

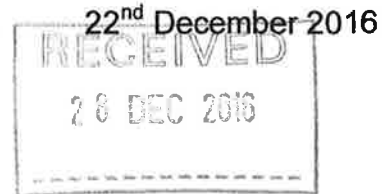


Damen Associates Ltd
Architectural Services

Kingsdown Studio
Back Drove
West Winterslow
Salisbury
Wilts SP5 1SX
Tel/Fax: 01980 863191
E-mail: burrows.damen@btconnect.com

Ref: 018.16

Wiltshire Council
Development Services
P O Box 2281
Salisbury
Wilts SP2 2HX



Dear Sirs

Ref: 16/04956/FUL - Longacre Farm, London Road, Figsbury SP4 6DT

We refer to advice given on 21st December 2016 from the Council in relation to the above application and after due consideration, feel that it would be of benefit in preparing for Committee to outline the full picture and the present situation.

The application seeks planning permission for the erection of agricultural building in connection with the expansion of a free range egg laying business, together with support facilities and temporary living accommodation on the site.

The land at present is used for a flock of approximately 400 free range egg laying birds, housed in a mobile trailer, which has to be moved periodically to comply with Council's requirements. Although the majority of the site is pasture, there are several stable buildings not visible from the highway, together with containers for storage purposes. The copse at the top of the site is within the applicants ownership

Access to the land is via an existing lay-by and pull-in to a bridleway, running from the A.30 to the top of the applicant's land, joining with a footpath that leads from Figsbury to Firsdawn.

Council Officers have provided assistance in advising on matters that have arisen through the course of consultations.

Parish Council

The applicants met with the Parish Council in the early stages of the application and subject to certain conditions, they support of the proposals.

Landscape

The Council's Landscaping Officers suggested that the present earth bank, is extended across the front of the new building and that it is allowed to regenerate with natural hedging/trees, which the applicant has agreed and the plan amended accordingly.

Environmental

The Council's Environmental Health Department raised matters that required clarification, particularly with regard to noise from any extract fans and smell, all of which were adequately addressed to the satisfaction of the Department.

Temporary Accommodation

The application seeks permission for temporary accommodation therefore the proposal was submitted to the Council's Agricultural Consultant, who attended the site to discuss the proposals and confirmed that the proposal was acceptable. The accommodation will be occupied by the applicant

Highways

The application was submitted to the Council's Highways Department in the normal course of consultation, but issues were raised with regard access to the proposal, suggesting that a traffic speed survey needed to be carried out due to concerns on visibility splays being achieved

The applicants appointed Consultants, who carried out a digital traffic speed survey over 24 hours for seven days [22-29thSeptember] and the results collated and presented to the Council

The 7 day average traffic speed was recorded at

48.8mph westbound [towards Salisbury] general speed below speed limit only 1 recorded at 60.1mph at 7 a.m. on a Monday, traffic volume on average 5,000 per day

48.1 mph east bound [towards London] general speed below speed limit only 1 recorded at 61.6mph at 4p.m.on a Monday traffic volume on average 5,500 per day

After further consideration the Council recommended that the results needed to be analysed

The applicant appointed an alternative Consultant to analyse the traffic speed results and their report submitted to the Council,

A precise of their report points out that the law permits vehicles along a bridleway where no alternative access exists and vehicle access rights do exist for access for agricultural and associated uses and the application should not be considered as creating new access.

The poultry farm is in keeping with agricultural use and therefore unlikely to be a significant intensification of use.

We remind ourselves that NPPF [para 28] directs there should be support for development which achieves agricultural diversification unless there is a severe adverse impact and this application is for buildings not the use of the ground, utilising the existing access for agricultural use should not itself merit refusal on highway grounds.

The applicant's highway engineer's draws attention to the manuals to design the visibility spays and using the formula a visibility splay length of 122m would comply

Records revealed a single incident resulting in a slight injury in the vicinity within the last 5 years

The revised attached site plan shows the revised visibility splay the West the visibility splay to the East can be achieved.

Although not within their authority Highways England have no objection to the proposals

In fairness to the applicant, as the majority of issues have been resolved, but the Highways Department are still sustaining their objection, which is contrary to the applicants Traffic Engineer's interpretation of the traffic speed results, that the application be determined by Committee.

