



**Tournerbury Lane,
Hayling**

**Highway Review of
Right of Way Through
Tournerbury Farm**

on behalf of

**Tournerbury
Woods Estate**

November 2021

INTERMODAL TRANSPORTATION

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IT2073



- 1 Intermodal Transportation Ltd (ITL) has been commissioned by the Tournembury Woods Estate (TWE) to consider highway and transportation issues appertaining to the access to their event venue situated within the TWE on Hayling Island.
- 2 This report considers the highway and traffic movements along and over the legal right of way from the public highway, commencing at the eastern end of Tournembury Lane, through Tournembury Farm, to then access the private land owned by TWE. This report also relays comments / assertions of the TWE in terms of the highway and transportation matters affecting the right of way.
- 3 Under the current application it is proposed that the venue be limited to no more than 65 weddings / events per annum, leaving 300 days per year without weddings or events.
- 4 In addition, it is proposed that guest numbers would not exceed the following limitations: -
 - a) Up to 10 weddings / events at no more than the marquee dining capacity (250 guests);
 - b) Up to 10 weddings / events at no more 200 guests;
 - c) Up to 30 weddings / events at no more than 150 guests;
 - d) Up to 15 weddings or events at no more than 90 guests.
- 5 ITL prepared a similar report, dated November 2019, that was submitted with an earlier similar application APP/18/00943. That application was, however, refused planning permission and has now been appealed, to be heard in 2022. It is worth noting, however, that Hampshire County Council (HCC) in their capacity as Local Highway Authority did not object to the previous proposal.
- 6 This report considers technical matters appertaining to traffic volumes and the capacity of the private road system only to carry event related traffic to and from the TWE venue, as it has done since 1998. In addition, this report considers, where relevant, the comments contained within the Evoke June 2021 Transport Note that was submitted in opposition to the earlier planning application. This review is to assist with a new application for retrospective planning permission.
- 7 The TWE has reviewed the aforementioned Evoke Transport Note and asserts that the wedding venue at the TWE has full access rights over the private section of Tournembury Lane and that the right of way has been in place for many years and has always served to access commercial uses. The TWE also asserts that, in the event that the current proposals are rejected, with a view to generating revenue to ensure the conservation and management of the estate, alternative notable traffic attracting events / uses at the site could be implemented under permitted development rights. In addition, the TWE asserts that other hospitality sites local to the study site have gained planning approval from the Local Planning Authority for greater activity than is associated with weddings at the TWE and that the vehicular access arrangements at those locations are comparable to those at the study site.



8 This report is structured under the following headings:

- 1) The access and available right of way
- 2) Factors which would affect capacity
- 3) The characteristics of the wedding & event business
- 4) Likely maximum traffic movement and types of vehicles
- 5) Adequacy of access
- 6) Conclusions

9 It is to be noted that matters relating to the event related traffic on the public highway is considered within a standalone Transport Statement report, which has been submitted under separate cover.

The access and available right of way

10 The public highway terminates at the eastern end of Tournerbury Lane, just beyond the junction of Eastwood Close. From this point the sealed metalled road surface gives way to the private road that serves the Tournerbury golf centre, Tournerbury Farm and the TWE.

11 The private road commences as a natural continuation of Tournerbury Lane running in an easterly direction. The road is about 4.5m in width as it passes from the end of the Public Highway. The road then continues eastwards before meeting with the access to the Tournerbury golf centre which is situated to the north side of the private road. Immediately east of the golf centre access the road width reduces to approximately 2.5m and continues eastwards for another 65m approximately to the perceived boundary of the Tournerbury farmyard enclosure. This is the point that the access passes through an inner perimeter fence. At this point a private sign has been erected to request that drivers observe a 5mph speed limit. The road surface between the public highway and this point is essentially a sealed macadam surface but with evidence of deterioration with a few potholes and patched repairs.

12 Upon entering the core farmyard enclosure, the road turns to the right (south eastwards) and immediately splits around a lozenge shaped island which supports a substantial tree; this appears to be used informally like a highway 'traffic refuge' where entering and exiting traffic respectively pass to the left of the island. There are no signs to guide traffic in this way but it is logical to enter and leave the site using this protocol. The length of road where this physical separation of lanes occurs is about 16m.

13 Once past the splitter island the farmyard access turns southwards and opens out to about 8m in width before the access turns again in an eastward direction through the middle of the yard and continues past farm buildings, all which are set well back from the access. The access track then follows this alignment and varies in width between 4.5m and up to 8.0m and is generally defined by commercial paraphernalia stored by the side of the right of way. The narrowest point is where a



