

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.

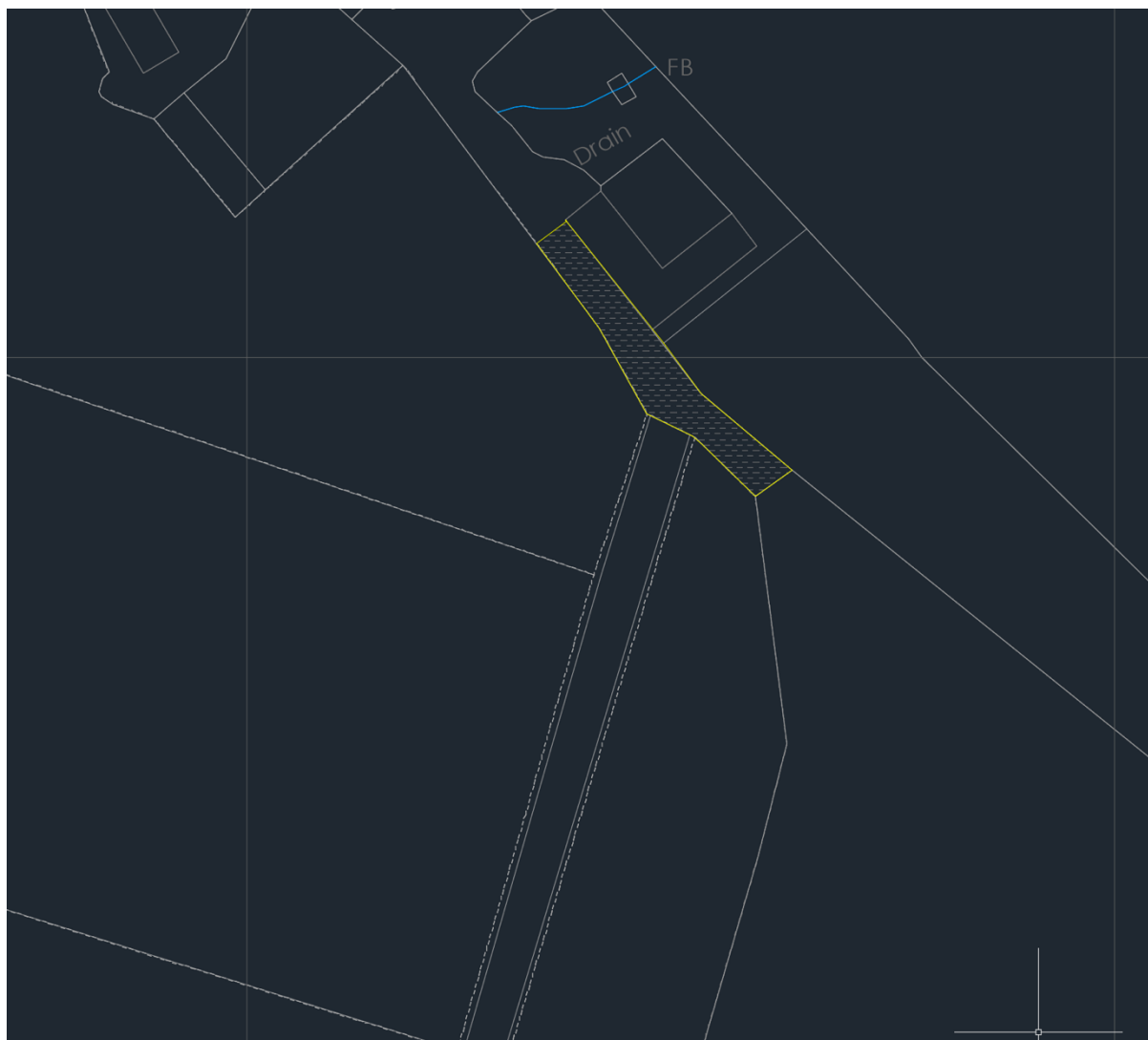
View of shared lane 1



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 parking and track outside the stable.

