



Combined Design and Access Statement and Planning Statement

**Planning application for a temporary haul road on land adjacent to Shipton Road,
Woodstock**

March 2015

On behalf of Pye Homes

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1 INTRODUCTION

- 1.1 In 2009 a planning application was submitted to West Oxfordshire District Council and approved for the erection of 63 dwellings (Planning Ref 09/0901/P/FP). This development has since been built out by the applicant, and is now known as Randolph Avenue. Following on from this, the land to the north was subject to a planning application for 58 dwellings Planning Ref 13/0982/P/FP, with a proposed vehicular access through Randolph Avenue, which was approved in February 2015. Appendix A shows the relationship between the 2 sites.
- 1.2 During the planning application process for the 58 dwelling scheme, the applicant undertook discussion with West Oxfordshire District Council on the most appropriate manner for construction traffic to access the site, to ensure that disturbance to existing residents in Randolph Avenue would be minimal during the construction phase of the development.
- 1.3 The applicant also undertook discussions with Woodstock Town Council to ensure that the community was kept well informed on discussions that the applicant was having with West Oxfordshire District Council, relating to the construction phase of the development.
- 1.4 Discussions with WODC eventually led to the most appropriate means of accessing the site was to construct a temporary haul road that would sweep around to the east of Randolph Avenue, on the adjacent field. The field is in the ownership of the applicant, and agreement with the tenant farmer has been reached. The removal of the access route for construction traffic to outside the existing residential area will ensure that the amenity of neighbouring properties will be maintained.
- 1.5 The temporary haul road is part of the Construction Management Plan submitted to West Oxfordshire District Council, and would have been included within a condition to be discharged, had the land forming the haul road been located within the administrative boundary of West Oxfordshire District Council. As the land lies within the boundary of Cherwell District Council, a planning application was required.
- 1.6 This application is for a temporary haul road for the duration of 2 years, to access the approved development on land north east of Marlborough School on Shipton Road, subject of planning approval 13/0982/P/FP.

2 THE PROPOSAL

The proposal is for a temporary haul road for construction traffic, traffic generated by the workforce and other ad hoc vehicular access. The haul road will be required for 2 years, covering the construction period of the development. Once the development has been built out, the haul road will be removed and the land will be returned to its former state.

3 DESIGN AND ACCESS

Layout/Design/Appearance/Drainage

- 3.1 The layout of the road can be seen on Dwg No. 07 submitted as part of this application. The road will be 5m in width. There will be a 1m swale to the eastern side to act as a drainage medium. Haras fencing will be installed along the eastern side of the road to separate the road from the field beyond.
- 3.2 To protect users of the bridleway that runs on the western boundary of the field, and along the eastern boundary of both Randolph Avenue and the approved construction site, barriers will be installed at the junction off Shipton Road and the bridleway to the south; and to the north, at the junction where the haul road meets the entrance to the construction site.
- 3.3 The haul road will have a gravel topping, with a tarmac finish to an area of the road close to Shipton Road to facilitate wheel wash. The haras fencing will prevent animals wandering onto the road and provide an additional level of security.
- 3.4 The haul road will become part of the construction site; all the required health and safety signage will appear at the junction of Shipton Road and the temporary haul road.
- 3.5 A 1 meter wide swale will adjoin the haul road to act as a medium to catch and store prior to infiltration to the ground, the surface run off.

4 PROTECTION OF PEDESTRIANS USING THE BRIDLEWAY

- 4.1 There is a bridleway located on the western boundary of the field running along the boundary of Randolph Avenue and the development site beyond. The bridleway will remain open whilst the haul road is being constructed and used.
- 4.2 The haul road will have to cross the bridleway at the northern point where the haul road sweeps west to access the site. To ensure that all pedestrians using the site remain safe, the following precautions have been taken in the construction and operating of the haul road.
- 4.3 A barrier will be installed at the northern end of the haul road at the junction with the access to the site. The barrier will be in the down position at all times, allowing pedestrians to use the bridleway, unless construction traffic using the haul road requires access to the site. At these times the barrier, under the control of a

banksman will be lifted allowing the construction traffic access. Once the construction traffic has gained access to the site, the barrier will be lowered, preventing vehicular access to cross the bridleway. A banksman will control all construction traffic into and out of the site at all times.

5 IMPACT OF THE HAUL ROAD ON THE EXISTING BRIDLEWAY

5.1 The bridleway runs along the western side of the field. The bridleway has a thick hedge to its eastern boundary separating it from the houses beyond; to the west the bridleway is separated from the field by a thicket, conspiring of hedges and large shrubs/small trees, effectively screening and providing a natural barrier to the field and haul road beyond.

5.2 The applicant has discussed the proposed haul road, and access arrangements specifically related to the bridleway with Oxfordshire Public Rights of Way team, who confirm that the arrangements are acceptable.

6 CONCLUSION

6.1 This application is for temporary haul road for construction traffic to access the development site, located to the north of Randolph Avenue approved under the planning reference 13/0982/P/FP.

