

DESIGN & ACCESS STATEMENT



OUTLINE APPLICATION FOR UP TO 10 DWELLINGS
AT THE BEECHES, STEEPLE ASTON
AUGUST 2020

Malcolm
Payne
Group

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This Design and Access Statement has been prepared to accompany an outline planning application for residential development on land at The Beeches, Steeple Aston n behalf of Mr. Adrian Shooter. No part of this report is to be copied in any way without prior written consent.

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- 1.01 Authorship & Purpose
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01 | INTRODUCTION

Authorship & Purpose

1.01 This Design & Access Statement has been prepared by Malcolm Payne Group Ltd to support an outline planning application submitted to Cherwell District Council for the development of up to 10 new dwellings on land at The Beeches, Steeple Aston on behalf of the applicant Mr. Adrian Shooter. The application comprises a revised scheme following submission of an initial application for development on the site in March 2019 that was subsequently withdrawn. In April 2020 a revised application was submitted proposing development of the site with up to eight new dwellings(Ref: 20/00964/OUT). This application was refused under delegated powers in June 2020.

Malcolm Payne Group is a Royal Institute of British Architects' Chartered Practice specialising in integrating new developments into sensitive rural and urban locations, including conservation areas and the settings of heritage assets, and in converting and restoring the fabric of historic buildings.

The outline planning application seeks consent for Access only. All other matters would be reserved for consideration under separate future Reserved Matters application(s).

The following pages set out the on-site constraints and outline the design parameters which have been informed by criteria contained within national and local planning and design publications, including the National Planning Policy Framework and the Cherwell Design Guide Supplementary Planning Document. Statements on consultation, sustainability and access are included in this document and the Planning Statement prepared by Frampton Town Planning Ltd that accompanies the application fully describes the relevant planning policy context.

References

1.02 This statement is to be read in conjunction with the following supporting documents which accompany the application:

- Planning Statement prepared by Frampton Town Planning;
- Tree Survey Report and Method Statement prepared by Sacha Barnes Ltd;
- Landscape & Visual Impact Assessment prepared by Sacha Barnes Ltd;
- Heritage Assessment prepared by Heritage Collective;
- Archaeological Desk Based Assessment prepared by Archaeology Collective;
- Ecological Impact Assessment prepared by Ecolocation;
- Bat Assessment prepared by Ecolocation;
- Transport Statement prepared by David Tucker Associates;
- Flood Risk Assessment & Drainage Strategy prepared by Wardell Armstrong;
- Utilities Assessment prepared by Wardell Armstrong;
- Landscape Strategy Plan by Aspect;
- Photo Montage prepared by Aspect;

Drawings

1.03 The application is accompanied by the following drawings:

- Location Plan prepared by Malcolm Payne Group Ltd;
- Existing Site Plan/Topographical Survey prepared by Interlock Surveys Ltd;
- Indicative Site Plan prepared by Malcolm Payne Group Ltd;

- 2.01 Location
- 2.02 Context and Surrounding Area
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- 2.15 Community Consultation

