

The Planning Inspectorate

COMMENTS ON CASE (Online Version)

Please note that comments about this case need to be made within the timetable. This can be found in the notification letter sent by the local planning authority or the start date letter. Comments submitted after the deadline may be considered invalid and returned to sender.

Appeal Reference: APP/C3105/W/20/3259189

DETAILS OF THE CASE

Appeal Reference APP/C3105/W/20/3259189

Appeal By GREAT LAKES UK LIMITED

Site Address
Land to the east of M40 and south of A4095
Chesterton
Bicester
Oxfordshire
OX26 1TE

SENDER DETAILS

Name MRS JANE OLDS

Address
13 Oak Close
BICESTER
OX26 3XD

Company/Group/Organisation Name Wendlebury Parish Council

ABOUT YOUR COMMENTS

In what capacity do you wish to make representations on this case?

- Appellant
- Agent
- Interested Party / Person
- Land Owner
- Rule 6 (6)

What kind of representation are you making?

- Final Comments
- Proof of Evidence
- Statement
- Statement of Common Ground
- Interested Party/Person Correspondence

Other

COMMENT DOCUMENTS

The documents listed below were uploaded with this form:

Relates to Section: REPRESENTATION

Document Description: Your comments on the appeal.

File name: Great Wolf Letter to the Planning Inspector Nov 20.pdf

PLEASE ENSURE THAT A COPY OF THIS SHEET IS ENCLOSED WHEN POSTING THE ABOVE DOCUMENTS TO US

WENDLEBURY PARISH COUNCIL

Mrs Jane Olds, Parish Clerk

13 Oak Close, BICESTER, Oxfordshire OX26 3XD

01869 247171 clerk@wendleburypc.org.uk

www.wendleburypc.org.uk

APPEAL against refusal from GREAT LAKES UK LTD

Reference APP/C3105/W/20/3259189

INCREASED RISK OF FLOODING IN WENDLEBURY

The Parish Council objected to the proposed development under planning reference 19/02550/F on the grounds of flooding and traffic issues.

The purpose of this report is to enable the Planning Inspector to observe a significant flooding incident that occurred on 4 October 2020, and its impact on Wendlebury.

Flooding and Drainage

Flooding has been occurring in Wendlebury on a regular basis over many years and is kept under review by the Environment Agency. This has prompted detailed studies from the Environment Agency/Cherwell in 2001, 2014 and 2018 (the latter updated in 2019). In each case flooding in Little Chesterton has been a significant contributory factor.

These studies show that the increased frequency of high water events began after 1992 when the M40 opened from Junction 8 (Oxford) towards Birmingham. This motorway extension the increased drainage into ditches NORTH of Junction 9 subsequently flowing into the Wendlebury Brook coming from Simms Farm (on the other side of the M40) and then joining the drainage from Chesterton Golf Course and into the village. The A41 also discharges into this culvert.

Each of the studies provides a consistent solution to the problem - the creation of a holding bund in Little Chesterton on the North side of the A41.

This is outlined in the Environment Agency Report (2019) attached as appendix two.

Although the applicant site is located within Flood Zone 1 and as such has a low probability of flooding, it is the impact this development will have on a number of watercourses and ponds across the existing catchment area which will increase the

flood risk in Little Chesterton and Wendlebury which is of concern to this Parish Council.

The National Planning Policy framework in paragraphs 155 to 157 states:
“Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas of the highest risk, they should consider the cumulative impacts in or affecting local areas susceptible to flooding.”

The Parish Council has seen on the Planning Portal, correspondence between LLFA and Curtins (applicant's consultant) dated 18 February 2020 in which the applicant states “Discharge via ditched to Wendlebury Brook. Discharge to be in third party land to the south of the proposed site”.

The Parish Council supported the decision of Cherwell District Council to refuse this application on the basis that the applicant's drainage proposals are site specific and the mitigation works proposed by the applicant will not address the flooding risk to both Little Chesterton and Wendlebury.



1 Image of a back garden during October 2020 flooding



2: The Flooded Brook, October 2020



3: Water outside the Lion on 4 October flooding the road



CLIENT:
 ENVIRONMENT AGENCY


 peter brell associates
 CONSULTING ENGINEERS

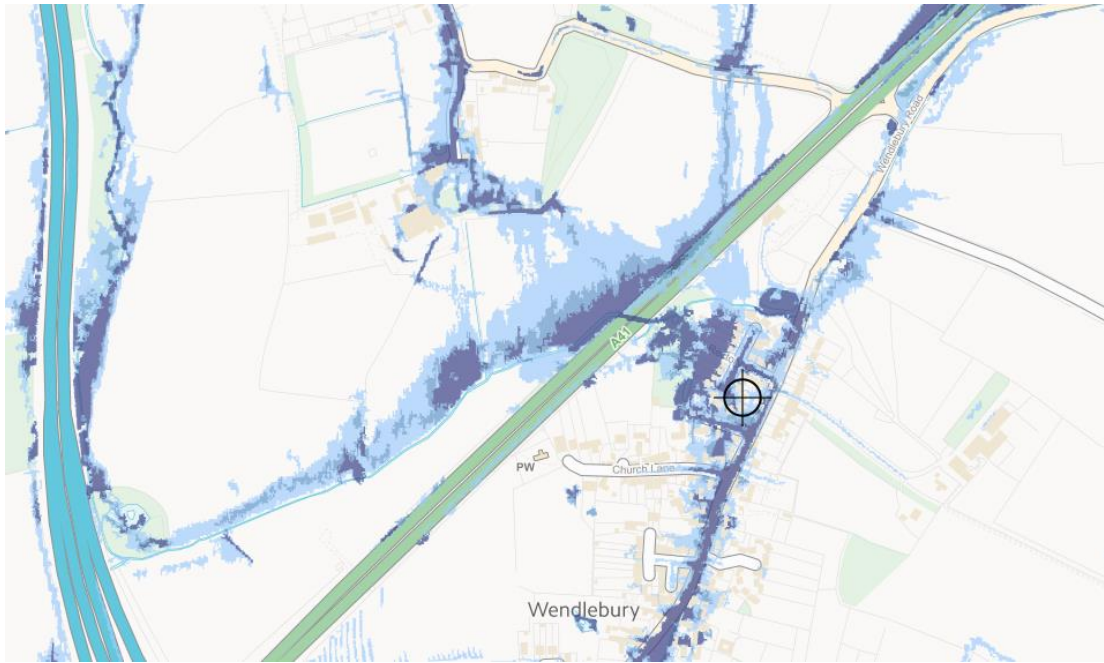
SCALE: NTS
 REV: A
 DATE: 13/03/2001
 FILE: Wend_Location.WOR

DRAWING No:
Figure 1

COPYRIGHT: Produced from Ordnance Survey Maps under licence granted by the controller of Her Majesty's Stationary Office, Licence No. GD3177G005
 Crown Copyright Reserved, Environment Agency
 NETWORK ADDRESS: \\PROJECTS\11000\11532\MapInfo

**Wendlebury Brook Study Catchment
 Location Plan**

4: Catchment Area - marked in black



5: Environment Agency flood risk map of the little Chesterton and Wendlebury. Culvert across A41 clearly shown

From: [REDACTED]
To: [Dyson Alison](#)
Subject: Objection APP/C3105/W/3259189
Date: 25 November 2020 00:02:50

APPEAL REFERENCE: APP/C3105/W/20/3259189

Dear Alison Dyson,

I hope you and your family and colleagues are well.

I am writing to object to the current proposal – now being appealed following the earlier rejection – by Great Wolf Resorts to develop a resort complex in Oxfordshire village of Chesterton.

I am writing on behalf of Oxford Friends of the Earth. With 1550 supporters we are one of the largest environmental organisations in the county, and protection of our countryside and biodiversity is one of our key aims. We are by no means opposed to all new development, but this proposal is wholly unsuitable and unsustainable.

