

Carillion Rail

Home Farm Barn and Access Track, Wendlebury

Design and Access Statement

RSK/M/P121097-03-Rev00

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RSK



RSK GENERAL NOTES

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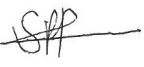
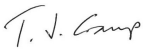
Title: Home Farm Barn and Access Track – Design and Access Statement

Client: Carillion Rail

Date: 27 February 2015

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Date:	27 February 2015	Date:	27 February 2015

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Appendix A: Site Location Plan (ref: 5114534-ATK-DRG-AR-907367 P07)

1 INTRODUCTION

1.1 Background

- 1.1.1 Carillion Rail (“Carillion”) is applying for planning permission under the *Town and Country Planning Act 1990* to construct an agricultural barn and associated access track (“the proposed development”) on land to the south west of Wendlebury, Oxfordshire. The project is required to respond to the closure of the Home Farm railway crossing, which will be removed when Phase 1 of the western section of the East-West rail project becomes operational. The reinstatement of the railway between Oxford and Bicester will cut off the shortest point of access for farmers that currently have agricultural land on both sides of the existing railway corridor. Therefore, alternative access arrangements need to be put in place to maintain the operational efficiency of the users of the Home Farm crossing. For a detailed background to this project and the wider East-West rail reinstatement proposals, please refer to the Planning Statement, which forms part of the planning application package.
- 1.1.2 Carillion has instructed RSK to co-ordinate the planning application and to prepare this supporting Design and Access Statement. The document has been written in response to section 8 of *The Town and Country Planning (Development Management Procedure) (England) Order 2010 (as amended)*, which requires some applications for planning permission to be accompanied by a statement that provides information on the design principles and concepts that have been applied to the development; and how issues relating to access to the development have been dealt with.
- 1.1.3 It is important that this report is read in conjunction with the planning application drawings, the Planning Statement and the other technical documents, which provide more details about the proposed development and its anticipated environmental effects.

1.2 Policy Context

- 1.2.1 A comprehensive review of planning policy that is relevant to the proposed development is provided in the supporting Planning Statement. A summary of those policies that are specific to design is provided below:
- 1.2.2 Saved Policy C28 (*Layout, design and external appearance of new development*) of the adopted Cherwell Local Plan indicates that control will be exercised over all new development, to ensure that the standards of layout, design and external appearance, including the choice of external-finish materials, are sympathetic to the character of the urban or rural context of that development. In sensitive areas the development will be required to be of a high standard and the use of traditional local building materials will normally be required.
- 1.2.3 Policy ESD 16 (*Character of the built and historic environment*) of the Cherwell Submission Local Plan 2006-2031 states that new development will be expected to complement and enhance the character of its context through sensitive siting, layout and high quality design.

All new development will be required to meet high design standards. In particular, new development proposals should:

- Be designed to improve the quality and appearance of an area and the way that it functions;
- Support the efficient use of land and infrastructure, through appropriate land uses, mix and density / development intensity; and
- Use locally sourced sustainable materials where possible.

1.2.4 Paragraph 64 of the NPPF advises that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way that it functions.

1.2.5 From this review of policy, it is evident that significant weight is attached to the principles of good design at the local and national levels, and that there is a responsibility on the applicant to ensure that design issues are considered early in the development process.

1.2.6 In response, this Design and Access Statement illustrates how the applicant and their project team has invested time and resources in creating a design solution that is appropriate for the application site and the surrounding area. This integrated and flexible approach has ensured that the final scheme minimises impacts on the environment and therefore, collectively represents an acceptable development.

1.3 Structure of Report

1.3.1 Following this introductory chapter, this report is structured as follows:

- Chapter 2 describes the status of the application sites and the surrounding area, in terms of the local context, existing land uses, landscape characteristics and access arrangements;
- Chapter 3 provides a detailed overview of the proposed design, which includes a description of the amount and scale, layout, and appearance of the proposed development;
- Chapter 4 describes the proposed access arrangements during the construction period, which covers movements to the site and within it; and
- Chapter 5 draws a conclusion to this report. In particular, it identifies how the design process by actively responding to the presence of technical and environmental constraints, has created a scheme that is appropriate for the nature of the application site.