02 | CONTEXT

Location

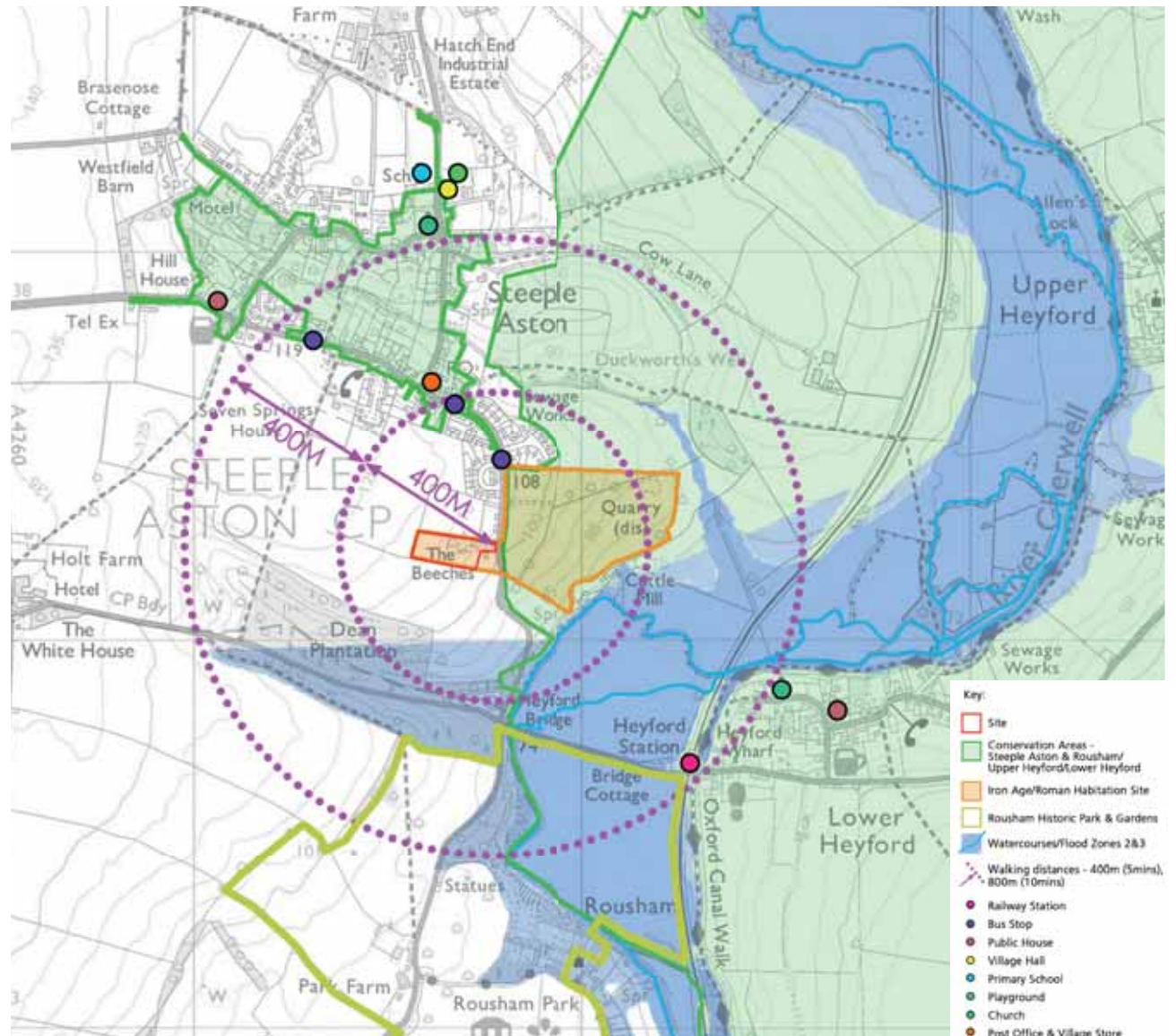
2.01 The application site is located within the Cherwell Valley to the southern edge of Steeple Aston village. Within the adopted Local Plan Steeple Aston is a designated Category A Service Village. Category A (Service Centres) are considered suitable to receive minor residential developments based on their existing population size, availability of services and facilities within the village, accessibility both to and within the village, and local employment opportunities.

The application site, known as 'The Beeches', is accessed from Heyford Road and lies outside of the Steeple Aston Conservation Area which is centred on the village core to the north. The villages of Upper Heyford and Lower Heyford to the east, together with Rousham to the south, are encompassed by the Rousham Conservation Area which extends up to the eastern side of Heyford Road opposite the application site.

The River Cherwell and the Oxford Canal follow the valley to the east of the site. The application site lies outside their associated flood zones.

The Rousham Conservation Area includes the designed landscape associated with Rousham House which lies around 1km south of the application site. Rousham House itself and its adjoining formal gardens lie within the West Oxfordshire District boundary and as such are not included within the Rousham Conservation Area.

The application site is located within 10 minutes walk of the core of Steeple Aston village which provides a range of community facilities including a Village Store, Post Office, Village Hall, Church, Public House, Pre-School, Primary School and Playground.



Site Location Diagram

02 | CONTEXT

Context and Surrounding Area

2.02 The significant village amenities are all located to the north of the site. The Post Office and village store are located along Heyford Road, a short distance from the site. The Red Lion public house and a couple of bed and breakfasts are located in the centre of the village.

Schools are located to the very north of the village where there is Steeple Aston Pre-School and Dr Radcliffes C of E Primary School. Within close proximity of the schools are the Village Hall and St. Peter & St. Paul's Church.