- reasonably well-defined access way passes through a north to south axis fence line (between the farm buildings) with a double gate where one gate was observed to be left open to maintain the right of way.
- 14 The access then turns southwards as it leaves the perceived perimeter of the farmyard and buildings and passes through another single gate (left open to maintain the right of way) which is 4.7m in width between the gate posts. The TWE asserts that the width of the gate as quoted by ITL is accurate and that the suggestions within the aforementioned Evoke report that the gate is as narrow as 4m is inaccurate. The access track then reduces in width to about 3.7m and then further narrows to about 3m in width, for a short section (approx. 18m long), whereby it widens again to about 4m, which the TWE asserts sits within an overall right of way corridor width of 7m, for the final 30m section until it reaches the boundary of Tournerbury Woods where the applicant has full ownership and control of the remainder of the access (through the woods) to the event venue car parks situated within the TWE grounds.
- 15 Within the farmyard area and to the boundary of the TWE land the access is more variable in terms of its structure. Through the farmyard it is partly constructed as a sealed surface and partly made up of well compacted unbound stone-based material. It is, however, robust and would stand up to traffic loadings even in winter conditions. The TWE asserts that due to diversification there is now little farming activity at Tournerbury Farm and as such the likelihood of conflicts occurring between traffic associated with the TWE and farming operations is very low.
- 16 It is to be noted that there are strategically placed private signs along the right of way to remind drivers to keep speeds low and to direct traffic through the yard to the event venue.
- 17 The total length of the right of way through the private farm extends to some 325m, i.e. between the public highway and the TWE boundary.
- 18 The adequacy of the right of way from a capacity and safety perspective to serve the operations at the TWE is considered in the following paragraphs. However, at this early stage of the review, ITL would highlight that they are unaware of any incidents of injury or vehicle damage that have occurred on the right of way as a result of the historic operations at the TWE. Those historic operations being, as discussed later in this review report, comparable to those that are envisaged at the site should the current planning application be approved. Furthermore, ITL would also highlight that the aforementioned Evoke review report has not highlighted any incidents of injury or vehicle damage that have occurred on the right of way as a result of the historic operations at the TWE.



Factors which would affect capacity

- 19 This section only deals with that part of the access that crosses through private third-party land with legal rights of way for all traffic to pass and repass at all times.
- 20 Two cars only require 4.1m to pass each other. A car and a lorry would require a width of 5.5m to comfortably pass each other. There are therefore three pinch points that ITL consider need to be reviewed in terms of the practical capacity of the right of way. It is to be borne in mind that the right of way is deemed to be considerably wider than some of the pinch points discussed below. However, for robust assessment, the review is undertaken on the basis of what was observed on site.
- 21 The main constraint to the free flow of traffic would be the first section of narrow road on the approach to the farmyard from Tournerbury Lane. The section of road (between the golf club access and the entrance to the farmyard compound) is 65m long. Two cars would not be able to pass within the width of the metalled surface but may just about be able to squeeze by each other if drivers overran the verges either side. On the working assumption that the verges are not available for this purpose and if two vehicles were to oppose each other along this stretch, then 'give and take' one-way protocols would prevail. The inter-visibility to sight a vehicle at either end of this narrow section of road is good. This means that if two opposing drivers were to arrive at the same time, one driver would wait for the other to pass along this 65m section of road. The minimum capacity of the road under this working arrangement would be when there is a theoretical constant demand in terms of traffic flow from both directions and all drivers give way individually on an alternating basis. Assuming cautious parameters that there is a decision time of 3 seconds and it takes a driver 5 seconds to reach a constant low, but safe, speed of 15 mph, then it would take 15.5 seconds to pass the waiting vehicle. Under these extreme conditions, the capacity of the link would be 232 vehicles per hour. It should also be noted that within this 65m section, there is a 14.7m wide triangular splay forming a second tarmac entrance to the golf centre, which is only used for occasional staff access, not for customers. This splay is situated to the north side of the access road and is 33m past the main customer entrance to the golf centre. This splay is 14.7m wide at its mouth and creates a good passing point (5m depth) for vehicles that are entering and exiting the farmyard at the same time. From this splay to the entrance fence of the farmyard is only 12m with clear inter-visibility. The TWE assert that the entrance to the golf centre, which provides a convenient passing place, is legally available for use by vehicles associated with the TWE. The calculations summarised above have been undertaken on a worst case basis that the golf centre entrance would not be available for passing and if it is they therefore represent a worst case analysis. However, the access road is still demonstrated to be acceptable from a link capacity perspective under that worst case analysis and if the golf centre access is available for use as a



passing place then the capacity of the section of the access road in question would be greater than assessed.

- 22 There are two points of constraint of single vehicle width in the form of open gates situated halfway through the farmyard and also at the point one leaves the farmyard compound area. Both these pinch points also have good inter-visibility and basically would result in a situation where an opposed driver would have to wait on one side of a gate. For this reason, the capacity of throughput that these two pinch points could provide, is much higher than the section of road considered above due to the fact that the unopposed driver only has to travel a few metres to clear the opposed vehicle.
- 23 The TWE have advised that they have photographs that they assert to show that vegetation on the section of the right of way to the south of the farmyard has now been cleared. The TWE assert that the vegetation clearance has served to further improve inter-visibility.
- 24 The aforementioned Evoke report highlights that prior to the TWE boundary there is a circa 46m stretch of the access track with a reduced width and, adopting the same assumptions as discussed above at paragraph 20, that stretch of the track can be calculated to have a capacity of 142 vehicles per hour. ITL considers that the theoretical capacity calculated by Evoke should be regarded as conservative as it was calculated on the basis of a low vehicle speed. As such, the link capacity calculations discussed within this report for that stretch of the access should be regarded as robust.