2 SITE CONTEXT AND DESCRIPTION

2.1 Location

2.1.1 The proposed barn and access track are located approximately 1.5km to the south of the village of Wendlebury and approximately 5km south of the town of Bicester. The area is dominated by agricultural fields which are separated by the existing rail corridor which runs in a north easterly – south westerly direction. The M40 is located on a raised embankment to the north of the site and this generally runs on a north–south alignment through this part of Oxfordshire. A site location plan is provided in Appendix A.

2.2 Local Context

2.2.1 The surrounding area is generally flat and rural in character, with the landscape dominated by large, arable fields and scattered farm buildings. According to the Cherwell District Landscape Assessment, the site is located in the Otmoor Lowlands Landscape Character Area, which is “...*essentially a flat, wet, low lying landscape, but it displays considerable variation, owing to particular landform features and built development....fields are large with weak boundaries, giving rise to an open, exposed landscape....*”.

2.2.2 All of the site is located in the Oxford Green Belt, which covers an area from the fringes of Oxford City Centre to the M40.

2.2.3 The site is located immediately to the north of the Wendlebury Meads and Mansmoor Closes Site of Special Scientific Interest (SSSI), which extends to 73 hectares across both sides of the railway corridor, and consists of a series of traditionally-managed unimproved neutral meadows supporting a complex variety of plant communities that have developed in response to varying management, drainage and soils.



Photograph 2.1: Existing Site

- 2.2.4 The site is located in close proximity to a number of Public Right of Ways, some of which cross the existing railway corridor and have therefore been permanently stopped up and diversions put in place. The proposed access track crosses public footpath 398/2 close to where it has been stopped up at the railway corridor. The proposed diversion for footpath 398/2 would run in a north easterly direction under the M40 and would utilise part of the access track that falls outside of the planning application boundary. It should be noted that in the context of the minimal traffic movements that are expected to occur on the access track once it becomes operational, there is not expected to be any adverse effects on users of footpath 398/2.

2.3 Existing Land Use

- 2.3.1 The site consists of agricultural land that is currently used for a combination of arable and pastoral farming. The field that would accommodate the barn and access track appears not to have been cultivated this year and consequently, the vegetation is predominantly tall ruderals. The field margins are grassier, and the grass is spreading into the main part of the field, but the vegetation still has a high proportion of tall ruderals.
- 2.3.2 The proposed barn is located approximately 10 metres to the north east of an existing timber-framed agricultural barn, which is constructed from corrugated metal sheeting. This is illustrated in photograph 2.2 below.



Photograph 2.2: Existing Barn

2.4 Existing Access

- 2.4.1 There is no formal vehicular access to the agricultural field that would accommodate the new barn and access track. At present, the farmer uses the Home Farm railway crossing to transport cattle, materials and equipment across the railway corridor from the northern side. The nearest formal vehicular access to the site is Mansmoor Road to the south west.



However, there is currently no vehicular link between this and the site.

3 DESIGN STATEMENT

3.1 Introduction

- 3.1.1 The purpose of this chapter is to describe the proposed development in accordance with the subheadings listed in Section 8(3)(a) of *The Town and Country Planning (Development Management Procedure) (England) Order 2010*. This has been split between the two proposed development components.

3.2 Design Evolution

- 3.2.1 The design of the proposed barn has evolved in response to a number of factors, including the characteristics of the surrounding area, and the presence of technical and environmental constraints. For example, following the completion of the tree survey a decision was taken to move the footprint of the barn approximately 3 metres to the north east to avoid any potential adverse effects on a hedgerow that meets the criteria of a Habitat of Principal Importance under Section 41 of The Natural Environment and Rural Communities (NERC) Act. Further changes to the design of the barn were also made in response to the operational requirements of the farmer.