The nearest secondary schools are Bicester School and The Cooper School located in Bicester where there are also numerous primary schools.

Nearby towns include Banbury, 15km to the north, Oxford 20km to the south and Bicester, 10km to the east. Junction 10 of the M40 motorway is located around 8km to the east. Around 1 kilometre west of the site is the A4260 which connects Oxford to the south and Banbury to the north.

Heyford Road supports regular bus services between Banbury and Oxford centres and local services to Bicester, Middle Barton and Deddington with the nearest bus stops located around 250m north of the application site. Heyford Railway Station is located around 0.75km south-east of the site on the Cherwell Valley Line providing services between Didcot and Banbury via Oxford.



Village Store and Post Office



St. Peter & St. Paul's Church



Red Lion Public House



Steeple Aston Village Hall



Steeple Aston Pre-School



Dr Radcliffe C of E Primary School

02 | CONTEXT

Heritage

2.03 There are no listed heritage assets within the application site. The site lies outside of the Steeple Aston Conservation Area, which is centred on the village core, and is around 200m north of the site with no intervisibility between the two. The site lies outside of the Rousham Conservation Area, which adjoins Heyford Road immediately opposite the site, but is within its setting.

The Heritage Assessment prepared by Heritage Collective that accompanies the application fully describes the heritage context of the application site and concludes that, as the site cannot be seen in long views from within the Rousham Conservation Area and is well screened by tree planting in close views, it makes a neutral contribution to the setting of the Conservation Area.

The proposed development would not affect any important views from within the Rousham Conservation Area and would have no negative affect on the character and appearance of the Conservation Area.

Archaeology

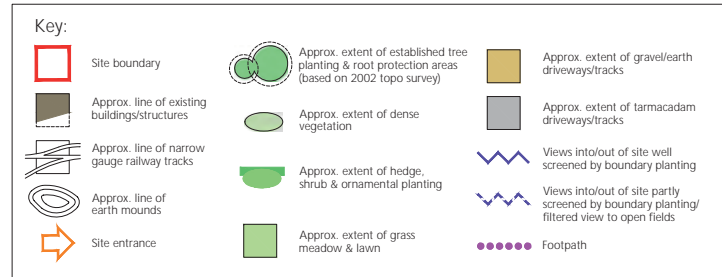
2.04 The application site is within an designated area of archaeological constraint and is identified in the Steeple Aston Conservation Area Appraisal as being part of an Iron Age/Roman Habitation Site. The Archaeological Desk Based Assessment prepared by Archaeology Collective that accompanies this application identifies medium-high potential of burials of Roman date being encountered within eastern part of the site closest to Heyford Road but low potential for remains within other areas of the site.

The assessment concludes that the site does not contain any designated archaeological heritage assets where there would be a presumption in favour of their preservation in situ and against development.

02 | CONTEXT

The Application Site

2.05 The site comprises around 1.34 hectares occupied by the existing dwelling house, outbuildings and gardens. Access is via a tree-lined tarmac driveway that rises from the entrance on Heyford Road up to the level of the dwelling house. A band of mature tree planting runs from north to south across the site visually separating the east of the site containing the house and its formal gardens and outbuildings from the west of the site which comprises open private garden land.



- (a) Dwelling house
- (b) Garages & office
- (c) Garages
- (d) Carriage shed/Outbuilding
- (e) Narrow gauge railway station
- (f) Tractor/Grass cutter shed
- (g) Carriage shed



02 | CONTEXT

Levels/Topography

2.06 Levels generally fall across the site from the north-western to the south-eastern corners. Towards the boundaries of the open garden land and to the south-western and north-western corners in particular, planted bunds rise above the garden level serving to screen the site in views from the adjoining fields. Two earth bunds are also sited within the open area of garden land and would be removed as part of the proposals.



Heyford Road looking south towards the site entrance.



Entrance to the site looking towards 'The Beeches'



Looking towards Heyford Road



Looking along the northern boundary

02 | CONTEXT

Existing Dwelling House

2.07 The main house, sited centrally within the eastern area, was constructed c.1908 in the Arts and Crafts style and has been subsequently extended to the side and rear increasing the living space of the property and adding an indoor swimming pool. The house is in two-and-a-half storeys with painted rendered elevations surmounted by a clay tiled roof. The house is proposed to be retained under the application scheme.

