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For and on behalf of  
**Mr & Mrs Daniells**

**PLANNING, DESIGN & ACCESS STATEMENT**

**Tyne Hill Barn, Sibford Road, Sibford Gower OX15 5AD**

Prepared by  
**DLP Planning Ltd**  
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## **0.0 EXECUTIVE SUMMARY**

- 0.1 This Statement has been prepared to support an application for a new driveway and access from Sibford Road at Tyne Hill Barn, Sibford Road, Sibford Gower.
- 0.2 Council officers confirmed during pre-application deliberations that the principle of a new driveway in this location is considered to be acceptable
- 0.3 The proposed junction with the highway has been designed to achieve the required visibility splays. Based on the results of the speed survey the visibility splays were set at 90 metres for northbound and 120 metres for southbound.
- 0.4 The application site is a small component of the wider landscape and is not subject to any special landscape designation and nor does it contain any significant or special landscape features.
- 0.5 There would only be glimpsed views of the site and the proposed driveway afforded from the public vantage points due to the existing dense landscaping to the boundaries. Additional landscaping is also proposed to further reduce the impact on the landscape.
- 0.6 The proposed driveway would not appear as an alien feature and is what one would expect to see in this context where existing buildings are present and being used. Indeed, it would be similar in form and appearance to the driveway serving Parsons Barn Farm to the north, which is more visible in the landscape.
- 0.7 The proposal in general terms accords with the relevant policies set out in the Council's adopted development plan and the advice provided in the Framework.
- 0.8 The report concludes that there would be no substantial detrimental impact on the character of the site or the landscape, and as such planning permission can safely be granted.

## 1.0 INTRODUCTION

- 1.1 This Planning, Design & Access Statement has been prepared by DLP Planning Ltd, on behalf of Mr & Mrs Daniells, to support an application for a new driveway and access from Sibford Road at Tyne Hill Barn, Sibford Road, Sibford Gower.
- 1.2 Pre-application advice was received on the 7<sup>th</sup> November 2017 (17/00287/PREAPP) and is attached as Appendix 1. Officers confirmed that the principle of a new driveway in this location is considered to be acceptable in regard to visual amenity. It was further advised that the driveway takes the shortest and most direct route from the new access. The proposed materials, landscaping and visual impact will be discussed later in this Statement.
- 1.3 The application site is located within the rural area and comprises land within the Applicants ownership.
- 1.4 Policies ESD13 and ESD15 of the Cherwell Local Plan Part 1 requires new development to respect and enhance local landscape character. The proposed scheme has been carefully designed to minimise visual impact on the wider landscape and would be constructed of materials appropriate to the site's rural location.
- 1.5 The junction with the main highway would provide appropriate visibility splays as required by the Local Highway Authority, and as such the proposal would provide a safe and suitable access that would not be detrimental to highway safety.
- 1.6 The application is supported by the following plans and documents.