The characteristics of the wedding & event business

- 25 Weddings & events have reasonably predictable traits in terms of the influx and departure of attendees.
- 26 Typically marriages are late morning to early afternoon. A select number of family and invited guests would attend the ceremony (day guests). Also, the wedding management team and catering personnel would arrive too. There would be a short break after the wedding breakfast while other support personnel (the band or disc jockey and bar staff) set up for the evening reception. During the early evening a second tranche of invited guests would arrive (evening guests). Typically, from early evening, guests would begin to dribble out with a final flush from the venue when the bar, music and venue itself closes down at midnight. Although it should be noted going forwards that the TWE has now changed their contract hire time to finish at 11pm.
- 27 These typical trends apply to any day of the week; however, there can be variations on the theme with a handful of weddings ceremonies being off site, occasional weddings taking place earlier in the day and some weddings without an evening reception or additional evening guests.



- 28 Most weddings take place on a Friday or Saturday and this trait is unlikely to change much as weddings during the week are not so popular for obvious reasons. Some weekday weddings and events do take place, but it is not the norm.

Likely maximum traffic movement and types of vehicles

- 29 In order to place traffic matters into context, at the time of the previous application the Applicant provided ITL with a breakdown of guest numbers for the wedding and evening events in 2019. This is attached at Appendix 1.
- 30 The maximum number of attendees at a 2019 event (both day and evening guests) was on 10th August 2019 where 150 day guests attended the ceremony and 65 evening guests attended the evening reception; a total of 215 guests. It is therefore apparent that, in 2019, events with guest numbers that exceed those that would be present during the vast majority (85%) of the weddings / events listed at paragraph 4 of this report occurred.
- 31 ITL arranged for an automatic traffic counter (ATC) to be placed on the private access road immediately before vehicles turned off into the venue car parks. This data is shown in Appendix 2. This data shows the build-up and decay of arrivals and departures to the various events recorded.
- 32 Since the current planning application does not seek to materially alter operations at the site, it is considered that the data contained at Appendices 1 and 2 can be used to inform the traffic calculations for this study. However, as set out in the next section of this report, the observations in 2019 have been adjusted / uplifted such that they are representative of the current development proposals.
- 33 As the number of day guests and evening guests are known and the count information is recorded on an hourly basis, then it is possible to derive the highest two-way peak hour for each day over the 4 events recorded. Table 1 over the page sets out the calculations for the four events that took place whilst the ATC was recording vehicle movements.



Table 1: Data used for Traffic Flow Estimates

Date	21.09.19	26.09.19	28.09.19	05.10.19	Average
Inbound Daily Flow	108	131	112	80	108
Outbound Daily Flow	99	126	97	72	99
Highest Combined Peak Hour & Time	74 1300-1400	54 1500-1600	38 1900-2000	27 2200-2300	48 N/A
Highest Peak as % of Daily Flow	36%	21%	18%	18%	23%

- 34 Clearly, the event that took place on 21st September (150 day guests but no evening guests) showed the highest two-way peak hour as a percentage of all flows in and out (summed) over the day. The 36% figure is the highest ratio recorded for any one hour period compared to all other hours on that day and is considered to be a reliable indicator of the highest flows to any event. As mentioned previously the highest number of total guests occurred on 10th August but coincidentally the number of day guests is exactly the same as that which was recorded on 21st September. There was one other event held on 26th September which had the highest number of day guests for the whole of 2019 which was 180 guests. However, on this day, the highest recorded peak hour flow was only 21% of the daily two-way flow. This shows there are variations in the arrival and departure profiles.
- 35 Occasionally, a bus, coach or minibus will be laid on by some guests, in which case the average number of cars arriving or departing would be less than the worst case tested below.
- 36 As the evening progresses, it can be expected that family and friends would start to leave from about 8.00pm as evidenced from the survey results.
- 37 Within the vehicle movements recorded there would be some arrivals and departures of staff and catering / music providers during the run up to the ceremony and in the last hour when most people will leave. Moreover, the traffic counts will have included any taxis that dropped off or, picked up guests.
- 38 The wedding events held on 28th September and 5th October 2019 had a very similar number of evening guests as for the busiest 10th August event. For these wedding events the survey results revealed the highest peak hour flow occurred between 1900 to 2000hrs and 2200 to 2300 hrs respectively. Coincidentally they showed the same 18% of total two-way daily flows occurring during these different evening periods.



- 39 The arrival hour, before the ceremony, is therefore the worst-case hour to base any capacity judgements upon and the period between 2200 hrs and 2300hrs is likely to be the worst-case hour to review with regard to the evening flow peak. Also, it is worthy to note that the traffic flows to and from any event venue is heavily biased either inwards or outwards depending on the time of day.

Adequacy of Access (the private right of way)

