

AGENDA



**for Hall encroachment subcommittee
pre-meeting 3rd October 2024 at 7.30pm
(Silver Mist, Ringwood Road, Sopley, BH23 7BE)**

1. **Final drawings** – to be circulated.
2. **Need for Highways works licence?**
3. **Contract scope and conditions.** The contract received from Graham Davies was circulated and the following changes were noted.
4. **1st builder quote has been received:- £6250.00 plus VAT** and I have also chased Dan Shutler for builders to quote.
5. **Need for PWLB?**
6. **Matters for consideration:**
 - Drainage/gulleys – Kim Dear
 - Slope gradient – Mr Mitchell/Cllr Allen
 - Fencing

- Understood. With the recent communications I think we have sufficient agreement to confidently carry out the Works required, as indicated on the latest Drg. distributed, to establish a satisfactory conclusion of encroachment issue.
- On Friday 20 September 2024 at 16:09:19 BST, Harding, Andy <andy.harding@hants.gov.uk> wrote:
- Hi Graham, I don't have the power to define the highway boundary, it is where is, or historically has been until the highway rights are extinguished. If you need a definitive answer you will need to employ a survey to plot the highway boundary.

the removal and making good of the five coping stones nearest the bench/notice board will provide safe access to the reduced 'patio' area.

we are not addressing the gradient issue now, in case, when the HH issue is satisfied, some one makes raise that as an outstanding 'issue'.

,

He agrees it would be sensible to produce a drawing showing exactly what is to be done and have that drawing reviewed and 'approved' by both parties prior to any action.

Following much discussion it was also agreed that a vehicle access should not be applied for.

The over riding reason being that if an Application were to be made then, for numerous reasons, HH would have to refuse it.

All along the main bulk of the reclaimed verge he wants a grass bank, just a continuation of what's shown.

At the concrete apron that grass bank will continue up to 1.50m of the near edge of the photo, incorporating the two water stop-cock pit covers. This 1.50m long strip will be in macadam (on a sub base etc) with concrete edging stones.

This will be in place of the grass detail and be labelled on the drg. a 'Pedestrian Access'.

As we know it will in fact be constructed a little wider than 1.50m and act as a vehicle access. 😊

At the 'vehicle access' point the drawing will simply show a '2m wide pedestrian & wheel chair access point' but in fact it will be a little wider and a tad more durable.

One little thing - have you given any more thought to replacing the tubular hand railing with timber palling fencing?

The original fence was an oak palling arrangement, it would compliment next-door and make that whole facade look far more in-keeping.

Although, as I mentioned, the 1.50m wide Pedestrian Access will be show as such but constructed to accommodate vehicles.

A good point about people quite naturally using the nearest/shortest route, which in this case will be adjacent to the raised area and will make a mess of the grass verge!

The reason the 'Pedestrian Access' (as it will be noted on the drawing) is where it is is because that's the point where the existing carriage way level is closest to the Hall's concrete level.

Which makes it easier/safer pedestrian use and a more negotiable arrangement for vehicles, see below.

Don't forget the purpose of this drawing is to officially agree with Hampshire Highways what is being carried out to satisfy the 'encroachment' issue.

What actually happens in the fullness of time is possibly something slightly different.

Two possible developments that might evolve are the widening of the 'Pedestrian Access' to allow vehicles to use it and the installation of some paving slabs across the grass verge to accommodate pedestrian traffic from the car park!?