ITEM NO: 11
Application No. 12/00568/FUL
Ward: Winkfield And Cranbourne
Site Address: Chavey Down Farm Long Hill Road Ascot Berkshire SL5 8RD
Date Registered: 12 July 2012
Target Decision Date: 6 September 2012
Proposal: Formation of new access from Locks Ride, and closure of the existing access.
Applicant: Mr Barry Sumner
Agent: Mr James Bailey
Case Officer: Sarah Horwood, 01344 352000
environment@bracknell-forest.gov.uk

Site Location Plan (for identification purposes only, not to scale)
1 RELEVANT PLANNING HISTORY (If Any)

02/00170/FUL Validation Date: 13.02.2002
Erection of a single storey extension forming conservatory, a single storey extension forming porch, and construction of pitched roof over existing flat roof.
Approved

03/00624/FUL Validation Date: 18.06.2003
Change of use of land from agricultural to mixed agricultural and equestrian purposes. Erection of stables, tack room and store and formation of menage.
Approved

05/00586/FUL Validation Date: 30.06.2005
Erection of 2no. barns and formation of menage with associated floodlights on 3.5m. high columns.
Approved

12/00231/FUL Validation Date: 12.03.2012
Formation of new access from Locks Ride, close existing access
Withdrawn

2 RELEVANT PLANNING POLICIES

Key to abbreviations

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3 CONSULTATIONS
(Comments may be abbreviated)

Transportation Officer
(No comments received at time of producing this report).
Winkfield Parish Council

Considered no objection

4 REPRESENTATIONS

5 no. letters of objection received which raises the following:
- Junction of Long Hill Road/Priory Road/Locks Ride has been scene of a number of accidents, none of which appear to be related to use of access serving Chavey Down Farm but speeding traffic.
- BFC have failed to address the issues of accidents at this junction, why therefore should this application be approved.
- The proposed access could increase danger of collisions because at this point, vehicles are “on a roll”, not calmed by the 3 road junction.
- Any supposed improvement of road safety would be countered by the extra hazard to pedestrians of this new access along a road which already has a narrow footpath.
- New access will be hazardous if used by horse boxes, trailers.
- Proposed access seems disproportionate for residential use.
- Urbanisation of the site - upgrade of access will lead to further development on site.
- Will increase likelihood of accidents on highway.
- Amount of large vehicles entering current farm entrance is negligible.
- Width of proposed road is a concern as other residential properties in Locks Ride do not need such a wide access and they too may need space for touring caravans or delivery vehicles.
- Residential stables on site house 2 horses and cannot see the requirement for an oversized vehicle to transport them. Any vehicle would be articulated and able to cope with a normal residential driveway.

5 OFFICER REPORT

This application has been reported to the Planning Committee as more than 3 objections have been received to the proposal.

i) PROPOSAL

Full permission is sought for the construction of a new vehicular access onto Locks Ride (a classified road) serving the residential property known as Chavey Down Farm. The current access is onto Long Hill Road, close to the junction with Priory Road. The proposed access would be located some 40m north-east wards from the existing access which would be closed off, with the verge and boundary reinstated.

The new access would serve the residential dwelling and existing stables on site (which previously were not in use) it would be used for the owner/occupier of the farmhouse and not used for commercial purposes.

The bell mouth of the proposed access at the point where it meets the highway would be approximately 6m wide and at the entrance into the site (off the pavement); the driveway would be 4.1m wide. The driveway linking into the existing driveway in front of the house would be 4.1m wide.

Paragraph 1.2 of the DAS states that the "new access aims to provide improved sightlines, wider bellmouth and improved road safety conditions". Paragraph 4.5 further states "the proposed access road will allow towing vehicles, delivery vehicles and large horse boxes to enter and leave the site safely. The greater width of the proposed access is required to allow for the swept paths of delivery vehicles or a touring caravan
or a 12m rigid horse box and a land rover with horse trailer...the new access will join the existing drive in front of the farmhouse and provide direct access to the stables in the courtyard“.

ii) SITE

Chavey Down Farm is a residential dwellinghouse facing onto Long Hill Road and Locks Ride. There is an existing tarmac driveway leading from Long Hill Road to the dwellinghouse. A swimming pool and stables are sited to the south-west of the main house. There is mature hedging denoting the front boundary of the site facing onto Locks Ride/Long Hill Road. Barns and a ménage are located to the south-west of the house, outside of the established residential curtilage.

iii) PLANNING CONSIDERATIONS

(1) Principle of development

Chavey Down Farm is located within an area designated as "Land outside Defined Settlement" known as Countryside.

