

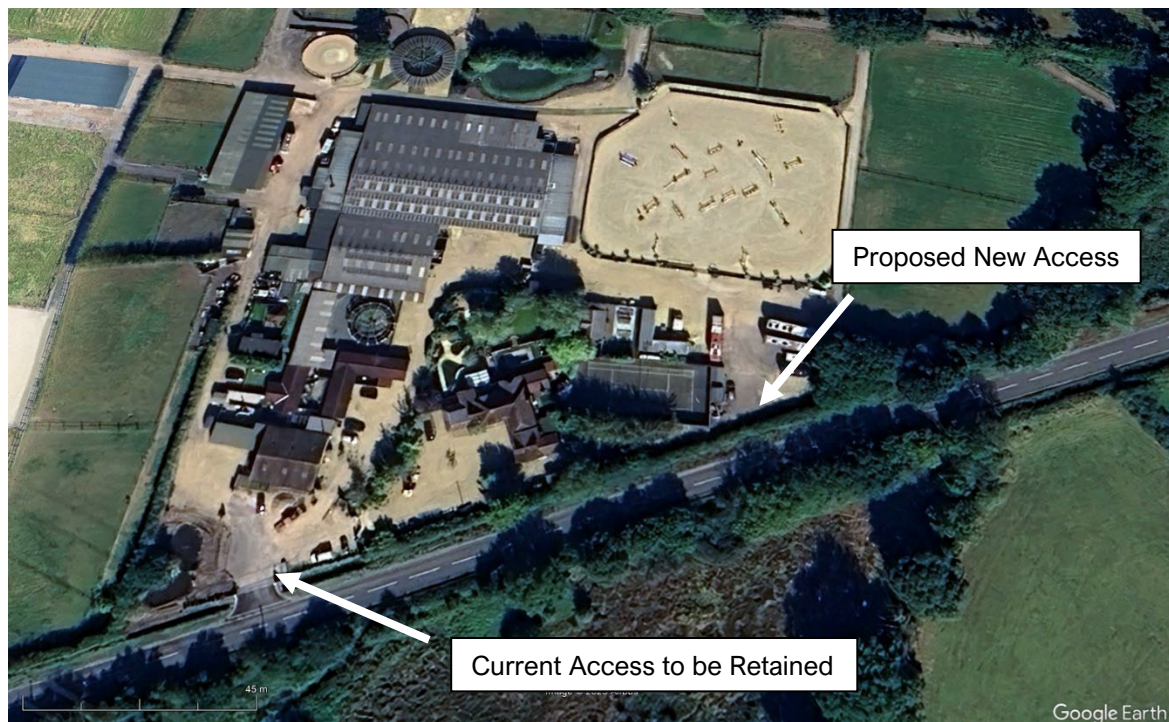
PLANNING DESIGN & ACCESS STATEMENT

Proposed construction of new access, Ashbourne Stable, Mortimers Lane, Lower Upham, Hampshire, SO32 1HF

INTRODUCTION

This application is for the formation and construction of a new vehicular access to Ashbourne Stables to serve the existing equestrian facility and to provide improved vehicle access, particularly for large horse vehicles directly into the equestrian yard. Currently, these vehicles have to negotiate access via the existing entrance through the stable yard, which lies between the yard and the main house and grounds. This causes unnecessary conflict between vehicles, horses and staff which needs to be avoided.

The provision of a new purpose designed access is therefore proposed directly from Mortimers Lane. The present access will serve the house, stable yard and gym present on the site.



ASSESSMENT

The proposed access will be located in order to provide level access from the highway, across the existing ditch and into the site. A small section of hedgerow will be removed to accommodate the access opening and will be replaced behind the visibility splays. No other landscape removal would arise from the development.

The vehicle cross-over and access design has been produced in accordance with guidance from Manual for Streets, and the appropriate visibility splay of 75 metres in both directions assigned to the design. This visibility splay reflects the vehicle speeds along Mortimers Lane which is the subject of a 60mph speed restriction.

The proposed new access is located immediately adjacent to the existing outdoor sand school and indoor riding arena. Sufficient areas of hardstanding are available within the site to accommodate the parking of horse boxes and lorries with appropriate turning space to enable them to leave the site in a forward gear. Indeed, this arrangement currently exists in relation to the present access.

The current entrance provides access to the outdoor sand school and arena but entails vehicles driving through the stable yard and within the narrow confines of the existing track located between buildings. This gives rise to increased risk to horses, riders and staff members as a result of conflict with larger vehicles. These vehicles also have to negotiate a tight access, which previously, with smaller horseboxes was achievable. Now, however, there is an increasing propensity for the use of horse lorries which are much larger and more difficult to manoeuvre into the site via the existing access.

The proposed new access will comply with the requirements of Policy DM13 of the Adopted Local Plan by ensuring that a safe and convenient access to the highway is provided in accordance with local and national guidance. There would be no increase in the danger to users of the highway nor would there be any detrimental impact on the operation or safety of Mortimers Lane.

The proposal results in no increase in overall vehicle movements to and from the site which will remain unchanged. The new access will provide a safer and more convenient means of access, thereby ensuring wider highway safety in the process.

No harm arises from the proposed development and there will be no adverse impact on the residential amenity of nearby occupiers.

The proposal accords with the requirements of Policy DM14, in so far as the present equestrian facility provides sufficient parking for large vehicles and cars. The proposal results in no change to the current situation.

CONCLUSION

The proposal is for the formation of a new access to serve the existing equestrian facility at Ashbourne Stables.

The existing access is to be retained but presents limitations in terms of access to the yard by larger horse boxes and lorries. The proposed access directly links the horse box/lorry parking area with the highway, facilitating access to the existing sand school and indoor riding arena.

The proposed access has been designed in accordance with the required standards and makes provision for a 75m visibility splay in each direction. The access cross-over has been designed to bridge the existing ditch with a piped culvert in accordance with the submitted drawings.

The proposal causes no conflict with Policies DM 13 or DM 14 of the adopted Local Plan and in the absence of such a conflict and no harm to highway safety, planning permission should be granted.