Although precedent is not the reason to approve, we are aware that an agricultural smallholding a short distance from the site to the west, but served by an access from the A.30 for Change of Use to Equestrian with temporary living accommodation, received approval and in that situation it is considered that vehicles entering and leaving the site - such as horse boxes, horse trailers, are usually slow moving - together with Vets, clients and feed lorries/manure removal lorries, we consider the traffic activity at that particular access is greater than that at the existing access which forms part of the site for which permission is now sought.

We trust the above will be taken into consideration when reaching a decision in connection with the application.

Yours faithfully
DAMEN ASSOCIATES LIMITED

C. M. J. Burrows, A.M.A.S.I., I.C.I.O.B.
E-mail: burrows.damen@btconnect.com

Copy to: *Mr K Acreman, 1 Drove End Cottages, East Grimstead, Salisbury,
Wilts SP5 3SP*

Please note this office will close for the Christmas period on Thursday, 22 December 2016 and will re-open on Tuesday, 3 January 2017.

Our answerphone will be monitored so please leave a message on 01980 863191 or contact Colin Burrows on 07860 630141.



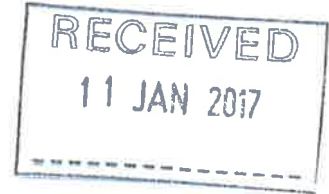
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Back Drove
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Salisbury
Wilts SP5 1SX
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Ref: 018.16

10 January 2017

Wiltshire Council
Development Services
P O Box 2281
Salisbury
Wilts SP2 2HX



Dear Sirs

Ref: 16/04956/FUL - Longacre Farm, London Road, Figsbury SP4 6DT

Further to our recent submissions regarding highway matters, we wish to respond to further comments from Highways of 4 January 2017.

Regarding the matter of the access to the bridleway, we remind ourselves that the access is unrestricted to any vehicle visiting the adjacent agricultural land/buildings.

It will not be necessary for drivers who know they will be turning into the bridleway to 'slow down rapidly'.

The bridleway width is stated at 4.57 metres (source Rights of Way Office). The width at present is 3.5 metres, therefore the west side of the present access will be excavated to achieve a width of 4.6 metres, which is adequate for a vehicle to access whilst a vehicle is waiting to exit. The radii can be improved but not urbanised.

Regarding providing full visibility up the track, the proposal now indicated with the adjustment of the banking on the west side of access to provide a sight of any vehicle coming down the bridleway, but again we remind ourselves that the width of the bridleway is now achieved at its official width of 4.57 m.

To conclude on this point, the application is amended to show -

- a) The width of the bridleway is stated at 4.57 metres.
- b) Alter the west bank of the access to achieve an access width of 4.6 metres.

Continued

2/

- c) Surface the bridleway for full access width to 5 metres from edge of road with base coat tarmac and define lane positions. Provide drain channel at 5 metres to restrict water flow onto the A.30.
- d) Adjust radii at access but not urbanised with kerbs.
- e) Remove informal pull-in and reinstate as verge and regrade banking

Turning now to visibility aspects where it is noted Highways are maintaining their position, requiring 2.4 x 215 m, which is in conflict with the submission from the Applicant's Highway Engineers, therefore we have reviewed the situation.

The view to the east (towards Andover) can be achieved with a sight line of 215 metres.

The distance of 215 metres to the west is compromised by the curvature of the A.30, but what can be taken into account is the relationship in the road level at the access point, to where a vehicle can be seen travelling east (towards Andover).

The double white line changes to dotted white line on the eastbound side at a point where it is not possible to see oncoming westbound traffic, therefore by design there is a potential road danger. This can be rectified by extending the double white line.

The view (visibility) from the access of eastbound traffic could be extended to the centre white line markings at its furthest point, whereby lowering the initial section of banking to the west of the access to not exceeding 900mm above access level, move the field fence to the back of the view line and maintain the grass verge – this will achieve a 209metre view line.