Outbuildings

2.08 North-east of the main house towards the northern boundary is a substantial rendered outbuilding in one and two storeys providing garage/workshop accommodation with home-office space at first floor level. A separate single storey timber-clad garage building is located further to the east amongst a group of mature trees. The outbuildings are proposed to be removed under the application scheme.



Existing Dwelling House



Existing Dwelling House



Existing Outbuilding



Existing Outbuilding



Narrow gauge railway surrounding 'The Beeches'



Narrow gauge railway surrounding 'The Beeches'



View to railway station looking east



View south from within western area of s

Narrow Gauge Railway

2.09 A narrow-gauge railway was developed by the applicant between 2002-2004. This comprises railway tracks that encircle the main house, passing through the trees and looping around the western garden area. Associated outbuildings including substantial engine sheds and a replica of Darjeeling Station and platform sited amongst the band of mature tree planting. A tractor shed is also located within the western garden area. The application scheme proposes removal of the railway and its associated buildings.

Landscape Context

2.10 The site lies within a designated Area of High Landscape Value and is bounded to the south and west by open fields and to the north, in part, by paddock land. Tree and hedge planting to the site boundaries screen the majority of the site in views from the surrounding areas. The application is accompanied by a Landscape and Visual Impact Assessment prepared by Sacha Barnes Ltd that fully describes the landscape context of the site.

02 | CONTEXT

Trees and Planting

2.11 Mature tree planting along the access drive, crossing the centre of the site and towards the site boundaries contribute to its secluded character and largely screen the site in view from the surrounding areas. The trees, as fully described in the Tree Survey Report prepared by Sacha Barnes Ltd that accompanies the application, comprise mainly trees of moderate quality (Category B) interspersed with a number of high quality (Category A) and low quality (Category C) specimens. A number of trees are also identified as requiring removal (Category U).

Ecology

2.12 An ecological survey was undertaken in January 2019 which identified areas of grassland and tree and hedge planting that could provide habitats for wildlife. Signs of badger commuting were observed and the potential for hedgehog and brown hare habitats noted. Trees and hedgerows were considered to have potential to support nesting birds. Existing hedgerow and grassland might support reptiles and amphibians although this was considered unlikely due to limited availability of suitable local habitats and lack of connecting corridors.

A Preliminary Bat Roost Assessment was undertaken in February 2019 and found no evidence of bats within the outbuildings proposed for removal under the application scheme. The rendered outbuilding north-east of the main house was considered to have moderate bat roosting potential and further survey was therefore undertaken in May 2019. No bats were found to be utilising this building. However bats were recorded foraging nearby and the updated Assessment therefore makes recommendations for on site enhancements through the provision of bat boxes within the proposed new buildings or in retained trees.



Planting to northern boundary of site



Planting to southern boundary of site



Planting along entrance driveway



Planting to western boundary of site

Neighbouring Development

2.13 Immediately south of the access drive to The Beeches off Heyford Road lies Orchard House, a modern detached dwelling with coursed stone facades surmounted by pitched tiles roofs. The southern elevation is in one-and-a-half storeys with flat dormer windows overlooking a raised terrace and private gardens. Towards its northern boundary the house is in two storeys but is set at a lower level than the application site. The northern boundary of Orchard House is adjoined by the mature tree planting which flanks the existing access drive within the application. Its western boundary adjoins the formal gardens of the existing dwelling house within the site which sit a higher level and are bounded by timber fencing and some ornamental planting providing a level of privacy to the amenity space of each property.

Immediately north of the access drive to The Beeches nos. 29 and 29A Heyford Road are a pair of stone-clad modern semi-detached bungalows that are set back and largely screened from the highway behind frontage planting. The southern boundary to no. 29A adjoins the application site to the extent of the access drive and timber garage building and is well screened by the mature tree planting that flanks the access drive within the application site.

Further north no.s 25-28, which are not visible from within the site, are two pairs of semi-detached post-war houses of stone construction surmounted by pitched tiled roofs. A further pair of semi-detached bungalows at nos. 23-24 Heyford Road mirror the appearance of those which adjoin the application site at nos. 29-29A. The Crescent is a post-war development of brick-built two storey terraced houses off Heyford Road. The houses at nos. 17-20, around 110m from the application site, have distant view towards the northern boundary of the site which is largely screened by tree planting.



