
Appeal Decision

Site visit made on 27 November 2025

by **C Hall BSc MPhil MRTPI**

an Inspector appointed by the Secretary of State

Decision date: 10 December 2025

Appeal Ref: APP/T0355/W/25/3373439

Long Lane Farm, Ascot Road, Holyport, Maidenhead SL6 3LG

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr William Doyle against the decision of the Council of the Royal Borough of Windsor & Maidenhead.
 - The application Ref. is 24/02996.
 - The development proposed is for the repositioning and widening of the existing farm access.
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Decision

1. The appeal is allowed and planning permission is granted for the repositioning and widening of the existing farm access at Long Lane Farm, Ascot Road, Holyport, Maidenhead SL6 3LG in accordance with the terms of the application Ref. 24/02996, subject to the conditions in the attached schedule.

Main Issue

2. The main issue is the effect of the proposal on highway safety.

Reasons

3. The appeal site relates to a farm access where it meets the A330 Ascot Road, on the southern peripherals of the hamlet of Touchen-End. The local area is rural in nature, mainly comprising sporadic housing and agricultural buildings set in wider open countryside. Works have taken place to widen the access, with good visibility from the driveway in both directions along the A330.
4. The Council's appeal statement outlines that the primary concern relates to the response from the Highway Authority at the application stage. I have read this document carefully, the initial comments include some background and then set out a number of matters for which either no detail has been provided, issues require clarification, or a Road Safety Audit and a Section 278 agreement should be carried out.
5. These points notwithstanding, the summary states that, "The Highway Authority acknowledge that an identical application has already been approved under 21/02578/FULL and therefore the comments provided above are a recommendation for the RBWM Planning Authority to pursue should they be minded to permit especially the point regarding the removal of the vegetation / trees." The remainder of the document provides for recommended conditions and informatives in the event of approval.

6. In addition, the Council's Committee report outlines that drawing no. 6774.003 Rev D (dated July 2021), which is included as part of this appeal scheme, appears as an approved plan on the decision notice for application ref. 21/02578/FULL. There is no indication that any material changes in highway safety policy or local road layout have occurred since the grant of this permission, and there is no evidence before me showing any accidents or incidents have taken place in the vicinity of the appeal site.
7. Given the above, I am satisfied that the proposed visibility splays are acceptable, and that no adverse highway safety implications would arise as a result of the development subject to the imposition of appropriate conditions. I have read the representations from the Parish Council and local residents, and whilst I acknowledge the matters raised, there are no sound planning reasons for the appeal to be dismissed based on the background and policy provisions before me.
8. Consequently, the appeal scheme would not result in an adverse impact upon highway safety. This would meet with Policies QP3 and IF2 of the Royal Borough of Windsor & Maidenhead Borough Local Plan (February 2022) insofar as they relate to easy and safe road conditions. It would also be consistent with the advice in the National Planning Policy Framework (the Framework), which seeks to achieve suitable access to sites for all users.

Conditions

9. I have considered the imposition of conditions in light of advice in Planning Policy Guidance and the Framework. I have altered some of the Council's suggested conditions for clarity and conciseness. As work has commenced a time limit is not necessary, still compliance with the approved plans provides for certainty and to accord with the appellant's intentions.
10. A Management Plan would address the maintenance of landscaping in the interests of the ongoing visual appearance of the development. Implementation in relation to precautionary ecological methods, details of external lighting and landscaping scheme would ensure that wildlife is not adversely affected and provide for biodiversity.
11. Conditions in relation to visibility splays and the use of bonded material are required in the interests of highway safety. A condition relating to a completed Section 278 Agreement would be unnecessary as this is addressed by the requirements of the Highways Act 1980.

Conclusion

12. Having regard to the above and all other matters raised, the appeal is successful.

C Hall

INSPECTOR

Schedule of conditions

- 1) The development hereby permitted shall be carried out in accordance with the following approved plans: site location plan, 6774.003 Rev D.
- 2) Within three months of the development being brought into use a landscape and ecological management plan (LEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The content of the LEMP shall include the following:
 - a) Description and evaluation of features to be created and managed including UKHab types over a period of 30 years, to be in accordance with details submitted with the Ecological Appraisal (Learn Ecology Ltd, March 2025) and the Biodiversity Metric (Learn Ecology Ltd, March 2025);
 - b) Aims and objectives of management including biodiversity net gain target habitat types and condition;
 - c) Appropriate management options for achieving aims and objectives;
 - d) Prescriptions for management actions;
 - e) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period);
 - f) Details of the body or organisation responsible for implementation of the plan;
 - g) On-going monitoring and remedial measures; and,
 - h) Locations and types of species-specific biodiversity enhancements (2no. bat boxes and 2no. bird boxes as recommended within the ecology report).

The landscape and ecological management plan (LEMP) shall be implemented as approved and thereafter retained.

- 3) The development is to be carried out in accordance with the precautionary methods detailed in Table 5 of the submitted Ecological Appraisal (Learn Ecology Ltd, March 2025) in relation to habitats and vegetation, roosting and commuting bats, nesting birds, hazel dormice, and hedgehogs, unless otherwise agreed in writing by the Local Planning Authority.
- 4) No external lighting shall be installed until a report detailing the external lighting scheme, and how this will not adversely impact upon wildlife, has been submitted to and approved in writing by the Local Planning Authority. The report (if external lighting is to be installed) shall include the following figures and appendices:
 - a) A layout plan with beam orientation;
 - b) A schedule of equipment;
 - c) Measures to avoid glare;
 - d) Proposed lighting timings; and,
 - e) Locations of any bird and bat boxes.

The approved lighting plan shall thereafter be implemented as agreed.

- 5) Within three months of the development being brought into use a scheme of soft landscaping shall be submitted to and approved in writing by the local planning authority. The scheme shall include details of all existing trees and hedgerows on the land, identify those to be retained and set out measures for their protection throughout the course of development.

All planting comprised in the soft landscaping shall be carried out in the first planting season following the completion of the development, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

- 6) The development hereby permitted shall not be brought into use until the site access onto Ascot Road has been constructed and provided with visibility splays of at least 2.4m x 120m in each direction along Ascot Road in accordance with the approved drawings and in accordance with construction, street lighting, and visibility splay details which have been submitted to and approved in writing by the Local Planning Authority. The visibility splay areas shall thereafter be kept free of all obstructions to visibility over a height of 0.6 metres measured from the surface of the adjacent carriageway of Ascot Road.
- 7) Within three months of the development being brought into use the surface shall be laid with a bonded material across the entire width of the access for a distance of at least 25 metres measured from the back edge of the existing carriageway.