

# DESIGN + ACCESS STATEMENT

PROPOSED EQUESTRIAN FACILITIES AT  
SWALCLIFFE PARK EQUESTRIAN,  
GRANGE LANE, SWALCLIFFE, BANBURY

**Applicant:** **Swalcliffe Park Equestrian**  
Grange Lane  
Swalcliffe  
Banbury  
Oxfordshire  
OX15 5EX

**Architect:** **Karl Zaldats BA(Hons) Dip Arch Dist RIBA**  
**Chartered Architect**  
Hathersage Barn  
Moorside Lane  
Woodplumpton  
Preston  
PR4 0TB

**May 2013**

## **1 BACKGROUND + NEED**

- 1.1 Swalcliffe Park Equestrian forms part of Grange Farm, a family run farm situated on the Oxfordshire/Warwickshire border 6 miles from Banbury. They host various competitions from Pony Club & Riding Club to affiliated British Eventing Horse Trials, and is very popular with Pony Clubs for rallies, camps and competitions and it will be hosting the British Riding Clubs National Horse Trials Championships in 2013.
- 1.2 In order to maintain their position as a premier training and competition venue, the applicants consider that it is essential to enhance their existing facilities and to provide all-weather facilities in order that they can offer flexible all year round equestrian training facilities, that can also be used as part of organised equestrian events.

## **2 BRIEF**

- 2.1 The clients brief was to provide the following facilities:
- A 'Warm Up Arena', 65x25m with a grassed verge between the edge of the sand arena and the bounding fences.
  - The 'Warm Up Arena' should be sited adjacent to the main cross country fields as well as close to the proposed 'Main Riding Arena' and parking area.
  - A Main Riding Arena, 85x65m with a grassed verge between the edge of the sand arena and the bounding fences.
  - The Main Riding Arena can be divided into 3no 65x25m arenas with a 5m corridor between each arena.
  - Permanent parking area to enable horse boxes and car/trailer combos to manoeuvre and park with sufficient space around each vehicle to enable ramps to be lowered and allow safe access and manoeuvring of horse and rider from and to their vehicles.

## **3 DESIGN**

- 3.1 The orientation of the proposed Arenas, avoids the existing electricity poles and overhead cables, and endeavours to maintain the existing levels around the poles so as to

eliminate undermining their stability, as well as avoiding the high cost of relocating the electricity supply installations.

- 3.2 As well as cost implications, avoiding the electricity poles, and keeping the arenas away from these reduces the risk of horses 'spooking' at the over-head cables and the shadows the posts and cables cast.
- 3.4 The other factor determining the orientation and location of the arenas is the existing site levels, and reducing the amount of 'cut + fill' to provide level platforms for the arenas.
- 3.5 The location of the proposed arenas occur on the slope, with a valley running from the highest to the lowest point. Where possible, the levels of the arenas seek to reduce the amount of banking formed around the perimeter of the fencing lines.
- 3.6 The other factors dictating the positioning the proposed arenas include the following:
- Retaining an existing Oak tree within the field
  - Retaining existing hedgerows
  - Locating the arenas close to the proposed box parking area and site entrance
- 3.7 It is expected that all excavated material will be kept on site and used to fill areas with the need to introduce imported materials where required to form level platforms.
- 3.8 The arenas are to be formed with a base of crushed stone with land drainage within the build-up, with a membrane over and topped with special sand mix. The sand is to be retained by treated timber boards secured to timber stakes set into the ground. The top of the Arena surface is about 150-300mm above the immediate adjacent ground.
- 3.9 Around the actual sand arenas is a 5m grass verge (10m to end of the Main Arena) which enables horses to walk outside of the arenas, prior to entering the arena proper. These verges also allow for judges and trainers to view the arenas.

- 3.10 When the Arenas are used for competitions, small temporary/movable judges boxes are located along each side of the main arena. The number of judges boxes depend on the level of the competitions.
- 3.11 Around the outside edges of the verges to each arena is to be a 1.5m high timber post and rail fence with gated entrance points. These fences and gates offer security and safety are low key and typical to the countryside.

## **4 ACCESS**

- 4.1 There are no public transport routes that pass the site, and it is very unlikely that pedestrians will visit or leave the site.
- 4.2 Apart from occasional local riders hacking (riding their horse) to the site, everyone is likely to visit either in a horsebox (lorry vehicle with fixed box and ramp adapted to travel horses) or with a trailer towed by a 4WD vehicle, both of which have elevated driving positions offering good visibility.
- 4.4 At present visitors using the facilities use an existing field gate opposite the entrance to The Old Grange about 500m to the south east of the junction of Grange Lane and Main Street (about 400m to the west of the junction of Grange Lane and Park Lane). The proposals include for this gated entrance to be removed/blocked up and relocated about 170m south towards Park Lane. This relocated gated access is to be a dedicated 'Exit' for vehicles using the facilities. This has the benefit of taking vehicular activity (turning and manoeuvring) further away from residential dwellings to the west.
- 4.5 The proposals utilise the existing car parking area for the vehicular entrance for users of the facilities. This has the benefit of ensuring vehicles are able to easily and quickly leave Park Lane, with the existing fencing and gated entrance, which are set into the site by about 24m, allowing secured access into the parking area on the site.
- 4.8 A dedicated area for permanent parking and vehicle access is proposed and is to be formed from 100mm tarmac planings on sand blinding on a 150-200mm stone sub-base, which will provide areas for access and manoeuvring on site. This typical rural

surface/detail maintains a hard wearing surface, while letting a degree of grass to grow within the build-up which reduces the visual impact of the car park.

- 4.9 The proposed access track (approx 3m wide) within the site will extend through the existing hedgerow and terminate at a proposed wider gated dedicated 'Exit' as mentioned above, maintaining a 'One Way System' which enables the track to be narrow in width and have a reduced visual impact.
- 4.10 Within the site, there are proposed a series of sand/woodchip tracks connecting the parking area to the new arenas. These serve to provide all weather dedicated access ways directing horses and people, eliminating erosion and enabling the facilities to be utilised all year round.
- 4.11 Proposed boundary fencing and gated entrances/exits are to be standard rural indigenous types to match with the existing.

May 2013  
KZA/160

**Karl Zaldats BA(Hons) Dip Arch Dist RIBA**  
**Chartered Architect**  
Hathersage Barn  
Moorside Lane  
Woodplumpton  
Preston  
PR4 0TB

t: 01772 691 712

m: 07770 976 548

e: [kzarchitect@btinternet.com](mailto:kzarchitect@btinternet.com)