Orchard House, adjoining property to the east



29 & 29A Heyford Road



27 & 28 Heyford Road

Local Character

2.14 Steeple Aston is characterised by its predominantly stone-built houses and associated barns and outbuildings that were developed following the quartering of the original medieval manor in the 16th century, centred around a valley to a tributary of the River Cherwell. Historic buildings, which include a number of listed buildings, are interspersed with later groups of post-war and modern housing generally in small cul-de-sac developments adjoining the perimeter of the Conservation Area and off the main routes through the village. The Steeple Aston Conservation Area Appraisal describes the extent of the area and the features that contribute to its character.

Community Consultation

2.15 The applicant and their advisors presented the development proposals at a Parish Council meeting in February 2019 prior to submission of the initial application.

Following withdrawal of the initial application further consultation with Cherwell District Council and a meeting was held with the Neighbourhood Plan Group prior to the previous application. The application made in April 2020 for the development of up to 8 dwellings was refused under delegated powers in June 2020 (Ref: 20/00964/OUT). The details of the consultations which have taken place are set out in the Planning Statement prepared by Frampton Town Planning Ltd that accompanies this application.



23 Heyford Road



The Crescent



Residential barn development along South Side



Cottage to South Side



Lawrence Fields, South east of village centre



Shepherds Hill, north west of village centre

- 3.01 Proposals
- 3.02 Use & Amount
- 3.03 Layout
- 3.04 Scale and Appearance

Proposals

3.01 Whilst the outline planning application seeks permission for Means of Access only with all other matters reserved for consideration under separate future application(s), the following sections describe the Indicative Site Plan submitted as part of the application. Access proposals are described in the context of the site layout and are set out fully in Section 4 below.

Use & Amount

3.02 The Indicative Site Plan that accompanies the application proposes retention of the existing dwelling house and development of a total of 10no. new dwellings within the grounds. The proposed new homes would provide a mix of dwelling types and sizes comprising:

- 1no. 2 Bedroom apartment over garage @c.845sqft;
- 1no. 2 Bedroom semi-detached house @c.790sqft;
- 1no. 2 Bedroom semi-detached house @ 850sqft;
- 1no. 3 Bedroom semi-detached houses @c.1,010sqft;
- 4no. 3 Bedroom detached houses @c.1,145sqft;
- 1no. 4 Bedroom detached house @c.1,800sqft;
- 1no. 5 Bedroom detached houses @c.3,000sqft;

'Policy BCS 3 : Affordable Housing' states that "all proposed developments that include 11 or more dwellings (gross), or which would be provided on sites suitable for 11 or more dwellings (gross), will be expected to provide at least 35% of new housing as affordable homes on site." The application scheme proposes up to 10no. new dwellings and therefore falls below the threshold for provision of affordable housing.

'Policy PH1: Open Market Housing Schemes' states that "In developments of 10 dwellings or more the indicative mix should be: 30% 1 or two bedrooms, 46% 3 bedrooms and no more than 24% with 4 bedrooms or more. Smaller schemes should aim for a similar mix where possible." Whilst it is not possible to exactly match the prescribed percentages, the proposal does follow these as closely as possible indicating a mix of 30% two bedrooms, 50% three bedrooms and 20% four/five bedrooms. The mix therefore aligns with the requirement set out within Policy PH1.

Layout

3.03 The existing dwelling house would be retained, and the associated garages/outbuildings demolished. The existing narrow-gauge railway tracks, engine sheds, replica station and platform would also be removed.

To the site of the existing rendered one/two storey garage/workshop building Plots 1 and 2 would provide a new two-bedroom two storey house with an adjoining garage, over which would be a two-bedroom apartment.

To the western part of the site, beyond the central band of trees, eight new dwellings comprising 1no. two-bedroom, 5no. three-bedroom, 1no. four-bedroom and 1no. five-bedroom houses would be arranged with private gardens towards the northern and southern site boundaries. Space between the two groups of houses would form an open 'courtyard' maintaining filtered views across the site towards the central band of trees from the distant public right of way to the west. The courtyard would accommodate an informal driveway providing access to the houses with areas of shared amenity space ('green space') set to either end.

