

APP/21/00170



Mr G Speller
Planning Services
Public Service Plaza
Civic Centre Road
Havant
Hampshire
PO9 2AX

27 April 2021

Dear Mr Speller

**PROPOSED ENLARGEMENT OF AND PROVISION OF ADDITIONAL PARKING
AT 7 MEADOWLANDS PO9 2RP**

My wife and I have looked at the proposed plans and have the following observations.

SIZE

Aesthetically the proposed scale of the development at No 7, particularly in height, does appear out of kilter with the size of other houses on the road, however the needs of a large multi-generational extended family is understood and per se should not seriously affect privacy or light [REDACTED]

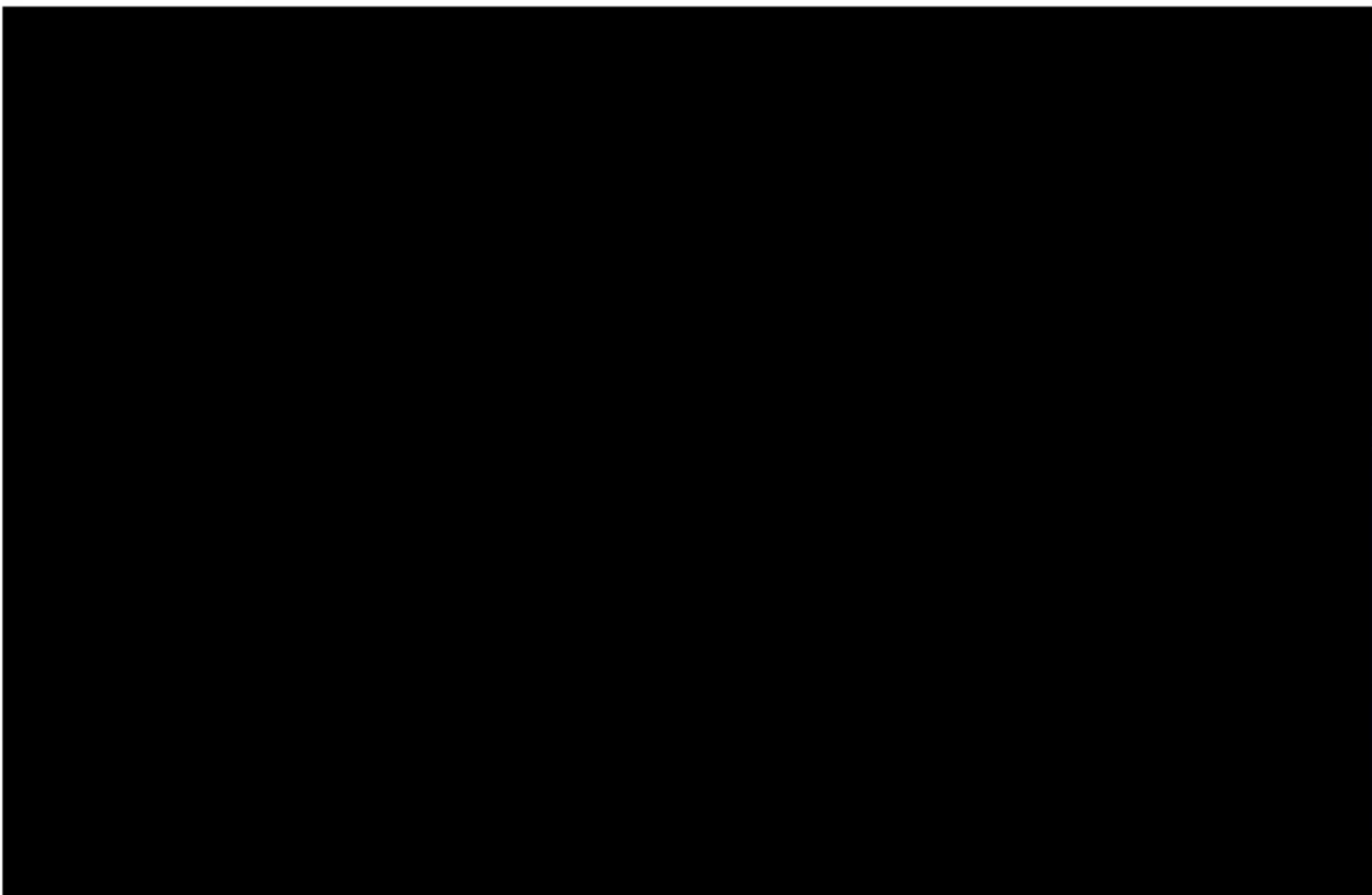
PARKING

[REDACTED]

[REDACTED] and also supports the administrative comings and goings, ad hoc deliveries etc of a building business, the average over-night parking requirement is typically about seven vehicles – equivalent to the 5 adjacent properties in Meadowlands.