I would urge the Inspectorate to reject this appeal on the following grounds:

The initial plan was rejected by the District Council on six counts because it was not in accordance with the Cherwell Local Development Plan. It has also been opposed by Bicester town council and numerous local parish councils.

This is an unsuitable location for a development of this size. I have seen no evidence of any attempt made to find a more suitable site.

The developer aims to attract half a million visitors a year, mostly travelling in private cars, which are likely to lead to an estimated increase of 40% more vehicles on local roads. Public transport provision has been poorly planned and largely ignored.

This development would go directly against the government plan to be more green, especially due to the astronomical amount of water it consumes.

[https://www.gov.uk/government/publications/the-ten-point-plan-for-a-green-industrial-revolution/title?](https://www.gov.uk/government/publications/the-ten-point-plan-for-a-green-industrial-revolution/title?fbclid=IwAR2qp3eh0FKnIo3kSFMwdXTU5UMMTIoJNtLWHI6r1MTQynPXtHkJIzDHsuw)

[fbclid=IwAR2qp3eh0FKnIo3kSFMwdXTU5UMMTIoJNtLWHI6r1MTQynPXtHkJIzDHsuw](https://www.gov.uk/government/publications/the-ten-point-plan-for-a-green-industrial-revolution/title?fbclid=IwAR2qp3eh0FKnIo3kSFMwdXTU5UMMTIoJNtLWHI6r1MTQynPXtHkJIzDHsuw) In the USA the average Great Wolf Resort uses 42,366,077 gallons of water per annum. At the time of submitting their planning application to CDC they had reduced this figure to 31,128,353 gallons per annum ‘through the adoption of numerous water consumption mitigation measures’, however these measures aren’t detailed in the relevant document. The average household uses 36,075 gallons of water a year. Great Wolf’s estimated annual consumption would supply 863 homes per annum or a village over twice the size of Chesterton.

This would also involve the loss of a vibrant golf club, designated as a key sporting facility under Cherwell DC’s local development plan.

A development of this scale will lead to a substantial increase in local air and noise pollution and the destruction of wildlife habitat in an area that is already under intense development pressure.

Yours sincerely,

Emma Keeble
Bicester

From: [REDACTED]
To: [Dyson, Alison](#)
Subject: Appeal ref: APP/C3105/W/20/3259189
Date: 19 November 2020 13:17:47

Dear Ms Dyson

With regards to Great Wolf Resort Park development at Chesterton I would like to register my objection to the development.

This will not be a public amenity as advertised as local day passes will be expensive and hard to come by as most of the passes will be for those who stay in their hotel for 2000 guests.

The development will be totally oversized for the area and the increased traffic on the A41 and A34 will be disastrous on what are already over-used local roads, not designed for current traffic levels let alone an estimated 1,800 extra car trips per day.

We already have Bicester Village traffic proving problematic for locals and pre-covid, it was impossible to move on the Bicester ring roads at busy times leading up to Christmas and during their sales periods. Once the traffic returns to normal that is likely to be the same.

The hotel will be a huge unsightly complex dominating the landscape and 60% greater than Bicester Village. Currently the stars are visible at night but with the light pollution from a permanently lit car park for 900, this will effectively stop; also an 84ft water tower will be an eyesaw for miles around.

The development will create pollution and wildlife disturbance forever.

We have recently lost the nearby Magnolia Golf Course and to lose the one at Chesterton with its other Sports facilities which is designated by Cherwell District Council as a key sporting facility, is not acceptable.

However, my major concern is the potential flooding risk in Wendlebury.

We already have significant flooding issues in Wendlebury and the Environmental Agency is well aware of the problems we already have. A significant contributing factor to the flooding here arises from the existing drainage ditches that run from the Golf club, passing under the A41 and into Wendlebury Brook Any further water especially at time of flash flooding from concreted over surfaces for car parks and other hard surfaces of the hotel, will only increase potential flooding in Wendlebury.

Please consider local residents when deciding whether or not to approve this appeal as it will only be Great Wolf Resorts Ltd that benefit, yet seriously affect the lives of thousands of local people.

Kind Regards
Phil and Mary Bowes
Bridge Brook
Wendlebury
OX25 2PW

From: [REDACTED]
To: [Dyson, Alison](#)
Subject: Appeal reference APP/C3105/W/20/3259189 Qbjection
Date: 23 November 2020 21:44:16

From
Paul Brain
30 Orchard Rise
Chesterton
OX26 1US

[REDACTED]
[REDACTED]

Dear Ms Dyson

I write with my objection to the above planning application appeal

The proposal does not comply with the local development plan. there are no material considerations that would warrant planning permission being granted.

The development is unsustainable. It is in a very inappropriate location on the edge of our village.

No transport links are available. Complete reliance on car and lorry use. 900 parking spaces. Against CDC strategy of reducing car use.

Current golf club members will leave and drive to other 18-hole golf courses further away. I am a member at the club where the proposed development is suggested.

"Serious" golfers do not join 9-hole golf courses as a member. Which is what would be left at best. With a hideous outlook.

A huge complex built on a green field site. irreversible damage to fauna and flora, of which there are many varieties which i see every time i go there. The damage which would be done ecologically is incalculable.

The enormous construction will be a blot on the landscape, and will hugely impact on views across the area.

Roads through the village of Chesterton and other surrounding villages are already rat runs. The additional 1000+ vehicle movements a day will make the traffic situation impossible. The infrastructure is not in place to support this. A few new road signs will not make it ok.

Given all the ongoing developments in the nearby town of Bicester. The road structure cannot cope with this added enormous burden, aside from it being in completely the wrong location.

Unemployment in the area is very low, staffing would be from outside the area. Therefore, no local economic benefit. Further increase of traffic movement.

The guests to the resort will not leave the site, historically the case with similar resorts elsewhere. They will also be encouraged to stay there, not to go of site. Therefore, no benefit to the local economy.

The design and aesthetics of the build are horrendous, not in keeping with the local area. A few stone low-level houses may be acceptable, not a monolith of this scale.

The golf course provides a valuable sports facility in the area. It is completely viable and successful. It has an important place in the community for fitness, pleasure and wellbeing.

A nine-hole course is not viable. People will not attend and travel further to a proper eighteen-hole course.

Noise and air pollution along with light pollution are already a major concern. This development would increase this hugely.

This is absurd speculation for a project entirely in the wrong location.

Please refuse this appeal as the application is in no way viable.

Thank you

Yours sincerely

Paul Brain

From: [REDACTED]
To: [Dyson, Alison](#)
Subject: Great Wolf Resorts - Appeal reference: APP/C3105/W/20/3259189
Date: 23 November 2020 09:14:30

Appeal reference: APP/C3105/W/20/3259189

Dear Ms. Dyson,

I am writing to emphasize my personal objections as Great Wolf Resorts have appealed against the unanimous decision by planners to stop them building a super-sized American resort park in Chesterton. I am a local resident, based in the nearby village of Kirtlington in rural Oxfordshire.

I **OBJECT** to this application for the following reasons:

- The adverse affect to the neighbourhood by way of noise and disturbance. During the two year construction phase alone, it is estimated that 2,000 construction workers will be needed, with 31,000 deliveries.
- This will not be a public amenity; it is designed for people to stay overnight. Local day passes will be scarce and expensive. It is a self-contained resort with very little tickle down trade for local businesses.
- Visual impact of the development - building of a huge, unsightly complex which will dominate the landscape, as well as an 84ft high water tower building and floodlit 900 space car park.
- The proposed development is over-bearing, out-of-scale and out of character in terms of its appearance compared with existing development in the vicinity. An American-style resort is not appropriate for this area of rural Oxfordshire.
- Roads and access - it is estimated that there would be 500,000 visitors a year, this means an estimated 1,800 extra car trips a day on our local roads, which are already heavily congested. This includes the A34, already a dangerous accident hot-spot. The A4095 also goes right through Kirtlington where I live, and this will be drastically affected.
- The increased air and noise pollution is a significant threat to local wildlife. Additionally, the construction will of course destroy wildlife habitat.
- Lastly, the proposed development is not in accordance with the Cherwell Local Development Plan.