Plots 3-6 would have open frontages overlooking the courtyard and amenity space with their private rear gardens enclosed by existing planting along the northern boundary. The larger houses at Plots 7-10 would be set behind private driveways/parking courts defined by low level fencing and timber gates. Their rear elevations would be orientated towards the southern site boundary providing views from the first floor accommodation over the surrounding open fields and wider landscape beyond.

The layout accords with the guidance set out in the Cherwell Design Guide SPD in terms of space of about dwellings and facing window distances.

Scale and Appearance

3.04 It is envisaged that all dwellings would be in two-storeys and would take reference from the historic core of Steeple Aston village in terms of their composition, appearance and use of materials which might include coursed stone and brick facades, stone window dressings, pitched slate-covered roofs, brick chimneys, timber casement or sash windows and timber doors.



Indicative Site Plan

- 4.01 Transport Statement
- 4.02 Access to Transport & Local Services
- 4.03 Access from the Highway
- 4.04 Inclusive Access
- 4.05 Vehicle & Cycle Parking

04 | ACCESS

Transport Statement

4.01 A Transport Statement prepared by David Tucker Associates accompanies the application and fully describes the access proposals in relation to the relevant local and national policies.

Access to Transport & Local Services

4.02 The application site is sustainably located to the south of Steeple Aston with good connections to Oxford and Banbury. The site is within 10 minutes walk of the village core and within 5 minutes walk of the Village Store, Post Office and bus stops along Heyford Road. Directly opposite the site entrance the eastern side of Heyford Road has a public footpath providing safe pedestrian access towards the village centre. The footpath to the western side of Heyford Road starts around 30m north of the site entrance.

Heyford Road supports regular bus services between Banbury and Oxford centres and local services to Bicester, Middle Barton and Deddington with the nearest bus stops located around 250m north of the application site. Heyford Railway Station is located around 0.75km south-east of the site on the Cherwell Valley Line providing services between Didcot and Banbury via Oxford.

Nearby towns include Banbury, 15km to the north, Oxford 20km to the south and Bicester, 10km to the east. Junction 10 of the M40 motorway is located around 8km to the east. Around 1 kilometre west of the site is the A4260 which connects Oxford to the south and Banbury to the north.

Access from the Highway

4.03 Access to the site would be via the existing driveway to the property off Heyford Road, within the application boundary. The existing driveway, set out in tarmacadam, is around 55 metres in length from the entrance on Heyford Road to the garage/workshop buildings to the north of the main house. The level of the drive rises around 3.5m over this distance and varies in width between 2.3 and 5 metres and is flanked by grass verges and mature tree planting to either side.

In accordance with feedback received from the Local Highway Authority the application scheme proposes widening the drive to 5.5m for the first 12m from the highway. Beyond this a consistent width of 4.8m is proposed, flanked by 0.6m grass verges to either side and providing a shared surface for vehicular and pedestrian access to the site. As the driveway sits within the root protection zones of the adjacent trees the widened access would be of Low-Invasive Surface (LIS) construction utilising 'no dig' methods, all as set out in the Tree Report that accompanies the application and as described in Section 6 below.

At the head of the widened driveway, fronting the existing house, a new shared surface turning head would be formed allowing refuse collection and emergency vehicles to turn and exit the site in a forward gear. The new shared surface new would continue westwards, following the path of the existing railway tracks, through the central band of trees to provide access to the western area of the site. This section of road would be 4.8m wide with a widened (1.2 x 6m) passing bay at its midpoint.

The new access road would continue as a shared surface into the western area of the site terminating in a turning head for emergency vehicles. The widened drive and new roads are not proposed to be offered for adoption by the Local Highway Authority.



View north along Heyford Rd entering Steeple Aston from the south



View south along Heyford Rd exiting Steeple Aston



View south along Heyford Rd exiting Steeple Aston

04 | ACCESS

Inclusive Access

4.04 The proposed development would provide level access from parking areas to each of the entrances to new dwellings and WCs would be provided to the ground floor of houses to comply with current regulations. The detailed design of the new houses would be carefully developed to enable inclusive access in full accordance with Building Regulations Part M and provide;

- drop kerbs at pedestrian junctions with the highway and driveways;
- level approaches to dwellings;
- level thresholds to the entrances to dwellings;
- step-free access internally across the ground floor of all dwellings;
- doors, internal hallways and corridors of suitable widths to accommodate wheelchair users;
- services and controls at appropriate heights to assist people with reduced reach;

Vehicle & Cycle Parking

4.05 The proposed parking provision would follow the requirements of the Oxfordshire County Council Residential Road Design Guide as set out in the table below:

Plot 1-2 would have undercroft parking spaces off which would be secure space for the storage of cycles.