6.2 The haul road will be temporary for 2 years, after which, the road will be removed and the land returned to its original condition.

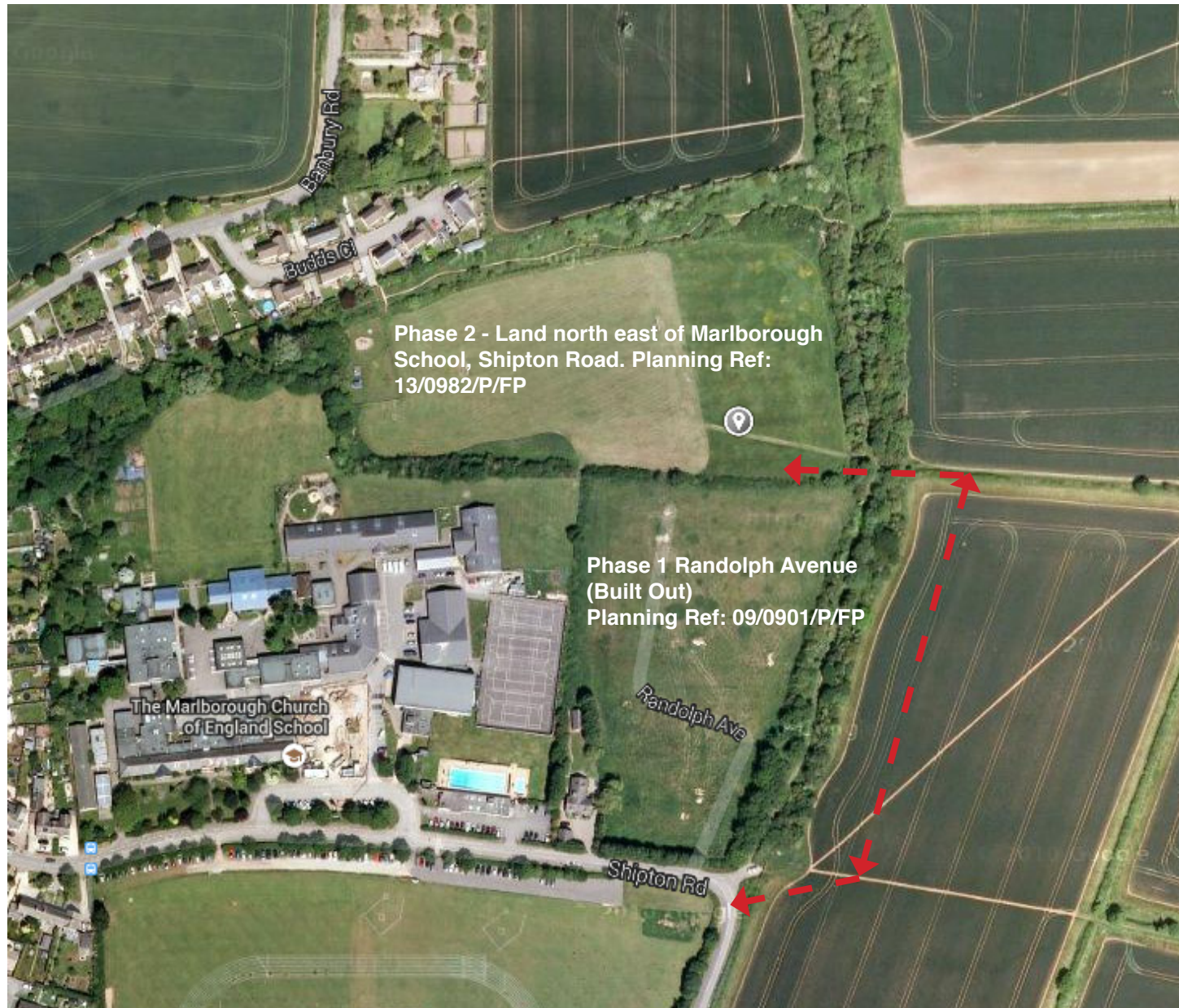
6.3 The bridleway running to the east of the haul road is enclosed by hedging, shrubbery and small trees to both its eastern and western sides, effectively separating it from the haul road. Measures have been incorporated into the design to ensure the continued safety of pedestrians using the bridleway.

6.4 The local community, through regular meetings with district councillors and members of the Woodstock Town Council, have been kept informed throughout the discussions with West Oxfordshire District Council relating to safe access for construction traffic. If the proposed haul road was not approved, the default situation would be to take construction traffic through Randolph Avenue.

6.5 The applicant believes the temporary haul road proposed is the most sensible approach for construction traffic to access the development site, subject of planning approval 13/0982/P/FP. The impact of the temporary haul road is considered to be minimal and through the imposition of appropriate conditions the use of the haul road can be controlled and the land reinstated to its original condition.

The applicant respectfully requests that the council approved the application.

APPENDIX A - Site Relationship - Randolph Avenue and construction site subject of planning application 13/0982/P/FP



Indicative temporary Haul Road -
access for construction traffic