3.3 Amount and Scale

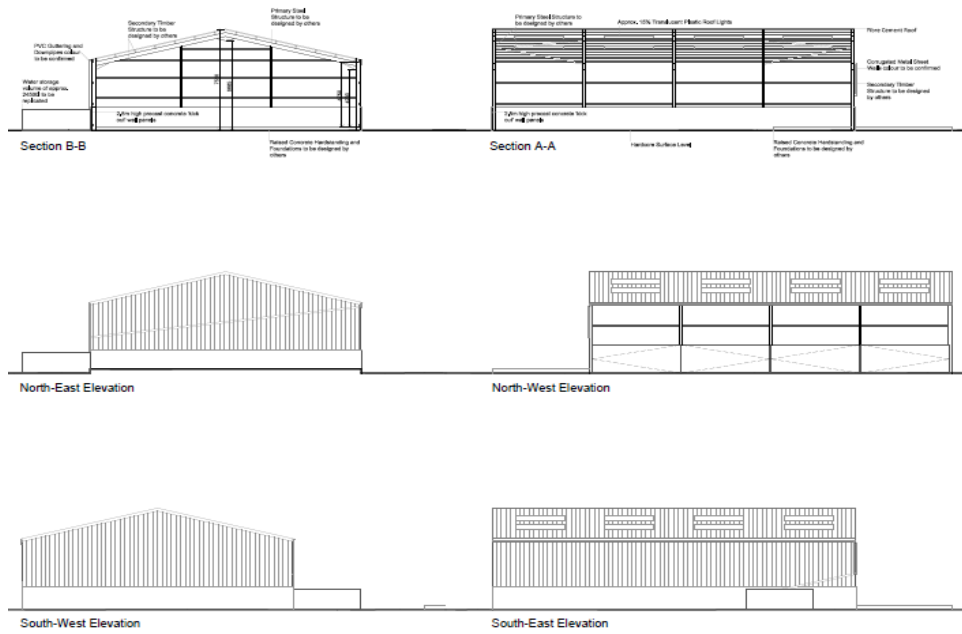
Access Track

- 3.3.1 The proposed access track would run for approximately 360 metres up to the point where it meets the section of access track on the eastern side of the M40 that is already permitted under *The Chiltern Railways (Bicester to Oxford Improvements) Order 2012* (“the Order”).
- 3.3.2 The access track would be 4m in width throughout its length, which would consist of 3m of unreinforced concrete paving, with 0.5m of topsoil verges on either side. No formal drainage arrangements are proposed for the access track, with any excess water discharging directly to the adjacent field.

Barn

- 3.3.3 The proposed cattle barn structure is approximately 25m x 18m with a maximum height to the apex of the roof of 7.5m. The barn would have a gross internal floor area of approximately 450 square metres.
- 3.3.4 The barn includes a raised concrete area (approximately 6m x 16m) on its eastern boundary, which would accommodate a cattle handling facility. An informal parking / storage area (approximately 30m x 10m) would be located to the north of the barn, which would be constructed from hardcore. This would accommodate a container, which would be used by the farmer for the storage of tools and equipment. An additional external area would be included to the south of the barn between the built structure and the hedgerow which forms the field boundary. This would be constructed from hardcore and would accommodate a portacabin (4.3m x 2.3m x 2.3m), which would be used as an office.

3.3.5 A rainwater harvesting tank with a storage capacity of approximately 24,500 litres would be located to the southern boundary of the proposed barn, which would be fed by rainwater collected in the guttering system.



Photograph 3.1: Barn Elevations / Sections

3.4 Layout

Access Track

3.4.1 The proposed access track would have a uniform 3m width throughout its length, except where passing places are deemed necessary.

Barn

3.4.2 The internal layout of the barn would be dominated by a series of cattle feeding pens, which would be separated by barriers / gates. The barn would also accommodate a number of water troughs.

3.4.3 A cattle handling facility would be located adjacent to the eastern boundary of the barn, with a larger parking / storage area located to the north.

3.5 Appearance

Access Track

3.5.1 The unreinforced concrete that would be used for the construction of the proposed access

track would have a natural stone appearance.