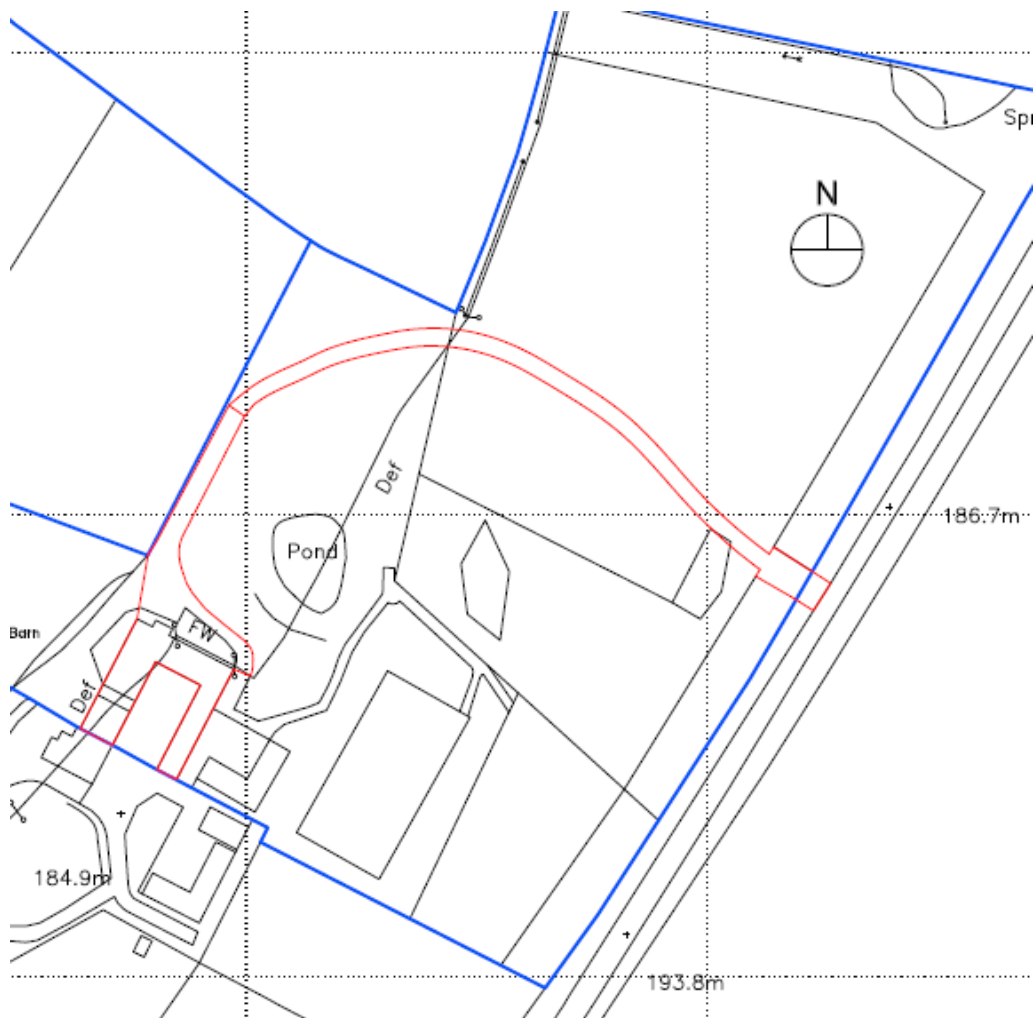
<b>Drawing No.</b>	<b>Description</b>
PL01	Site Location Plan
PL02	Site Section & Proposed Site Plans
Site Access and Visibility Technical Note dated 3 <sup>rd</sup> March 2018 by Matrix	

## 2.0 SITE DESCRIPTION & CONTEXT

### Site Location

- 2.1 The site comprises an area of land that lies on the northern side of the B4035 and on the western side of Sibford Road. The site is located within the rural area.

**Figure 2.1: Location Plan (Drawing No. PL01)**



### The Application Site

- 2.2 The application site comprises land associated with Tyne Hill Barn that is in equestrian use. Tyne Hill Barn itself is a residential property that is set back a considerable distance from the road.

- 2.3 There is substantial tree and hedge planting to the boundaries, which restricts views of the site from the surrounding area.
- 2.4 There is currently a vehicle access from the B4035 that is shared with Tyne Hill Farm. There is also an existing field access from Sibford Road. It is this access that it is proposed to use for the driveway.
- 2.5 The driveway is required to provide an independent vehicle access to the site.

### **Surrounding Area**

- 2.6 The nearest neighbouring building is Tyne Hill Farm House and this is located to the south of the application site. Access to Tyne Hill Farm House is via a shared access with Tyne Hill Barn from the B4035.
- 2.7 To the north of the application site is Parsons Barn Farm, which is accessed from Sibford Road, and largely screened from the application site by existing landscaping. The access is constructed of tarmac and demarcated on the ground by post and rail fencing. In similarity with the application site there is a change in levels across the site.
- 2.8 Overall the surrounding area is rural in character. To the south-west are the settlements of Sibford Gower and Sibford Ferris and to the south-east is the settlement of Swalcliffe.

### 3.0 PLANNING HISTORY

3.1 There is no planning history associated with this site that is directly relevant to the application proposal. However, there have been a number of applications relating to other uses/development on the site as set out in the Table Below

**Table 3.1: Planning History of Application Site**

<b>Application No.</b>	<b>Description of Development</b>	<b>Decision</b>
01/01067/F	Outdoor Riding Arena	Approved – July 2001
02/02092/F	Stable Block	Approved – November 2002
03/00291/F	Tennis Court	Approved – May 2003



## 4.0 PRE-APPLICATION ADVICE

4.1 Written pre-application advice was received from the Council on the 7<sup>th</sup> November 2017. This is attached as Appendix 1 and summarised below.

- A visibility splay of 2.4m by 205m will be required in this location;
- A traffic count survey (ATC) will need to be carried out to justify providing reduced visibility splays;
- Subject to the results of the ATC survey and the visibility splays that can be achieved, the principle of providing a new access in this location may be acceptable;
- Council Officers agreed that the proposed layout would be the most direct route to the existing field gate;
- There was no objection to the proposed construction of the road in tarmac;
- The principle of a new driveway in this location is considered to be acceptable in regards to visual amenity;
- It is recommended that the new road takes the shortest and most direct route to the proposed access, and uses existing boundaries and landscaping to mitigate any visual impact.

