

# Comment for planning application 21/01630/OUT

<b>Application Number</b>	<input type="text" value="21/01630/OUT"/>
<b>Location</b>	<input type="text" value="Land at North West Bicester Home Farm, Lower Farm and SGR2 Caversfield"/>
<b>Proposal</b>	<input type="text" value="Outline planning application for residential development (within Use Class C3), open space provision, access, drainage and all associated works and operations including but not limited to demolition, earthworks, and engineering operations, with the details of appearance, landscaping, layout and scale reserved for later determination"/>
<b>Case Officer</b>	<input type="text" value="Caroline Ford"/>
<b>Organisation Name</b>	<input type="text" value="Diane Richardson"/>
<b>Address</b>	<input type="text" value="106 Charlotte Avenue, Bicester, OX27 8AN"/>
<b>Type of Comment</b>	<input type="text" value="Objection"/>
<b>Type</b>	<input type="text" value="neighbour"/>
<b>Comments</b>	<input type="text" value="I wish to object to the proposed development on the following grounds: 1. Increased traffic both during the construction phase and from the new homes once occupied. 2. I believe that the proposal to build buildings up to 16m +/-2m contradicts the Master Plan which has a 12m limit. 3. The apparent density of the development from the artists impressions appears to lack the 40% Green space policy listed in the Master Plan. See attached file for further details for my reasons to object."/>
<b>Received Date</b>	<input type="text" value="02/07/2021 03:31:28"/>
<b>Attachments</b>	The following files have been uploaded: <ul style="list-style-type: none"><li>• Planning objections to development 21-01630-OUT.pdf</li></ul>

## Planning Objections to the proposal to build 530 new homes (21/01630/OUT)

Whilst recognising that there is need to build new houses on the locations shown on the plans, I have 3 concerns about the proposed development adjacent to the Elmsbrook exemplar site.

**Firstly** the amount of extra traffic the proposal will generate both during construction and once the site is finished.

I am concerned about the access that construction traffic would have to the sites. During the constructions of phases three and four of the Elmsbrook development heavy construction traffic regularly used Charlotte Avenue to gain access despite there being much easier access to phases three and four via the designated road, Braeburn Avenue. This is a safety concern as the roads are not designed to be used on a regular basis by heavy trucks as well as causing additional travel delays. Past experience suggests that trucks will ignore any restriction (as they currently do. ignoring the no construction Access signs at the junction of Charlotte Avenue and the B4100 – Banbury Road) and gain access via Charlotte Avenue, as it is the most obvious point of site access.

In addition I have already had to ask lorry and heavy plant drivers not to load their trucks outside my house in Charlotte Avenue. As you can see from the photo below, (taken from my kitchen window) when excavating test pits a digging machine was loaded onto a large articulated vehicle right outside my front door. This is exceedingly dangerous and possibly breaks numerous health & safety recommendations as both the structural integrity of my house and to anyone who is walking there is a danger a digger or other piece of heavy plant equipment might well slip and fall off the trailer as it's being loaded with possible damage to either people walking on the foot path or the existing homes in this part of phase two.

