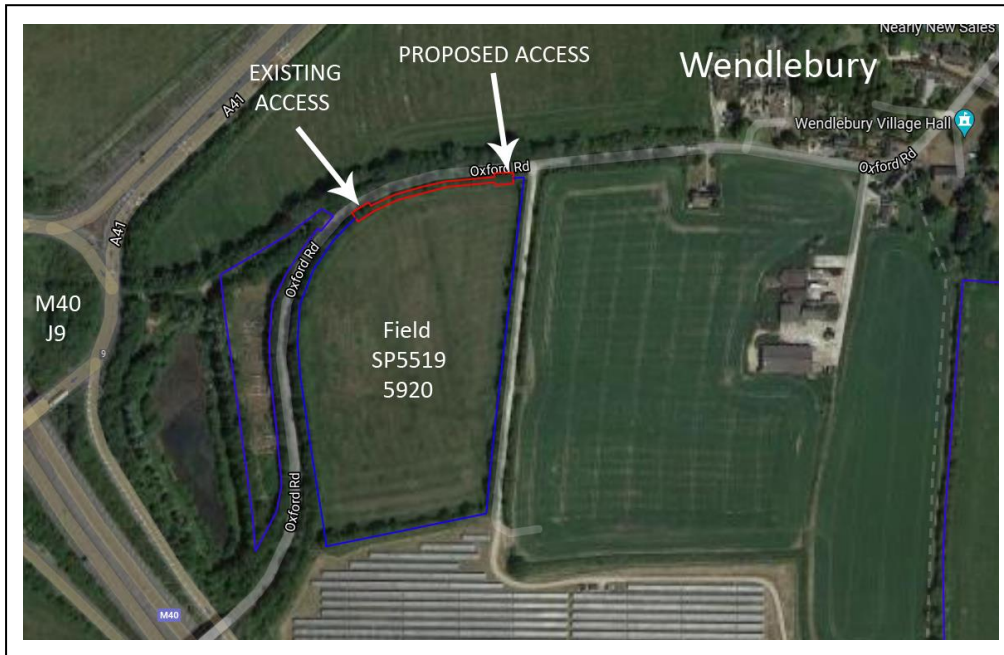


Relocation of field access

at **Field SP5519 5920**

South West of Wendlebury



For

N M Agriculture Ltd

21/199

DESIGN AND ACCESS STATEMENT

Planned Approach Architects

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7th December 2021

Design and Access Statement

7th December 2021

Field SP5519 5920 0.5m South West of Wendlebury, Oxfordshire

Applicants: Mr & Mrs N Lee t/as N M Agriculture Limited

Proposal: i) Relocation of existing field access,
ii) Permanent closure of existing gateway.

Location: Field SP5519 5920, 0.5miles south west of Wendlebury

Parish: Wendlebury

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1. Site description and Background:

1.1 Field SP5519 5920 is located approximately 0.5miles to the south west of Wendlebury, close to J9 of the M40. The field is currently accessed from the village road on a sharp corner shortly before the village road crosses the motorway. The gateway is almost in it's original position prior to the re-routing of the village road to its west, c.1985. The 'new' re-routed section of road bends sharply from just before this gateway producing a blind corner in both directions, with minimal sight lines.

1.2 The field is typically cropped for hay and silage, and in the past has been used for grazing, however, in recent years the safety of the access, particularly with tractors and trailers exiting the field onto the road, has caused such concern with numerous 'near misses' with traffic that it renders the field almost useless simply due to the appalling access. Tractors are typically exiting the field onto the highway at a slow speed, further exacerbating the danger. In the past, the Applicants have used a banksman to flag down approaching traffic to warn of a tractor joining the highway, due to the geometry of the road and access, this is a perilous operation for all involved and is not sustainable or safe.

1.3 The Grid Reference of the field is SP5519 5920, and the Grid Reference for the proposed relocated gateway is SP55675 19347 (E 455675, N 219347).

2.0 Proposed Development

The proposal is to relocate the existing gateway further to the east, with very significantly improved sight lines in both directions, providing for a great improvement in highway safety for all road users.