Therefore, I ask that you refuse this appeal.

Yours sincerely,

Peter Buxton

West Suite, Kirtlington Park, Kirtlington, Kidlington, Oxford, OX5 3JN

[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Dyson, Alison](#)
Subject: APP/C3105/W/20/3259189 Great Wolf Resorts appeal,
Date: 26 November 2020 18:27:15

Dear Ms. Dyson,

I was shocked by the original application for planning for the Great Wolf resort given how clearly inappropriate such a development would be and I recorded my objection by letter at the time. Given that the original application was rejected by Cherwell planners in March as being wholly unsuitable, I am now astounded to learn that an appeal against this decision has been made. The proposal to construct an enormous private water park and associated resort in the small village of Chesterton was and remains singularly inappropriate and I wish to register my very strong objections to the Great Wolf Resort's appeal.

The size of the planned complex is completely out of scale in relation to the local village surroundings. The associated hotel designed to accommodate 2000 guests per night would be one of the largest outside London and the damage to the environment and local wildlife would be further worsened by the airport like floodlit 900 space carpark. And clearly the estimated 1800 additional car journeys per day would cause increased pollution and disruption and add to the already over-burdened local rural road network

Moreover, there would be little, if any, benefit to the local community. The Great Wolf resort is designed for large numbers of visitors booking an overnight stay; it will not be an amenity for local residents. Such a resort would instead generate significant environmental problems with a profoundly adverse effect on this part of Oxfordshire - not just Chesterton.

There is no need for this resort. The proposal is based on a business model designed for an edge-of-town environment in the U.S.A. not for rural Oxfordshire. As became clear at the original planning meeting which considered the proposal, the developers made no effort to work with Cherwell District Council on this project. The proposal remains wholly inappropriate and the appeal should be rejected.

Yours sincerely,

Peter J. Chapman

Swallow Barn,
Alchester Rd,
Chesterton,
Bicester,
OX26 1UQ

17th November 2020

Planning Inspector

Re: APP/C3105/W/20/3259189

Dear Sir,

I am writing to express my objections to the appeal being made by the Great Wolf Resorts against the unanimous decision by Cherwell Planning Committee on March 12th this year to refuse the original application.

The prospect of a super sized American resort park on a Greenfield site in our village is quite frightening and I know of local residents who are having sleepless nights over this unwelcome and inappropriate development proposal.

This development is unsustainable on the proposed site. It is not a public amenity, and will attract up to 500,000 visitors a year which will entail an additional 1,800 car trips on our already congested local roads. The hotel will be one of the largest outside of London with a capacity of 2,000 visitors. The 900 space car park to serve the proposed resort would be significantly larger than the one serving the local Tesco Superstore and the 84' high water tower building would be an eyesore from miles around.

In addition the proposed development does not feature in Cherwell's Local Plan. The opposition to this is widespread across many affected villages and should be rejected. It would obliterate Chesterton village and desecrate the surrounding area through increases in traffic flows.

Yours sincerely,

Philip Clarke

Philip J Clarke

From: [REDACTED]
To: [Dyson, Alison](#)
Subject: Great Lakes UK Ltd- APP/C3105/W/20/3259189
Date: 18 November 2020 20:05:04

2, Field Court,
Bicester,
OX25 6LD

18th November 2020

Ms Alison Dyson,
Case Officer,
The Planning Inspectorate
Room 3J, Kite Wing
Temple Quay House
2 The Square
Bristol
BS1 6PN

Dear Ms Dyson,

Re: APP/C3105/W/20/3259189, Bicester Golf Course.

I write to object, in the strongest possible terms, to the above planning application.

This is a speculative application for a hugely destructive building project which is not justified by any need at either a local or national level. It meets none of the requirements of Cherwell District Council's development plan.

1 Location

This is a totally unsuitable location for this project.

It is on the edge of the village of Chesterton and only two miles from the town of Bicester. The village identity of Chesterton is already under considerable pressure from new housing developments in the village itself, the encroachment of huge housing developments at Kingsmere on the west side of Bicester and the gradual ribbon development of ground on either side of the A41 on the west side of Bicester.

The site itself is currently a greenfield rural area, in use as a golf course but also a contiguous part of the surrounding countryside and therefore an integral part of the ecological welfare of the area.

This proposal to erect 50,000 sq ft of buildings and to tarmac over virtually the rest of the area for car parking etc which would be floodlit through the night is just unsustainable from any point of view. If built, it would be a horrendous, massive “blot on the landscape”, totally out of keeping with the surrounding area.

2 Traffic

The proposed development will bring a huge increase in traffic volumes to an already overloaded area. The Cherwell local plan allows development only where public transport will be used for access. There is no public transport to this area. None.

The proposed development will encourage 1500+ daily traffic movements from all parts of the UK. This traffic will approach the area using the A34, the A40, the A41 or the A43. All of the highways already have major issues and must be considered barely fit for purpose with current traffic volumes.

Virtually all of this traffic will use the M40 either to Junction 9 or to Junction 10. Both of these junctions are inadequate for current traffic volumes . There is standing traffic on the M40 approaching J9 southbound and J10 northbound at peak times almost every day of the week and often for extended periods at other times.

The local roads, particularly around Chesterton, Weston-on-the-Green and Middleton Stoney are already heavily used as ‘escape’ routes from the congestion on local highways and it is totally unacceptable to propose significant extra traffic movements on to these routes.

3 Local Considerations

There is already considerable development in the Bicester area; what was a small market town with a population of less than 20,000 will become a much larger population centre approaching 60,000 over the next decade. There will be very little improvement in infrastructure to cope with this; as described above there are already huge traffic problems in the area.

Bicester already has to cope with the huge movements of employees and visitors to Bicester Village Retail park which brings large traffic influxes and parking problems to the area.

There will be little economic benefit to the local area from the proposed development .

All visitors will be encouraged to remain on site for the duration of their visit and hotel rooms will not be available on a casual basis. There is little unemployment in the Bicester area, largely due to the success of Bicester Village which employs similar workers to those likely to be required by this

development, and therefore the majority of employees would have to travel a significant distance by car to the site.

This development will entail the loss of a local sporting facility. As the local population increases more facilities such as this golf course will be required. The current 18 hole golf course is a harmonious use of land which lies close to the M40 motorway for recreational purposes and also of local ecological benefit.

In conclusion I would suggest that this proposal is entirely unsustainable on grounds of location, lack of infrastructure and total lack of benefit to the area.

Yours sincerely,

Paul Craddock

From: [REDACTED]
To: [Dyson, Alison](#)
Cc: [REDACTED]
Subject: Objection to Appeal Reference: APP/C3105/W/20/3259189
Date: 22 November 2020 13:58:49

FAO: Alison Dyson,

I wish to make the following objections regarding the consideration of appeal against the refusal of planning permission Reference: APP/C3105/W/20/3259189.

Having read the appeal documents against the refusal to grant planning I can see no reason why this should impact on the original decision and refusal.

I do not believe the changes that have been proposed will make any fundamental difference as to why the application was initially refused.

I wish to raise the original objections that I made to the original application.

One of my major objections to the proposal was the impact it would have in the local area particularly on traffic.

The suggestion that people attending the resort are going to use public transport is unrealistic and the few that may be going to be transported by resort minibuses which will increase the traffic in itself. If the company do not believe there will be a significant increase in traffic then why are they making provisions for such a large car parking area.