Barn

- 3.5.2 The barn has been designed to replace the barn that will become redundant on the opposite side of the railway and to complement the existing barn located to the immediate south. The proposed use of a steel framed structure and dark green corrugated metal sheeting for the walls, and a fibre cement roof with translucent plastic roof lights is considered to be in keeping with the characteristics of the local landscape.

4 ACCESS STATEMENT

4.1 Access to the Site

4.1.1 Vehicular and pedestrian access to the proposed new barn would be provided by the access track, which would run from the barn to a connection with Merton Road, to the south of the village of Merton. It should be noted that the majority of these works have already been approved by the Order and that it is just the land to the west of the M40 where planning permission is being sought.

Inclusive Access

4.1.2 There are limited opportunities to access the site from public transport. However, in the context of the type of operations that would be undertaken at the barn and the surrounding land, this does not represent a significant issue.

4.1.3 The proposed development does not include any special measures to accommodate potential disabled users. However, in the context of the agricultural nature of the operations, this does not represent a significant issue.

Emergency Services

4.1.4 The access track has been designed to accommodate all types of emergency vehicle.

4.2 Movement within the Site

4.2.1 With the exception of the barn yard area to the north, there is limited space within the site for vehicles to move around. It is anticipated that the majority of the agricultural vehicles that would use the access track e.g. tractors, four-by-four vehicles etc, would park on the hardcore areas on the northern and western sides of barn.

4.3 Public Rights of Way

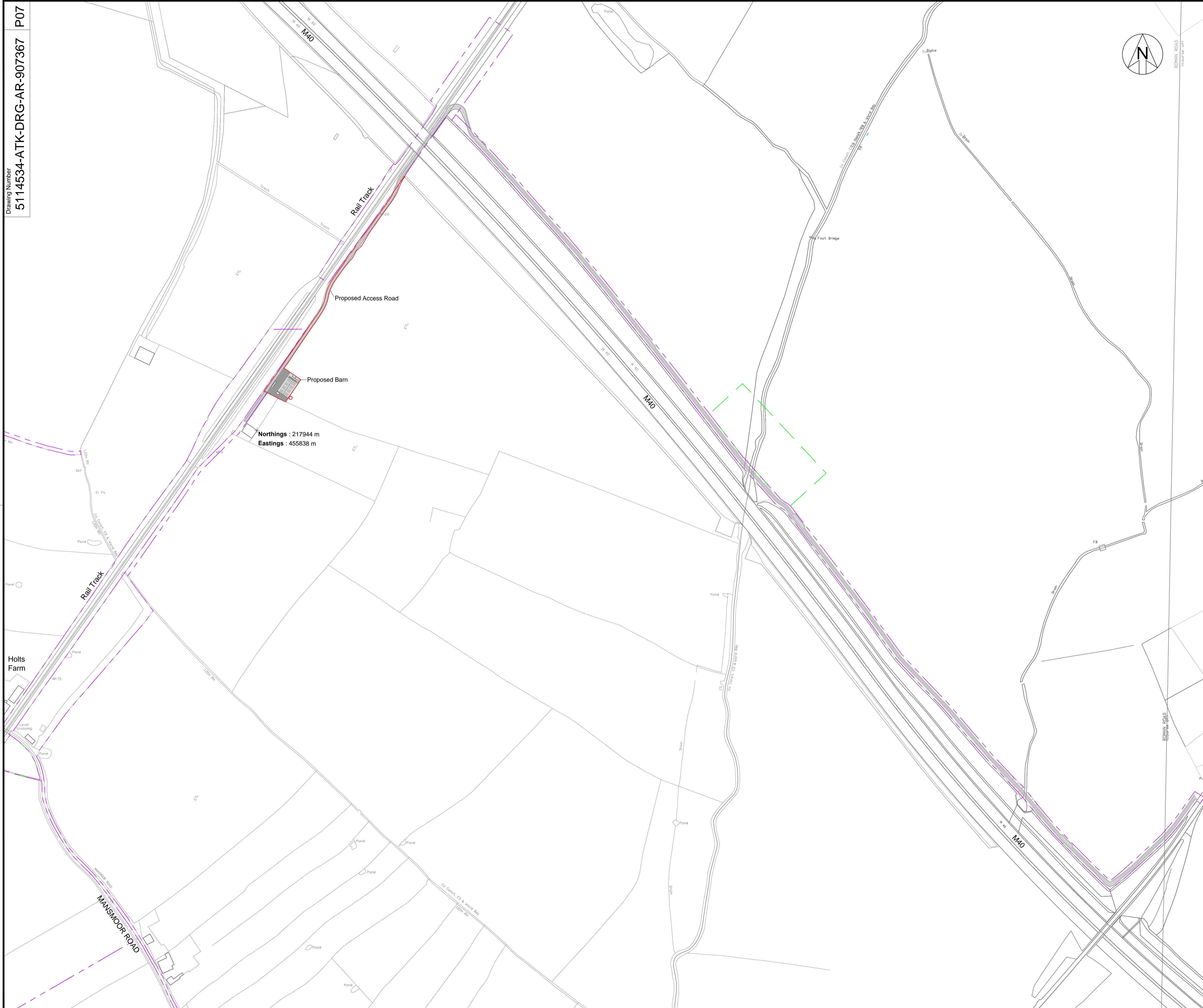
4.3.1 As discussed in paragraph 2.2.4, part of public footpath 398/2 will share the route of the proposed access track. In the context of the limited vehicle movements that are anticipated on the access track once it becomes operational, this is not considered to be a constraint.