- 40 To be robust ITL has therefore adopted the same percentage trips inbound and outbound on the run up to the wedding (day guests) as recorded for the 21st September 2019 wedding and increased the recorded movements on a pro-rata basis based on the maximum number of guests that could attend a wedding / function at the site under the restrictions set out at paragraph 4. Adopting that approach, i.e. dividing 250 by 215 and then multiplying the observed movements by the resultant ratio, results in the calculation of 58 inbound vehicle movements and 28 vehicle departures in the worst case hour. ITL have taken the survey results of 28th September 2019 where 70 evening guests attended to be a good proxy for a high evening peak hour at the venue and adopting the same pro-rata approach have calculated that there could be 27 inbound vehicle movements and 17 vehicle departures.
- 41 Allowing for some farm related traffic movements (to and from the two houses on the farm site which would not have been picked up by the ATC counter) it would be reasonable to allow, say, 4 additional movements in the highest activity hour. Hence, it might be that a total of 90 two-way movements could occur as the absolute highest level of activity for any event and that this would be the exception rather than the rule, given that on 85% of events throughout the year the maximum number of guests would be at least 20% lower than is allowed for in the above calculations.
- 42 Ninety vehicle movements in one hour equates to an average 1.5 vehicle movements per minute which is not a high flow. Furthermore, as noted above, at 85% of the events throughout the year the flows would be at least 20% lower meaning no more than circa 72 vehicular trips would be expected on the run up to the wedding which would give an average 1.2 vehicles per minute. On a very busy road it could be expected that the flow rate at any given point would cater for 20 vehicles per minute to put the flows into some context.
- 43 Clearly, the narrow section of road upon entering or leaving the private road system could adequately manage 232 vehicles per hour and therefore the capacity of that section of the private access to and from the venue through the farmyard cannot be cited as a constraint given that even at the busiest 15% of events the link would still have some 61% reserve capacity.



- 44 As indicated at paragraph 22, the Evoke report highlights that towards the southern end of the private access track close to the TWE boundary there is a circa 46m stretch of the access track with a calculated capacity of 142 vehicles per hour. It can be calculated that even at the busiest 15% of events that stretch of the private access would still have circa 36% spare capacity, i.e. ample spare capacity.
- 45 As such the affect upon the amenity or, *modus operandi* of the farm, from a vehicular conflict perspective would be negligible given the minimal potential delay to the general free flow of all traffic which has to pass along the right of way and through the farmyard.
- 46 Moreover, a much higher capacity of the road system would prevail due to the biased flow of traffic and the low number of occurrences where opposing drivers would coincidentally happen to meet at the identified points of constraint. Furthermore, if clusters of cars were to arrive or leave in a tight procession (platooning) they would tend to drive nose to tail through the aforementioned restricted elements of the right of way and under such circumstances this would represent a more efficient operation of the right of way from a capacity perspective.
- 47 In safety terms, high speeds are unlikely to be reached when traversing the private right of way. This is for three reasons; firstly, there are speed inhibiting ramps placed at various points, including in the middle of the farmyard, secondly, as the majority of visitors will not be familiar with their surroundings, this results in a more cautious driver outlook, and thirdly the road surface is not a smooth highway surface and is most likely uncomfortable to traverse at high speed. Hence, generally it is considered that the majority of drivers would drive with care and in a safe manner.
- 48 In regard to the previous application, the Evoke report suggests that the private access track is unsuitable for use by pedestrians and cyclists, particularly in the light of the increased traffic levels they perceive likely to use the access as a result of the previous application proposals. However, it is confirmed within this report that typically there would not be increased vehicular use of the access as a result of the current application and that in 2019 events with guest numbers that exceeded those that would be present during the vast majority (85%) of the weddings / events listed at paragraph 4 of this report were recorded to occur. In addition, it should be noted that as guests are in their wedding finery it is unrealistic to expect substantial numbers would use the right of way as pedestrians and cyclists.
- 49 The Evoke report also suggests that overnight camping at the site could lead to pedestrians walking off site to access local facilities that are a minimum of 1.2km away. The TWE asserts that camping pitches at the site are only offered to wedding guests whose needs are catered for on-site and who are therefore involved in / part of the wedding celebration. If that is the case, it is considered unlikely that any of those guests would choose to walk off site to the facilities that are a minimum of 1.2km away.



- 50 It is worth noting that the TWE asserts that the alternative right of way that the TWE has previously sought to agree with the owners of Tournerbury Farm does not include segregated footways and that was approved by the Local Planning Authority in the knowledge that it would serve the TWE. As such, the conclusion could be drawn that the LPA has previously not considered the potential issues of pedestrian safety that are raised within the Evoke report to be of concern.
- 51 The Evoke report goes on to indicate that Manual for Streets (MfS) states that shared surface streets are likely to work well “...where the volume of motor traffic is below 100 vehicles per hour.” As demonstrated within this report, even during the busiest 15% of events at the TWE venue the number of movements on the private section of the access track during the busiest hour of the day is only likely to be circa 90 vehicle movements in any one hour, i.e. below the 100 movement threshold quoted from MfS by Evoke.
- 52 Notwithstanding the above ITL would also question whether the private access road for this development should be assessed in the context of the MfS requirement for a ‘street’. In that regard, at paragraph 1.1.7 MfS indicates that “*For the purposes of this document, a street is defined as a highway that has important public realm functions beyond the movement of traffic. Most critically, streets should have a sense of place, which is mainly realised through local distinctiveness and sensitivity in design. They also provide direct access to the buildings and the spaces that line them. Most highways in built-up areas can therefore be considered as streets.*” ITL, therefore, consider that there is an inference that a ‘street’ would be expected to experience far higher levels of pedestrian and cycle use than the very modest levels that currently occur and would continue to be expected at the study site. The use of the MfS threshold to assess the adequacy of the access road at the site is not therefore considered appropriate, albeit that as confirmed above the proposed worst case operations at the site would not breach the MfS threshold.