4.2 In accordance with the advice received, appropriate visibility splays based on the results of the speed survey have been provided and this has been assessed by a Highway Consultant. The proposed driveway takes the most direct from the highway taking into account the topography of the site and existing tree and hedgerow features. Additional landscaping is also proposed.

## **5.0 DESIGN & ACCESS STATEMENT**

5.1 This section of the report describes the following elements of the proposal:

- Use & Amount
- Scale & Layout
- Landscaping
- Appearance
- Access

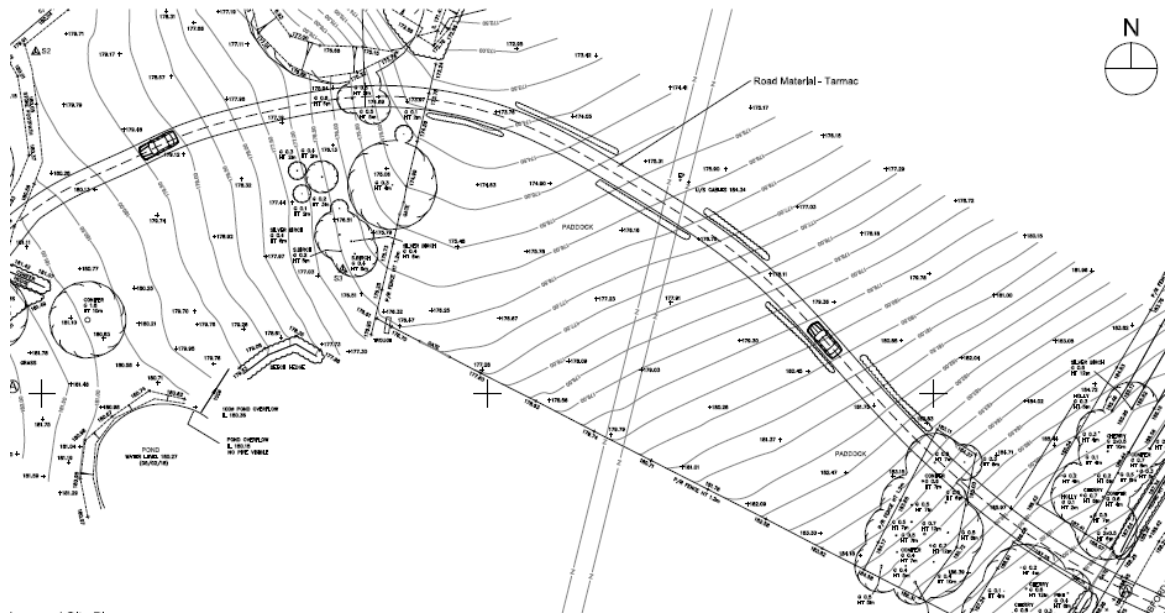
### **5.2 Use & Amount**

This application relates to a proposal to construct a new driveway and access from Sibford Road. The existing residential and equestrian use of the site would remain unchanged. There is no additional built development proposed by this application.

### **5.3 Scale & Layout**

The proposed driveway would be 2.4m wide and run for a length of 180m from the access off Sibford Road to the existing driveway and circulation area at Tyne Hill Barn. The proposed new access would achieve visibility splays of 2.4m by 90m northbound and 2.4m by 120m southbound.

**Figure 5.3: Proposed Site Layout Plan (Drawing No. PL02)**



#### 5.4 Appearance & Landscaping

The proposed driveway would be constructed of tarmac to reflect the materials used elsewhere on the site and which is considered to be appropriate to the rural context of the site. As shown on the proposed layout plan, additional soft landscaping is proposed either side of the proposed driveway to minimise the visual impact of the proposal.

#### 5.5 Access

A speed survey was completed on the 5<sup>th</sup> December 2017. This determined the 85<sup>th</sup> %ile speed for both northbound and southbound vehicles. Based on this survey, visibility splays of 90m northbound and 120m southbound have been provided as set out in the submitted technical note prepared by Matrix.

## 6.0 PLANNING POLICY CONTEXT

6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 places a legal obligation on decision makers to determine planning applications in accordance with the development plan unless material considerations indicate otherwise.

6.2 The Cherwell District Council Development Plan includes the saved policies of The Cherwell Local Plan 1996 and The Cherwell Local Plan 2011-2031 (Part 1) adopted in 2015.

6.3 The proposals map shows the site to be within the rural area.

### 6.4 The saved policies of The Cherwell Local Plan 1996

The Cherwell Local Plan was prepared under the provisions of the Town & Country Planning Act, 1990 as amended by the Planning & Compensation Act 1991. The plan was adopted in 1996 and intended to cover the period up to 2001.

