

## PLANNING STATEMENT

**Proposal for separate access track to serve Oxenriggs Farmhouse off the Egremont (St Thomas Cross) to Haile Road.**



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## SUMMARY OF PROPOSALS

This planning statement is written in support of an application to install a separate access track to serve Oxenriggs Farmhouse.

The property is currently accessed by a shared unmetalled lane that serves number of properties including a farm and business. The existing lane is in a poor state of repair in part due to the farm and haulage vehicles that pass over it. The applicant would instead like to create her own separate access.

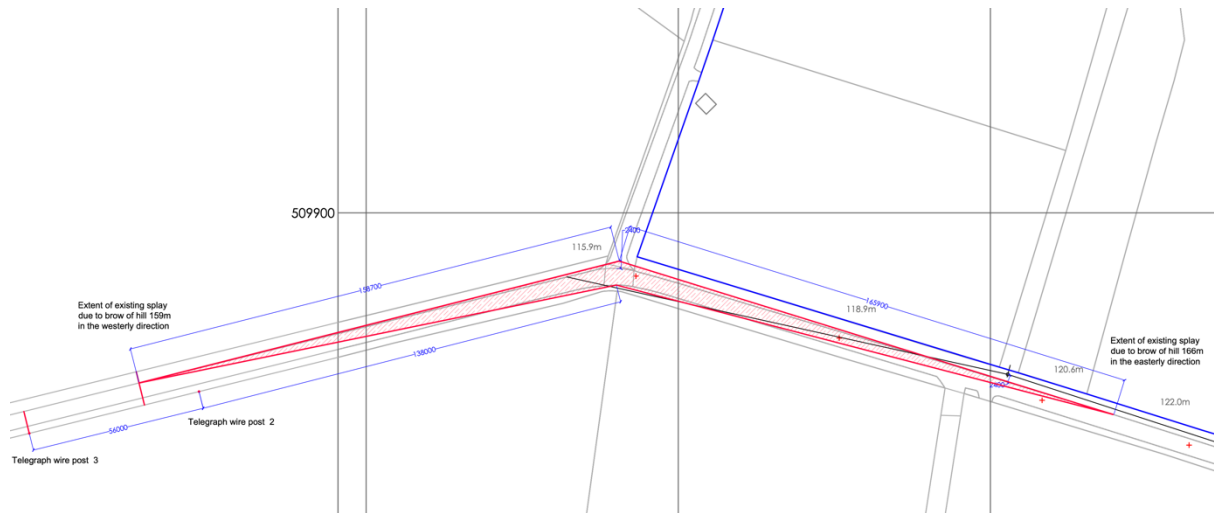
*View of shared lane 1*



The existing access track doesn't conform to the standards that would currently be required of an access onto a public highway. A standard visibility splay of **2.4 x 215m cannot be achieved in either direction.**



Existing drawing 02 shows the extent of visibility at 2.4m back from the edge of the **existing track**.



The visibility towards the west is estimated to be just shy of **159m**. This is due to the brow of a hill. See the view below taken from the drivers seat.



In the easterly direction **166m only** can be achieved, again not because of a bend in the road

