

From: Douglas Briggs Partnership [architecture@doulasbriggspartnership.co.uk](mailto:architecture@douglasbriggspartnership.co.uk) 

Subject: FW: Boxgrove Neighbourhood Plan

Date: 11 July 2016 at 10:23

To: Christopher Tod candm@thetods.co.uk, David Leah leahdr@btopenworld.com, Maureen Chaffe processmatters2@gmail.com

Cc: architecture@douglasbriggspartnership.co.uk

DP

Dear Christopher, David and Maureen

As promised please find attached an information copy of the rough budget cost forecast that we have received from Landbuild.

I hope that this information is helpful for your meeting this evening.

With kind regards

Alex Hall

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From: Darren Robins [<mailto:darren.robins@landbuild.co.uk>]

Sent: 11 July 2016 08:02

To: Douglas Briggs Partnership

Subject: RE: Boxgrove Neighbourhood Plan

Good Morning Paul,

As discussed ball park figures as follows:-

- Stopping up old junction at Stane Street - £6k
- Construction of new road to south of land linking Stane Street & the The Street - £160k

Trust this is of assistance, however should require anything further then please do not hesitate in contacting us.

Kind Regards,

Darren Robins
Commercial Manager



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The Colonnades, London Road,
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From: Douglas Briggs Partnership [<mailto:architecture@douglasbriggspartnership.co.uk>]
Sent: 05 July 2016 13:23
To: Darren Robins <darren.robins@landbuild.co.uk>
Cc: architecture@douglasbriggspartnership.co.uk
Subject: Boxgrove Neighbourhood Plan

Dear Darren,

I wonder if I could ask a favour for another project that is in a very early stage of preparation.

We have been assisting with the Boxgrove Neighbourhood Plan which includes the Halnaker Highway Initiative, seeking to improve the existing crossroads at the North end of 'The Street' Boxgrove where it meets Stane Street (A285)

The existing cross roads is a 4-way cross road close to the Anglesey Arms in Halnaker and is shown at the North end of the attached plan.

The Highway Initiative proposes to develop the triangle of land to the South of this crossroads to pay for an improvement to the Highway whereby 'The Street' would be diverted to join Stane Street at a T-Junction to the South of the development.

The theory is fine but as part of the preparations for the neighbourhood plan, the team need a 'ball park' price for the diverted road.

We only need a rough price for the section of road to the South of the attached plan (not the roads within the development) and 'stopping up' the old junction to the North of the Plan (New footpath but still open for cyclists).

I don't want to put you to too much trouble and know this plan and brief is very sketchy but we need a 'ball park' figure to prove that the road improvement can be financed by the development proposed but figure that your experience should give a closer figure than our own.

If you have any questions, do give me a call.

Kind regards

Paul Hughes

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