### 6.5 Policy C8: Sporadic Development in the Countryside

This policy states that:

***“Sporadic development in the open countryside including developments in the vicinity of motorway or major road junctions will generally be resisted.”***

6.6 The preamble to this policy at paragraph 9.13 advises that policy C8 applies to all new development proposals beyond the built up limits of settlements. Furthermore, this paragraph states that there is an increasing pressure for development in the countryside.

6.7 The proposed new driveway would use an existing field entrance and the route would follow the most direct and practical route from the highway to Tyne Hill Barn. It would be constructed of suitable materials appropriate to the rural area and would be heavily screened by existing landscaping on the site. Therefore, there would be no harm to the character or appearance of the countryside. In this circumstance, Policy C8 is complied with.

## 6.8 Policy C28: Layout, Design and External Appearance of new Development

This policy states that:

***“Control will be exercised over all new development, including conversions and extensions, 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 such as conservation areas, the area of outstanding natural beauty, and areas of high landscape value, development will be required to be of a high standard and the use of traditional local building materials will normally be required.”***

6.9 The preamble at paragraph 9.67 advises that in appropriate circumstances a landscaping scheme will be required to be included as part of the development. Trees are a valuable feature of both the rural and urban landscape. Their amenity value and screening effect can enhance the appearance of new development.

6.10 It is proposed to construct the driveway of tarmac. The pre-application advice indicated that there would be no objection to the use of this material. The route of the driveway would follow the most direct and practical route and would be wide enough for a single vehicle. The layout and design would be suitable and appropriate for the property that it is intended to serve, and the proposed materials would be appropriate to the rural context of the site. It is noted that the existing access to Parsons Barn Farm to the north of the application site is constructed of tarmac and is more visible in the landscape than that proposed by this application.

6.11 In this circumstance, there would be no detrimental impact to the countryside and policy C28 would be complied with.

## 6.12 The Cherwell Local Plan 2011-2031 Part 1 (Adopted 2015 & Amended 2016)

The plan was prepared following a detailed examination of the needs and challenges facing the towns, villages and rural areas. The plan was originally adopted by the Council on the 20<sup>th</sup> July 2015. On the 19<sup>th</sup> December 2016, the Council readopted

Policy Bicester 13 with some minor modifications. The plan is intended to cover the period to 2031.

#### 6.13 **Policy PSD1: Presumption in Favour of Sustainable Development**

This policy states that the Council will take a proactive approach to reflect the presumption in favour of sustainable development contained in the National Planning Policy Framework. It continues that planning applications that accord with the policies in this Local Plan (or other part of the statutory Development Plan) will be approved without delay unless material considerations indicate otherwise.

6.14 The economic, social and environmental strands of sustainable development will be discussed in relation to the Framework below.

#### 6.15 **Policy ESD 13: Local Landscape Protection and Enhancement**

This policy advises that development will be expected to respect and enhance local landscape character, securing appropriate mitigation where damage to local landscape character cannot be avoided. Proposals will not be permitted if they would:

- Cause undue visual intrusion into the open countryside;
- Cause undue harm to important natural landscape features and topography;
- Be inconsistent with local character;
- Impact on areas judged to have a high level of tranquillity;
- Harm to the setting of settlements, buildings, structures or other landmark features; or
- Harm the historic value of the landscape.

6.16 In effect, policy ESD13 seeks to conserve and enhance local landscape character. The site itself comprises an undeveloped parcel of land that is well screened by dense mature tree and hedgerow planting. The topography is such that there is a change in levels across the site. In considering the impact on landscape it is important to note that the site is not included within a landscape character area or subject to any other

special landscape designation, and there are no significant landscape features of note present on the site. The site itself is a small component of the wider landscape within which it lies and benefits from substantial screening, such that there are limited views of the site from the wider landscape area.

6.17 Indeed, there are limited opportunities for views of the proposed driveway from the surrounding area. The site is well screened from Sibford Road and there are no public rights of way within the vicinity of the site that would provide views of the proposed development. Therefore, any views of the site and proposed development would be limited to glimpses between the existing landscaping. In any case, even if glimpses are available from public vantage points, the proposed driveway would not appear as an alien feature and is what one would expect to see in this context where existing buildings are present and being used.

6.18 As shown on the submitted plans, additional landscaping is proposed to enhance the existing landscaping and mitigate any potential impact on the wider landscape.

6.19 In the above context, it is considered that given the dense landscaping to the site boundaries and the limited views of the site from the surrounding area, any change to the character of the site and the wider landscape would be negligible. The site does not form a significant part of the landscape character area and the proposed access and driveway would not result in any undue harm to the landscape character.