(2) Effect on residential amenities of neighbouring properties

The proposed access onto Locks Ride due to its siting and separation distance to adjoining properties would not have an adverse impact on the residential amenities of neighbouring properties by virtue of noise and disturbance.

(3) Impact on character and appearance of surrounding area

Previous application 12/00231/FUL that was withdrawn in May 2012 proposed a new access which was 18.5m wide at the bell mouth onto the highway. The revised proposal has resulted in a significantly reduced width of the bell mouth of 12.5m to create an access 6m wide - the same width as the existing access onto Long Hill Road. It is considered that a new access, the same size as that already existing, but in an alternative location would be acceptable to continue serving the residential property and private stables on site.

There is an existing mature hedge which denotes the front boundary of the site facing onto Long Hill Road and Locks Ride. An 8m long strip of hedgerow would have to be removed to create the new access; a reduction of 5m from that proposed under 12/00231/FUL. Replacement planting would be proposed behind the visibility envelope to compensate for the loss of some hedgerow and to further mitigate the visual prominence of the proposal in the street scene.

The existing access onto Long Hill Road would be closed off and the verge and boundary reinstated. The south-western end of Locks Ride where it meets Long Hill Road and Priory Road is rural in character, so the reinstatement of the verge and boundary with soft landscaping would be beneficial to the visual amenities of the surrounding area.

(4) Highway implications

The Council’s Highways Officer was consulted on previous application 12/00231/FUL. These comments are still applicable to this case. It is noted that the width of the proposed access has been reduced to the width stated as being acceptable in the Highways Officers comments relating to withdrawn application 12/00231/FUL.
The site is located on the junction of Long Hill Road, Locks Ride and Priory Road. The speed limit at this point is 30mph. The existing access to the site is in very close proximity to the junction and the road is on a slope at this point. The use of the current access could certainly exacerbate the potential for conflict as vehicles may well have to stop in the junction when entering the site from Locks Ride and at peak times queuing is observed at this junction which could lead to the junction being blocked by waiting vehicles from all directions.

The proposal seeks to relocate the access onto Locks Ride, further away from the junction and the bend in the road. The repositioning of the access could have benefits for highway safety over the current arrangement. A dropped kerb access no wider than 4.1m should be adequate for the low key use that occurs from the existing site. A drive of this width would be wider than the existing use by about 1m and the activities described by the applicant could occur now through the existing access. Some public utility apparatus may be affected by the new access. All such issues would be covered in the licence to construct the access. The existing access would also need reinstatement.

The proposed access has improved visibility over the current access and it is adequate for the speed of the road. In addition forward visibility around the bend is deemed adequate for the access and the amount of vehicles expected to use it.

As such, no objection is raised to the proposal by the Highways Officer subject to conditions.

(5) Biodiversity implications

An ecological survey was submitted with previous application 12/00231/FUL. The report concluded that none of the habitats present at the application site are of ecological value and that the proposed access and associated works would be unlikely to create any impact. Therefore, no further action is required.

As such, no objection is raised on ecological grounds.

iv) CONCLUSION

The proposed access onto Locks Ride would not have an adverse impact upon the character and appearance of the surrounding area and the residential amenities of neighbouring properties. The existing access onto Long Hill Road would be closed off and the verge reinstated. Further, the proposal would create an access with improved visibility in a location further away from 3 road junctions to mitigate the risk of conflict to highway users.

The application is therefore recommended for approval.

6 RECOMMENDATION

That the application be APPROVED subject to the following conditions:-

01. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
    REASON: To comply with Section 91 of the Town and Country Planning Act 1990.
02. The development hereby permitted shall be carried out only in accordance with the following approved plans received by the Local Planning Authority on 12 July 2012:
   - drawing no. TSP/WH/P2042/07 B
   - drawing entitled "auto track swept paths"
   - Design and Access statement
   - Ecological and Arboricultural Report
   REASON: To ensure that the development is carried out only as approved by the Local Planning Authority.

