

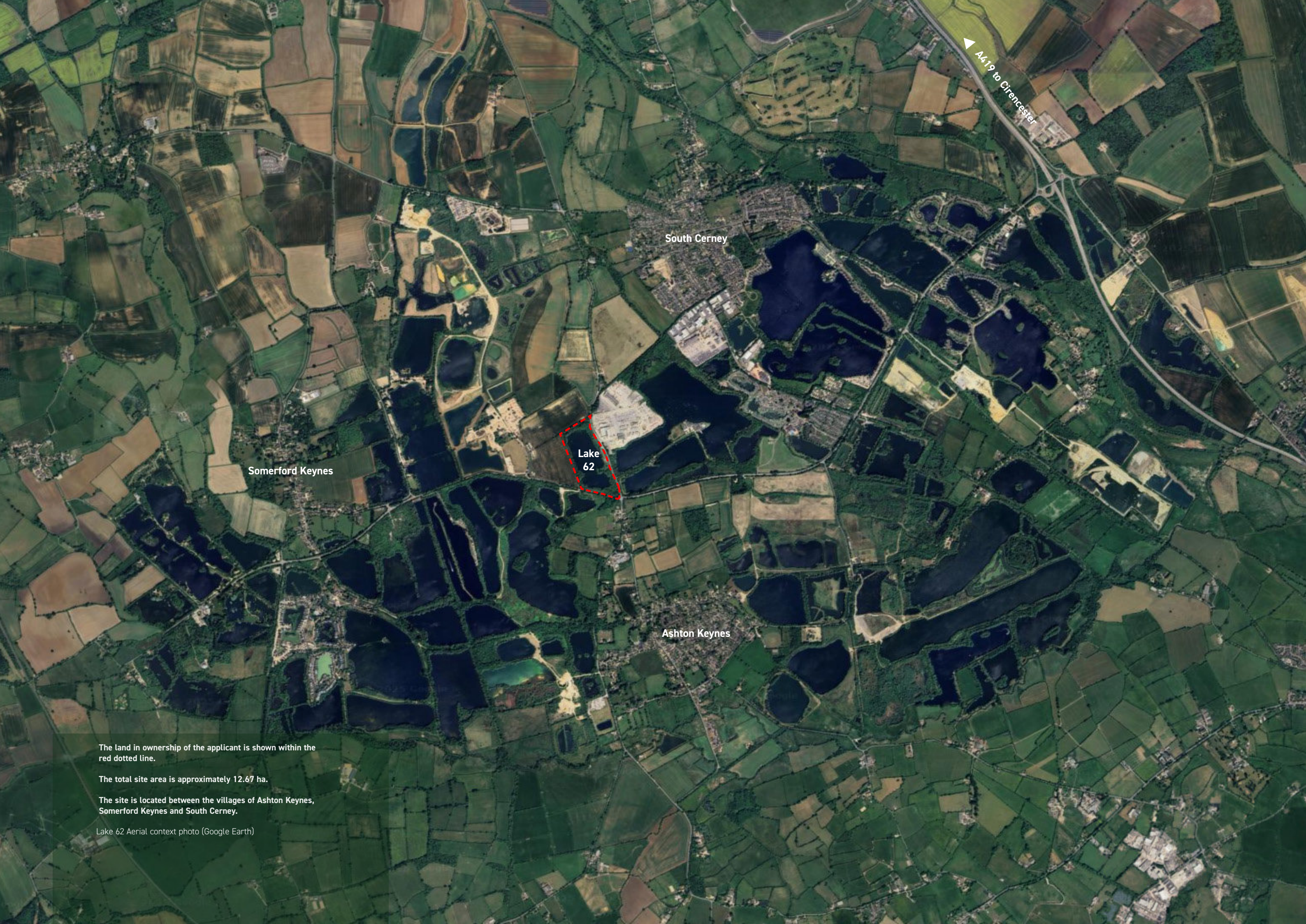


Design Statement Lake 62 Cotswold Water Park

June 2026



42a Upper High Street, Thame, OX9 2DW
www.leaparchitects.co.uk info@leaparchitects.co.uk
01865 570250



South Cerney

Somerford Keynes

Lake
62

Ashton Keynes

A419 to Cirencester

The land in ownership of the applicant is shown within the red dotted line.

The total site area is approximately 12.67 ha.