6.20 Therefore, there would be no detrimental impact to the local landscape character and as such there would be no conflict with Policy ESD 13.

6.21 **Policy ESD 15: The Character of the Built and Historic Environment**

This policy advises that *‘new development will be expected to complement and enhance the character of its context through sensitive siting, layout and high quality design’*.

6.22 It also advises in relation to highway safety that *‘new development should be designed to deliver high quality safe, attractive, durable and healthy places to live and work in.’*

6.23 As discussed above in relation Policy ESD 13, the proposed development would not have any significant undue impact on the landscape character or visual amenity of the

area. The proposed driveway would take the shortest reasonable route from the highway and the existing landscaping features including hedgerows and boundary vegetation would be retained. It is proposed to construct the driveway of tarmac. This material is considered to be appropriate and would reflect the other materials used on the site and also the access drive to Parsons Barn Farm to the north of the site. Therefore, the use of tarmac would not be detrimental to the site or the wider landscape. Also, additional landscaping is proposed to minimise the visual impact of the proposed driveway on the site and wider area. Therefore, the proposed development would not cause any detrimental impact to the landscape.

- 6.24 The proposed access would make use of an existing field entrance from Sibford Road. The width of the bellmouth and driveway has been designed to serve the existing residential property and is considered to be appropriate. As set out in the submitted Access Technical Note, suitable visibility splays would also be provided.

### **Other Material Considerations**

#### **The National Planning Policy Framework (2012)**

- 6.25 The National Planning Policy Framework (the Framework) sets out the Government's planning policy and is itself a material consideration in decision making on development proposals, particularly having regard to the adoption of the development plan prior to its publication.
- 6.26 Paragraph 7 sets out the three dimensions to sustainable development – economic, social and environmental. Paragraph 8 advises that these roles should not be undertaken in isolation as they are mutually dependent.
- 6.27 The environmental role is of particular relevance to this proposal. As discussed above, there would be no significant detrimental impact on the character of the site or the wider landscape. Furthermore, additional landscaping is proposed to enhance that already provided on the site. Therefore, the proposal performs a positive environmental role.
- 6.28 Paragraphs 11 and 12 reinforce the primacy of the development plan in decision making and advise that applications for planning permission must be determined in



accordance with the development plan unless material considerations indicate otherwise.

6.29 Paragraph 56 relates to design and states that:

***“Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.”***

6.30 Paragraph 109 relates to the natural environment and states, inter alia, that the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, geological conservation interests and soils.

6.31 As discussed above, the site is a small component of the wider landscape and is not subject to any specific landscape designation. Whilst there are no specific landscape features of note on the application site, the existing boundary treatment would be retained and enhanced. As such, the proposal would not be out of character in the landscape.

6.32 Overall, the Framework expects sustainable development to be encouraged and dealt with positively. The proposal meets the relevant core principles of the Framework by conserving and enhancing the natural environment and conserving the character of the countryside.

## 7.0 CONCLUSIONS

- 7.1 This Statement has been prepared to support an application for a new driveway and access from Sibford Road at Tyne Hill Barn, Sibford Road, Sibford Gower.
- 7.2 The Council advised during pre-application deliberations that the principle of a new driveway in this location is considered to be acceptable in regard to visual amenity.
- 7.3 The proposed access would use an existing field entrance from Sibford Road and based on the submitted speed survey, suitable visibility splays can be provided. As such, there would be no detrimental impact on highway safety.
- 7.4 The proposed driveway would follow the most direct and practical route from the highway and has been designed as a single width road to serve an existing residential property.
- 7.5 The site is a small part of the wider landscape area and is not subject to any special landscape designation. It is well screened from public vantage points by existing dense landscaping, and would be enhanced by the application proposal. Therefore, the application site is not subject to any long distance views and any views of the proposal would be limited to glimpses. Therefore, there would no detrimental impact on the character of the site or wider landscape area.
- 7.6 The proposed use of tarmac is considered to be appropriate and would reflect that used elsewhere on the site and also at Parsons Barn Farm to the north of the site. Therefore, it would not appear as an alien feature in the landscape. Indeed, the proposed landscaping would minimise the visual impact of the proposed driveway on the site and wider area. Therefore, the proposed development would not cause any detrimental impact to the landscape.
- 7.7 It has been demonstrated above that there would be no conflict with saved Local Plan Policies C8 and C28 or policies ESD13 and ESD15 of the Cherwell 2011-2031 Part 1.
- 7.8 In the above context it is considered that planning permission can safely be granted.

