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Enquiries to	Holly Drury	My reference	060902
Direct Line	N/A	Your reference	APP/24/01022
Date	3 August 2026	Email	havantdc@hants.gov.uk

For attention of Ms Winch

Dear Sirs

Re: APP/24/01022 At Land adjacent 1 Brookfield Close, Havant, PO9 3BB

New water booster station and associated works.

Thank you for the consultation on the above application. The Highway Authority previously responded on the 26 February 2025 with a number of concerns including:

1. Inappropriate use of Brookfield Close
2. Insufficient space to accommodate the required movements of larger vehicles as demonstrated by the tracking drawings resulting in impacts on vegetation, trees and parking
3. Unsuitable access controls and layby arrangement on site

Amended access arrangements and site layouts have been provided to support the application and these have been reviewed by the Highway Authority.

The site access proposals have been amended to form a traditional vehicle crossover arrangement which is proposed to be gated. The gates are shown on the revised highway boundary set back it would appear circa 1m for the edge of the carriageway and opening inwards, therefore not giving rise to any concern. The applicant should be aware that no infrastructure relating to these gates should fall within the land maintaining highway rights. The amendments to the access arrangement means the use of inappropriate controls on the highway have now been removed.

Director of Universal Services
Patrick Blogg

Tracking has been provided for the access for a large goods vehicle which tracks appropriately. Tracking has also been provided for a rigid lorry required for infrequent servicing of the site. Turning into Brookfield Close and when reversing into the access the vehicle is shown to conflict with the kerb line and pavement on the eastern side of Brookfield Close. This is not considered acceptable even with an infrequent movement due to the likely damage of the footway and kerbs. On review of the drawing it is likely that the tracking could be improved with the impacts shown demonstrated to be as a result of poor tracking, however it may also be necessary to adjust the southern radius and set the gates back further to allow sufficient space for this movement to be undertaken without conflicting with the footway. This detail of the scheme needs to be reviewed by the applicant. The tracking for the rigid vehicle also does not acknowledge on street parking in the same manner as for a light goods vehicle. The Highway Authority request clarity on how on-street parking will be managed for the infrequent movement or emergency situations.

It is likely that the amended access arrangement can be made operationally acceptable and therefore the concerns around the inappropriate use of the remainder of Brookfield Close have fallen away.

Regarding the stopping up of the Highway the drawing S847.11-IDS-PW-RT-DR-C-1075 requires refinement to accord with the agreed principles of the stopping up. This required a minimum 1m margin from the kerb line to remain for servicing and maintenance requirements. This does not appear to be the case on the southeastern corner of the site. The stopping up also means current highway trees are removed from the highway boundary and therefore are no longer subject to our system of management, the Planning Authority should consider whether these trees require additional protection. The Highway Authority will require payment of CAVAT in accordance with TG19 for the loss of this highway asset. Along the northern boundary the 1m buffer has also not been provided, and it is unclear the width that has been maintained. This should also be confirmed.

Visibility splays have been shown on drawing S847.11-IDS-PW-RT-DR-C-1002 from Trosnant Road/Stockheath Lane junction and the Trosnant Road/Brookfield Close junction is so far as they relate to the site. They have not been shown however for the site access, and these should be included to ensure that planting and exiting vegetation do not obstruct visibility.

Summary

The Highway Authority require additional information before the application could be considered acceptable. Should you be minded to determine the application in the absence of this information please contact me for my formal recommendation.

Yours faithfully,

Holly Drury
Principal Transport Planner - Highway Development Planning
Universal Services