Conclusions

- 53 Intermodal Transportation Ltd (ITL) has been commissioned by the Tournerbury Woods Estate (TWE) to consider highway and transportation issues appertaining to the access to their event venue situated within the TWE on Hayling Island.
- 54 This report considers the highway and traffic movements along and over the legal right of way from the public highway, commencing at the eastern end of Tournerbury Lane, through Tournerbury Farm, to then access the private land owned by TWE. In addition, this report has considered, where relevant, the comments contained within the Evoke June 2021 Transport Note that was submitted in opposition to the earlier planning application and has demonstrated that the concerns raised in the Evoke report have either fallen away due to the lower number of guests or, are unfounded.



- 55 ITL prepared a similar report, dated November 2019, that was submitted with an earlier similar application. That application was, however, refused planning permission and is now at appeal. It is worth noting, however, that Hampshire County Council (HCC) in their capacity as Local Highway Authority did not object to the previous proposal.
- 56 Matters relating to the event related traffic on the public highway is considered within a standalone Transport Statement report, which has been submitted under separate cover.
- 57 The current application proposes that the venue be limited to no more than 65 weddings / events per annum, leaving 300 days per year without weddings or events. Furthermore, it is proposed that guest numbers would not exceed the following limitations: -
- a. Up to 10 weddings / events at no more than the marquee dining capacity (250 guests);
 - b. Up to 10 weddings / events at no more 200 guests;
 - c. Up to 30 weddings / events at no more than 150 guests;
 - d. Up to 15 weddings or events at no more than 90 guests.
- 58 Inevitably the more the right of way is used the more chance that other users of the right of way would encounter an opposing driver. It can be expected that the owner of the farm, his/her staff and the occupier of the second house, within the farmyard complex, may have to wait a few seconds on the odd occasion they wish to enter or leave their premises.
- 59 On the basis that the legal right exists to allow any quantum of any sort or type of traffic to use the right of way to access the TWE land, for whatever purpose, and at whatever time (24 x 7x 365), then minor delays to movements into and out of the farm or associated with farm related activities must, prima facie, be anticipated and allowed for, otherwise the legal conveyance would have specified limits or, other restrictions. We are advised by TWE that no restrictions were contracted to in the grant of the Right of Way.
- 60 The nature of the business in TWE, for which retrospective planning permission is being sought, needs to be considered in terms of operational hours when traffic flows would be notable. It would be fair to say that most farm related activities would generally be finished by the hours of darkness and therefore most evening traffic leaving the wedding site would not encounter associated daily activity of the farm itself. During the day of a wedding / event there would be one notable hour where there would be a high arrival of guests and some departures (mainly taxis and operational related traffic). It is confirmed above that the current planning application seeks to limit the number of weddings / events at the site to 65 per annum. Taking an average 12-hour day where the operation of the farm or, use of the access by farm residents, could be regarded as active and the fact that there are very few large events held over the winter months (approx. 5 months) in TWE, it



- would be the case that there might be some minor inconvenience during a total of 65 hours over the year. When measured against a potential total time element of 4380 active farm related hours (365 days x 12), this represents less than 1.5% of the time that 'farm activities' could be very slightly inconvenienced from a pure capacity perspective.
- 61 In regard to residential amenity (of the two dwellings in Tournerbury Farm), the same calculation as above can be used to understand the potential time element that residential amenity could be slightly inconvenienced. Using a total time element of 8760 annual hours (365 days x 24 hours), the 65 hours as detailed above represents less than 0.75% of the time per year that 'residential activities' could be very slightly inconvenienced in terms of very minor hindrance to vehicular movements.
- 62 It is confirmed within this report that ITL are unaware of any incidents of injury or vehicle damage that have occurred on the right of way as a result of the historic operations at the TWE. Those historic operations being, as discussed in this review report, comparable to those that are envisaged at the site should the current planning application be approved. Furthermore, it is also confirmed that the aforementioned Evoke review report does not highlight any incidents of injury or vehicle damage that have occurred on the right of way as a result of the historic operations at the TWE.
- 63 To set a precedent, notwithstanding, which predicates that the amenity of any person has been unduly compromised due to a minor delay of the passage of a vehicle, as a sustainable reason to refuse an application, would bring into question any additional delay brought about by increased car ownership, new development, or traffic management on the public highway where all citizens have a right to pass and repass. To put this into context it has to be an expectation of every driver who commences a journey in a vehicle that he/she will be faced with a plethora of delays en-route. In relative terms, the occasional delay of up to 16 seconds by farm related personnel would be de minimus in relation to any given journey, even a short journey. If the traffic flow to and from the event venue is to be considered as unacceptable on traffic amenity grounds then its impact needs, in our opinion, to be assessed against paragraph 111 of the 2021 publication of the National Planning Policy Framework (NPPF) which states: *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."* Although a private road is being assessed, the same tenet should apply.



- 64 The assessment has considered the likely impact of the wedding / event traffic over the legal right of way and demonstrably shows that the access can adequately function as a route to and from the TWE event venue without any significant detriment to Tournerbury farm personnel, the operation of the 'farm' or, the access to and from farm houses. Moreover, when reviewed against the overarching government policy guidance, the TWE wedding & event business cannot, in any way, be regarded as having a severe impact, whether in its current form & use or indeed in accordance with the current planning application, which seeks approval to a similar level of operations at the site as has historically been the case.