## **APPENDIX 1**

Pre-application Advice

## CHERWELL DISTRICT COUNCIL

### Pre-Application Report

<b>Pre-application Reference No:</b>	17/00287/PREAPP	
<b>Proposal:</b>	Proposed new tarmac drive and access onto the Sibford Road	
<b>Site Address:</b>	Tyne Hill Barn Tyne Hill, Sibford Ferris	
<b>Date Site Visited:</b>	26/11/2017	
<b>Date &amp; Time of Meeting (if applicable):</b>	30/10/2017	<b>Start:</b> 10:00am
		<b>Finish:</b> 11:00am
<b>Location of Meeting:</b>	Cherwell District Council	
<b>Attendees:</b>	Matthew Coyne (Planning Officer); and Mr & Mrs Daniels (the applicants)	

#### TECHNICAL ASSESSMENT

**Internal Consultations Required:** None required.

It is likely that Cherwell District Council's Landscape Services department will be consulted on any subsequent planning application.

**External Consultations Required:** Local Highways Authority (Oxfordshire County Council).

**Responses:**

Local Highways Authority (LHA):

The LHA provided the following response:

*"The informal pre-application advice referred to in the application form covered two alternative locations for the access. This formal pre-app relates only to the existing field gate, which is further to the south-west and consequently has less visibility in that direction than the other option. I have measured the extent of the visibility from the gate towards the south-west at less than 70m. This is mainly restricted by the vertical alignment, which is not apparent on aerial views from Google Earth.*

*As this is a de-restricted road we would be looking for a visibility splay of 2.4m x 205m in accordance with the Design Manual for Roads and Bridges. 85%ile speeds may well be less than 60mph so as this 205m visibility is not achievable it would be advisable to have a speed survey undertaken with ATCs placed at the limit of the visibility. This will show the actual vehicle speeds and consequently the actual visibility length required. This may also demonstrate that traffic flows are very low so that there may be some scope to reduce the*

visibility requirement. A topographical survey of the road illustrating the entire extent of the available visibility splay should be included in a full application. It is assumed that 205m of visibility is possible to the north-east but this needs to be demonstrated on the topographic survey.

A S184 agreement will be required for a verge crossover at the access location. Please note that this agreement is separate from any planning permission granted. Full details can be found at <https://www.oxfordshire.gov.uk/cms/content/dropped-kerbs> . This page contains the advice "Any application for the construction of a vehicle crossing may be refused or modified on the grounds of safety. The applicant must ensure that adequate sight lines are maintained to allow safe access to their property". We would probably request a condition to ensure the visibility splay is maintained by cutting back vegetation etc."

**Flood Risk:**

The site is within Flood Zone 1 which is the zone of lowest flood risk. The Environment Agency has produced advice for applicants and agents about assessing flood risk in the planning process, and this can be viewed online at: <https://www.gov.uk/flood-risk-assessment-for-planning-applications>. You should have regard to this advice when preparing your application.

The Environment Agency also offers a pre-application service, details about which are available online at: <https://www.gov.uk/government/publications/planning-advice-environment-agency-standard-terms-and-conditions>

**EIA Screening Opinion Required?**

No

**Committee or Delegated Matter?**

If an application were to be submitted it will be considered at a meeting of the Planning Committee, given that Cherwell District Council are the applicants.

**Relevant Planning History:**

There is no recent relevant planning history relating to this site or proposal.

It is, however, noted that there have been a number of planning applications at the property including for an outdoor riding arena (2001); a stable block and tack room (2002); and a tennis court (2003).

**Policy:**

Any application made for this proposal will be considered against the policy guidance contained in the National Planning Policy Framework (NPPF) and policies within The Cherwell Local Plan 2011-2031 Part 1 (CLP) and the 'Saved Policies' of the Cherwell Local Plan 1996.

The Cherwell Local Plan 2011-2031 - Part 1 was formally adopted by Cherwell District Council on 20th July 2015.

The Local Plan and its associated documents are available on the Council's website: [www.cherwell.gov.uk](http://www.cherwell.gov.uk).

The following policies of the Development Plan are of particular relevance to this proposal:

Adopted Cherwell Local Plan 1996 (Saved Policies) – ‘CLP 1996’

- C8 – Sporadic development in the countryside
- C28 – layout, design and external appearance of new development
- C30 – design of new residential development

Cherwell Local Plan 2011 - 2031 Part 1 – ‘CLP 2031 (Part 1)’

- PSD1: Presumption in Favour of Sustainable Development
- ESD 13: Local Landscape Protection and Enhancement
- ESD15: The Character of the Built and Historic Environment

**PROFESSIONAL ASSESSMENT BY CASE OFFICER**

I regret to inform you that I will not be able to support the proposal in its current form because of the following deficiencies/issues:

- The Local Highways Authority has identified that the visibility splays will be less than the required distance.
- An Automatic Traffic Count (ATC) Survey should be carried out at the limit of visibility for the number and speed of vehicle movements (to justify the shorter visibility distances).
- Should the ATC indicate that vehicle movements are higher or faster than expected, then an alternative access where suitable vision splays will need to be sought.
- A comprehensive landscape scheme should be submitted with any subsequent planning application. In this instance, this should be submitted upfront, to ensure that no harm will be caused to the wider landscape character.