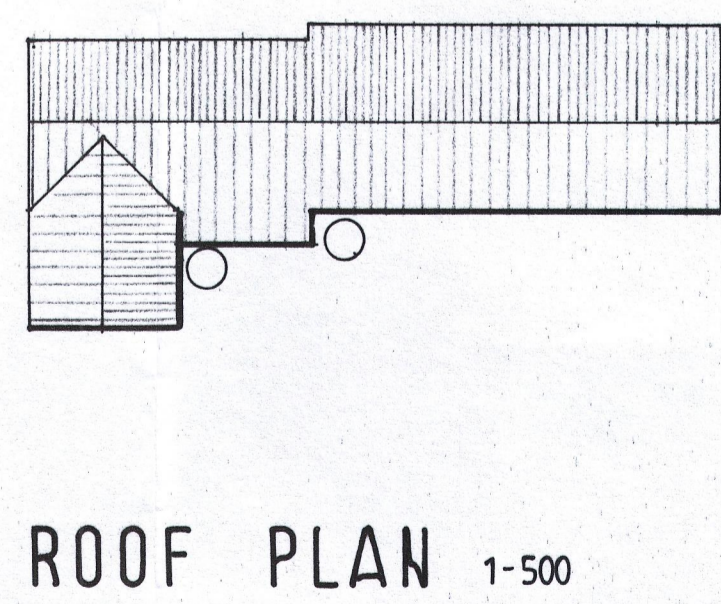
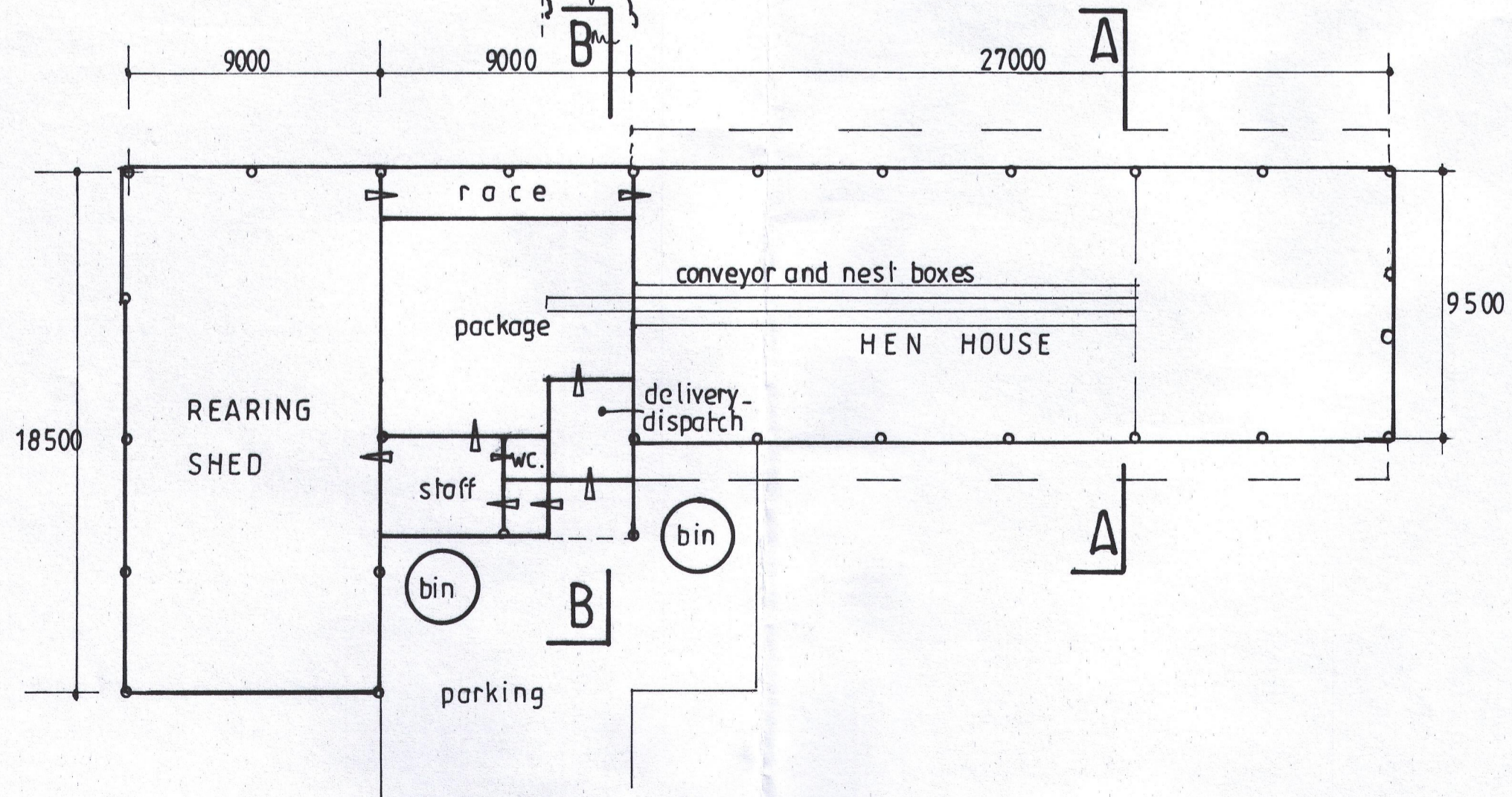
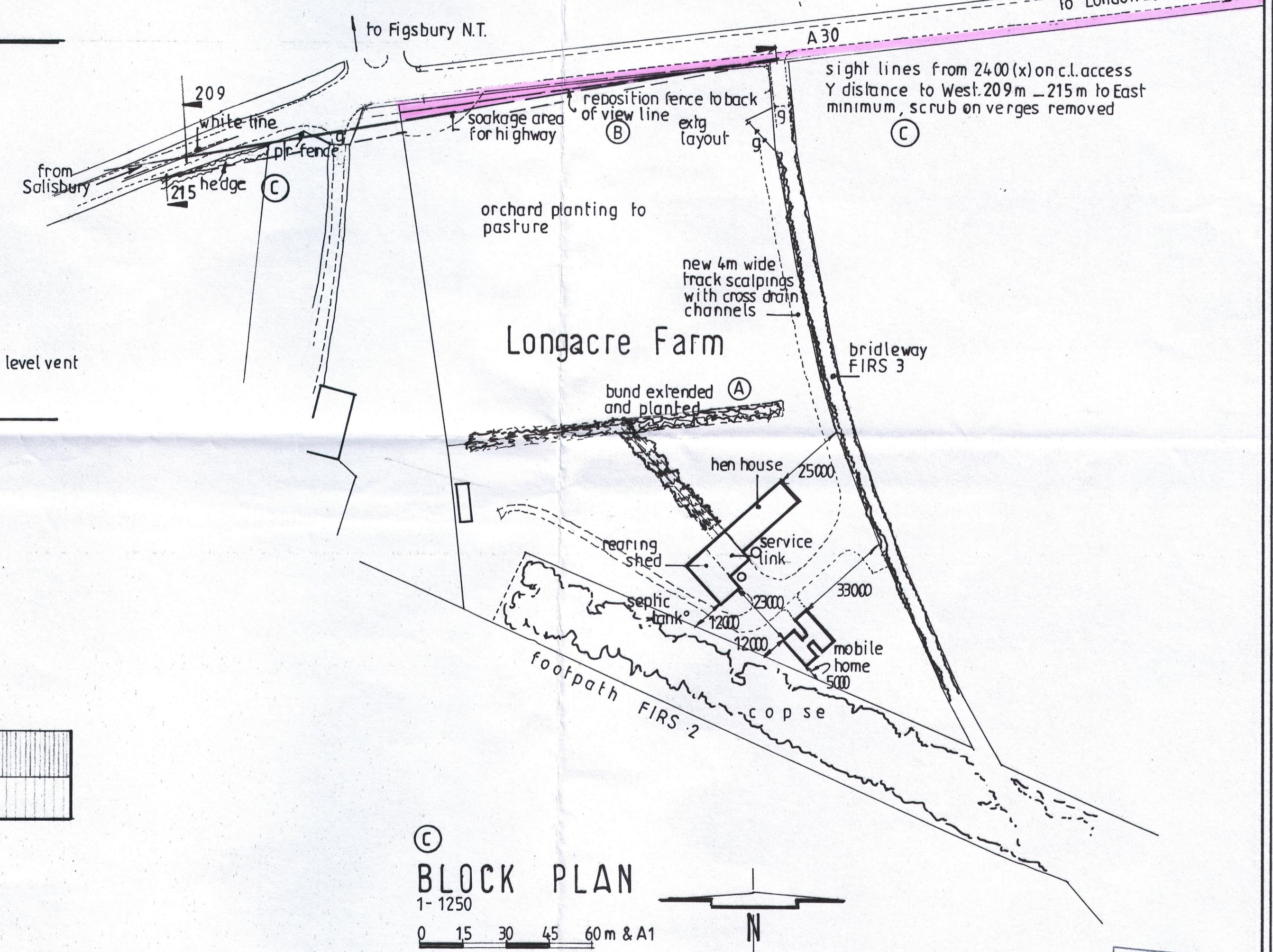
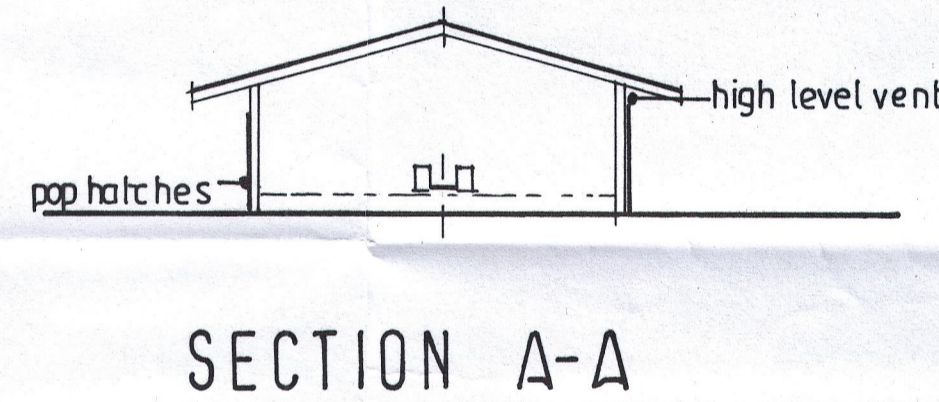
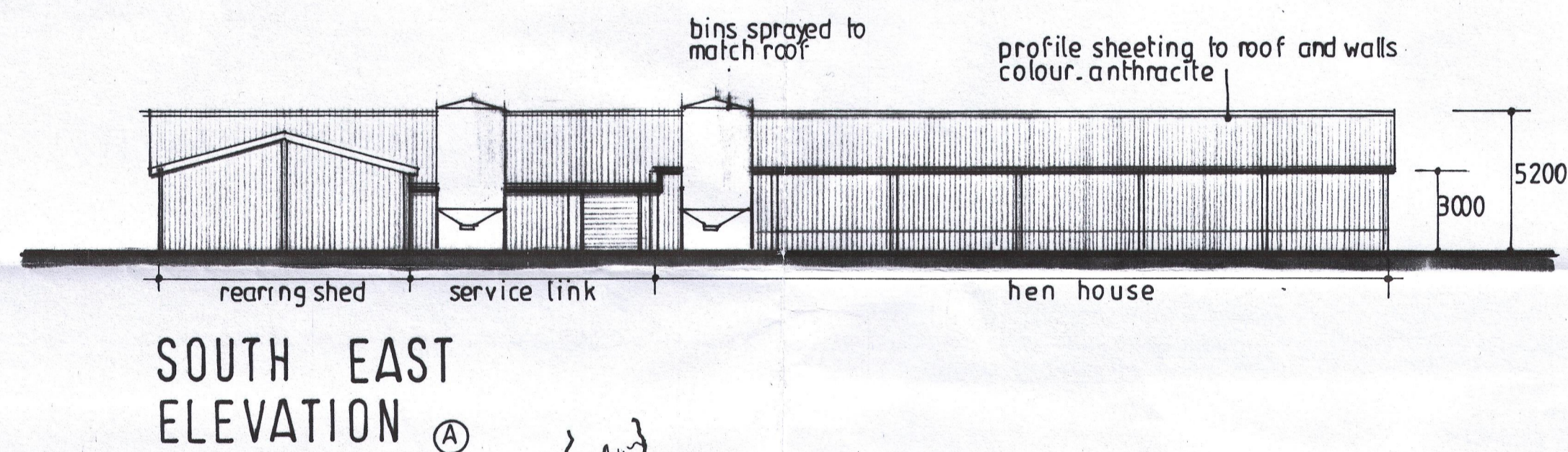
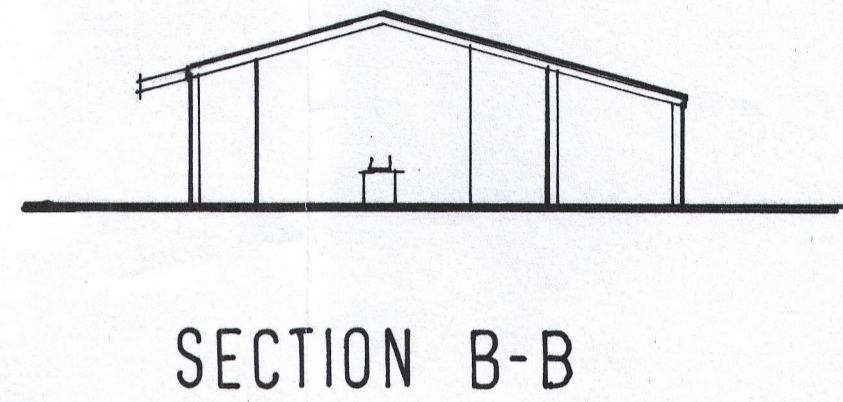
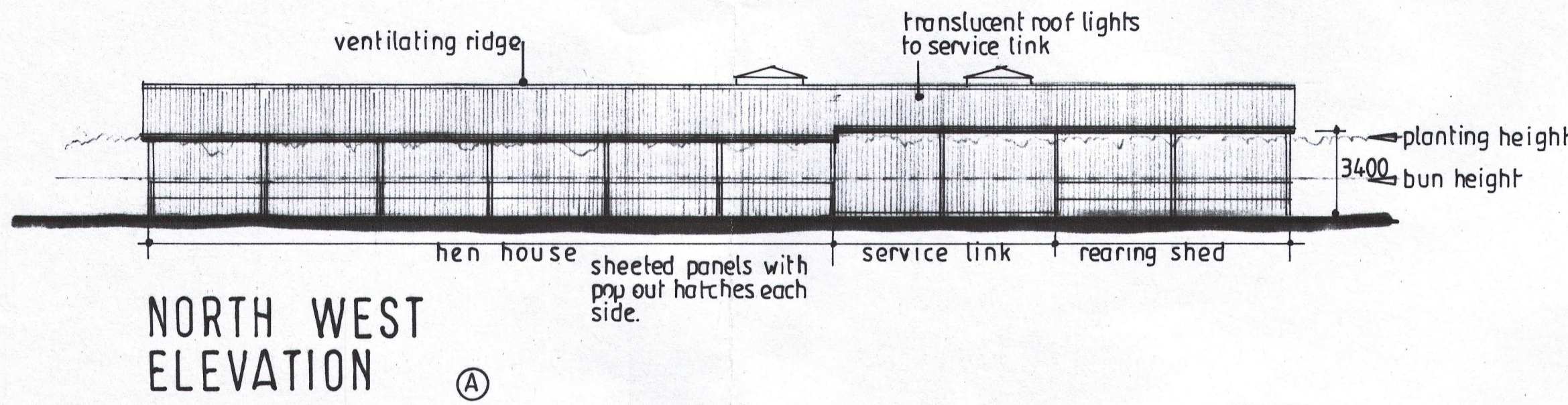