The planning officer dealing with the application questioned whether the below highlighted piece of track should be included within the application.



No works whatsoever are planned to this piece of track for the following reasons.

The parking outside of the property and the track leading from the parking down to the field (hatched above) are **all** compacted hardcore with quarry waste. Parking and track were put in approximately 12 years ago to give parking for the farmhouse and hardcore track for the construction of the stable, access to the stable to allow hay and straw to be delivered into the stable. This track also gives access for horsebox and tractors into the fields.

The parking is used on a daily basis for four cars deliveries etc. The track and stable access are not used as frequently. Weeds and grass have grown on the track where as the parking with much more use has maintained its original appearance.



View of parking and turning (foreground) with existing track (same construction) leading to the stable block which has weeds and grass coming through the hardcore and quarry waste finish.

For this reason, no action is required to the track that will connect the proposed access to the parking. While it may look 'green', this is purely from lack of use. The existing construction is already wholly suitable to serve vehicles even including tractors and lorries.

Upgrade of existing track that is the subject of the application.

The track is already in existence. Below are photos of the same. They show that it is raised relative to field level and with fencing and hedging both sides. It already has a hardcore base, albeit, this will need to be supplemented with more permeable surfacing (quarry waste and hardcore) for vehicular access

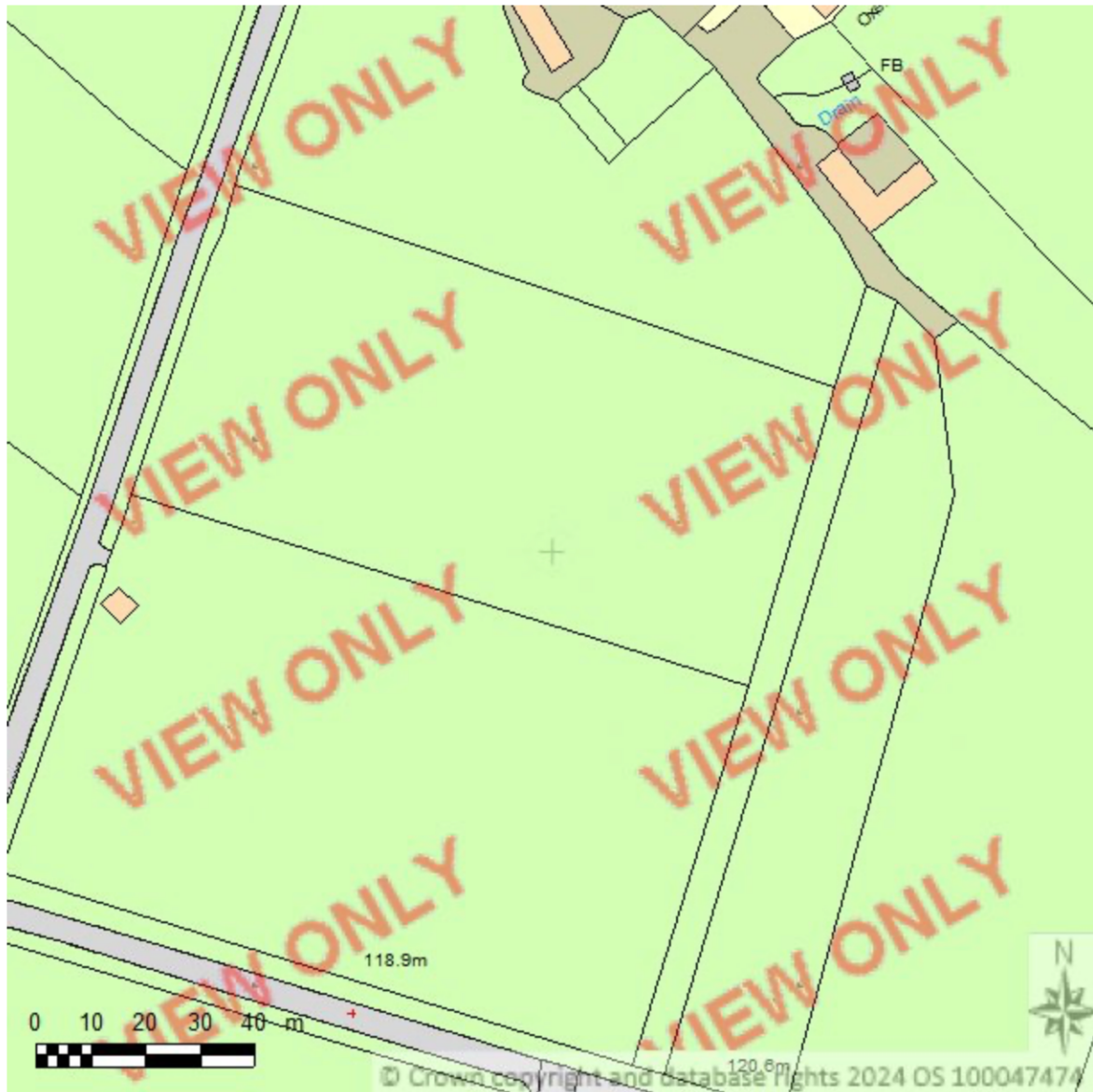


The hedging will remain and the fencing may be repaired.

There is also evidence of the track on Google maps AND on the OS maps and it can be seen running down the field boundary to the road on the Google Extract below;



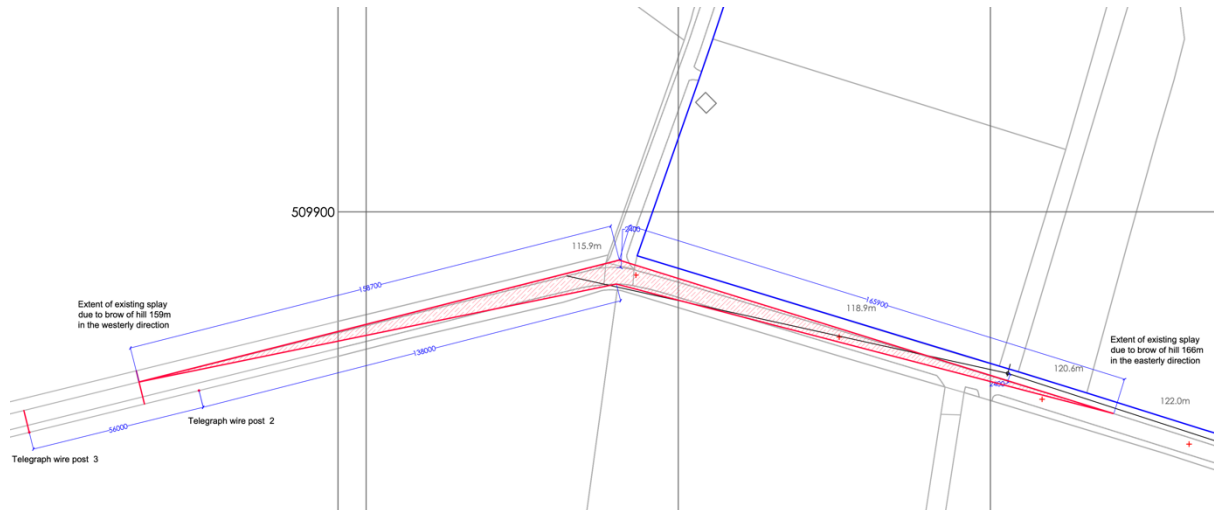
While the agent downloaded and paid for a CAD version of the OS map for the purposes of the application (to which lines can be added), she has re-visited the Streetwise website (licensed OS map distributor) and one can clearly see from the screenshot that the track exists as a feature.



Centre point: 302488, 509945

Visibility Splays

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.



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

The overall plays represent an improvement over the existing situation.

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