5 CONCLUSIONS

- 5.1.1 This Design and Access Statement has been prepared on behalf of Carillion to support a planning application for a proposed agricultural barn and access track on land to the south of Wendlebury.
- 5.1.2 In accordance with the requirements of *The Town and Country Planning (Development Management Procedure) (England) Order 2010*, this document has provided information on the design principles and concepts that have been applied to the proposed development, and how issues relating to access have been dealt with.
- 5.1.3 From the evidence presented, it can be concluded that Carillion and their project team have invested significant time and resources in creating a design solution that is appropriate for the application site and the surrounding area e.g. Wendlebury Meads and Mansmoor Closes SSSI. This integrated and flexible approach has ensured the final scheme minimises effects on the environment and therefore from a design and access perspective, represents an acceptable development.

APPENDICES

Appendix A: Site Location Plan



Northings : 217944 m
Eastings : 455838 m

Legend/Notes
OS MAP DATA REPRODUCED BY PERMISSION OF ORDNANCE SURVEY ON BEHALF OF HMSO. © CROWN COPYRIGHT 2004. ALL RIGHTS RESERVED. ORDNANCE SURVEY LICENCE NUMBER 0100040692.

Key:

- Boundary Line - Extents of Planning Application (Red line is drawn to extent of earthworks for proposed access track)
- Limits of Land to be Acquired (Temporary)
- Land Owned by Network Rail - Limits of Deviation

Rev	Date	Description of Revisions	Drawn	Chkd	Appr
P07	24/02/15	TREES REMOVED AND HARDCORE ADDED	CB	JW	GN
P06	20/02/15	BUILDING AND YARD LOCATION AMENDED	CB	JW	GN
P05	16/02/15	TITLE BLOCK AND KEY AMENDED	CB	JW	GN
P04	11/02/15	ISSUED FOR PLANNING - AMENDED TO INCLUDE PROPOSED AND SIZES/SCALE CHANGED	CB	JW	GN
P03	12/12/14	ISSUE	CB	JW	GN
P02	23/06/14	TITLE BLOCK AMENDMENT	CB	JW	GN
P01	23/06/14	ISSUE	CB	JW	GN

Status **S2 FOR INFORMATION**



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Project
HOME FARM AGRICULTURAL BUILDING AND ACCESS TRACK

Drawing Title
SITE LOCATION PLAN

Designed	CB	Signed		Date	24/02/15
Drawn	CB	Signed		Date	24/02/15
Checked	JW	Signed		Date	24/02/15
Approved	GN	Signed		Date	24/02/15
Scale(s)	1:2500 at A1		ELR & Mileage		