

18th June 2014
Supplementary Letter



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Dear sir/madam,

PLANNING VARIATION APPLICATION FOR ROSE IN JUNE CAR PARK, HAYLING ISLAND.

I write on behalf of my client, Mr Michael Kricheli, with regards to the Planning Application associated with the conversion of a Victorian public house into a convenience store in 2 Selsmore Road, Hayling Island, PO11 9LB (APP/13/00519).

We enclose a Variation to Condition Application to alter the car park layout that was previously approved in the original application, this letter is supplementary to the application.

To support the application we include the following drawings:

Previously Approved Drawings:

P-001 REV B	Existing location plan
P-002 REV C	Existing site location plan
P-008 REV F	Proposed Block Plan
P-015 REV A	Proposed site Plan

Amended/New Proposed Drawings

P-008 REV G	Proposed Block Plan
P-015 REV B	Proposed site Plan
P-016	Proposed Alternative Carpark Layout
028.5025.104.P1	S171 drawing

Our justification to amend the agreed layout to the proposed alternative layout is as follows;

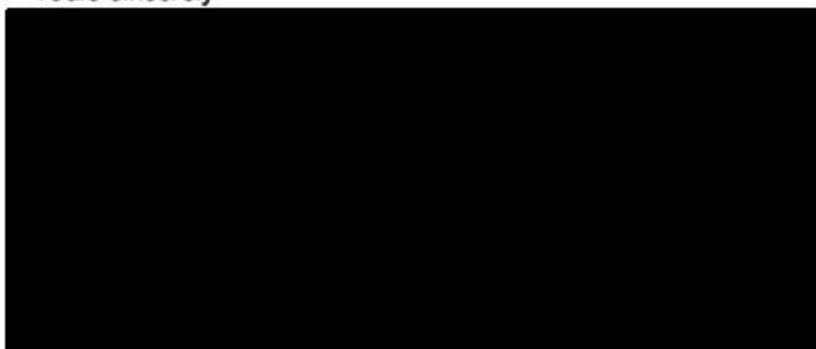
1. The discovery of a British Telecom manhole chamber located centrally to the proposed carpark entrance, and close proximity of a telegraph pole. The relocation of the post and replacement of the chamber would result in significant costs and disruption, BT also prefer altering the layout away from the manhole rather than works to upgrade/relocate.
2. The scheme provides exactly the same number of spaces as the previous approved scheme (14), therefore overall noise levels will not be any greater than approved. The adjacent neighbour at Webb Lane will have less spaces and the adjacent neighbour at No. 2 Mengham Avenue will have more spaces, however all properties are protected from sound pollution by a previously approved acoustic fence, which is already constructed.



3. We consider that where there are more spaces adjacent to No. 2 Mengham Avenue, there could actually be a net reduction in noise as cars will be stationary rather than in motion to turn around as before.
4. The existing north dropkerb will be re-used and slightly widened, which will result in less waste than the previous application (where a new drop kerb was formed) and reduce further disruption to road and transport. The existing south dropkerb will be raised as per Highways verbal suggestions and in accordance with s171 drawing.
5. The new alteration to the carpark layout requires changes to car park markings only and there are no changes to the surfacing materials specified, so it will not require significant changes or works in comparison to the approved.
6. A knee rail will be provided adjacent to the acoustic fence to prevent cars from hitting the fence to further reduce any possibility of disruption to the adjacent neighbours.

I trust this is suitable for your requirements, however should you require any further information please do not hesitate to contact myself.

Yours sincerely



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