The appeal makes reference to providing over 600 new local jobs on completion. To suggest that these employees will not travel to work by private car is also unrealistic and this will add greatly to an already congested road network in the area.

Junction 9 of the M40 and the A34 are already identified as a major congestion point in the area without all this additional traffic.

If Great Wolf feel that the employment it will offer is of value then why not build the development in an area of high unemployment.

Bicester is an area of low unemployment particularly in the type of low paid and relatively unskilled and part time jobs that it will create.

The type of resort that Great Wolf are proposing will not offer the type of benefits that they are proposing to the local communities.

Their aim when their costumers arrive is to hold them on site as much as possible and not to spend time and their money elsewhere within the community and local businesses.

I feel these facts are supported by the current resorts that they run.

Offering a few day passes to local residents catering for only a small proportion of the local community is of no real benefit.

The suggestion by Great Wolf that their proposal will not have a devastating impact on the golf course is absurd as will be reflected by the large number of objections that have been made to the development by golf members.

At a time when golf is seeing an ever growing demand as is reflected by figures from Golf England then the loss of our local course would have a negative impact on this increasing demand. I have never seen the course as busy as in the last six months.

We have recently lost two local golf courses at Waterstock and Magnolia Park and those members are now looking for other courses to become members at. One of our other courses North Oxford is also under risk of development.

This is meaning that the other local courses are in danger of reaching a saturation point where they will not be able to accept new members.

If Bicester Golf course were to close then this would definitely be the case.

For BGACC to suggest the club is non viable is clearly not an unbiased view point as the owner is to profit directly from this development.

To also suggest that Great Wolf will adapt the current front nine holes into an eighteen hole course will also not be in any way be a satisfactory compromise and will lead to the vast majority of members leaving as they will wish to play at a complete eighteen hole course. This will also mean a loss to the area of a large number of visitors to the area who come to play golf at the course and also support other local businesses. They will not come to play a nine hole course trying to be an eighteen hole course.

Great Wolf have said on one hand they do not feel there is a demand for an eighteen hole course, which is

clearly not the case, and then on the other hand say they will create a new eighteen hole course on the other hand. Why would they say this if they are claiming there is no demand. This is clearly just a ploy to try and get over one of the many objections to the development.

We have recently seen the development of three large scale hotel complexes within two miles of this proposed development which along with the already existing hotel more than adequately provide for anyone wishing to visit the local area. These hotels also offer just accommodation encouraging visitors to use the local facilities. This will blatantly not be the case with Great Wolf as they attempt to keep all visitors on sight to spend their money. If as they claim they are going to encourage residents to go off site, which I do not believe the case, then this will have a negative impact on these other businesses and not the positive impact they claim.

The golf course is a haven for local wildlife and this will be lost if this development is allowed to go ahead.

Chesterton has been subject to a large increase in planning in recent years both within the village and on the land between Bicester and the village. Another development of this nature will I believe only lead to other developments in the surrounding area and as a result the loss of a rural community as we get swallowed up by Bicester.

This development by Great Wolf is simply not wanted by the local community and despite their attempts at appeasement since the initial application was turned down nothing has changed regarding our objections.

The only people who will benefit from this development are Great Wolf themselves, not the local community, not the local businesses and as suggested they are clearly not wanted.

Thank you for your time in considering this objection,

Paul Davies
28 Fortescue Drive
Chesterton
Bicester
Ox261UT

From: [REDACTED]
To: [Dyson, Alison](#)
Subject: Appeal Reference APP/C3105/W/20/3259189
Date: 26 November 2020 17:26:50

Dear Alison Dyson,

I write this email in regards to the appeal logged under the reference: APP/C3105/W/20/3259189 with regard to the application by Great Lakes UK Ltd.

In short, this email is a letter to reject and dismiss the appeal made by Great Lakes UK Ltd.

Myself and my wife purchased our first house in March 2020 in the lovely village of Chesterton. At the point of putting in an offer to buy the property we were reassured by the fact that the original planning permission for Great Lakes UK Ltd had been unanimously refused. Had this permission been granted we would have pulled out of this sale. Now we face the possibility that land very close to this property will now be developed into quite a large facility, causing considerable noise and disruption not just for the building phase, but for the use of the facility. The village struggles with traffic during peak times already, and does not have the infrastructure for public transport. We are also scared that if this development go ahead, that our property value will decrease substantially - in a period where most are finding financial difficulty anyway. There is no need to be exhaustive on the concerns here as I am sure many other people have shared at lengths their objections to this appeal, and they are views that I back.

I note that our local MP Victoria Prentis has also shared her views on this, and seeks the case to be dismissed. To have the input from a member of parliament substantiates the level of care that needs to be afforded to this appeal. This only re-affirms the notion that the case should be dismissed.

If you have any questions you would like to put to me, I would be happy to answer them or to provide further clarification.

With very kind regards,

Philip Diggle
Resident at Vespasian Way, OX26 1BA

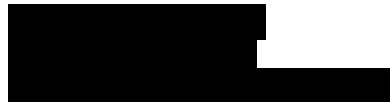
From: [REDACTED]
To: [Dyson, Alison](#)
Subject: Wolf Resort: APP/C3105/W/20/3259189
Date: 25 November 2020 13:51:02
Attachments: [REDACTED]

I am writing to object to the above planning application on all the grounds previously submitted but with an additional emphasis on how it will negatively impact on the Government's new green policies.

A water park, of the scale proposed, will increase pollution in the area as result of the considerable increase and traffic and the emissions generate by the park itself and it's construction.

Best regards,

Paul Fennemore



Bonnars Barn
Dovecote Lane
Somerton
Oxfordshire
OX25 6NA

From: [REDACTED]
To: [Dyson, Alison](mailto:Alison.Dyson@planninginspectorate.gov.uk)
Subject: Fwd: Reject great Wolf resort in Chesterton
Date: 27 November 2020 11:18:00

Sent from my iPhone

Begin forwarded message:

Subject: Fwd: Reject great Wolf resort in Chesterton

G

From:
Sent: Friday, November 27, 2020 10:<godfreys34@outlook.com>
Subject: Reject great Wolf resort in Chesterton

Please email the following to the planner - Alison.dyson@planninginspectorate.gov.uk

Dear Alison,

I am writing to you to ask you to defend the position taken by Cherwell District Council when they unanimously rejected the planning application by Great Lakes UK (Great Wolf Lodges) earlier this year to erect a Super-sized warehouse style resort on the edge of Chesterton.

This type of facility is simply not needed, it is not in the local plan, it is not a leisure facility to be enjoyed by the locals and will bring them nothing but noise, flooding and traffic.

Chesterton is an idyllic country village, with a picturesque and popular pub just opposite the church with the village green in between. This proposal will bring an additional 1800 cars PER DAY through the village, which has a school on the only road through it. There is already such an issue with traffic at school pick up and drop off times that the Parish Council have recently been considering double yellow lines near the school.

You might say that designated signs to direct visitors to the resort away from the village might be adequate, however, these days everyone simply types a postcode into their Sat Nav and follows that - if the traffic is building up in one direction, the traffic will be sent through another village or through a tiny residential road, not expecting such a throughput. One of the routes Sat Nav currently brings cars to Chesterton from London is through Little Chesterton -a single track road!Bringing this type of resort to a small village is simply not a good idea.

Great Wolf Resorts are usually housed on the edges of cities, not in a rural environment and it would appear that as this is their first location outside North America, they are trying to buy cheaper rural land to escape more expensive urban land prices. Quite simply, this does not fit here.

Several homes in Chesterton flooded this year and in Little Chesterton there are ongoing drainage issues - an enormous complex with a car park for 900 cars will in no way help the current, already worrying, situation.

Indeed the ecological impact of this build would be nothing less than catastrophic - building over a popular golf course, with acres of rough ground supporting a huge variety of wildlife is not in line with the current government requirements to increase the biodiversity of each new build by 10%.