The site is located between the villages of Ashton Keynes, Somerford Keynes and South Cerney.

Lake 62 Aerial context photo (Google Earth)

Contents		1.0 Introduction
1.0	Introduction	This Design Statement accompanies existing and proposed scaled drawings and supporting documentation to form an outline planning application submission (all matters reserved except access) for works at Lake 62, Cotswold Water Park.
2.0	Site location & context	Site address:
3.0	Site Analysis - constraints	Lake 62, Cotswold Water Park, Derryfields, Ashton Keynes SN6 6QT
4.0	Site Analysis - opportunities	The proposals are as follows:
5.0	Application Proposals	• provide two new entrances to the site, one foot/ cycle access route to the South-East and one vehicle access route to the South • erect up to 38no. accommodation lodges around the East, West and Southern perimeter of the lake • ancillary accommodation for public use (Use Class E) • provide associated parking and access routes within the site
6.0	Landscape	The proposals are sensitive to the SSSI designation of the site and make use of existing pockets of clear space where possible.
7.0	Access	This application is supported by a Transport Statement by Rappor, an Ecological Appraisal by Enzygo and an Arboricultural Appraisal by Landarb Solutions.
8.0	Inclusive Design and Access Principles	
9.0	Sustainability and Environmental Principles	
10.0	Summary	

Revision	Date	Produced	Checked
Revision 00	10/06/26	DCH	PF



2.0 Site Location and Context

The existing site, Lake 62, is located in the Malmesbury Community Area and lies between the villages of South Cerney, Ashton Keynes and Somerford Keynes. The site lies within the Cotswold Water Park SSSI and has an area of 12.67ha.

The site is bounded to the east by Ashton Road which links South Cerney and Ashton Keynes and to the south by Spine Road West (leading to Spine Road East) which provides a connection to the Cotswold Water Park. The entrance to Aggregate Industries is a short distance from the existing entrance to the site along the east boundary while across the field to the west is the Cotswold Community Development. To the north, the site is separated from the Cotswold Bruderhof Cemetery by another field.

Roughly 450m to the east along Spine Road East is the site of an approved development providing caravan lets and camping pitches.

The land around the lake is densely covered by trees and vegetation but with many clearings among them. The trees are a mix of mature trees and self seeded saplings, of varying degrees of quality. A path of varying widths circumnavigates the lake.

Currently the site is used for a range of sporting events including Triathlons, Duathlons and Aquathlons.

- 01 Lake 62
- 02 Aggregate Industries
- 03 Cotswold Bruderhof Cemetery
- 04 Cotswold Community Development
- 05 Approved caravan and camping development



Aerial view of the site from the South West



Aerial view of the site from the South East



View onto lake from clearing in trees



Existing path leading to clearing amongst trees on site



Existing Constraints

3.0 Site Analysis - Constraints

SSSI & Tree Coverage

The site lies within the outer zone of influence for the North Meadow NNR/ SSSI and is within the Cotswold Water Park SSSI. The lake and adjacent scrub may provide habitats for nesting birds and investigations into this have been carried out by an Ecologist.

Additionally, there is extensive tree coverage on the site with the most densely covered areas of the site being to the north and south of the lake.

Sun Path

Given the density of trees to the south of the site, any proposed development will need to be cognisant of the shade cast by these, particularly in the summer months.

Topography to North of Site

The northern banks of the lake slope steeply from the path, down to the waters edge. In total there is a drop of almost 5m in parts.

Existing Pedestrian Entrance

Currently there is a private gated pedestrian entrance to the site on the south-eastern corner, at the junction between Ashton Road and Spine Road West. This entrance is not open to the public and is kept locked.

Aggregate Industries

Vehicle access to the Aggregate Industries site is almost opposite the existing vehicle entrance to Lake 62. This may require noise mitigation measures to be considered during the detailed design of the scheme for a Reserved Matters Application.



Existing Opportunities

4.0 Site Analysis - Opportunities

Clearings

A large clearing can be identified on the site primarily to the east adjacent to the existing entrance route. The use of this area for any development on site could be optimised in order to avoid impacting on heavily vegetated areas.

Currently this clearing is used for temporary structures which facilitate the various sporting events which take place on the site, and so the risk of disruption to wildlife and their habitats is potentially lower in these areas.

Poor Quality Trees/ Vegetation

Around the lake there are various groups of trees and vegetation which are of poor/ very poor quality. These present opportunities for further areas of development around the lake subject to the advice of an Arboriculturist.

