



Planning and Development  
Environment Department  
Elizabeth II Court West  
The Castle  
Winchester  
SO23 8UD

My ref. Hill/13/HCC

21<sup>st</sup> February 2013

Dear Sirs

**RE: TOWN AND COUNTRY PLANNING ACT 1990 – Retrospective application for the construction of a track and alterations to existing access for use in conjunction with green waste processing and composting operations at Newbourne Farm, Rockbourne**

**Planning Statement**

Following discussions with Fay Eames I now attach a retrospective planning application for the above.

The access onto Rockbourne Road has existed for many years, although until recently it was only used occasionally. The track that led to the access had become overgrown with grass and a new surface has been created through the laying of road planings, and the final section of the access (where it adjoins the highway) has been laid to tarmac in order to prevent the egress of loose material onto the highway.

Given the fact that the access and an old track already existed it was the applicant's belief that the works carried out did not actually require planning permission, and that is why they have already been completed. Upon discussing the matter with the LPA it became clear that an application should have been submitted and the applicant consequently undertook to submit a retrospective application immediately.

The use of the newly laid track and the subsequent alterations to the access now allow an 'in/out' system to operate at the green waste site, and this has significantly improved the efficiency of the business as well as reducing the risk of conflict between vehicles entering and leaving the site at the same time. Vehicles therefore enter through the original access, deposit their green waste load in the yard, and exit via the newly laid track and improved access, whereupon they turn north away from the village. The type of vehicles that use this access are heavy goods vehicles and the amount of traffic varies according to the season – the winter months are much quieter than the summer months. At present only around 100-120 heavy goods vehicles are using the 'in-out' system per month, but this figure will obviously rise for the summer months.



The newly improved access point also has the advantage of offering considerably better visibility, especially to the south, than did the original access (to the south). This enables emerging vehicles a much clearer view of traffic approaching from the south and vice versa, as it moves the point of access further away from the bend that presently restricts visibility to the south from the original point of access.

The newly laid track has been accompanied by additional planting alongside its boundaries, which to the north include laurel planted on a small bund and to the south a new mixed species indigenous hedgerow.

As you know the applicant has been discussing further changes to the existing operation with the LPA and this is likely to lead to a further planning application in the near future. However the present application is being submitted in advance of that because it improves the existing operation in efficiency and highway safety terms and is therefore beneficial to both the applicant and other road users and is an arrangement that warrants retention in any event.

I trust you will agree, then, that the changes to the access arrangements at Newbourne Farm are sensible ones that improve the safety of all road users, and that retrospective planning permission can be granted in the circumstances.

Yours Faithfully

**Jerry Davies**