Please do not allow this misfitting, damaging build to take place.

Many thanks

Get [Outlook for iOS](#)

Mr P J Hutchings
12 Vespasian Way
Chesterton
Bicester
Oxon
OX26 1BA
27th November 2020

Objection Letter

Ref:- Great Lakes UK Ltd – Planning Application No. /C3105/W/20/3259189

I'm writing to register my OBJECTIONS to the proposed (Great Wolf Resort)

1. I feel that there is no need for a Resort of this sort in Chesterton or in fact the UK , there are already enough. Chesterton and the surrounding villages cannot accommodate a structure of the magnitude.
2. At the moment the Country Side around the area still reasonably intact a structure of this size is only adding to the demise of our heritage
3. The area is already becoming a rat run, the roads are small and introduction of a massive amount of extra traffic, which will mean 1000's of vehicles daily, not to mention all the construction traffic to actually build the resort.
4. The resort will not benefit the local people or business. This resort will be a closed shop, for their guests. There is no guarantee there will be daily passes and if by any chance they permit day passes my guess is they will be far too expensive and certainly not at weekend or school holidays therefore of no benefit. Bicester in particular has already a massive building program ongoing, this is the last thing it needs to add to the industrialisation of the area.
5. The whole proposal is totally out of character for the location it will dominate everything around immediately making an eyesore of what is at the moment is still pleasing to the eye.
6. At the moment the 18-hole golf course is an attraction to golfers around the area, what impact with the loss of 9 holes have. People will go elsewhere and how long before the other 9 nine holes are swallowed up.
7. More traffic means more noise and fumes which is not good for the environment. How are delivery lorries going to cope the small access roads? They will damage surfaces and grass edging that are already in need of attention.

Yours sincerely

Paul Hutchings

From: [REDACTED]
To: [Dyson, Alison](#)
Subject: Great Wolf Planning Appeal: APP/C3105/W/20/3259189
Date: 21 November 2020 18:36:34

Dear Alison,

I am a resident of Wendlebury, Oxfordshire, close to the proposed development site of the Great Wolf Water Park. Having had planning permission refused unanimously by Cherwell District Council, I understand that they have now appealed this decision to central government.

I would like to object to the development for two principal reasons:

1. Flooding

The village of Wendlebury is prone to flooding and floods on a semi-regular basis. The water courses from Chesterton, including the Golf Club site owned by Great Wolf, pass through Wendlebury where the consequent flooding occurs. The additional hard surfaces of the proposed hotel, car park and other facilities will increase the volume of storm water running off the Great Wolf site and increase further the risk of downstream flooding in Wendlebury. I have seen no flood mitigation strategies in the Great Wolf planning proposal.

2. Traffic

It is projected that there will be an additional 1,800 car journeys per day on local roads as a result of the Great Wolf proposal. It is my understanding from the original planning proposal that site visitor traffic will, for the final stage of travel, be directed through the local road network through the surrounding countryside and villages. Wendlebury has a single, narrow through road which can be used by traffic exiting the A34 eastbound just before junction 9 of the M40 to access Chesterton. Our main street has no pavements and no streetlights. It is a space which is shared between all road users: pedestrians, cyclists, horses and motor vehicles. Any increase in through traffic would pose a safety risk and increase both noise and pollution in the village.

I object to this development in the strongest possible terms and trust that the appeals body will agree with the conclusions of Cherwell District Council and reject it.

Yours sincerely,
Phil Isherwood

4 Willow Court
Wendlebury
Oxfordshire
OX25 2JY

From: [REDACTED]
To: [Dyson, Alison](#)
Subject: Wolf resort
Date: 11 November 2020 19:23:22

Ref:APP/C3105/W/203259189

We strongly object to Great Wolf Resorts plan to build a resort park on the edge of our village.

The surrounding roads are not sufficient to carry the amount of traffic this would generate and they were not built to do so. Local people should not have to endure 500,000 visitors a year . 1,800 additional cars on our surrounding roads on a daily basis.

As the surrounding area is countryside the four storey high hotel, 84 foot water tower building and horrendously 900 space flood lit car park, that Wolf Resorts are proposing, would be so out of place and an awful eyesore for local people to have to see on a daily basis.

A development of this size should be miles from any village and surrounded by hills and trees so it is hidden from view.

The area where this proposed resort is to be built is just not suitable and we seriously cannot see any benefit for the local area.

This massive complex has been unanimously rejected on a number of accounts and no question should be again.

Paul and Jen Jeacock

Sent from my iPad

Date: 23rd November 2020

Alison Dyson
The Planning Inspectorate,
Room 3J
Kite Wing
Temple Quay House
2 The Square
Bristol
BS1 6PN
REF: - Application Ref APP/C3105/W/20/3259189

Dear Alison Dyson

I wish to strongly object to the above – mentioned application on the grounds that this proposal is not in accordance with the local development plan.

This development is unsustainable in an inappropriate location on the edge of a small village. The amount of car parking spaces indicates a large amount of car traffic on a daily basis which goes against the Cherwell Strategy of reducing car usage. As well as the traffic the 500,000 sq ft of buildings on this green field site irreversibly impacting on the landscape and environment.

The current infrastructure in Chesterton, Bicester and surrounding villages will not be able to cope with the 1000 and more daily increase in traffic volume and well the construction traffic. Chesterton is already a rat run and experiences major traffic congestions as an escape route during many traffic issues along the M40 or A34. As well as other significant proposals approved in Bicester, its unacceptable routing plans via Middleton Stoney, Western on the Green and Wendlebury, will seriously affect the already stressed A34, A41, A4095 and B430. This will also result in a significant deterioration in air quality and a substantial increase in noise pollution for local residents. We live on the Hale and I walk my children into school along this road and along the A4095. With the increase of traffic this development would bring this would become even more unsafe for my children to get to school. The pavements and roads are not very wide and with cars from the houses along that road parking along it, cars are constantly trying to squeeze past or having to wait and a queue build up. The pavements along the A4095 are just wide enough for a small pushchair and my eldest is unable to hold onto the pushchair and stand next to me with out having to walk on peoples front garden or in the road.

The amount of traffic and the current infrastructure is not safe at the moment not including the extra traffic. I have recently been involved in an accident while cycling in Middleton Stoney where a car hit me. This was during lock down and low traffic levels. Thankfully I didn't sustain any lasting damage. I feel with the increased traffic these accidents are going to become more frequent and endanger lives. I have also read that the Government has named Bicester as one of the three areas in Oxfordshire to benefit from a £2.98 million boost to get more people walking and cycling. How is this going to be safe with this business encouraging 1000's of cars to travel into the area with no local economic benefit as all facilities are on site.

Great Wolf resort aims to keep all guests on site to use their facilities and therefore no economic benefits to the local area. Local businesses are already finding it hard to find and recruit employees and as such, the Great wolf will either take employees away from local businesses or bring in employees from outside the area and therefore increasing traffic.

The development will take away a large area of open space which seems to be disappearing rapidly in Cherwell. This is unacceptable when it serves such an important purpose in communities and for well being.

For the above reasons, I Strongly request the planning permission NOT be granted for the application

Yours Faithfully

P Kerswell-Jensen

Portway House
Kirtlington Park
Heyford Road
Kirtlington
OX5 3HU
26th November 2020

Alyson Dyson,
The Planning Inspectorate,
Room 3J, Kite Wing, Temple Quay House,
2 The Square, Bristol, BS1 6PN.

Objection to APP/C3105/W/20/3259189

Dear Ms. Dyson,

I write to **object strongly** to the Great Lakes UK proposal to provide a large entertainment centre and water park at the edge of Chesterton, and to support Cherwell District Council's **refusal** of that application.