Link to Existing Cycle Route

There is a shared pedestrian/ cycle route along Spine Road East but this stops short of the junction with Spine Road West and Ashton Road. There is potential to extend this creating a link into the site and enhancing the recreational offer available to tourists and the local community.

Additional Entrances to the Site

Spine Road West offers up opportunity to create an additional vehicle entrance to the site. This could alleviate pressure on the current access point from Ashton Road.

KEY

- Clearings
- Poor quality trees/ vegetation



Existing Site Plan

5.0 Application Proposals

Existing Site Plan

The main vehicle entrance to the site is off Ashton Road where there is a recessed driveway allowing vehicles to pull in safely off the main road to open the gate to the site.

A second entrance for pedestrians only, is located to the south-eastern corner of the site. This is not linked to any footpaths currently.

A path surrounds the perimeter of the lake and there is a slipway allowing access to the water for boats.

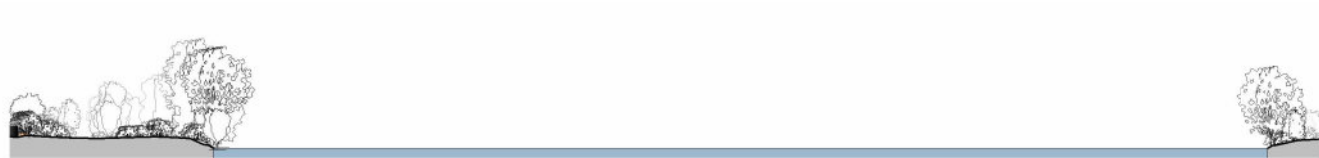
Clearings are to be found amongst the dense trees and vegetation. There are also a number of groups of trees/ shrubs which are in poor condition or dead.

KEY

- 1 Vehicle Entrance
- 2 Pedestrian Entrance
- 3 Pathway
- 4 Slipway
- 5 Bench seating
- 6 Temporary Structures
- 7 Poor quality trees/ shrubs
- 8 Substantial clearing



Existing Section A-A



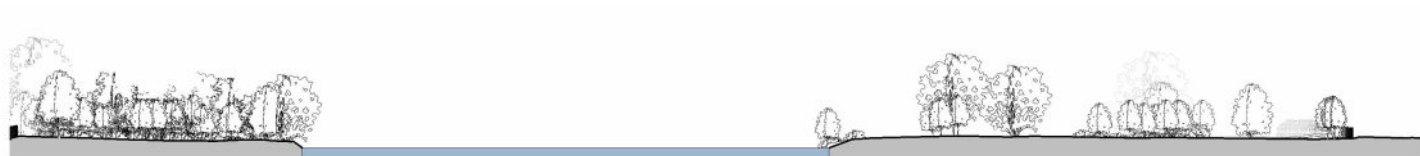
Existing Section B-B



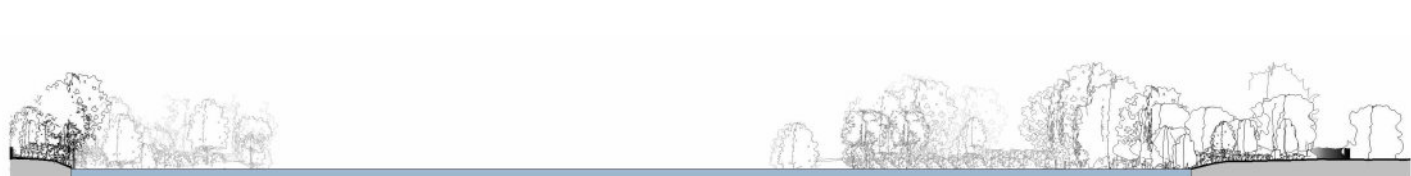
Existing Section C-C



Existing Section D-D



Existing Section E-E



Existing Section F-F



1 Existing vehicle entrance



1 Existing vehicle entrance



3 Pathway around south of site



3 Pathway around south east of site



3 Pathway around east of site



3 Pathway around north of site



4 Slipway to lake



6 8 Temporary structures in clearing to east of site



5 Bench seating



7 Evidence of poor quality trees



7 Evidence of poor quality trees



Proposed Site Plan

5.0 Application Proposals

Proposed Site Plan

The proposed site plan seeks to introduce two new access points to the site. The existing vehicle entrance on Ashton Road is maintained with a new vehicle entrance proposed on Spine Road West. It is proposed that the shared footpath/ cycle path on Spine Road East is extended and a road crossing introduced to allow safe access to the south of the site for pedestrians and cyclists.