Plots 3-6 & 8-9 would each be served by a single garage space with an open parking space to the fore.

Plots 7 & 10 would each be provided with a double garage of sufficient size to accommodate cars and cycles with space in front for two open parking spaces within the curtilage of the plot.

Unallocated visitor's parking spaces would be provided in open bays off the new access road.

A new double garage is proposed adjacent to the existing main house to mitigate the loss of the existing garage accommodation.

Each garage space would have minimum internal dimensions of 6m (length) x 3m (width).

Plot	No. of Bedrooms	No. of Allocated Spaces (incl. garages)	No. of Unallocated Visitor Spaces
1	2	2	0.3
2	2	2	0.3
Total No. Visitors Spaces Required (rounded)			1
3	3	2	0.4
4	2	2	0.3
5	3	2	0.4
6	3	2	0.4
7	4	4	0.6
8	3	2	0.4
9	3	2	0.4
10	5	4	0.6
Total No. Visitors Spaces Required (rounded)			4

Parking Provision



- 5.01 Sustainable Design
- 5.02 Sustainable Construction
- 5.03 Drainage

Sustainable Design

5.01 The application scheme would provide a well-designed, high quality development of new homes in an attractive environment with a mix of house types that would increase the range of dwellings available in the locality. The proposals would locate new housing close to public transport routes along Heyford Road and within walking distance of the village core and its associated amenities.

The proposals would retain trees of high and moderate quality and introduce additional new planting to reinforce boundary screening and enhance biodiversity across the site.

Sustainable Construction

5.02 The new dwellings would be constructed to meet the requirements of current building regulations with high levels of air tightness and insulation to avoid heat losses. This 'fabric first' approach will be coupled with the use of heating systems designed with variable output to meet only the required loads, low energy appliances and lighting systems to further reduce energy demand and low consumption water appliances to minimise water use.

Management techniques would be employed during construction to comply with the Considerate Constructors Scheme's Code of Practice. A safe, clean, considerate and environmentally conscious site would be operated where noise, vibration and air quality are actively controlled. The waste hierarchy of reducing, reusing and then recycling waste would ensure that minimum volumes of materials are used.

Drainage

5.03 The Flood Risk Assessment prepared by Wardell Armstrong that accompanies this application describes the drainage strategy for the site and principles proposed to be utilised to sustainably manage surface water run.

The new shared surface roads would be of permeable construction to mitigate surface water run-off from the site as a result of the proposed development and each of the plots, including the existing house, would be served by new soakaway features. This could be complemented by rainwater harvesting via the provision of water butts to the individual dwellings to reduce surface water run-off and the consumption of potable water. The proposed introduction of new tree planting would also serve to reduce surface water run-off through transpiration.

Foul water will be disposed of via connection to the existing sewer network along Heyford Road. Due to the location and level of the site relative to the existing sewer network a pumping station is proposed within the application site to pump sewage to the nearest existing manhole. The Indicative Site Plan shows the location of the proposed pumping station at the head of the existing entrance drive adjacent to the new turning head, allowing vehicular access for servicing and maintenance.

- 6.01 Tree Survey Report
- 6.02 Tree Removal & Protection
- 6.03 Landscape Enhancements
- 6.04 Landscape Strategy

Tree Survey Report

6.01 The application is accompanied by a Tree Survey Report prepared by Sacha Barnes Ltd that assess the existing tree stock, the impact of the proposals and sets out mitigation measures where appropriate.

Tree Removal & Protection

6.02 The Tree Survey identifies a number of trees that are dead or in a dangerous condition (Category U) and which are recommended to be removed. The Indicative Site Plan shows these trees as being removed.

The proposed widening of the existing driveway also requires removal of a small Birch tree of moderate quality (T13 - Category B) and the proposed access road following the line of the existing railway requires removal of a low quality early mature Maple (T60 – Category C) and an early mature Beech of moderate quality (T61 – Category B). The Indicative Site Plan illustrates where replacement planting to mitigate the loss of these trees might be located.