1. The development does not accord with the Cherwell Local Development Plan.
2. Light and noise pollution will detrimentally affect human residents in a wide radius, but the detrimental effects on local farm and wild life will be incalculable, but environmentally important.
3. This site is right on the edge of Otmoor and its marshy areas, and the water course downstream will be affected by the water park activities.
4. Road traffic accessing this project, from construction traffic to later supply traffic and private cars, will add to the problems in this area where the road infrastructure is already under great strain.
5. Access by car is clearly indicated by the extent of the parking arrangements and this goes counter to all the recent political statements to reduce carbon emissions, travel by car, etc.
6. The A34 is already overloaded, with various places along its route where traffic gets jammed, including where it joins the M40 at junction 9. Junction 10 off the M40 leads on to minor roads through villages. To come from the South East otherwise, either means adding to the traffic load around Oxford or coming through rural villages. In their planning application Great Lakes travel projection even omitted vehicles from the West and South West, and yet one of the local travel problems is that there is no direct link between the A40 to/from the west and the A34 to/from the north, but a jammed access via the Wolvercote roundabout in north Oxford. The A4095 has an A-route nomination, but cannot be considered an A-standard road, as it winds through traditional villages (even conservation areas), has T-junctions into other roads, crosses a bridge that has caused many accidents, etc. No wonder the applicants omitted this direction.
7. Even for needed new homes for humans, preference is given for brown-field sites before building on green fields; so surely there is even more reason that this sort of project should not cover such a large area of green fields. It goes against all the current political rhetoric.
8. The site chosen is in an area and region of low unemployment. The claim of a supposed benefit of providing employment is, therefore, not valid for this area. If that benefit is to be claimed the project should be sited in a region of unemployment, especially where, due to loss of traditional heavy industry, such a project could usefully be sited on a brown-field, derelict site of a lost industry. It is a project that intends to be self-contained with accommodation, rather than of relevance to the immediately local population; so, **if** there is any benefit in it at all, perhaps it could be sited to reclaim such a derelict site and provide local employment where desperately needed. Furthermore, the sites of lost industry tend to have good road links for vehicles of all sizes, and perhaps even immediate rail tracks.

Yours truly,

P E Kurgo

From: [REDACTED]
To: [Dyson Alison](#)
Subject: Ref APP/C3105/W/20/3259189
Date: 12 November 2020 14:04:36
Attachments: [REDACTED]

Dear Ms. Dyson,

As part of the first instance hearing into the above application I lodged a strong written objection. An inhabitant of a village close to the proposed development (Kirtlington), I sought to make the point that, if the application were to be met with success, the environmental and social impact would be disastrous. I stand by every word I then wrote. Please take that into account.

The Cherwell DC planners were, I gather, vociferous in their unanimous decision to refuse the application. Unsurprisingly.

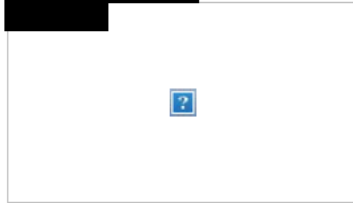
It is iniquitous that Great Wolf Resorts should now be launching this 11th hour appeal, thereby granting little time for their opponents to gather support.

As doubtless many have observed, the proposal runs contrary to the Cherwell Local Development Plan, it would be a public amenity and would create a massive eyesore in a part of the countryside that need to be protected.

Yours Sincerely,

Peter Kyte QC
Barrister

[REDACTED]
[REDACTED]
[REDACTED]
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Please consider the environment - Think before you print

From: [REDACTED]
To: [Dyson, Alison](#)
Subject: APP/C3105/W/20/3259189
Date: 10 November 2020 15:05:44

Dear Alison Dyson

We are writing once again to strongly object to the proposed Great Wolf Resort in our small village of Chesterton. The size of the complex will totally ruin our village life. The disruption to us in the construction of this will be immense and also the damage caused to infrastructure, wild life, the noise and pollution we will have to endure.

Surely common sense by the planners should prevail that this monstrosity has no place in an Oxfordshire village and it is totally inappropriate to build it here.

Yours sincerely

Peter and Laurian Marsh

Sent from my iPad

From: [REDACTED]
To: [Dyson, Alison](#)
Cc: [REDACTED]
Subject: Great Wolf Resorts: appeal reference APP/C3105/W/20/3259189
Date: 16 November 2020 12:40:05

Dear Alison

I hope you are well.

In relation to the above, I am deeply concerned that, after the vociferous and unanimous objection of their proposal, Great Wolf Resorts have felt it fit to launch an appeal.

As before, I totally oppose their proposal for a resort park.

I find it extraordinary that such an environmentally disastrous project could even be considered at this critical time in relation to the climate emergency. One which would destroy wildlife habitats, drain natural resources, create air, light and noise pollution and put pressure on local roads, not to mention the pollution caused by journeys to and from the resort. Just today in the news, an Ipsos Mori poll has revealed the public's overwhelming concern about the climate emergency with 66% of those polled believing that climate change is as serious as Covid-19 and wanting it prioritised in the economic recovery. It is my strong belief that the days of such harmful, resource guzzling, pollutant generating projects belong in the past and are not wanted by the climate aware younger generation.

As hosts of the COP26 summit whose aims are to accelerate action towards the goals of the Paris Agreement and the UN Framework Convention on Climate Change, the Great Wolf Resorts proposal is so out of step, as it is with the Cherwell Local Development Plan. We must again reject what could be this most catastrophic dinosaur project once and for all.

Alison, please recognise the strength of our opposition to this unwanted project.

With many thanks and best wishes,
Penny

From: [REDACTED]
To: [Dyson, Alison](#)
Subject: APP/C3105/W/20/3259189
Date: 23 November 2020 10:51:32

Dear Ms Dyson,

I would like to register my strongest objection to the Wolf scheme in Chesterton. It is an inappropriate development for this area. It's scale is dangerous and it's purpose would not benefit the local area at all.

Regards

Philippa Morrison

From: [REDACTED]
To: [Dyson, Alison](#)
Subject: Great Wolf Resorts
Date: 18 November 2020 18:03:06

Appeal ref: APP/C3105/W/20/3259189

Dear Ms Dyson,

As a lifelong resident of the area, I strongly urge you to reject plans for the proposed Great Wolf Resorts development in Chesterton.

The scale of development is disproportionately big in a rural village setting.

The hotel and the water tower building are far too big and would dominate the surroundings.

An unsightly car park of the size proposed would cause an unacceptable loss of habitat for wildlife.

Residents of outlying villages such as Kirtlington, Weston on the Green and Bletchingdon go through Chesterton to get to essential services at Bicester. This combined with other through traffic on the A4095 already stretches the capacity of the road network.

Long term increased traffic flow to and from the Resort would be inappropriate on existing narrow lanes. Road safety for car users, cyclists and pedestrians alike would be compromised.

Increased road traffic would cause greater pollution and poorer air quality.

Local residents would lose access to open ground, public footpaths and facilities at the current golf club but would derive little benefit from the proposed development.

Construction traffic for such a big project would be disruptive to residents and road users for a long period of time. Noise, pollution and inconvenience would have a detrimental effect on the community.

Yours faithfully,
Peter North

OX5 3BU

From: [REDACTED]
To: [Dyson, Alison](#)
Subject: APP/C3105/W/20/3259189 Objection to Appeal
Date: 14 November 2020 20:59:33

Dear Alison Dyson,
I write concerning appeal **APP/C3105/W/20/3259189**

I object strongly to the the Great Wolf Resorts development in Chesterton.
This is a quiet village and placing such a large development in this location is most unsuitable.

I object on the following grounds:

Traffic:

This development would generate a large amount of traffic both during construction and in use. The A34/M40 junction nearest the development is already at capacity, and the increase could easily reduce flow to a crawl, something that already happens frequently in the lead-up to a weekend, or when there is the slightest problem. This would make road journeys into and out of local villages very difficult.

