**From:** Tim Screen
**Sent:** 24 July 2018 16:11
**To:** Bob Neville
**Subject:** FW: 18/01167/F - Muddle Barn Farm Colony Road Sibford Gower

Bob

I can accept the principle of the new drive (the LVIA is an acceptable justification of the landscape and visual impact and effect), however the alignment of the track to the existing hedgerow in terms of physical harm to hedgerow with the construction of the track and the change of levels – as indicated by the cross-sectional drawing 1759-166 A -  is concerning. The following information is required:

1. BS5837 survey of the root protection zone of the hedgerow.
2. A revised alignment of the track to avoid, where possible, to avoid the RPA.

The spoil from the excavation of the track should either be carted off to a licenced tip. The spreading on site of excavation material can result in an unnatural ground formation and may visually incongruous in this locality. Cross-sections of existing and proposed ground profiling are required. Topsoil is usually taken off the re-profiled area and stored until it is ready to be applied and graded on the profiled subsoil. A topographical survey drawing should indicate the extent of the re-profiling.

Soft landscape proposal detail are required to reinforce the indicative proposals on page 10 of the LVIA (refer to the Amended Planting Scheme/Proposed Driveway). Hedgerows that are on the northern boundary (interface of visual receptors on northern PRoW), and aligned with the route of the track are to be retained for the purpose of protecting the landscape character and amenity.  Existing trees and young plantations are also to be retained for similar reasons (all retained structural vegetation to be indicated on the landscape proposals).

It is important to get the track’s surface material correct in this locality. The local ironstone is the most appropriate material for the surfacing. Other materials unnatural to the area will look visually incongruous. Hard landscape details are required.

Regards

Tim

**Tim Screen** CMLI

**Landscape Architect**

Cherwell District & South Northants Councils

01295 221862

 01295 221878

mailto:tim.screen@cherwellandsouthnorthants.gov.uk

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