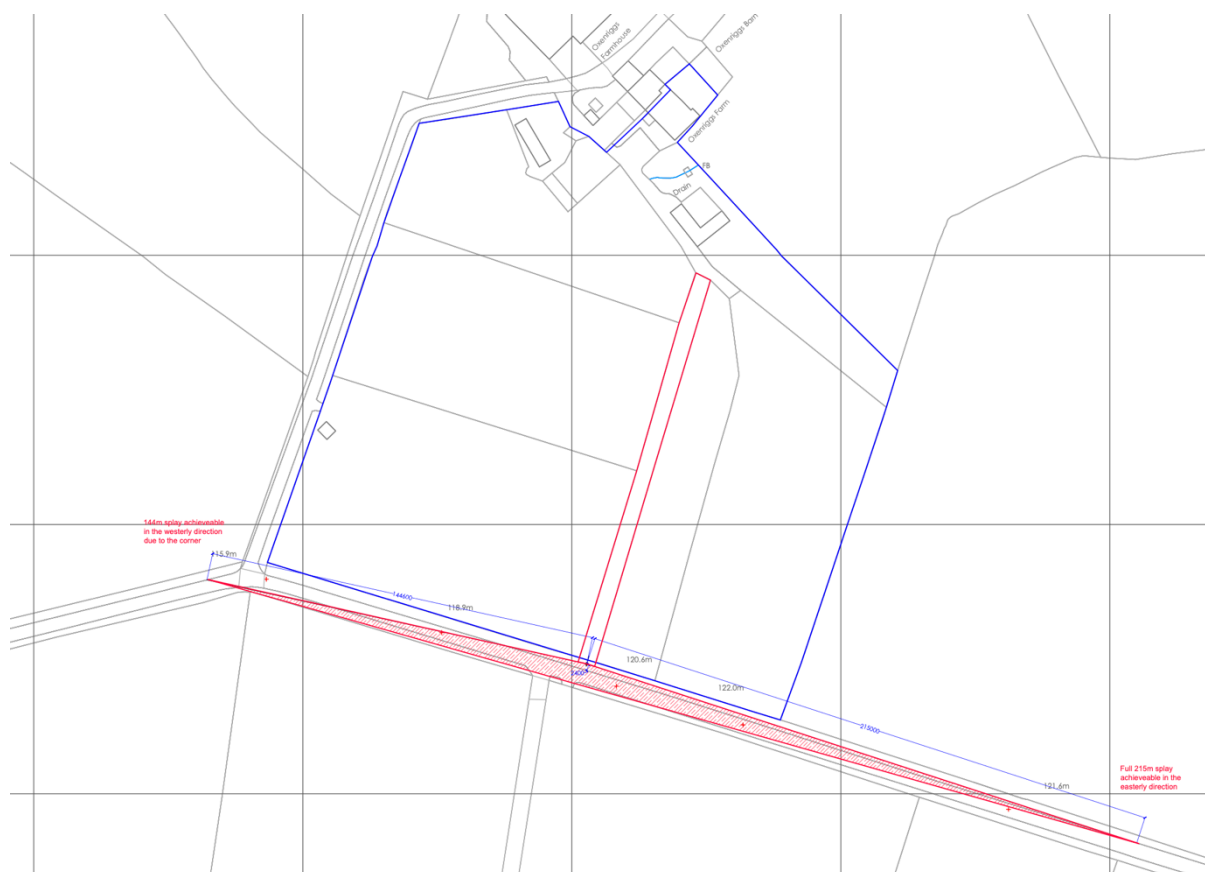
but due to the brow of the hill . See photo below taken from the drivers seat whilst sitting at the junction onto the main road.



The proposed new access would be located to the east of the existing entrance and almost at the top of the hill. Therefore, the new visibility splays are not hindered by the brow / gradient of the road.

The new access would be located some 140m east of the existing access. The easterly access is **fully compliant** for a 60mph road at 2.4 x 215m. To the west however, the bend in the road which is next to the existing access track causes an obstruction to the view. This would give a splay in the region of 145m instead of the 215m.





## SUMMARY

A COMPARISON OF THE EXISTING AND PROPOSED ACCESS IS AS FOLLOWS;

ACHEIVABLE SPLAY.	EASTERLY DIRECTION	WESTERLY DIRECTION
EXISTING SHARED ACCESS	166M	159M
PROPOSED ACCESS	215M	144M

While the existing and proposed access do not reach the target of 2.4 x 215m, overall the proposal represents an improvement over the existing access in the easterly direction, while on the westerly direction which is compromised, there is a bend in the road to slow the traffic.

The overall splays represent an improvement over the existing situation.

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