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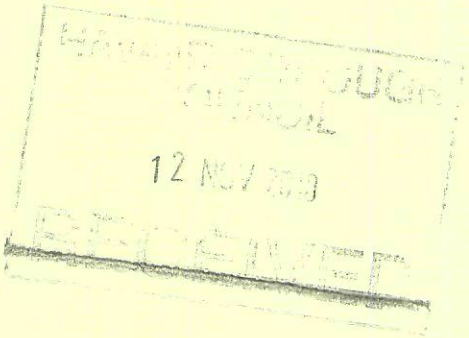

My ref: RLS/01/09/H
Your ref: 10/61712/001

15th November 2010

Dear Mrs. Smith

Provision of New Access and Car Parking to Serve Allotments
Land at Bidbury Lane, Havant: Application Reference 10/61712/001

I write to you regarding the above and further to your e-mail sent to me on the 2nd of November. I apologise the delay in responding to you, however, I have now had the opportunity to visit the site and I also have considered all of the various matters that you have raised in this respect.

The first matter that I need to address is the submission of revised plans. I have looked at the various matters that you have raised with me and I have identified various factors from within the comments that have been raised that need to be addressed. Firstly in terms of the provision of the access way and also in respect of the provision of car parking and the surface treatment of the car parking area.

I will now look to deal with the matters that you have raised and I will leave you to pass comments of this letter to your colleague Mr Marshall and a second letter is enclosed for that purpose. You will also note that I enclose four copies of the amended layout plan (scale 1:500) for your attention. I will go through the 10 points that you have raised with me:

1. You refer to the wall along the frontage of the car park and this is now identified on the submitted plans. This is illustrated on the original plans in that the wall will stop shortly after the change in the foot way adjoining the site location to the east of the access point as previously shown and is now identified on the submitted plans.

2. You advise that there is a footpath adjoining this site and there is an error in 5.7 of my statement which clearly needs to be addressed. There is a narrow foot way across the frontage of this site which beyond, where the wall intercepts the front boundary, moves close against that wall. This is now identified on the revised plans and I have shown the position of the wall. With regard to the provision of a drain, in seeking to address this matter the access way has been moved to the far western edge of the car parking area on the submitted plans and is well clear

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of any requirements were any drain is required in respect of the ditch that runs along part of this boundary. I trust that this now clarifies the point as it is a straight verge across over from the edge of the highway into the site.

Clearly the consideration of the number of vehicle movements likely to be required is somewhat ambiguous bearing in mind the number the people who will travel to and utilise the existing car park. In addition to this I have also allowed for any visitors to the adjoining paddock area who may wish to visit the horses or, in future, should the allotments area spread on to that land as well sufficient space is provided within the car park to allow for access to that space. On the busiest day of year can I assume that there would be up to 14 people who may visit the site during the whole of the day. This would be the peak demand. Similarly, during the rest of the week I would expect this number to drop off on a Saturday to 10 persons per day and during the rest of the week I would expect demand to be somewhere between 6 and 10. It is possible that there could be a number of people within the car park at any one time although I would not expect the numbers to exceed eight cars and I would anticipate that this would be on a Sunday morning. In this respect I would suggest to you that the potential maximum demand arising from this facility would compare to the demand that might be generated from two units of accommodation. Having said that of course, throughout much of the winter from certainly the end of October through to the end of February then the numbers will be significantly reduced before work commences again on the allotments. In reality over the course of the year a more likely sum of the movements would be comparable to one additional dwelling on site in total. I am not sure if this helps you in your assessment. Should you decide that the use would generate the demand for a transport contribution would you please advise me accordingly?

4. You have asked me to identify sightlines from the site and these are now illustrated on the submitted 1:500 plan, having checked this out on site I believe the only area that might require a slight cutting back of the hedge is actually at the existing hedgerow which would be some 20 metres from site which may partially obstruct the lower views from this site. A slight trim to the western side of the access where some planting is growing out and beyond the gated entrance would resolve this problem in this location.

5. I do not understand the requirements that you expect from me with regard to your comments here. As part of the reconsideration and the thought that I have given to this revised scheme I have moved the car parking to opposite the junction to the site and kept an open space on the immediate western boundary to allow access into the adjoining field. With regard to the car parking space they have more than sufficient space on one side to enable vehicles to turn and access the site. With regard to the access itself I would suggest that a crossing width in the order of 4.1 metres may well be appropriate to enable a car to manoeuvre into the site and to gain access accordingly. This I believe is now illustrated on the submitted plans.

6. The car park will be provided with a gravel surface so that it drains naturally into the adjoining land. The access is a different matter and I would suggest that the first 10 metres of the access way, from the back edge of the footpath through the verge and kerb into the site, should be provided with hardcore again of a width of 4.1 metres. This is simply to ensure that gravel does not travel from the site on to the adjoining highway.

7. See above.

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8. With regard to the provision of the access way I have now checked this out on site and in the position that I have shown I am satisfied that the level of the land within the site is of a similar level to the public footpath outside. I do not believe that there should be any difference between the two now other than perhaps slightly making up the site with the introduction of a firmer material for the access itself. I do not see that this should be a problem at all and with regard to the ditch there is no ditch beneath the position where the access is now shown as this is further to the east.

9. I note the comments that you have received from the County Archaeologist and the expectation on my client's part is simply to identify the car parking area, board off the site that is to be provided with the car park and lay that car parking material with a reduction in ground levels of 100mm across the site to contain the area and board the edge. In the circumstances I do not believe there will be damage to anything that lies below unless of course this lies within the top 100mm of the surface dressing. In this respect I would not consider that we would cause any damage whatsoever to any archaeological remains that may exist below the existing surface. I am happy to accept a condition that requires in respect of the car parking area that the material to be removed should not go any lower than 100mm below the existing surface level but I do not believe it is necessary for you to impose the archaeological constraints as you are suggesting as any development below will remain unaffected.

10. In this respect Brockhampton Holdings and Portsmouth Water are jointly owned under the same company umbrella. It would have been easier for me to have annotated the application to have been made by Brockhampton Holdings and I apologise for this, however, in this respect I see nothing different between one element of the company applying compared to the other element in the original application. I certainly do not intend to withdraw the planning application and resubmit yet again and to waste further fees on something which is in my mind completely unnecessary. I am sure that you will agree on this matter.

I have now dealt with the various matters that you have raised with me and I enclose herewith my letter and cover plans to address these matters as you have suggested. I apologise that my letter is perhaps two days late in being sent to you, however, I am sure that upon receipt of these plans you will have all the information, at least as referred to in your points 1 - 10 in your letter to me. Should you require anything further then please do not hesitate to contact me.

Yours Sincerely

R.L. Stubbs

R.L. STUBBS

HAVANT BOROUGH COUNCIL
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