The macadam access road - Meadowlands (including kerbs drains, verges etc) is unadopted and maintained at the residents' cost. Historically the costs have been agreed pro rata per property. However, this development immediately calls that principle into question and potentially may be the subject of dispute when maintenance is needed. While circumstances do vary, each house typically has the comparable domestic and service usage of a modest average family. The average

usage of no 7, since it has changed hands, has been nearly three times that and the vehicles are proportionally larger including branded vans, flat beds and large crew-cab pick-ups.



It is established practice that neighbour's vehicles do not park on the frontage of other neighbours without permission. Because the properties on the roundabout (including No7) have no frontage and No7's vehicle parking requirement is considerable and frequently at capacity, some friction has been generated when trade and visitor's vehicles unable to park at No 7, park outside neighbours' properties without their prior agreement. It also helps to keep the road clear for bins lorries and emergency vehicles etc, while allowing an element of considerate parking for residents' guests.

For this reason an increase in parking at No 7 is supported, providing always that it is not used as an ad hoc building depot, staffing hub or commercial vehicle storage, as it is understood has been the case on occasion at previous premises at Wade Court, as this will hasten the need for repairs to the road and additional cost to other residents.





Vehicle visiting no 7 parked outside No 4

THE ROAD

The roundabout on which No 7 is situated was profiled with 1950s domestic-sized vehicles in mind and serves most vehicles entering the cul de sac. Notwithstanding the "turning difficult" signs, the road suffers from careless "white van men" and HGV drivers who ignore the signs and are either unable to control accurately their vehicles or attempt to negotiate the roundabout in vehicles which are too big. Despite the strategic placement of obstructions, damage continues to be caused to resident's kerbs, grass and manholes – and this has got notably more frequent since No 7 changed hands – a function of increased deliveries and the larger household. The residents themselves have generally exercised due care.

The road itself is of thin concrete, which has been overlaid with tarmacadam. Its foundations are not strong and there are areas which have sunken and clear evidence exists of reflective cracking in the tarmac overlay. It is therefore imperative that use by large commercial vehicles is minimized and other traffic restricted to residential use and light commercial residential deliveries only.



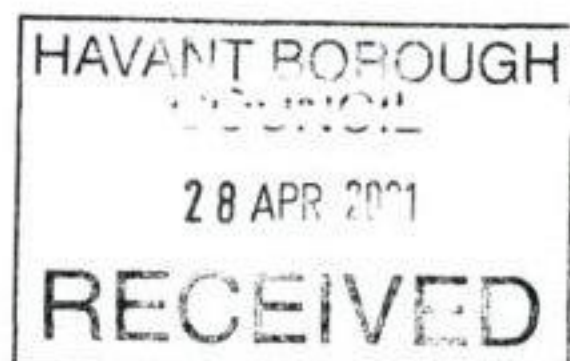
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DRAINAGE

The terminal roundabout is drained by a single side entry road drain, which is effectively an entry to a two foot square, 3ft deep soakaway. With an enlarged property and a very much increased area of hard standing for vehicles, the water run-off from No 7 will inevitably be an order of magnitude greater. It is noted that the hard standing for vehicles is annotated as gravel on the plans, however it is imperative that adequate drainage is installed to ameliorate water run-off and encourage water absorption into the ground, otherwise the roundabout will be periodically flooded and hydraulic action risks undermining the foundations [REDACTED]

[REDACTED] Any soakaways should be located away from the boundary [REDACTED] If loose gravel with a permeable membrane is proposed, this, together with an appropriate soak-away should go some way to reducing the extent of the problem. However, if it is proposed that resin bound pea-gravel finish or a similar impermeable surface is to be used then clearly a more extensive drainage plan would be needed with multiple soakaways or other effective palliative measures. With climate change periodic flash flooding is a greater risk and this should be factored in.



ROAD MAINTENANCE CONTRIBUTION

In view of the extent of building works proposed and the much-increased regular usage of the road occasioned by the size of the household and the greater number and weight of vehicles servicing No7, it is suggested that an additional financial contribution to the upkeep of the road should be a condition of planning consent, together with restoration of any damage/ wear caused during construction.

Yours sincerely