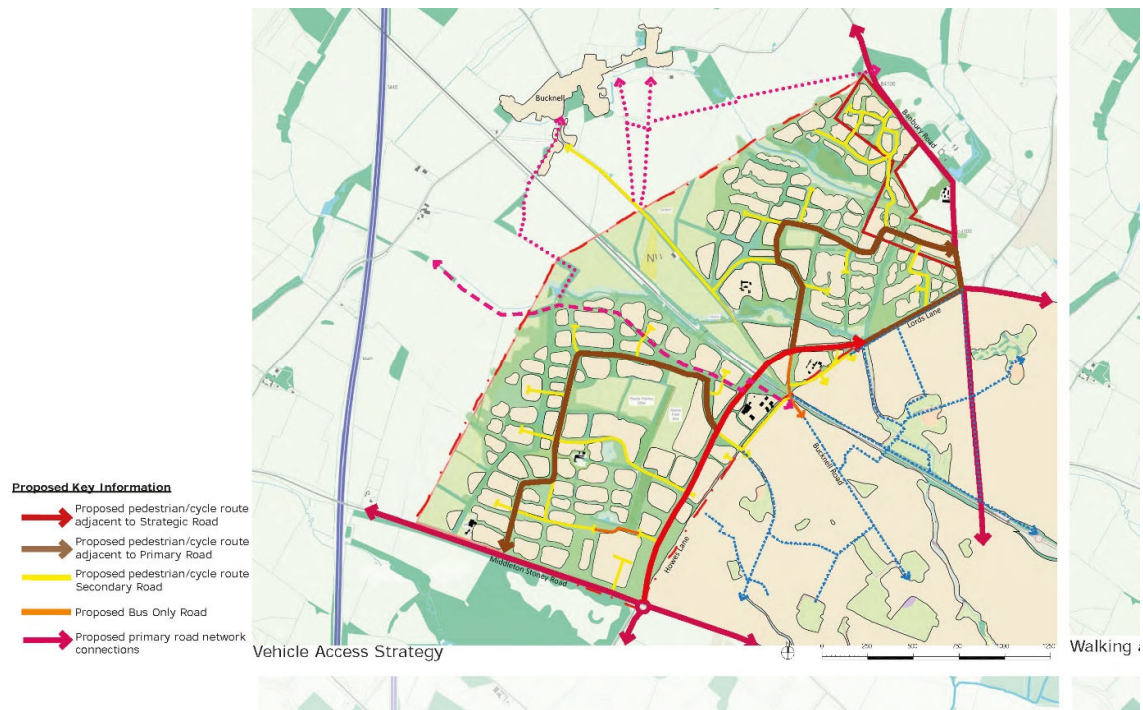


The proposal to build 530 houses will also need careful traffic management. the existing plans say that these new homes will be accessed via the existing roads of Charlotte Ave and Braeburn Avenue.

Neither of these roads is built to take this amount of traffic, they have numerous traffic calming measures in place, including width restrictions, deliberate narrowing of the road and “blind bends”. I can see many traffic delays caused especially during the morning and evening peak hours as people leave for work or to undertake “school runs” and return home at the end of the day. The existing level of traffic causes minor congestion as parents wait for their children to leave Gagle Brook Primary School each afternoon and park on Charlotte Avenue which can restrict the free movement of traffic.

Adding traffic lights at the junction of Charlotte Avenue and the B4100 will only add to the congestion as traffic will either back up to the roundabout at the junction of the A4095 and the B4100, or trail back into the estate. Already it takes up to 5 minutes to turn right from Charlotte Avenue if traveling towards Bicester Town Centre.

Assuming each dwelling has an average of 1.75 cars and they make two journeys per day (one to leave the development and the other to return) this will generate an extra 1,855 traffic movements each day spread across the two small residential roads. Two separate journeys per day will generate an extra 3,180 car movements each day. This will cause intolerable delays on both roads especially during the morning. It will also increase the amount of traffic on the B4100 Banbury Road. I would recommend or suggest that planning permission is only granted if a new access road is built connecting with either Bucknall Road, the new Howes Lane or on the A4095 there by allowing access from the main roads or roads which could be upgraded with minimum impact of existing residents rather than using the existing road infrastructure in the Elmsbrook echo estate which according to the Master Plan for the eco town were only ever intended to be secondary roads



Taken from

<file:///C:/Users/diane/AppData/Local/Temp/NW Bicester Masterplan BIMP6 01 02 03.pdf>

The number of traffic movements above ignores the additional traffic generated by the development of the that the new homes and community facilities about to be built on Charlotte Avenue (21/00725/FP) later this year, with room for further development on the opposite side of the road at a later date.

**Secondly** I'm concerned about the number of tall buildings to the west of the bus access link between phases two and three of the Elmsbrook development and along the proposed extension to Charlotte Avenue to create a "frame" the view of St Laurence church. I notice that the proposal includes an application to build buildings 16 metres high (plus or minus 2 metres). This goes against the original Master Plan for the Eco town.

#### *"Building Heights*

*Generally the development proposals will be suburban in scale reflecting the location of the site and the Bicester context with two-storey buildings with pitch roofs up to a height of 12 metres. In the local centres and along the strategic route through the site taller buildings with up to four storeys (heights up to 20 metres) will be considered in the context of the masterplan to increase density and meet the requirements of occupiers in these locations.*

*The height of the proposed business park in south western part of the site should recognise the prominence of the location on the edge of the site and should relate to the residential neighbourhood to the south of Howes Lane.*

*Planning applications will need to consider heights and how these vary across different site conditions."*

Taken from: North West Bicester Supplementary Planning Document ,FINAL DRAFT November 2015  
Page 50 <http://modgov.cherwell.gov.uk/documents/s31171/Appendix%204%20-%20North%20West%20Bicester%20SPD%20-%20Final%20Draft%20November%202015.pdf>

