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Enquiries To Sophie Osborne

Direct Line 0370 779 5232

Date 14 September 2021

My reference 0033622

Your reference APP/21/00939

Email havantdc@hants.gov.uk

Dear Sir,

40 Woodcroft Lane, Waterloooville, PO8 9PY

Replace existing boundary wall with close-boarded fence to a max. height of 2m and new gate.

Thank you for consulting the Highway Authority on the above planning application. The Highway Authority wish to make the following comments.

The applicant is proposing to replace the existing boundary wall with close-boarded fence to a maximum height of 2m, new gate and a new vehicular access. The Highway Authority can confirm that the new fence will not block the visibility of vehicles egressing the junction (Woodcroft Gardens) adjacent to the property.

The Highway Authority will require a diagram showing the length of the proposed new drop kerb along with visibility splays for this new access. Additionally, the diagram should also include the length between the proposed drop kerb and the junction with Woodcroft Gardens, as well as the telegraph pole on the footway to be outlined. For further information on visibility splays please see the Hampshire County Council Technical Guidance TG3 using the following link: [Microsoft Word - TG3 Technical Guidance Note - Stopping Sight Distances and Visibility Splays \(A1001001A17F05B10508J50123\)1.docx \(hants.gov.uk\).](#)

Additionally, it is recommended to the applicant that they should be made aware that subject to any planning permission being granted by the Local Planning Authority, a

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subsequent agreement will need to be granted by HCC as Highway Authority to undertake the drop kerb works on the Highway. Details of this procedure can be found via the following link: [Apply for a vehicular access | Hampshire County Council \(hants.gov.uk\)](https://www.hants.gov.uk/transport/roadworks/apply-for-a-vehicular-access). It is important to note that if there are any minor utility diversions that are required to facilitate the dropped kerb then additional costs may arise in addition to the initial application fee. The applicant should also be aware that if an existing access is to be closed, a full height kerb should be reinstalled.

Furthermore, the applicant should be made aware that the new gate should open inwards rather than onto the footway like the proposed site location diagram shows, in order to minimise obstructions onto the highway. The diagram should be updated to show this.

Whilst the Highway Authority can confirm that the above planning permission will not have a detrimental impact on the wider highway network, the Highway Authority require the additional information requested before a formal recommendation can be made.

Yours faithfully,

Sophie Osborne

Assistant Transport Planner – Highways Development Planning

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