APPENDIX 1

Weddings 2019: Guest Numbers

Weddings 2019 - Guest Numbers

Date	Number of Day Guests	Arrival Time	Number of Evening Guests	Arrival Time	Actual Number of Evening Guests	Other information
30.03.19	84	1pm	116	6pm	80	
20.04.19	90	2pm				
26.04.19	124	3pm				Ceremony off site
27.04.19	132	12.30pm	70	6pm	30	
05.05.19	97	12.30pm				
11.05.19	110	2pm	70	7.30pm	60	
18.05.19	55	2pm	145	7pm	80	
25.05.19	112	12.30pm				
26.05.19	132	2pm	50	7.30pm	30	
28.05.19	85	1.30pm	35	6pm	20	
31.05.19	55	2.30pm	35	7.30pm	15	
01.06.19	120	1.30pm				
08.06.19	63	2pm	80	7pm	40	
14.06.19	68	1.30pm	30	6.30pm	25	
15.06.19	125	1pm	100	7pm	40	
21.06.19	144	1.30pm	70	7pm	30	
22.06.19	128	2.30pm	45	5pm	15	
29.06.19	135	2pm	60	7pm	40	
06.07.19	102	12.30pm	20	6.30pm	10	
13.07.19	94	1pm	40	7pm	20	
20.07.19	125	2pm	60	7pm	40	Ceremony off site
25.07.19	27	12pm	150	6pm	40	
26.07.19	85	1.30pm				
27.07.19	115	2pm	30	7.15pm	20	
28.07.19	99	2.30pm	10	6.30pm	5	
02.08.19	165	1.30pm				
03.08.19	110	1.30pm				
09.08.19	103	2.30pm	40	7.30pm	20	Ceremony off site
10.08.19	150	1.30pm	90	7pm	65	
16.08.19	70	4.30pm	5	8pm	5	Ceremony off site
17.08.19	105	1.30pm				
18.08.19	98	12.30pm	13	7pm	10	
23.08.19	90	2pm	30	7pm	20	
24.08.19	145	1.30pm				
31.08.19	125	1pm	65	6pm	35	Ceremony off site
06.09.19	94	12pm	86	5.30pm	30	Coach both ways
07.09.19	81	2pm	35	7pm	20	
14.09.19	151	2.30pm	40	7pm	25	
21.09.19	150	1.30pm	0	NA	0	
26.09.19	180	2.30pm - 3:30pm	0	NA	0	Corporate conference & party
28.09.19	110	3.15pm	110	7.30pm	70	Ceremony off site
05.10.19	44	1pm	100	7.30pm	60	
Average	107		57		31	



APPENDIX 2

Private Access ATC Survey Results

Site No: 24607003

Grid Reference: SZ73182,99730

Site 3, Private Access, Hayling Island (Tree)

Vehicle Count Report

Week Begin: 20-Sep-19

Channel: Northeastbound

Time	Fri	Sat	Sun	Mon	Tue	Wed	Thu	5-Day	7-Day
Begin	20/09/2019	21/09/2019	22/09/2019	23/09/2019	24/09/2019	25/09/2019	26/09/2019	Av	Av
00:00	0	0	10	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0
07:00	1	0	0	2	1	1	0	1	1
08:00	0	3	1	1	0	0	0	0	1
09:00	1	1	2	2	0	1	3	1	1
10:00	0	2	5	0	0	1	6	1	2
11:00	1	10	3	0	1	1	1	1	2
12:00	3	5	1	0	0	0	0	1	1
13:00	5	50	3	3	0	3	5	3	10
14:00	3	6	3	0	0	2	12	3	4
15:00	2	4	1	1	0	3	40	9	7
16:00	2	2	2	2	3	1	10	4	3
17:00	0	0	0	0	1	1	18	4	3
18:00	1	2	0	0	0	0	3	1	1
19:00	0	1	0	0	0	2	0	0	0
20:00	0	3	0	0	0	0	6	1	1
21:00	0	4	0	0	0	0	10	2	2
22:00	0	5	0	0	0	0	9	2	2
23:00	0	10	0	0	0	0	8	2	3
12H,7-19	19	85	21	11	6	14	98	30	36
16H,6-22	19	93	21	11	6	16	114	33	40
18H,6-24	19	108	21	11	6	16	131	37	45
24H,0-24	19	108	31	11	6	16	131	37	46
Am	11:00	11:00	00:00	09:00	11:00	11:00	10:00 -	-	
Peak	1	10	10	2	1	1	6	2	4
Pm	13:00	13:00	14:00	13:00	16:00	15:00	15:00 -	-	
Peak	5	50	3	3	3	3	40	11	15

K & M TRAFFIC SURVEYS

Created at 14:39:32 on 10 Oct 2019

Site No: 24607003

Grid Reference: SZ73182,99730

Site 3, Private Access, Hayling Island (Tree)