It is considered that the main issues relating to your proposal are:

- Highway safety
- Visual amenity

Highway Safety

Policy ESD15 of the CLP 2031 Part 1 states, amongst other matters, that new development proposals should: *be designed to deliver high quality safe...places to live and work in.* This is consistent with Paragraph 35 of the NPPF which states that: *developments should be located and designed where practical to...create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.*

In this instance, the LHA has advised that they would seek to achieve visibility splays of *2.4m x 205m in accordance with the Design Manual for Roads and Bridges.* However, it is noted that the existing visibility splays to the south west are approximately 70m (which falls short of the 205m requirement). During the site visit it was noted that this road appeared to be far less used than the B4035 (where the existing access is situated). Nevertheless, a traffic count and speed survey would be required to justify the reduction in visibility splays. In the absence of this justification, it would not be possible to support a new access in the proposed location.

Notwithstanding the above, it is noted that a proposed access to the north east would have a greater visibility splay and therefore may be more acceptable in regard to highway safety. It is noted that in the pre-application request form, the applicants have advised that the LHA raises no objection to the principal of having a new

access. Whilst the LHA did not confirm this in their consultation response, it is alluded to that this comment relates to a more north easterly access.

Should the speed survey indicate that vehicle movements are faster than expected, then the principal of having an access point in the proposed location may not be accepted. In any subsequent application you will need to demonstrate that a proposed access is both suitable and safe and that the vision splays are appropriate for the speed of the road.

### Visual Amenity

Government guidance contained within the NPPF requiring good design states that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Further, permission should be refused for development of poor design that fails to take the opportunities for improving the character and quality of an area and the way it functions.

Policy ESD15 of the Cherwell Local Plan Part 1 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.”*

Policy ESD13 of the CLP 2031 (Part 1) states that development *‘will be expected to respect and enhance local landscape character, securing appropriate mitigation where damage to local landscape character cannot be avoided. Proposals will not be permitted if they would:*

- *Cause undue visual intrusion into the open countryside*
- *Cause undue harm to important natural landscape features and topography*
- *Be inconsistent with local character*
- *Impact on areas judged to have a high level of tranquillity*
- *Harm the setting of settlements, buildings, structures or other landmark features, or*
- *Harm the historic value of the landscape’.*

Saved Policy C28 of the Cherwell Local Plan 1996 exercises control over all new developments to ensure that the standards of layout, design and external appearance are sympathetic to the character of the context.

Having regard to all of the above mentioned policies, the proposal will need to give proper regard to the visual and wider landscape impact that the proposal will have. During the site visit, it was noted that there were views from the property across the fields to the north. A visit was also carried out to (the access to) Parsons Barn to assess whether or not the site would be visible from this distance (at approximately 600m). Whilst the location of the proposed access was partially limited by existing landscape planting on the site, some wider views were possible.

Whilst it would be preferable (in visual amenity terms) for the access to be adjacent to the existing riding arena, it is accepted that the proposed layout would be the most direct route to the existing field gate. Should this access be deemed acceptable and this route be proposed in any subsequent planning application, the applicants will need to have further consideration as to how the change in land levels will be dealt with (as it is noted that there is a significant dip between the land adjacent to the tennis court and the land to the east – which is being used for equestrian purposes).

Furthermore, a comprehensive landscaping scheme should be provided to ensure that any wider views are adequately screened. The above information should accompany any subsequent planning application and should be provided prior to the determination of the application.

An alternative access to the north east is also likely to be considered acceptable in regard to visual amenity. Should the applicants chose to progress this as an option, it is recommended that the road follows the existing landscaping so as to screen (where possible) the proposal from the longer distance views.

The applicants have indicated that it would be preferable if the road is constructed of tarmac. Whilst I do not have any objections to the principal of the use of this material, it may have a more urbanising impact on the rural nature of the site (although it is appreciated that it will weather over time). In regard to the visual amenity of the site, the road could more appropriately fit into its setting, if it were to be constructed of compacted aggregates (such as breedon gravel) or a bound resin. In any event, and as per above, an appropriate landscaping scheme will be required to mitigate any visual impact of the proposal.