03. No development shall take place until details of the new access have been submitted to and approved in writing by the Local Planning Authority. The works shall thereafter be undertaken in accordance with the approved details.
   REASON: In the interests of highway safety.
   [Relevant Policies: Core Strategy DPD CS23]

04. No development shall take place until a scheme has been submitted to and approved in writing by the Local Planning Authority for off site highway works including the following: details of the access with its junction onto Locks Ride. Any such works shall include the relocation of existing street furniture/apparatus. The new access shall not be used until the off site highway works have been completed in accordance with the scheme.
   REASON: In the interests of highway safety.
   [Relevant Policy: BFBLP M4]

05. The new access shall not be brought into use until the existing access to the site is closed and the verge reinstated in accordance with details which have been submitted to and approved in writing by the Local Planning Authority; the reinstatement shall be retained thereafter.
   REASON: In the interests of highway safety.
   [Relevant Policies: Core Strategy DPD CS23]

06. Any gates provided shall open away from the highway and be set back a distance of at least 12m metres from the edge of the carriageway of the adjoining highway.
   REASON: In the interests of highway safety.
   [Relevant Policies: Core Strategy DPD CS23]

07. No development shall commence until details of the gates (design, width and height) have been submitted to and approved in writing by the Local Planning Authority.
   REASON: In the interests of the visual amenities of the area.
   [Relevant Plans and Policies: BFBLP EN20, Core Strategy DPD CS7]

08. No development shall be begun until a scheme depicting soft landscaping has been submitted to and approved in writing by the Local Planning Authority. All planting comprised in the soft landscaping works shall be carried out and completed in full accordance with the approved scheme, in the nearest planting season (1st October to 31st March inclusive) to the completion of the development or prior to the occupation of any part of the approved development, whichever is sooner, or as may otherwise be agreed in writing by the Local Planning Authority. As a minimum, the quality of all hard and soft landscape works shall be carried out in accordance with British Standard 4428:1989 ‘Code Of practice For General Landscape Operations’ or any subsequent revision. All trees and other plants included within the approved details shall be healthy, well
formed specimens of a minimum quality that is compatible with British Standard 3936:1992 (Part 1) ‘Specifications For Trees & Shrubs’ and British Standard 4043 (where applicable) or any subsequent revision. Any trees or other plants which within a period of 5 years from the completion of the development, die, are removed, uprooted, are significantly damaged, become diseased or deformed, shall be replaced during the nearest planting season (1st October to 31st March inclusive) with others of the same size, species and quality as approved, unless the Local Planning Authority gives written consent to any variation.

REASON: In the interests of good landscape design and the visual amenity of the area.

[Relevant Policies: BFBLP EN2 and EN20, CSDPD CS7]

09. The areas shown for soft landscaping purposes on the approved plans shall thereafter be retained as such and shall not be used for any other purpose without the prior written permission of the Local Planning Authority. If within a 5 year period of the completion of the development any soft landscaped area which is removed, uprooted, or is destroyed or dies shall be replaced by plants of the same species and size as that originally planted at the same place, unless the Local Planning Authority gives its written consent for any variation.

REASON: In the interests of good landscape design and the visual amenity of the area.

[Relevant Policies: BFBLP EN2 and EN20, CSDPD CS7]

Summary Of Reason(s) For Decision:

The following development plan policies have been taken into account in determining this planning application:

Bracknell Forest Borough Local Plan: Policies
EN2 which seeks to supplement tree and hedgerow cover.
EN8 which only permits development on land outside settlements where it would not adversely affect the character, appearance or function of the land, and would not damage its landscape quality, or where conspicuous from the Green Belt, would not injure the visual amenities of the Green Belt.
EN20 as it would be acceptable in terms of its impact upon the character of the area, and amenity of surrounding properties and adjoining area.
M4 which seeks to ensure that development which would result in a material increase in the use of the existing highway will provide appropriate pedestrian, cycling and public transport routes.

Core Strategy Development Plan Document:
CS7 which seeks to ensure that developments are of high quality design.
CS9 which seeks to protect land outside of settlement for its own sake, particularly from development that would adversely affect the character, appearance or function of the land.
CS23 which seeks to ensure the Council will use its powers to reduce the need to travel, and promote alternative modes, increase safety of travel and maintain and improve the local road network.
Guidance contained in the NPPF has been taken into account. This does not alter officer recommendation.

The following material considerations have been taken into account:

The proposal is considered to comply with BFBLP Policies EN2, EN8, EN20, M4, CSDPD CS7, CS9, CS23. The proposal will not adversely affect the character of the building, neighbouring property or area or significantly affect the amenities of neighbouring property. The proposed access onto Locks Ride would not appear visually prominent in the street scene due to its size and positioning, would not impact upon the residential amenities of neighbouring properties and would provide an access with improved visibility. The planning application is therefore approved.

Doc. Ref: Uniform 7/DC/Accenda

The application file to which this report relates can be viewed at the Council's Time Square office during office hours or online at www.bracknell-forest.gov.uk