This proposal to build three and/or four story buildings I also believe will create a dark area in the middle off the eco development. Having travelled along Pioneer Way and Whitelands Way in the Kingsmere development in South West Bicester where two and a half or three story buildings are constructed, I find the roads to be both dark and quite frightening as the light disappears early afternoons and especially during the winter, compared to roads of a similar width which only have two story buildings. I therefore don't feel safe walking or cycling on these roads which forces me to drive my car when visiting the Kingsmere Community Centre. This is surely going against the ethos of an eco-town and the Eco planning Guide for North West Bicester [https://portal.oxfordshire.gov.uk/content/publicnet/other\\_sites/EcoBicester/standards.html?fbclid=IwAR09OYwWW1KtGQ8Eh8XgGco7fZkRAolqm3m78WVULqcXW0yvEC42zTbt6kM](https://portal.oxfordshire.gov.uk/content/publicnet/other_sites/EcoBicester/standards.html?fbclid=IwAR09OYwWW1KtGQ8Eh8XgGco7fZkRAolqm3m78WVULqcXW0yvEC42zTbt6kM) where one is encouraged to either walk or ride a bicycle on short journeys rather than drive.

The secondary objection I have to placing such tall buildings of three or four storeys high is that they are placed on one of the higher areas above sea level of the proposed eco development. Therefore these three or four story buildings will have a greater impact on the skyline without the benefit of mature trees to reduce their visual impact on the skyline. I would suggest that such buildings if built are built where the site is at its lowest near Lord's Farm in a later development phase.

If they must be built in the location indicated then they will need screening from the houses opposite in Charlotte Avenue and to reduce the impact of high buildings in the area. Another alternative would be build them along the Southern edge of the development where the existing mature trees would reduce their visual impact on the skyline and landscape. This would also more

readily comply with the Eco town plan as Planning policy standards, heading Landscape and historic environment, Development should complement and enhance the existing landscape character. Proposals should set out measures to conserve and, where appropriate, enhance heritage both assets and their settings”.

[https://portal.oxfordshire.gov.uk/content/publicnet/other\\_sites/EcoBicester/standards.html?fbclid=IwAR09OYwWW1KtGQ8Eh8XgGco7fZkRAolqm3m78WVULqcXW0yvEC42zTbt6kM](https://portal.oxfordshire.gov.uk/content/publicnet/other_sites/EcoBicester/standards.html?fbclid=IwAR09OYwWW1KtGQ8Eh8XgGco7fZkRAolqm3m78WVULqcXW0yvEC42zTbt6kM)

I would also like to draw your attention to Photographic Panels planning document (Fig 9.7, DWG. NO. 7608\_9.7, Representative Viewpoint 1 - View from Charlotte Avenue (between the Development Site Western and Eastern Parcels) - Left View), which as shown below is incorrect. The document states that “Predominately 2 storey development fronting Charlotte Avenue”. This would imply that there are numerous other single or three story houses fronting the road. All current houses in phase two are two stories high with the exception of one house which has a third floor on one side only. The proposed Community Centre Development and Eco Business Centre are built on lower evaluated land in phase one as are the flats between the Business Centre and the B4100.

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Representative Viewpoint 1 - View from Charlotte Avenue (between the Development Site Western and Eastern Parcels) - Left View

From Charlotte Avenue (between the Development Site Western and Eastern Parcels) there are relatively open, short distance views across the Western Parcel where it adjoins the road corridor. Views are filtered by a relatively low hedge along the boundary, however, there are views over the hedge and through the existing field gate. Views across the Eastern Parcel are more heavily filtered, with a narrow band of green space / planting between the road and the Site. At completion, the scale of effect would be **Medium**. The Development will be a prominent feature along the road corridor, visible over and above the existing hedgerow, and will alter existing views of arable fields. However, the Development will be partially screened by retained and enhance boundary vegetation and will be consistent with the existing urban context / views of housing.

In the long term, the scale of effect would remain **Medium**. While the proposed planting would be beneficial, helping integrate the Development into the landscape and providing additional screening, the effects would not be discernibly different.

DESIGNED BY: Oxford      © 01865 887050  
 DATE: Jan 2021      DRAWN: SG  
 SCALE: 4/20m x 293/mm      CHECKED: IS  
 STATUS: Draft      APPROVED: PL

DWG. NO. 7608\_9.7

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PROJECT TITLE  
 NORTH WEST BICESTER

CLIENT TITLE  
 Figure 9.7: Representative Viewpoints

**Thirdly** I'm concerned about the apparent density of the buildings from the artists impressions I have seen so far. They do not appear to match to ethos of the Master Plan which refers to the housing density “thinning out” the further away from the A4095 and B4100 the site develops to ensure that the eco town blends in with the surrounding country side. If at some point, final planning approval is given then I believe that any proposed development meets the Master Plan and Policy Planning requirements of 40% green spaces, easy access to footpaths and cycle ways etc.