

Our Ref:- H/125/MK

Havant Borough Council
Development Control
Public Service Plaza
Civic Centre Road
Havant
PO9 2AX

30th April 2021

Dear Sir/Madam

Tournerbury Woods, Tournerbury Lane, Hayling Island

I am instructed by Mr Grahame Phillips of A.G. Phillips & Son Ltd to submit a new application for a road across Tournerbury Farm to serve the Tournerbury Woods Estate. This application is described as: 'Part alternative to permission APP/17/00207. Construction of vehicular track from the public highway to Tournerbury Woods Estate for the purposes of avoiding agricultural operations in Tournerbury Farm'.

The applicant discharged the planning conditions imposed on permission APP/17/00207 and then started the development on 2nd May 2020. An application (APP/20/00626) was then received by the Council on 27th July 2020 to vary conditions 2 and 7 imposed on the original permission. Following receipt of a letter on behalf of the Tournerbury Woods Estate raising objections to application APP/20/00626 and advising the Council that the vehicular track construction had not been built in accordance with the original planning permission, a site visit was arranged in late December 2020 to assess the issues on site.

This new application is required because the road construction to date has deviated from the approved course and beyond the red line within application APP/17/00207. The applicant now wishes to retain the road deviation, especially at the southern end and modify the entrance and bellmouth to the site. The track has only been partially constructed to date, and there is still work to do to at both ends of the site to complete the road. The road has not yet been constructed to the boundary with the Woods Estate and is currently 9.2m short of the boundary. The first 30m section of the vehicular track and bellmouth is still a work in progress and the construction to date does not reflect the plan submitted with this application.

Directors: Bryan S Jezeph BA DipTP MRTPI FRICS FRSA Caroline J Jezeph BA BTP MRTPI Christopher I Ward BA LLM MRTPI
Principal Planner: Michael D Knappett BSc BTP MRTPI Office Manager: Kirstin N Geary

This application also includes a number of other changes to permission APP/17/00207 and these are outlined below. An additional crossing point has been added to the vehicular track in the south-eastern corner, which would provide access to adjoining agricultural fields for the applicant.

Officers were satisfied with the straight alignment of the road as built and associated western grass verge at the site meeting in December 2020.

Building the approved road alignment would have meant the road entering another field paddock. Deviating the road to the south of the final oak tree T15 avoids this additional paddock.

It is intended that, once finished, the vehicular track will provide an alternative route through to the Woods Estate instead of the current route via the farmyard.

Reduced Width Bellmouth

This application proposes a reduced width bellmouth. There is an ash tree adjoining the existing Tournerbury Lane carriageway and the applicant can see no reason why this should be felled to facilitate the approved road bellmouth, which was considered to be of excessive dimensions.

It is now proposed to retain this tree and just build the new road up to it. The road for the first 30m inside the site would be of a width sufficient for a large coach to be able to access and egress, before reducing to 4.5m in width after 30m.

Hampshire County Council was consulted on application APP/20/00626 and raised no objections to the reduced bellmouth proposed as part of that application.

The applicant has commissioned a topographical survey of the entrance and has appointed Paul Basham Associates to undertake tracking of the entrance for a National Express coach to enter and leave in the forward gear. The applicant has recently removed the two brick piers which were located on the road outside the entrance. The tracking diagram demonstrates that a National Express coach would be able to enter and leave the proposed vehicular track. It was also based on a topographical survey of the extent of the road currently constructed (indicated with a dotted line). It is clear to see that there is more of the road still to construct on the eastern side.

Revised Landscaping

This new application includes the same revisions to the landscaping as included in application APP/20/00626 and some new additional landscaping on the eastern side of the proposed track for the first 30m and landscaping recommended by Officers in the south-western corner. The additional landscaping in the south-western corner was suggested at the site visit in December 2020.

The new landscaping on the eastern side of the road for the first 30m between the retained ash tree and first proposed hornbeam is required to block vehicle headlights. A verge of 1.75m would be planted as shown on the submitted plan.

The Council's Landscape Architect was satisfied with the revised landscaping proposed as part of application APP/20/00626.

It is not intended to have any new landscaping along the western boundary verge as originally approved, as there is already a hedgerow boundary of trees insitu along this boundary, or to plant as many trees as envisaged on the approved Site Plan A102.

The applicant proposes to plant the proposed 3.75m verge on the eastern side of the new track. Hornbeam trees planted at 30m centres are to be set within a double row of hawthorn hedging planted at 500mm centres. In the south-western corner, 3 Hornbeam trees would be planted at 15m centres and set within a double row of hawthorn hedging planted at 500mm centres.

The additional planting along the eastern side of the new track would still create an avenue feel for drivers driving along it to visit the Woods Estate.

Passing Places

This application proposes two passing places on the eastern side of the vehicular track. These would both be 12m in length and the passing places would increase the width of the road to 6m.

Arboricultural Matters

The applicant did not adhere to the tree protection measures as part of the original planning permission for the vehicular track and so has engaged Kim Gifford of Gifford Tree Service to advise on appropriate tree protection measures now the vast majority of the track has been constructed. His report focuses on tree protection around trees T1 ash, T3 oak and T15 oak.

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The road deviation from the approved alignment is especially apparent in the south-eastern corner, where the track has been built to date on the southern side of T15 oak tree. It is evident from the pegging out of the end of the approved road on site that this would have been too close to the final oak tree T15, resulting in overhanging limbs over the road (see photographs submitted with the application). Building the track away from this final oak tree on the southern side avoids overhanging limbs and means that a shorter, more convenient track could be provided to the boundary with the Tournerbury Woods Estate.

I trust that sufficient information has been submitted for this application to be registered and validated. Please do not hesitate to contact me should you have any queries.

Yours faithfully



Michael Knappett