Two existing trees (T73 & T76 – Category B), around which the existing station and engine shed buildings have been constructed, are proposed to be retained subject to assessment of their condition following removal of the adjoining buildings. Should retention not prove feasible replacement trees are recommended to be provided as part of the detailed landscape scheme.

Where new roads are proposed within the root protection areas of existing trees they are to be of Low-Invasive Surface (LIS) construction comprising a synthetic grid filled with interlocking aggregate to spread loads imposed by vehicles and to prevent compaction of soil around the roots, with a gravel topping to allow moisture and air to reach the tree roots. Where the proposed road follows the line of the existing railway tracks it is proposed that construction depth should be no deeper than that of the existing hardcore base below. Should any digging within root protection areas be found to be unavoidable this is to be undertaken by hand. The Tree Report that accompanies the application includes typical details of the proposed road construction within root protection areas and method statements for its implementation.



Existing View & Predicted View 10 year after development

Landscape Enhancements

6.03 The Landscape & Visual Impact Assessment prepared by Sacha Barnes Ltd along with the Photo Montage prepared by Aspect analyses close and distant views towards the site from the surrounding areas.

The site is generally well screened by existing planting to the northern and southern boundaries and hence the proposals are considered to have negligible visual impact in views towards the site from the north and south.

In distant views towards the western site boundary the interior of the site is partially visible. The proposed layout of new dwellings has therefore been designed to maintain these distant views through the site towards the existing central band of trees. The application scheme also proposes the introduction of new native tree and shrub planting to reinforce the existing boundary.

Further new planting is proposed to reinforce the existing screening along the southern boundary of the site, to plots 3-10 fronting the proposed courtyard arrangement/‘green space’, and in order to provide biodiversity enhancements as recommended in the submitted Ecological Impact Assessment.

06 LANDSCAPING

Landscape Strategy

6.04 The Landscape Strategy Plan prepared by Aspect illustrates the soft landscaping proposals including the location and type of tree and shrub planting across the site.

The plan shows the proposed planting along the southern boundary to reinforce the existing screening along with increased planting the western boundary. The western boundary planting would provide screening of the proposed development, in particular the end elevations of plots 6 and 7, whilst maintaining the views to the tall band of trees beyond. The predicted progression of the trees proposed to the western boundary and the evolution of the view can be seen in Aspect's Photo Montage document.

The Landscape Strategy Plan also includes the proposed location of feature Beech trees and replacement trees for those proposed to be removed.



07 | CONCLUSION

7.01 This outline application is submitted to Cherwell District Council for consideration on the basis that it accords with the objectives of the Local Plan to provide small scale residential development within the Category A Service Village of Steeple Aston.

7.02 The application scheme would provide high quality homes in a range of types and sizes in a layout that accords with the principles set out in local design guidance. The proposed development would provide new homes in a location with access to the existing highway network that supports public transport services to local centres and within a short distance of a train station on the national rail network.

7.03 The proposals, as considered in the submitted Heritage Assessment, would have no negative effect on the setting, character or appearance of the adjoining Conservation Areas. The Archaeological Assessment concludes that the site does not contain any designated assets where there would be a presumption in favour of their preservation in situ and against development, and that the proposals accord with the relevant local and national policies.

7.04 The visual impact of the proposals on the surrounding landscape have been evaluated in the submitted Landscape & Visual Impact Assessment and are generally considered to be low or negligible. Existing trees of high and moderate quality would be retained and suitably protected and, where tree removals are proposed, replacement and additional planting would be provided.

7.05 Existing wildlife habitats, as identified in the submitted Ecological Impact Assessment, would be protected under the proposals with suitable mitigation and enhancement measures to be provided as required. The site, as set out in the submitted Flood Risk Assessment, is considered to be at low risk of flooding and, in accordance with the accompanying drainage strategy, surface water run-off as a result of the proposals would be sustainably managed via infiltration techniques.

DESIGN & ACCESS STATEMENT



Malcolm
Payne
Group



**OUTLINE APPLICATION FOR UP TO 10 DWELLINGS
AT THE BEECHES, STEEPLE ASTON**

AUGUST 2020