3.0 Detail

3.1 Highway Safety & Layout

3.1.1 The Applicants are proposing to permanently close the existing access point on the blind corner, and relocating it to the edge of the field approximately 90m to the east. This provides a dramatic improvement to the sight lines in both directions. To the west, this improves from 22m to approximately 80m, and to the east, the improvement is from 26m to over 160m. In order to achieve these improvements, the relocated access must be in the north east corner of the field, if located slightly to the west of the proposed location the sightline to the west deteriorates significantly.

It is worth mentioning that, when exiting the field, the sight lines for a tractor driver's position are even more challenging compared with that of a car driver, as the tractor driver's position is likely to be further back from the road edge than the conventional 2.4m rule.

3.1.2 The relocated access will inevitably be closer to the existing access to the solar farm which is located to the south of the field. The vehicle movements associated with the operation of the solar farm are very low. A formal study has not been undertaken but it is thought to be approximately equivalent to its previous agricultural use, typically two vehicle movements a month, with a modest increase during the spring and summer when the grass under the panels is mown and the panels are cleaned. The proximity of the two access points is not seen as a significant conflict. The broader enhancement of highway safety by the implementation of the proposal would be an overwhelming improvement.

3.1.3 The possibility of sharing the solar farm access has been considered and discussed with its owner, and this is not possible for commercial and legal reasons.

3.1.3 The same metal gate will be reused, although set back into the field 15m from the roadside to allow a tractor and trailer to pull off the road before the driver dismounts to open the gate, with a similar benefit when exiting the field, providing a further safety feature to the position and layout.

3.1.4 The existing gateway would be permanently closed and a hedge planted in its place. The existing hardcore in the 1m wide hedgeline will be removed and replaced with topsoil, to an appropriate depth. Hedging plants will be planted at 400mm spacings, in two rows 500mm apart. Hedging plants will be a mix of blackthorn, hawthorn and hazel (to match those removed in the relocated gateway).

3.2 Use

The use remains agricultural.

3.3 Scale

The scale of the gateway, and the intensity of its use, remain unchanged.

3.4 Appearance and Visual Amenity

The relocated gateway will have the same appearance and visual amenity as the gateway that is closed as a result.

3.5 Biodiversity and Landscaping

The relocated gateway can be positioned at a point in the existing hedge with minimal impact on the hedgerow plants, see Appendix 2, the work will result in approximately 10 hedge plants (a mixture of blackthorn, hawthorn and hazel) needing to be removed. The same length of hedgerow will be replanted in the existing gateway, resulting in a neutral impact on biodiversity and the landscape.

3.6 Flood Risk Assessment

There will be no net impact on flooding. The existing and proposed access points are in EA Zone 1 'very low' risk.

4. Conclusion

The proposal has no detrimental impact upon any of the relevant Local Plan policies, it is a simple request to relocate a field access from a very dangerous blind corner to a stretch of road with vastly improved sightlines with a consequential improvement for highway safety that is overwhelming and immeasurable.

The Applicants respectfully ask that the Council look upon this application favourably and grant planning permission.