Vehicle Count Report

Week Begin: 27-Sep-19

Channel: Northeastbound

Time	Fri	Sat	Sun	Mon	Tue	Wed	Thu	5-Day	7-Day
Begin	27/09/2019	28/09/2019	29/09/2019	30/09/2019	01/10/2019	02/10/2019	03/10/2019	Av	Av
00:00	1	0	8	0	0	0	0	0	0
01:00	1	0	2	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
06:00	1	0	0	0	0	0	0	0	0
07:00	4	1	0	2	0	0	0	0	1
08:00	1	1	1	0	0	0	0	0	0
09:00	2	4	3	2	2	1	0	1	2
10:00	1	3	2	0	2	1	3	1	2
11:00	4	3	2	0	0	0	0	1	1
12:00	3	3	2	1	1	0	2	1	2
13:00	2	3	1	1	2	2	1	2	2
14:00	1	4	2	0	0	1	0	0	1
15:00	1	32	0	0	1	2	2	1	5
16:00	1	1	0	0	0	0	0	0	0
17:00	0	1	0	0	0	0	1	0	0
18:00	0	2	0	0	1	1	0	0	1
19:00	0	23	0	0	0	0	0	0	3
20:00	0	14	0	0	0	0	0	0	2
21:00	0	0	0	0	0	0	0	0	0
22:00	0	6	0	0	0	0	0	0	1
23:00	0	11	0	0	0	0	0	0	2
12H,7-19	20	58	13	6	9	8	9	10	18
16H,6-22	21	95	13	6	9	8	9	11	23
18H,6-24	21	112	13	6	9	8	9	11	25
24H,0-24	23	112	23	6	9	8	9	11	27
Am	11:00	09:00	00:00	09:00	10:00	10:00	10:00	-	-
Peak	4	4	8	2	2	1	3	2	3
Pm	12:00	15:00	14:00	13:00	13:00	15:00	15:00	-	-
Peak	3	32	2	1	2	2	2	2	6

K & M TRAFFIC SURVEYS

Created at 14:39:32 on 10 Oct 2019

Site No: 24607003

Grid Reference: SZ73182,99730

Site 3, Private Access, Hayling Island (Tree)

Vehicle Count Report

Week Begin: 04-Oct-19

Channel: Northeastbound

Time	Fri	Sat	Sun	Mon	Tue	Wed	Thu	5-Day	7-Day
Begin	04/10/2019	05/10/2019	06/10/2019	07/10/2019	08/10/2019	09/10/2019	10/10/2019	Av	Av
00:00	0	0	3	0	0	0 -	-	0	0
01:00	0	0	0	0	0	0 -	-	0	0
02:00	0	0	0	0	0	0 -	-	0	0
03:00	0	0	0	0	0	0 -	-	0	0
04:00	0	0	0	0	0	0 -	-	0	0
05:00	0	0	0	0	0	0 -	-	0	0
06:00	0	0	1	0	0	0 -	-	0	0
07:00	1	1	1	0	1	1 -	-	1	1
08:00	0	2	2	0	0	0 -	-	0	1
09:00	0	3	5	1	1	1 -	-	1	2
10:00	0	4	2	1	1	1 -	-	1	1
11:00	1	4	0	0	0	0 -	-	0	1
12:00	1	12	1	2	0	0 -	-	1	3
13:00	0	5	0	3	2	2 -	-	2	2
14:00	2	0	0	0	1	1 -	-	1	1
15:00	0	1	0	0	1	1 -	-	0	0
16:00	2	2	0	0	1	1 -	-	1	1
17:00	0	3	1	0	0	0 -	-	0	1
18:00	0	6	0	1	0	0 -	-	0	1
19:00	0	20	0	0	0	0 -	-	0	3
20:00	0	10	0	0	0	0 -	-	0	1
21:00	0	0	0	0	0	0 -	-	0	0
22:00	0	4	0	0	0	0 -	-	0	1
23:00	0	3	0	0	0	0 -	-	0	0
12H,7-19	7	43	12	8	8	8 -	-	8	13
16H,6-22	7	73	13	8	8	8 -	-	8	18
18H,6-24	7	80	13	8	8	8 -	-	8	19
24H,0-24	7	80	16	8	8	8 -	-	8	19
Am	11:00	11:00	09:00	10:00	10:00	-	-	-	-
Peak	1	4	5	1	1	1 -	-	1	2
Pm	16:00	19:00	17:00	13:00	13:00	-	-	-	-
Peak	2	20	1	3	2	2 -	-	2	5

K & M TRAFFIC SURVEYS

Created at 14:39:32 on 10 Oct 2019

Site No: 24607003

Grid Reference: SZ73182,99730

Site 3, Private Access, Hayling Island (Tree)

Vehicle Count Report

Week Begin: 20-Sep-19

Channel: Southwestbound

Time	Fri	Sat	Sun	Mon	Tue	Wed	Thu	5-Day	7-Day	
Begin	20/09/2019	21/09/2019	22/09/2019	23/09/2019	24/09/2019	25/09/2019	26/09/2019	Av	Av	
00:00	0	0	15	0	0	0	0	0	0	2
01:00	0	0	3	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	1	1	0	1	1	1	0
08:00	1	2	6	1	0	0	1	1	1	2
09:00	0	2	4	0	0	0	0	0	0	1
10:00	1	0	7	0	0	0	1	1	0	1
11:00	0	4	5	2	0	1	1	1	1	2
12:00	2	4	1	0	1	1	0	1	1	1
13:00	3	24	3	1	0	0	1	7	2	5
14:00	1	5	0	0	0	1	7	2	2	2
15:00	2	1	0	0	0	2	14	4	3	3
16:00	1	6	5	1	1	1	3	1	3	3
17:00	2	0	3	0	2	2	9	3	3	3
18:00	6	3	1	1	1	2	6	3	3	3
19:00	0	2	0	0	0	2	6	2	1	1
20:00	0	8	0	0	0	0	17	3	4	4
21:00	0	9	0	0	0	0	27	5	5	5
22:00	0	13	0	0	0	0	12	2	4	4
23:00	0	16	0	0	0	0	20	4	5	5
12H,7-19	19	51	35	7	6	10	44	17	25	
16H,6-22	19	70	35	7	6	12	94	28	35	
18H,6-24	19	99	35	7	6	12	126	34	43	
24H,0-24	19	99	53	7	6	12	126	34	46	
Am	10:00	11:00	00:00	11:00	07:00	11:00	11:00 -	-		
Peak	1	4	15	2	1	1	1	1	4	
Pm	18:00	13:00	16:00	18:00	17:00	19:00	21:00 -	-		
Peak	6	24	5	1	2	2	27	8	10	

