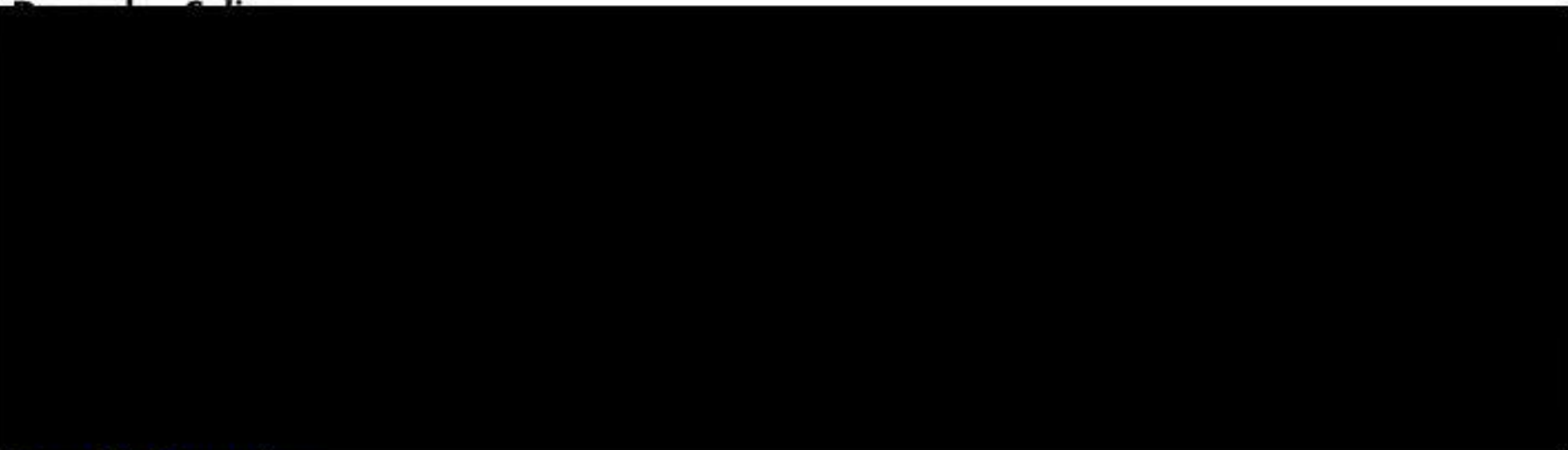




Dear Ms Donophy,

Thank you for sending me the Highways Authority consultation response. The following is my client and my response.

There are two registered titles for the land Mr Denton owns. One is for Langstone Lodge and the other is for the adjacent land north of that house that fronts Langstone Road (A3023) and includes the site for the proposed garage. My client understands that in 1853 Mrs Pigott, a niece of the late Rector of Havant's wife, was permitted the right to build Langstone Lodge. Ever since then, Langstone Lodge has had a vehicular access to Langstone High Street and the separate parcel of land had its own access to Langstone Road. The latter was used to gain access to the separate registered land but was under the ownership and control of the owner of Langstone Lodge.

The vehicular access to the land has clearly been in existence for very many years and passes through the front boundary wall via a pair of gates. Over the years, as and when the Highways Authority carried out improvements to Langstone Road, the vehicular access continued to exist and the Highways Authority provided it with a dropped kerb and footpath crossing. It is therefore a lawful vehicular access. Prior to Mr Denton's purchase of the house and land, the previous owners frequently used the access in the last 10 years in association with the storage of boats for the Langstone Rowing Club which had weekly movements to and from the access to the shore at Langstone High Street. The movements involved vehicles and trailers entering and exiting the second access.

The vehicular access has also been used on a regular basis for access for the erection of marques for the numerous summer parties & balls that were held at the property over the years.

Currently the gates are set back 4.4m from the edge of the carriageway. Visibility in both north and south directions (Y distances) is in excess of 160m. There seemed little point measuring the exact Y distances once it had been established that the visibility splays were greater than those required for a road with a 50 mph speed limit as Langstone Road is subject to a 40 mph speed limit and traffic should not be exceeding 40 mph.

The existing lawful vehicular access is far better than the access of the immediate neighbour to the north who's main drive at Langstone Farmhouse, which carries the whole traffic to and from the house daily, is a narrow treelined drive with vision blocked by the cottages at the entrance.

The vehicular access has never been for agricultural purposes as there is no right of access to the meadows at the back of Langstone Lodge - the agricultural access is located further down the road on the Hayling Billy alignment – see aerial photograph below.



Turning to the use of the access in association with the proposed garage [REDACTED] that use (as explained in the Planning and Heritage Statement) would involve infrequent vehicle movements – no more than 2 or 3 a month. Indeed vehicle movements might be less than that as in the summer months and when the ground is dry the classic cars will probably be driven over the grass to exit and enter from the access to Langstone High Street.

Should the Highways Authority still have concerns about an intensified use of the access, those are presumably concerns about some other use that hasn't been applied for. In which case, a condition of planning permission restricting the use of the garage to the parking and storage of [REDACTED] owned by the occupier of Langstone Lodge would assuage any such concern.

Best regards

Ian Ellis BA MRTPI
Associate Director

Southern Planning Practice Ltd

