

23rd September 2024



PROPOSED NEW ACCESS TRACK , OXENRIGGS FARM 4/24/2296/0F1

In response to the comments from Highways, we would like to respond as follows (Highway comment in black and our response in blue)

1. When assessing the acceptability/compliancy of an access/driveway with the adopted highway, the LHA does not take into account the shortcomings or layout of an historic existing access and does not compare the new with old. Any new access should be compliant in terms of visibility / layout / gradient etc and assessed on its own merits in isolation, not as a comparison.

Understood. Comparison added for the benefit of the local planning authority as we are aware that the new entrance doesn't fully comply with the visibility splay of 2 x 215m.

2. The visibility splays show what may be achieved on a horizontal plane and does not take into account the vertical envelope. There appears to be some dips in the road that may affect visibility in the vertical plane.



The photograph shows the view in a westerly direction from the proposed new track junction. You can just see the road as it turns towards the south-west so we believe that the splay is as drawn in this direction

taken from the proposed track junction in an easterly direction. My car (a small Clio) is parked directly opposite the telegraph pole. While you can see beyond this, it

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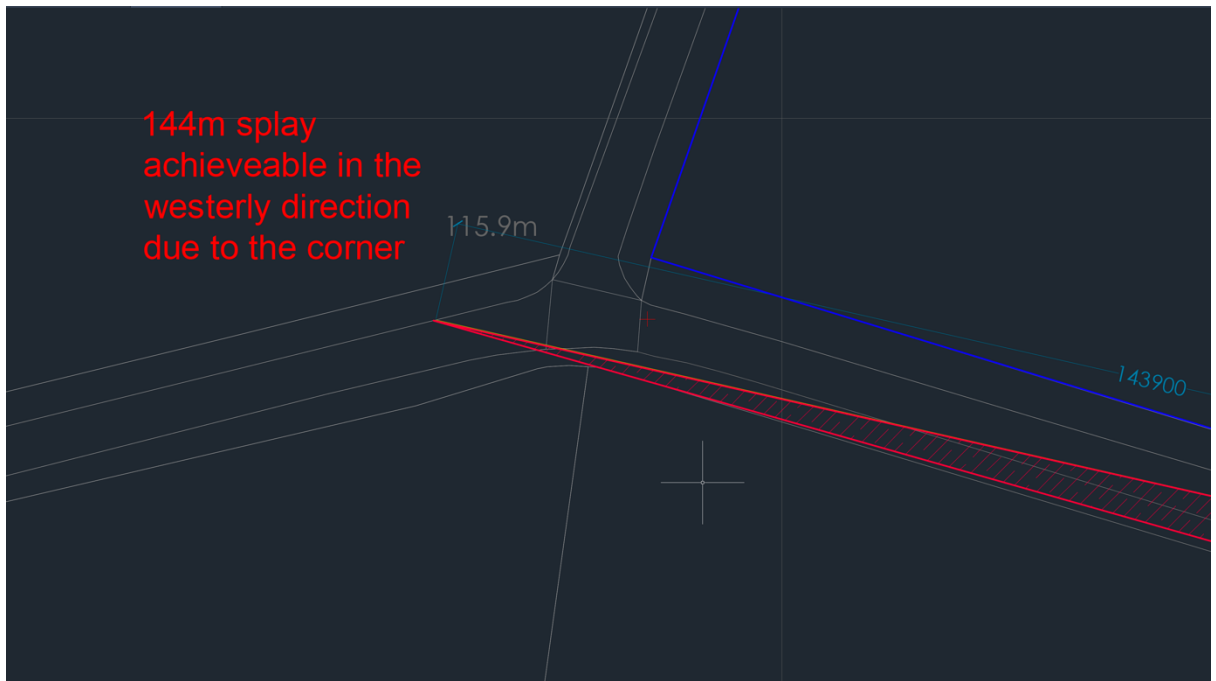
demonstrates that we can achieve a 128m visibility splay , although you can see that the roof of the car would come into view before this point.



Zoomed in image of the telegraph pole from the proposed access.

3. The Visibility splay lines would appear to cross over into the hedge(which is not shown on the visibility splay diagram) and there is no indication that the hedge is being removed or relocated. It is worth noting that the LHA will accept an 'x' value of 2.0m for a single dwelling access and this may help. Incidentally, the existing access on the outside of a corner is ideally placed to avoid this problem of emerging from a hedgerow on a straight road.

Splays reduced to 2m back, however due to the width of the verges on the same and opposite side, we don't believe that the junction is obscured by any hedging due to wide verge. See Zoomed in image below.



4. There is no evidence of the actual 85th%ile speeds so the SSD for 60mph has correctly been assumed (215m). If the actual 85th %ile speeds are lower than this then a lower splay may be appropriate. Please also note that the visibility splays must be shown to the nearside kerb as well as the offside kerb in both directions (i.e. it is not shown to the nearside kerb in a westerly direction).

Am maybe misunderstanding here, but I think our diagram DOES show the splay to the nearside kerb in a westerly direction. The point on the above extract is on the same side of the road as the proposed access but because the road bends it also crosses the other side. Is this what you mean?

So that the applicant can make an informed decision as to whether to get a speed survey, please can you inform us would the average speed (85th percentile) need to be to get the splay down from 215m? We would appreciate your advice on this matter.

Yours sincerely,

Carolyn Williamson