If traffic to and from the resort were to use the village roads, these too would quickly become congested, with the resulting air and noise pollution, and consequent detrimental impact on villagers' health and quality of life.

Visual Impact:

The scale of the proposed development will dwarf everything around it and dominate the skyline.

I believe that all the villages around this development want to keep their rural atmosphere, and the buildings of the resort would negatively impinge on the views.

Light Pollution:

24 hour lighting around the resort will upset the circadian rhythms of many of the creatures in the surrounding countryside; amphibians and moths to mention only two species affected by artificial light.

Chemicals and Water Use.

This Water Park will use many thousands of gallons of water which may not be easily sourced and will be treated with chemicals before being discharged. This will add a strain on the infrastructure.

In summary, I feel this is an inappropriate development for this rural area, which will have a deleterious effect on the lives of the people living in villages around it. Also, it is not in accordance with the Cherwell Local Development Plan

Please refuse this appeal.

Thank you,
Patsy Parsons
Weston-on-the-Green.

Plumtree Cottage
Chesterton
OXON
OX26 1UQ

The Planning Inspectorate,
Room 3J, Kite Wing,
Temple Quay House,
2, The Square,
Bristol
BS1 6PN

25 November 2020

For the attention of: Alison Dyson

Ref: APP/C3105/W/20/3259189

Dear Alison,

I am writing to you regarding the above appeal and whilst I understand that public opinion may not have a great influence on your decision-making process I am sure that the fundamentals of planning law will.

The original application was unanimously refused by Cherwell District Council on the following grounds:

1. The development is contrary to Policy BSC10 of the Cherwell Local Plan 2011-2031 Part 1 which seeks to protect existing sport and recreation provision and enhance the existing provision. It is also contrary to Government guidance contained within the National Planning Policy Framework.
2. The proposal is contrary to Policies SLE1, SLE2, SLE3, SLE4 and ESD1 of the Cherwell Local Plan 2011-2031 Part 1, Saved Policies T5, TR7 and C8 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.
3. The proposal is contrary to Policy SLE4 and ESD15 of the Cherwell Local Plan 2011-2031 Part 1, Saved Policy TR7 of the Cherwell Local Plan 2011-2031 Part 1, Policy 17 of the Oxfordshire Local Transport Plan 4 and Government guidance contained within the National Planning Policy Framework.
4. The proposal is contrary to Policies ESD13 and ESD15 of the Cherwell Local Plan (2011-2031) Part 1, Saved Policies C8 and C28 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.
5. . The proposal is therefore contrary to Policies ESD6 and ESD7 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework.
6. The proposal will be to the detriment of both existing and proposed residents and contrary to Policies SLE4, INF1, and PSD1 of the Cherwell Local Plan 2011-2031 Part 1 and Government Guidance contained within the National Planning Policy Framework.

Further to the above I refer you to my reasons for objecting to this development below:

A large proportion of Chesterton is located in a conservation area, surrounded by greenbelt, where there is protection of open spaces and views, a requirement for developments to preserve or enhance the area and restrictions that require many residents to request approval from Cherwell District Council to make minor changes to their homes such as replacement windows or erection of satellite dishes. With this in mind, I believe that the excessive size, scale and design of the proposed hotel and waterpark is completely inappropriate, it will have a significant and irreversible impact on a green field site and fail to meet requirements of the Cherwell District Council Countryside Design Scheme 2008 to enhance the character of the local area.

This proposed development would bring no economic benefit for the local area for the following reasons:

- Bicester has an impressively low level of unemployment (circa 80 people), it is my understanding that this development will require approx. 600 members of staff. Therefore it is likely to remove employees from existing local businesses many of whom are SMEs which contribute to the local economy, in comparison to Great Lakes UK which has been established by a large foreign corporation.
- The resort appears to be completely insular, all food and entertainment is provided on site, giving guests no reason at all to visit the local area. This will prevent opportunities for local businesses to benefit from the increase in tourism.
- The hotel is for waterpark guests only therefore it will not assist with providing additional accommodation for employees/guests of local businesses.
- The type of business development is not in keeping with Cherwell District Council's strategic aim of supporting the 'Knowledge Economy'.

The increased traffic associated with this development renders the application inappropriate for the following reasons:

- Chesterton is an escape route for many traffic issues that occur on the A34 and M40. During these times the village becomes completely paralysed and certainly could not cope with an additional 1,000 vehicles.
- The proposed routing plans utilise an already stressed road network, Chesterton, Middleton Stoney, Weston on the Green, the A34 and M40 all suffer severe traffic disruptions on a very regular basis. As improvements to the M40 and A34 have so far been unable to resolve the current traffic problems, an additional 1,000 vehicles per day would only compound the issue.
- As mentioned above, there are insufficient levels of unemployment in Bicester to provide the level of staff required for the resort. It is therefore highly probable that a large proportion of the employees will commute from all over the county adding even more vehicles to the over stressed road system.
- Current developments in the local area such as Bicester Gateway, Bicester Heritage, Kingsmere etc have already increased traffic both permanent and construction, the road networks have not been updated to cope with this let alone the huge number of construction, employee, visitor and delivery vehicles that the Great Lakes UK resort will attract.

As a resident of Chesterton I have serious concerns over the sustainability of the proposed development for the following reasons:

- The M40 already creates a high level of noise pollution, as do vehicles travelling on the A4095. The huge number of vehicles that would be visiting the proposed development everyday would be an unwelcome addition to this noise, severely impacting on the quality of life for residents.
- In addition to the noise pollution caused by the increased traffic, there would be an increase in air pollution. A study in 2019, widely documented by the press, found that air pollution in Europe causes more extra deaths per year than smoking. With this in mind we should be rejecting any developments that would cause such a significant increase in road use.
- The development makes no significant, groundbreaking or even ambitious proposals to be sustainable.
- There will be a loss of green field habitat for an abundance of wildlife, in a time when we are realizing the importance of a wide and diverse eco system that encourages biodiversity, we should reject any development proposals that will negatively impact on our countryside.
- Due to the sprawling design of the resort and the excessively large footprint of its buildings, a large amount of rainwater will be diverted from its natural course. Whilst some of this can be diverted via sustainable drainage strategies, a large proportion will be directed to the local drainage system which is already over capacity and often requires remediation by Thames Water.

I do not understand why there has been a lack of consultation, Great Lakes UK should have worked with Cherwell District Council to find an appropriately allocated site through the local plan process. This is a speculative planning application in the wrong location and should be refused on that basis.

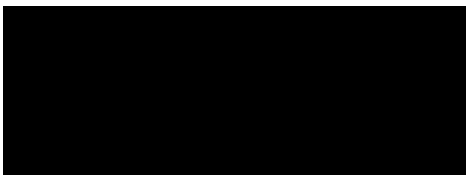
In addition to my comments above I also wish to highlight that this development is not in keeping with the Prime Minister's new 'Green Industrial Revolution' that looks to:

- Encourage public transport, cycling and walking
- Discourage private car use
- Protect and restore our natural environment

Finally, I believe it is important that we do not allow political and financial influences to undermine the integrity of our planning laws. I am sure that in uncertain economic times such as these, big businesses with investment plans can provide welcome relief to those in Whitehall however we must not take quick wins now and allow future generations to suffer the long-term consequences.

In light of the above I respectfully request that you refuse permission for this development.

Kind regards,



Pemely Payne

APP/C3105/W/20/3259189

Crowcastle

Crowcastle Lane

Kirtlington

Kirtlington

Oxon OX5 3HP

16th November 2020

STOP THE WOLF

Dear Alison, (SORRY I DON'T KNOW IF YOU'RE MRS, MISS OR MS)

I have lived in Oxfordshire all my life and have seen the destruction of the peaceful countryside that I know as a child.