K & M TRAFFIC SURVEYS

Created at 14:39:32 on 10 Oct 2019

Site No: 24607003

Grid Reference: SZ73182,99730

Site 3, Private Access, Hayling Island (Tree)

Vehicle Count Report

Week Begin: 27-Sep-19

Channel: Southwestbound

Time	Fri	Sat	Sun	Mon	Tue	Wed	Thu	5-Day	7-Day
Begin	27/09/2019	28/09/2019	29/09/2019	30/09/2019	01/10/2019	02/10/2019	03/10/2019	Av	Av
00:00	1	0	11	0	0	0	0	0	0
01:00	3	0	6	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
06:00	1	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0
08:00	0	0	0	1	0	0	0	0	0
09:00	4	3	3	0	0	0	0	0	1
10:00	0	2	2	2	1	1	1	1	1
11:00	5	1	7	0	2	1	0	2	2
12:00	3	2	2	0	0	2	1	1	1
13:00	0	1	2	1	0	0	3	1	1
14:00	2	0	1	0	1	1	0	1	1
15:00	2	3	2	0	1	2	2	1	2
16:00	0	6	0	0	0	1	2	1	1
17:00	1	3	0	0	0	1	0	0	1
18:00	0	3	0	0	0	1	1	0	1
19:00	0	15	0	0	0	0	0	0	2
20:00	0	12	0	0	0	0	0	0	2
21:00	0	10	0	0	0	0	0	0	1
22:00	0	18	0	0	0	0	0	0	3
23:00	0	18	0	0	0	0	0	0	3
12H,7-19	17	24	19	4	5	10	10	9	13
16H,6-22	18	61	19	4	5	10	10	9	18
18H,6-24	18	97	19	4	5	10	10	9	23
24H,0-24	22	97	36	4	5	10	10	10	26
Am	11:00	09:00	00:00	10:00	11:00	11:00	10:00 -	-	
Peak	5	3	11	2	2	1	1	2	4
Pm	12:00	23:00	15:00	13:00	15:00	15:00	13:00 -	-	
Peak	3	18	2	1	1	2	3	2	4

K & M TRAFFIC SURVEYS

Created at 14:39:32 on 10 Oct 2019

Site No: 24607003

Grid Reference: SZ73182,99730

Site 3, Private Access, Hayling Island (Tree)

Vehicle Count Report

Week Begin: 04-Oct-19

Channel: Southwestbound

Time	Fri	Sat	Sun	Mon	Tue	Wed	Thu	5-Day	7-Day
Begin	04/10/2019	05/10/2019	06/10/2019	07/10/2019	08/10/2019	09/10/2019	10/10/2019	Av	Av
00:00	0	0	6	0	0	0 -	-	0	1
01:00	0	0	0	0	0	0 -	-	0	0
02:00	0	0	0	0	0	0 -	-	0	0
03:00	0	0	0	0	0	0 -	-	0	0
04:00	0	0	0	0	0	0 -	-	0	0
05:00	0	0	0	0	0	0 -	-	0	0
06:00	0	0	1	0	0	0 -	-	0	0
07:00	0	0	1	0	0	0 -	-	0	0
08:00	0	1	2	0	1	1 -	-	0	1
09:00	0	1	4	0	0	0 -	-	0	1
10:00	0	4	8	0	0	0 -	-	0	2
11:00	0	2	0	1	2	2 -	-	1	1
12:00	2	3	0	2	0	0 -	-	1	1
13:00	0	3	1	1	0	0 -	-	0	1
14:00	0	0	0	2	2	2 -	-	1	1
15:00	0	1	0	0	1	1 -	-	0	0
16:00	2	2	0	0	2	2 -	-	1	1
17:00	1	4	0	0	0	0 -	-	0	1
18:00	0	2	1	0	0	0 -	-	0	0
19:00	0	6	0	1	0	0 -	-	0	1
20:00	0	3	0	0	0	0 -	-	0	0
21:00	0	5	0	0	0	0 -	-	0	1
22:00	0	23	0	0	0	0 -	-	0	3
23:00	0	12	0	0	0	0 -	-	0	2
12H,7-19	5	23	17	6	8	8 -	-	6	10
16H,6-22	5	37	18	7	8	8 -	-	7	13
18H,6-24	5	72	18	7	8	8 -	-	7	18
24H,0-24	5	72	24	7	8	8 -	-	7	18
Am	05:00	10:00	10:00	11:00	11:00	-	-	-	-
Peak	0	4	8	1	2	-	-	1	2
Pm	16:00	22:00	18:00	14:00	16:00	-	-	-	-
Peak	2	23	1	2	2	-	-	2	5

K & M TRAFFIC SURVEYS

Created at 14:39:32 on 10 Oct 2019