**From:** Tim Screen   
**Sent:** 15 October 2018 16:16  
**To:** Maria Philpott  
**Subject:** FW: 18/01253/F - Bicester Heritage Buckingham Road Bicester  
**Importance:** High

Maria

As requested, I have deleted the ‘confidentiality’ comment from item 4 (LVIA)

Having considered the above planning application I provide the following response.

A north point symbol should be indicated on drawing ASA-548-SK-808 .

4.3 - the gentle grass mounding up to 1.5 m high will require contextual cross-sectional illustration to help us consider the LVI implications.

The LVIA is generally a comprehensive and proportionate document, but there are a few concerns.

1.         In respect of the ‘robust edge’ of existing planting to Buckingham Road the Arboricultural Assessment has indicated that a number of dead elm will need to be removed. I would like to see an unevenly spaced line of native trees along this boundary as mitigation to the potential visual harm for Buckingham Road receptors (residential and visual). There is a footpath on the western side of Buckingham Road where people can walk and experience to a greater degree the impacts and effects compared to people in vehicles, where their experience is short-lived. The ‘robust edge’ to achieve its full height and spread in order to provide the necessary screening and amenity.

2.         The OCC vis-splay should indicated on the ASA-548-SK-808 drawing. This may mean the loss of existing structural vegetation to facilitate the vis-splay and a greater visual exposure of the development to road receptors. Note that visual receptors that walk on the footpath may experience greater visual harm and additional mitigation required with onsite tree, shrub and mounding.

3.         For the strategic tree planting to intervene between Buckingham Road residential/visual receptors the height, spread and density of canopy, and planting distances. Evergreen species will be required for year-round visual cover. The stages of projected tree growth at years 0. 15 and 25 years is required, factoring in species, climate, soils and tree maintenance requirements. Cross-sectional representations would help to support the written explanation.

4.         I agree with the LVIA’s findings of the long range view point assessments of VPs 5 -9. However, on-site visual receptors will required additional visual assessments (photo-view locations are to be agreed).

Other Concerns

1.         The aeroplane taxiing route will be altered  to accommodate the Aparthotel, which is orientated on the alignment of the Existing hangar Type C. I this acceptable in heritage terms? The previous design layout the Aparthotel block was directly aligned with existing Hangar Type A and kept within the confines of the taxiing routes. I assume that the re-alignment allows the views of the hotel from the Watchtower to be further limited by the intervening woodland and Hangar.

2.         I feel that there should be further protection and conservation of the calcareous grassland. A relocation of the turf to areas of the site associated with ‘the visitors amenity/ heritage route’ and the visual mitigation mounding. I hope this is a viable option.

3.         A landscape management plan will be necessary to ensure the design intention is achieved with sound establishment and maintenance procedures.

4.         I look forward to the receipt of the detailed hard and soft landscape proposals, along with the important tree pit detailing.

Please let me know if you have any questions on the above matters.

**Tim Screen** CMLI

**Landscape Architect**

Cherwell District & South Northants Councils

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