The principle of having a new driveway in this location is considered to be acceptable in regard to visual amenity. However, the success of the scheme (and ultimately the decision of the LPA) is likely to be dependent on the details, including the finished materials of the driveway and an appropriate landscaping scheme to mitigate any wider views of the site. Where possible, I would recommend that the new road take the shortest and most direct route to the new access and use the existing boundaries of the site (and the existing planting) to mitigate any visual impact caused by the proposal.

### **Summary**

Having regard to all of the above, the principle of creating a new access in this location will be subject to the agreement of the LHA. A new access along this road would usually be required to provide a visibility splay of 205m and should this not be achievable, then an ATC should be used to justify this. In the absence of this information it would not be possible to support a subsequent planning application. An alternative access to the north east may be more suitable; however, the vision splays (informed by the ATC) will need to still provide a safe and suitable access.

Notwithstanding the above, a comprehensive landscaping scheme should be submitted with any future planning application. The road should be adequately mitigated by this landscaping scheme so as not to cause any undue impact on the wider rural landscape character of the area. Further consideration may be required to be given to the materials used in the construction of the road and should wider views still be possible (or the road has to take a longer route than proposed), then a more rural finish may be more appropriate.

You should also include in your submission the following additional plans/information:

- An ATC Survey carried out
- A plan indicating the achievable visibility splays (including a topographical survey)
- Proposed materials for the construction of the driveway
- A comprehensive landscape proposal
- Details of any proposed/amended boundary treatments



**Date of Report:** 06/11/2017

**Case Officer:** Matthew Coyne

**DISCLAIMER**

The above advice represents the professional views of Council Officers and although given in good faith, it cannot prejudice any decision with the Council, as Local Planning Authority, may make at either Planning Committee or delegated officer level.

Dear Graeme,

Many thanks for your email.

It will all depend on whether the landscaping can sufficiently mitigate any wider visual impacts. I would be happy with a tree-lined driveway, so long as the road is not perceived from a distance (as per my previous email, tarmac could be stark within what is quite a rural setting). If you do not believe that the trees could mitigate this, then perhaps it could be interspersed with lower level planting?

Kind regards,

**Matthew Coyne** BA (Hons), MSc, PGDip  
Planning Officer – General Developments Planning Team  
Development Management  
Cherwell District Council

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Email: [matthew.coyne@cherwell-dc.gov.uk](mailto:matthew.coyne@cherwell-dc.gov.uk)

**From:** Graeme Free [<mailto:Graeme.Free@dlpconsultants.co.uk>]

**Sent:** 22 November 2017 17:12

**To:** Matthew Coyne

**Subject:** RE: OX5019 Tyne Hill Barn (Pre-app)

Dear Matthew,

Thank you for your reply. This is helpful.

In terms of the landscaping/planting along the access road, do you envisage this being low level soft landscaping or tall trees lining either side of the access road?

Kind Regards

**Graeme Free BSc (Hons) MA MRTPI**  
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**From:** Matthew Coyne [<mailto:Matthew.Coyne@cherwellandsouthnorthants.gov.uk>]  
**Sent:** 22 November 2017 11:32  
**To:** Graeme Free  
**Subject:** RE: OX5019 Tyne Hill Barn (Pre-app)

Dear Graeme,

Many thanks for your email.

It is most likely that the mitigation will be in the form of landscaping. The applicants have advised that they would most likely be planting along the access road, however we need to see the details of this. As discussed in the pre-app, if the visual impact of the access cannot be mitigated through suitable landscaping, then you may wish to consider alternative materials for the construction of the track (tarmac could potentially have an urbanising effect on the wider character of the landscape).

If you wish to discuss this further, I will be in the office for the rest of today.

Kind regards,

**Matthew Coyne** BA (Hons), MSc, PGDip  
Planning Officer – General Developments Planning Team  
Development Management  
Cherwell District Council

Direct Dial: 01295 221652  
Email: [matthew.coyne@cherwell-dc.gov.uk](mailto:matthew.coyne@cherwell-dc.gov.uk)

**From:** Graeme Free [<mailto:Graeme.Free@dlpconsultants.co.uk>]  
**Sent:** 21 November 2017 10:17  
**To:** Matthew Coyne  
**Subject:** OX5019 Tyne Hill Barn (Pre-app)

Dear Matthew,

I refer to the attached pre-application advice in relation to a proposed new access and driveway at the above site. Whilst I note that the principle of a new driveway is likely to be acceptable in this location, the response advises that consideration would need to be given to the potential landscape impact and recommends that the proposal includes some mitigation.

I was just wondering what type of mitigation you are expecting for a proposal of this scale?

We are preparing an application and it would be useful to discuss this with you before the application is submitted.

I would be grateful if you could give me a call when you are back in the office please.

Many thanks.

Kind Regards

**Graeme Free BSc (Hons) MA MRTPI**  
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