Planned Approach Architects

December 2021

5. Appendices

Appendix 1 Application drawing

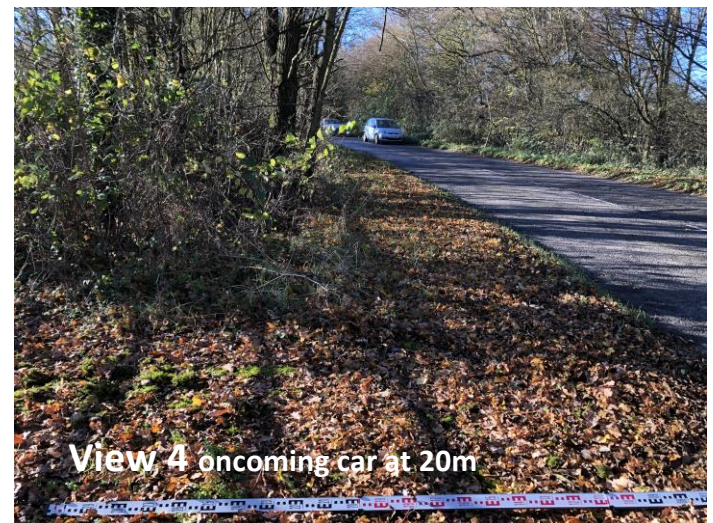
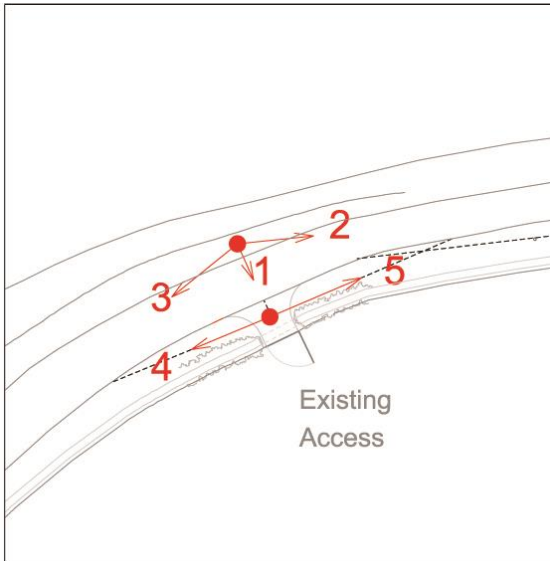
21/199.01 Location and Site plans, As Existing and As Proposed, attached.

Appendix 2 Site Photographs

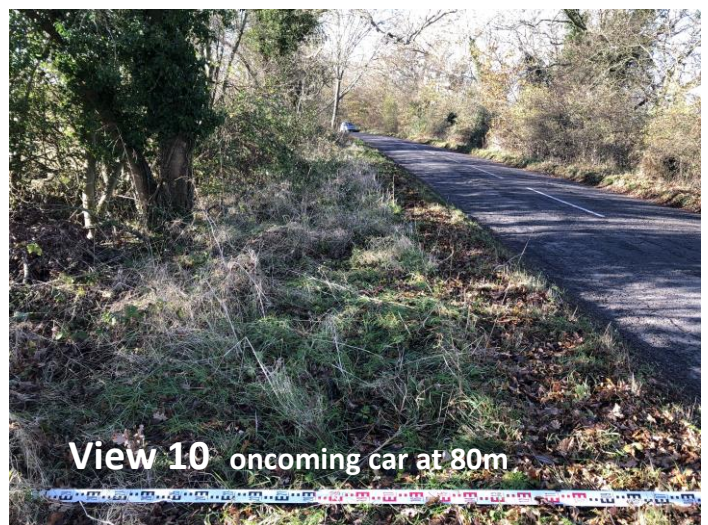
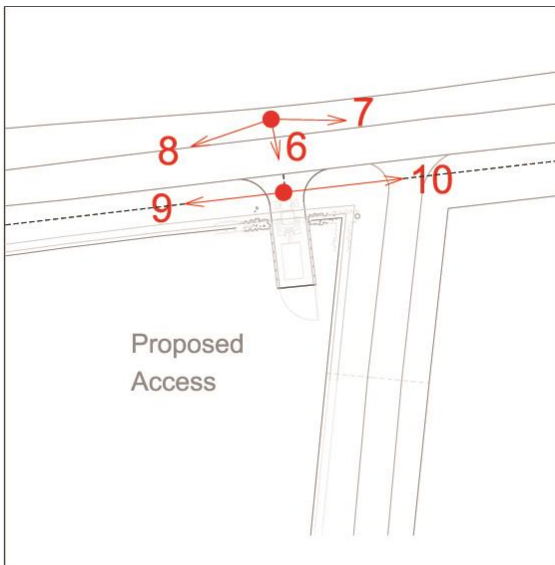
Photographs and annotated site plans to show position of views

Appendix 2 Site Photographs

2.1 Existing Access Photographs (Dec 2021)



2.2 Proposed Access Photographs (Dec 2021)



2.3 Views from the existing gateway from the (car) driver's position (Dec 2021)



View 2 Looking west to Wendlebury



View 3 Looking east to J9