# Agricultural justification

RE: New Track at Land off Dingle Lane, Ruston Spencer

This brief justification serves to demonstrate that the proposed track is reasonably required for the purposes of agriculture, and therefore comes within permitted development.

## Introduction

The client has an established dairy farm, which is based at Sprinks Farm, with land there extending to 29 acres. The block of land where the track is proposed extends to 44.5 acres, which is located a short distance away off Dingle Lane. Good access to this block is clearly important as it is the larger land area, and contains the slurry lagoon which needs to be access regularly as slurry is moved from Sprinks Farm to be stored in the lagoon, so it can be easily spread at the appropriate times.

The existing access to this block of land is no longer suitable, and the proposal seeks to achieve an access which is significantly safer and suitable for modern agricultural machinery. The principle advantages are set out below.

## Gradient.

The existing access has a very steep gradient, as it rises 10.5 meters over 71 meters, giving a gradient of 1 in 6.7. This is not safe for larger farm machinery, including slurry tankers which have a weight of up to 12,500 KG when full in addition to the weight of the tractor. Clearly machinery of this weight coming down a gradient presents health and safety risks to both the farmer and other users of the track. Furthermore, the steep gradient creates addition strain on the farm tractors and increases fuel consumption, and costs.

The proposed route has a much steadier gradient of 1 in 11 over 150 meters, which is clearly much safer and easier to negotiate.

## Turning Point

The existing access to the land involves two sharp turns. The tightness of these angles, together with narrowness of the lanes, makes it very difficult for tractors with trailers or slurry tankers to turn without risking damage to either machinery or adjacent land or property.

The angle of the turn from Dingle Lane to the existing access, is an acute angle when the client is traveling north to south on dingle lane and it is not possible to take the turn from that direction with a trailer. The client therefore but has no option but to travel further along dingle lane and turn around and take the turn from the south side. This manoeuvre is causing a potential hazard to the client and other road users, as well as additional time and expenditure created. With a bale trailer it is not possible to take the turn from either direction.

The new proposed track is in a position which makes towing onto the track much easier when travelling from the North which is where the clients farm is located.