Use and Amount

A total of up to 38 accommodation lodges are proposed (C3 use) as well as a building of c.175sqm for Class E use.

Layout

Accommodation lodges are proposed along the East, South and West perimeter of the lake where clearings or poor quality vegetation has been identified, leaving large portions of the existing vegetation to the North, West and South of the lake unchanged. The position of the lodges also seeks to reduce risks of overshadowing from the trees to the south of the site.

The Class E use building is located in the clearing to the East of the lake, along the boundary with Ashton Road.

Existing paths within the site boundary are upgraded where necessary to provide vehicle access to the accommodation lodges. Parking for residents of the lodges is provided adjacent to each unit with some additional parking located adjacent to the Class E use building. An upgraded slipway would provide access to the lake for boats.

KEY

- 1 Accommodation Lodges
- 2 Accessible Lodges
- 3 Gym + Fitness Studio/Consultation Room/ WC/ Bicycle Hire
- 4 Vertical Axis Wind Turbine
- 5 Slipway + Hardstanding
- 6 Parking Spaces
- 7 Extended Parking Bays
- 8 Recycling + Refuse Collection Points
- 9 Sub-station/ plant



Proposed Section A-A



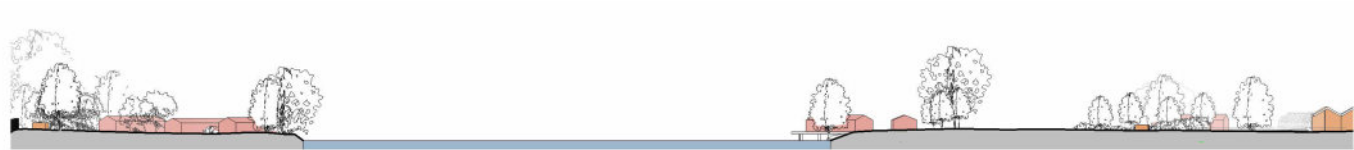
Proposed Section B-B



Proposed Section C-C



Proposed Section D-D



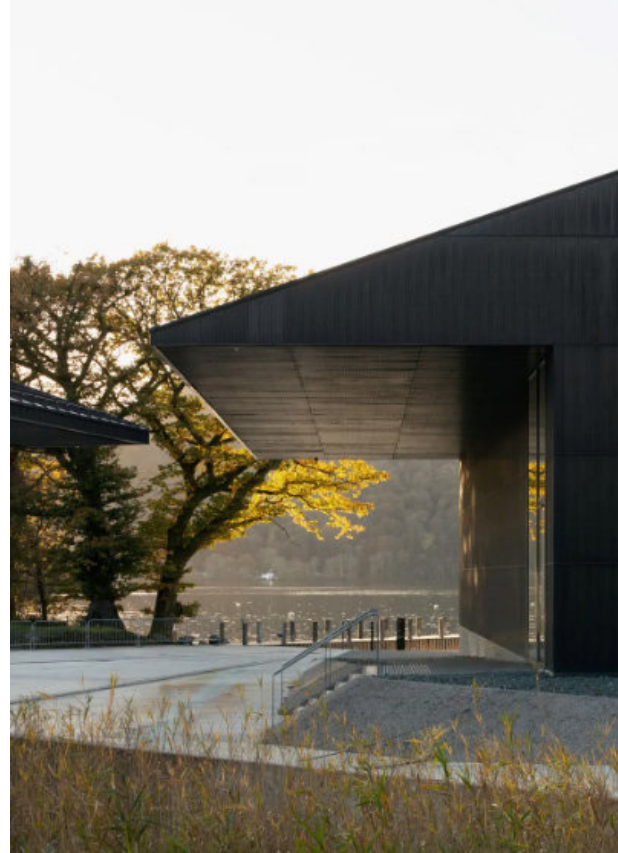
Proposed Section E-E



Proposed Section F-F



Sauna in Cornwall by Out of the Valley



Windermere Jetty Museum by Carmody Groarke



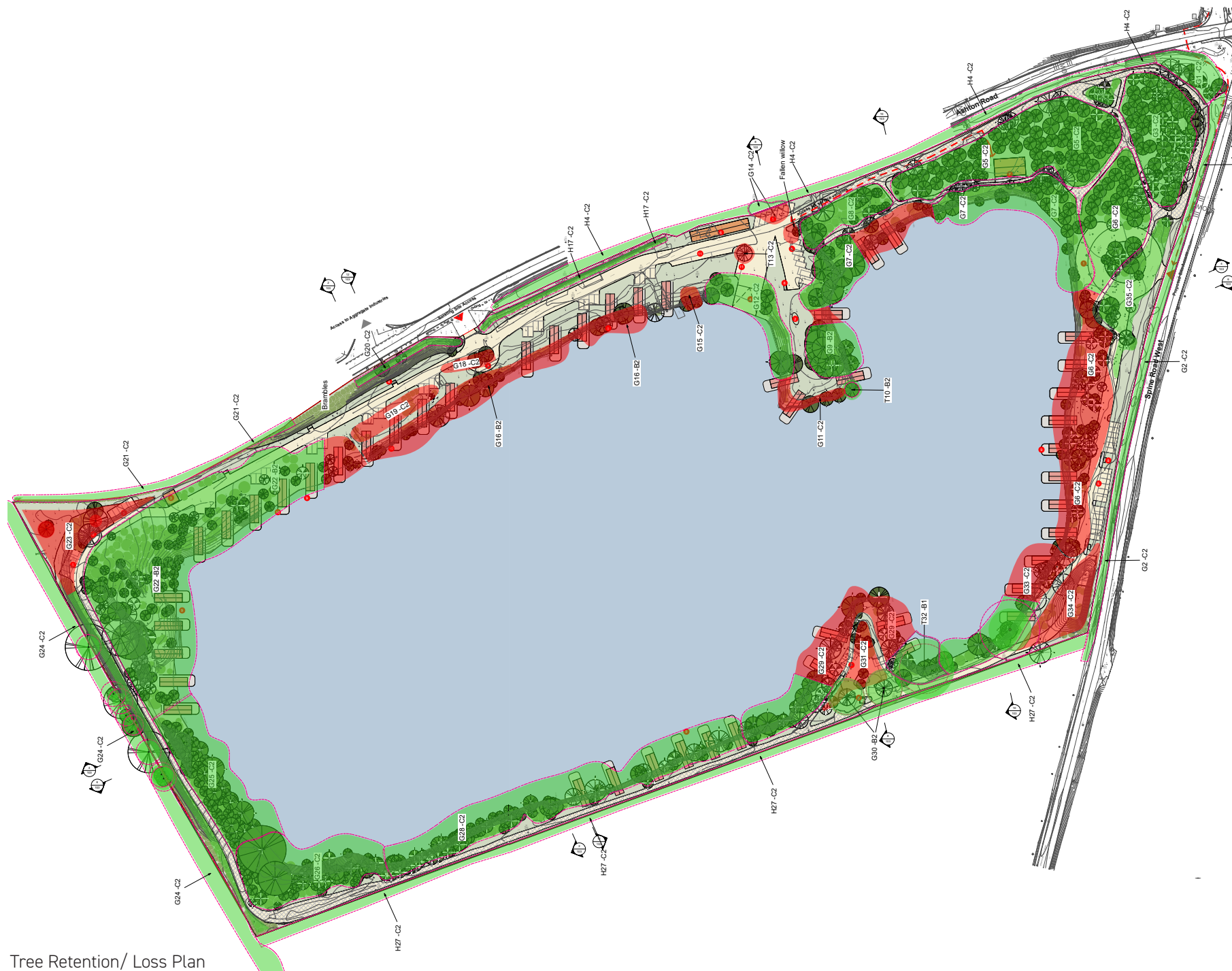
Hinterlandes Cabin by John Graham

5.0 Application Proposals

Scale and Appearance

Details of the elevations and materials of the proposed buildings are not included in this application and will be developed at a later stage.

However, it is anticipated that all the buildings will be single storey with a character and material palette in keeping with the lakeside setting.



Tree Retention/ Loss Plan

6.0 Landscape

Landarb Solutions were commissioned to carry out a tree survey and Landscape and Visual Appraisal (LVA) in order to support this application.

