

From: Bryony Stala
Sent: 12 Mar 2019 01:46:27
To: Hughes@winchester.gov.uk,
Subject: Response to Havant's Landscape Comments
Attachments: image002.jpg, image001.gif, APP_18_01317-CONSULTEE_LANDSCAPE_CIVIL_ENGINEERING__LANDSCAPE_TEAM-1154....pdf,

Dear Chris

As per our conversation today, I note that landscape comments issued by HBC in relation to the Town Park request clarification on a number of points and ask for further information to be submitted. In consultation with Grainger's Landscape consultants Fabrik, I address each point in turn.

Town Park Phase B – Grainger's response on Havant's Landscape Comments.

Traffic calming measures

The north/south route through the site will only be used for maintenance vehicles, with the expectation of access to the car park to serve the sports pavilion and MUSA. Whilst it is anticipated that the speed of vehicles will be slow when entering the car park, the final design of the car park layout and its access points will be taken into account in that design process. This information is to be submitted as a separate application. It is therefore suggested that any necessary traffic calming is considered at that time to ensure it relates appropriately to the car park and its access.

Hard and Soft Landscape Proposals

The detailed plans submitted alongside the application reflect the level of detail approved for Phase A of the Town Park.

Drawing 001000 PL02 provides details of the planting specification and a drawing legend. The detailed planting proposal for each section of the town park is shown on drawings 001001-001005 and to be read in association with 001000. It is considered that the combined plans provide a detailed planting plan that allows full consideration of the proposal presented.

Access along the western edge

In 2014 when the original Town Park masterplan and Phase A of the Town Park were being considered, there was much discussion about the importance of getting the edges of the Town Park right. Allowing suitable pedestrian access points for permeability, whilst ensuring that access was difficult for unwanted vehicles to gain entry into the Park. The access points shown on the plans have been designed to link in with the infrastructure at the edge of the park, such as crossing points into the neighbouring residential developments. The slight bunding along this edge, as well as with hedgerow planting is considered sufficient to prevent desire lines along this edge.

Soft landscaping

The soft landscape details proposed have been designed to provide a balance of native and new species with different planting categories proposed within different areas of the park. This is in line with previous discussions had on the Town Park masterplan and approval of Town Park Phase A.

Hard Landscaping

Full hard landscaping details are shown on the submitted plans, with coloured examples provided within the Landscape design document. Levels information is provided on the section drawings and the contour plans provided by Mayer Brown. As agreed in the outline consent, a number of the paths are combined foot and cycle paths, allowing cyclists to use the park alongside pedestrian.

The main access running north south of the site is not defined as a dedicated cycle route. Rather, the path which starts to the north east, adjacent to Phase 3, provides the key cycle route through the site. This was defined in the outline consent and approved as part of the Town Park masterplan along with the detail for Phase A of the Park. The routes shown are 3m in width. This is the same width as the hard surfaced area of the multi-use greenway which is a shared pedestrian and cycle route. Appropriate signing can be put in place if necessary following the detail landscape works.

I trust this is sufficient to enable the application to progress. If further information is required please do contact me at your earliest convenience.

Kind regards
Bryony

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