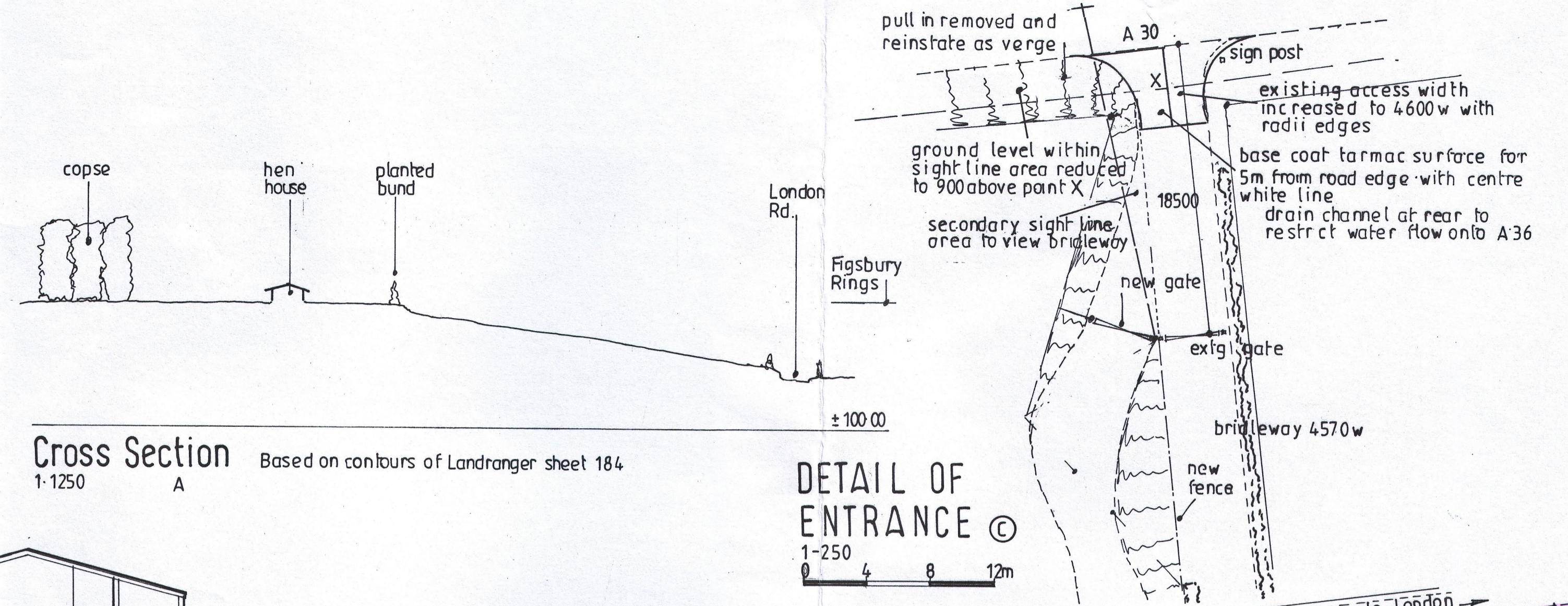
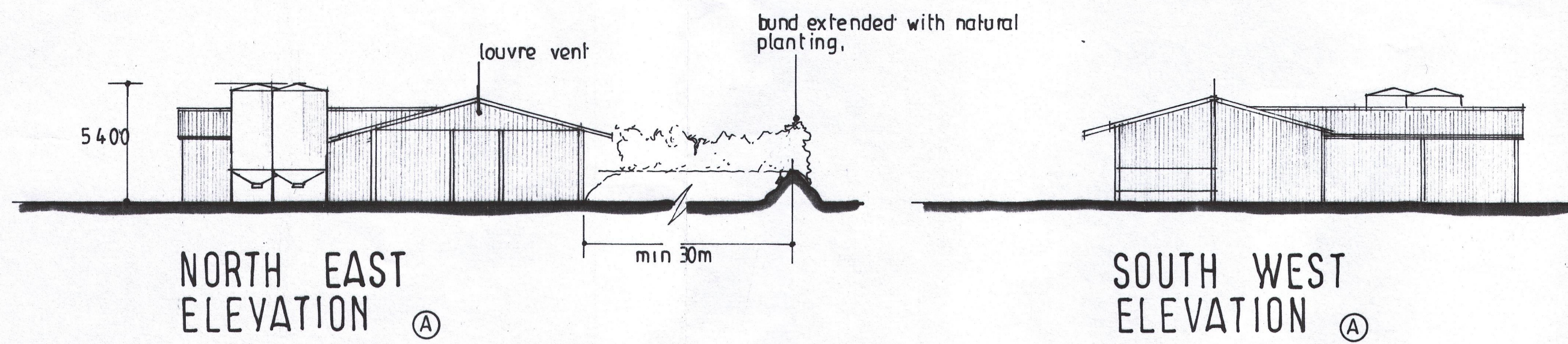
The revised plan attached therefore indicates the following –

- 1) The indicative position of a sight line at 215 metres measured on the south verge, obstructed by hedging.
- 2) View line of 209 metres to the centre line of roadway to view eastbound traffic.

We trust the above will be taken into account when further consideration of the application is given.

Yours faithfully
DAMEN ASSOCIATES LIMITED

 **C. M. J. Burrows, A.M.A.S.I., I.C.I.O.B.**
E-mail: burrows.damen@btconnect.com



RECEIVED
11 JAN 2017

<p>Damen Associates Ltd Architectural Designers & Surveyors</p>	<p>Kingdown Studio Black Drive West Winterslow Salisbury Wilt. SP5 1SX Tel/Fax: 01980 883191 E-mail: burrows.damen@btconnect.com</p>
	<p>A Amendments B. Sight line revised C. Access revised</p>
<p>PITTON POULTRY Longacre Farm Figsbury Salisbury</p>	
<p>PROPOSED BUILDINGS</p>	
<p>Scale as stated Date MAY 2016</p>	
<p>Drwg. no. 01816</p>	<p>1 Rev. C</p>
<p>This plan is the Surveyors COPYRIGHT PN</p>	