This survey identified the following:

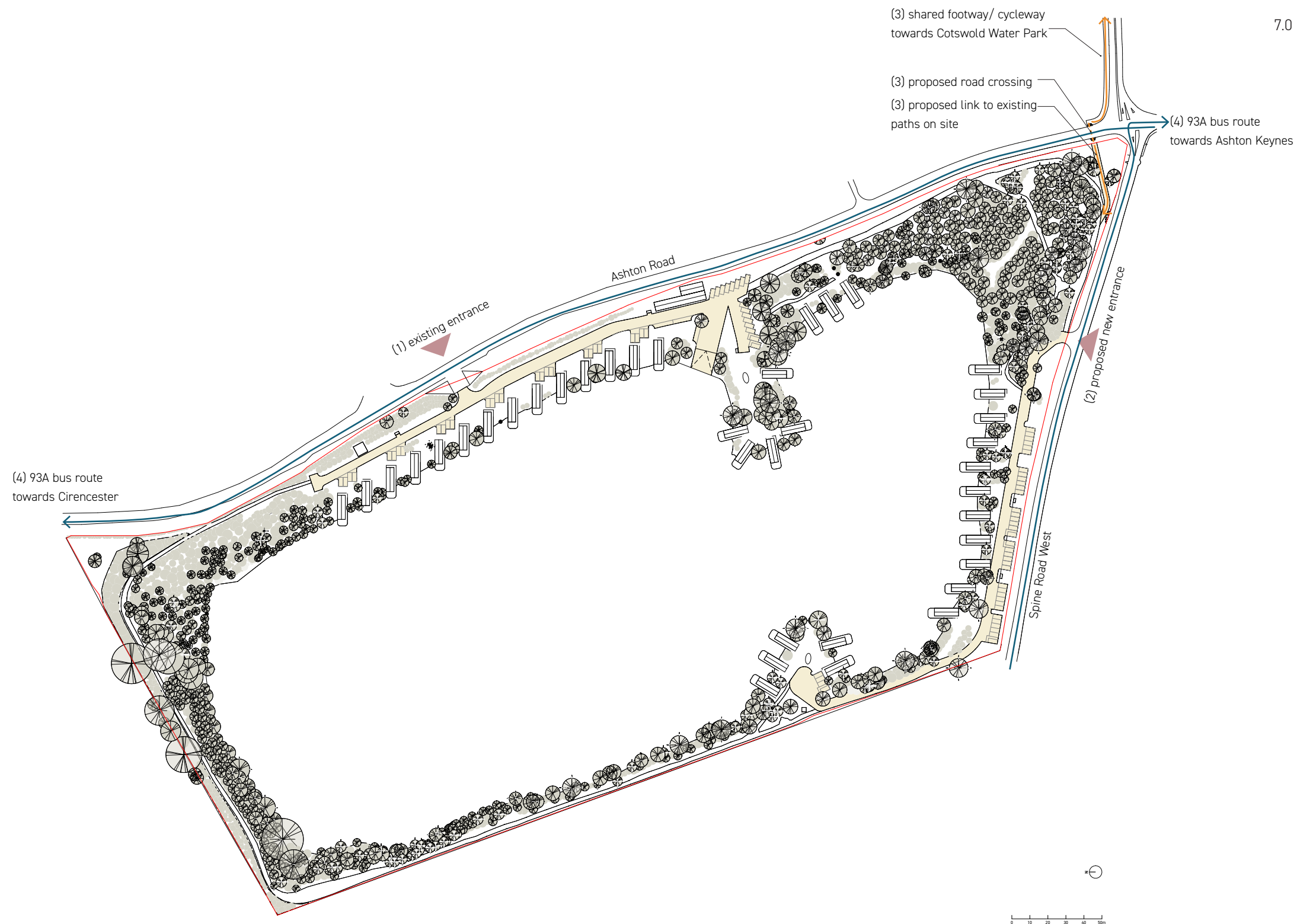
- the location of Category B Trees and their default Root Protection Areas (RPAs)
- the location of Category B Hedgerows
- the location of Category C Trees and their default Root Protection Areas (RPAs)
- the location of Category C Hedgerows
- no Category A trees or hedgerows were identified

Subsequent to this and with the aim of retaining the character of the site, the following clusters were identified:

- green - groups of trees/ hedging which should be retained
- red - pockets of trees/ hedging which are of poor quality or could be removed without undermining the character of the site.

