don't, and step up where they have failed.

And force this applicant to a provide a comprehensive multi-modal solution which benefits the whole community.