The red pockets are nearest to the areas which are currently used to support the running of events on the site and in areas with vegetation between them and the road thus helping to create a visual barrier between the development and the public roads.

In summary the proposed development would adopt a built form character for the proposed lodges that emulates other similar developments that are already present and a key characteristic of the wider local landscape. The proposals include sufficient mitigation measures to ensure that there would be no major adverse effects arising from the proposed development in the medium to long term and the proposed landscape enhancements will deliver a high-quality development that is anchored to its setting and sensitive to its context.



7.0 Access

Rappor have carried out a review of the existing access arrangements to the site as well as the proposed new access routes. A summary of the proposals and Rappor's findings is as follows:

Vehicular Access

Vehicle access is provided in the following locations:

- the existing site access off Ashton Road (1)
- a new access point off Spine Road West (2)

A TRICS assessment has been carried out to compare the current trip attraction/ generation to the site against that which would be anticipated. It found that the development proposals will not result in a significant increase in vehicle trips during the AM and PM network peak periods.

Vehicular access to the site will be provided via an upgraded existing access from Ashton Road and a new priority junction from Spine Road West. Visibility assessments at both access points have demonstrated that the required sightlines can be achieved in accordance with prevailing national guidance.

Pedestrian and Cycle Access (3)

Pedestrian and cycle access will be improved through the extension of the existing shared footway/cycleway on Spine Road East and the provision of a new uncontrolled crossing on Ashton Road, linking directly into the site.

Public Transport (4)

Currently the site is not accessible via public transport. The 93A bus route between Somerford Keynes and Ashton Keynes passes by the southern boundary of the site, and along the eastern boundary in the direction of Cirencester, but there is no stop located close to Lake 62. As such access to the site will be primarily via private car, foot or bicycle.

The internal layout and details of vehicle movements on site is a reserved matter but will be designed to accommodate the operational requirements of the site including delivery, refuse, maintenance, and emergency vehicles. Parking will be provided in accordance with local standards.

It is concluded that the proposed development will not result in an unacceptable impact on highway safety and the residual cumulative impacts on the road network cannot be considered severe. Therefore, it is acceptable in highways and transport terms.



8.0 Inclusive Design and Access Principles

Inclusive design and access around the interior of the site layout does not form part of this Outline Planning Application but the following principles will apply:

- a mix of standard and accessible accommodation lodges will be provided on site and all will be accessible by car, bicycle or on foot
- the design of buildings on the site will comply with all the relevant legislation and policies e.g. Part M of the Building Regulations
- access routes will be legible, safe and well-lit with due consideration given to the environmental designations on the site.

9.0 Sustainability and Environmental Principles

Enzygo environmental consultants were commissioned to undertake an Ecological Impact Assessment (EclA) in order to support this application.

The purpose of the report is to provide biodiversity information to identify ecological features on site, identify potential impacts resulting from the proposed application, and to recommend proportionate avoidance/mitigation/compensation strategies and suitable enhancements.

The report concludes that suitable mitigation measures can be incorporated into the proposed application to avoid/mitigate/compensate any potential impacts to ecological features and to demonstrate 'no net loss in biodiversity,' and maintenance of favourable conservation status of resident species and no likely significant effects to ecological features which form statutory designations, in accordance with NPPF and local planning policy. As such, no significant residual impact can be expected which would prevent determination of a planning application or development of this site.

Further details of how the proposal will adequately mitigate impacts to the SSSI as well as how the BNG targets will be met are also reserved.

It is proposed that the accommodation would be designed to have minimal impact on the site with renewable energy being an inherent part of the design. Vertical Axis Wind Turbines are indicatively shown in two locations on the proposed plan. These principles will be developed further as part of a future Reserved Matters Application.



10.0 Summary

The application seeks outline planning permission for the redevelopment of Lake 62 within the Cotswold Water Park, including up to 38 accommodation lodges, a small ancillary leisure/ community building (Class E use), improved access arrangements, parking, and associated infrastructure. The design has been developed to minimise impacts on the site's SSSI designation by concentrating development within existing clearings and areas of lower-quality vegetation while retaining significant woodland and lakeside character. New pedestrian, cycle and vehicular access routes are proposed to improve connectivity and visitor access. Sustainability measures, including renewable energy opportunities and future biodiversity enhancements, are intended to be incorporated at the detailed design stage.





42a Upper High Street
Thame Oxfordshire OX9 2DW