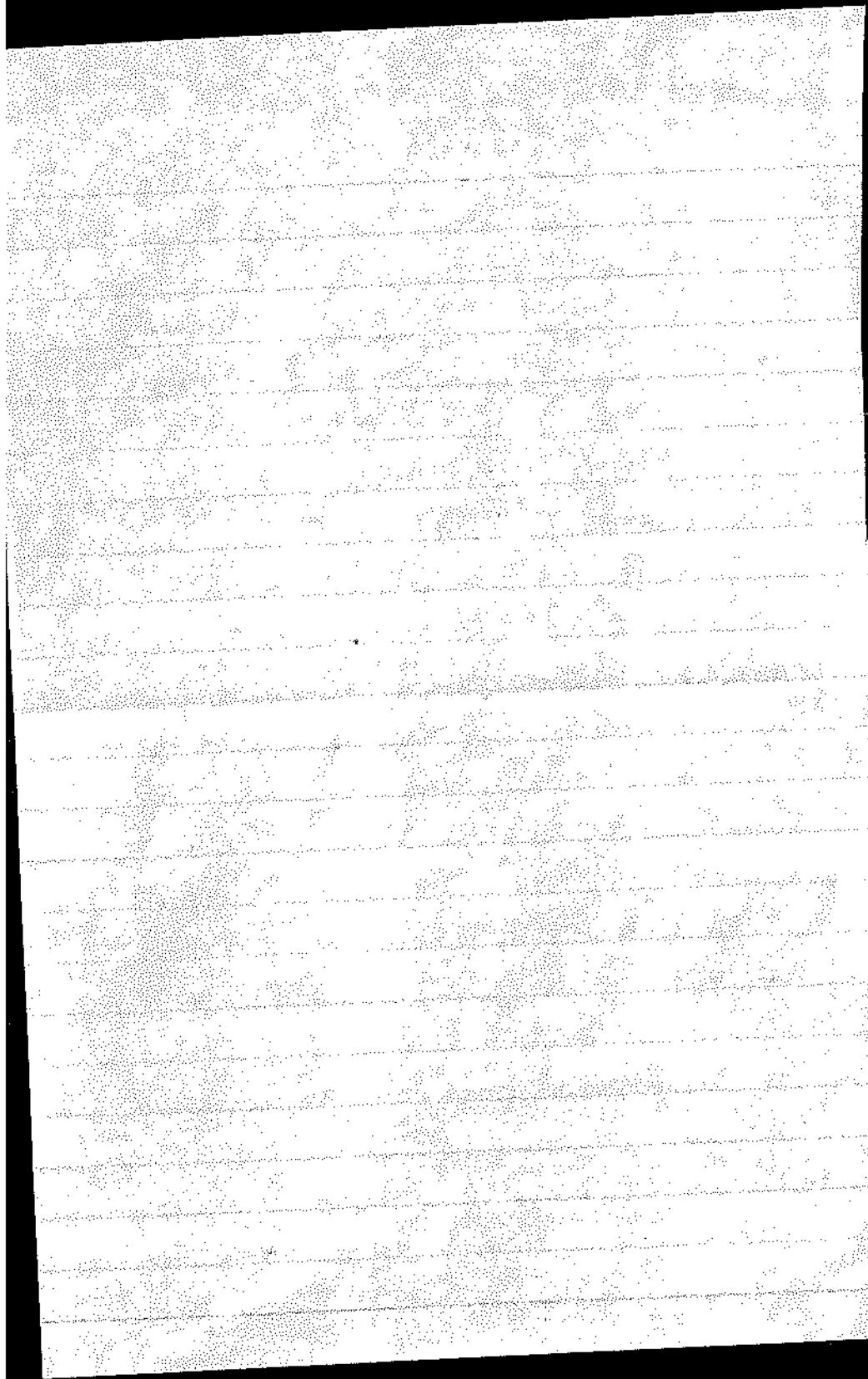
I appreciate the need for housing but the area around Chelston has suffered enough with Bicester Village, the large housing estates in Bicester & Heyford.

The roads around here are already very overstretched and unable to sustain yet more traffic.

The proposed 'Great Wolf' is a massive intrusion into the countryside threatening wild life and the higher provision would be intolerable. It must not happen.

Sincerely,

Patricia Powell



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FIRST CLASS

ALISON DYSON 3259189 Rep by
THE PLANNING INSPECTORATE 2711
ROOM 3 J
KITE WING
TEMPLE QUAY HOUSE
2 THE SQUARE
BRISTOL 6PN

From: [REDACTED]
To: [Dyson, Alison](#)
Subject: APP/C3105/W/20/3259189
Date: 24 November 2020 20:47:04

Dear Alison,

I am writing to voice my objection to the proposed water park and development in Chesterton. I am a local resident and have seen so many areas of Bicester developed and rural areas disappear. I now have a daughter and am wondering how much rural land will be left by the time she grows up. How much further we will have to go for a walk or see nature that hasn't been disturbed?


Lockdown surely has taught us the need for green spaces and areas that haven't been developed or interfered with. With such focus on climate change and the governments ambitious plan to cut emissions by 2030 how is this development being considered again after so many rejections? The village cannot sustain this level of traffic; neither the heavy goods vehicles while it is being built nor the extra cars from the visitors.

Now more than ever we need to protect these precious spaces. Not let them be destroyed for a plan that will have no benefit for the local residents and will detrimentally impact the whole local area beyond recovery.

Thankyou for your consideration.

Kind regards,
Philippa Price

Sent from my iPhone

From: 
To: [Dyson, Alison](#)
Subject: APP/C3105/W/20/3259189 Private complex Great Wolf
Date: 17 November 2020 14:42:45
Importance: High

F.T.A.O Alison Dyson

I understand that Cherwell planners unanimously rejected this plan in March as being completely unsuitable for its location. But WOLF have just lodged an appeal. This is part of the 'democratic process' but I cannot help feeling that it is wasting time and money and there are more important issues. I have previously protested and would note the following points yet again;

- The proposed development is not in accordance with the Cherwell Local Plan. It was considered that the proposal would not comply with Policy SLE3 of the CLPP1 which requires new tourism development to be located in sustainable locations
- This will NOT be a public amenity – the water park complex is designed for people who book an overnight stay. Local day passes are likely to be scarce and expensive (and not available during school holidays or weekends).
- Half a million visitors a year, meaning 1,800 additional car trips a day on our local roads, which are already stretched to capacity. This includes local country lanes, the accident hot-spot A34, plus the A41, A4095, B430 and A4030 & M40 access routes
- The hotel - one of the largest outside London - will be four-storeys high, and a total capacity of around 2,000 visitors. (plus staff!)
- A huge, unsightly complex dominating the landscape. This will be 60% larger than Bicester Village or the equivalent of two Tesco Extra superstores.
- A permanently floodlit 900 plus space car park (around the same capacity as Oxford's Westgate Centre) – this will look like an airport long-stay car park.
- An 100 ft approx. high water tower building (potentially the tallest building in Cherwell - taller than Buckingham Palace!)
- It will cause a substantial increase in air/noise pollution and destruction of wildlife habitat.

· You could add that a complex this size is the opposite of what we should be doing to combat climate change – vast amounts of chemicals and water will be used in an area where water supply is a concern

**LOCAL RESIDENTS WILL BEAR THE BRUNT OF THIS WITH
VIRTUALLY NO BENEFITS TO US**

Yours Sincerely

Phil Price Jubilee cottage

OX253QS

From: [REDACTED]
To: [Dyson, Alison](#)
Subject: Great Wolf Resort
Date: 25 November 2020 20:35:02

Dear Ms Dyson.

Appeal ref APP/C3105/W/20/3259189

I am writing to express my objection to the proposal to build a 'Great Wolf Resort' at Chesterton in Oxfordshire. I am strongly opposed to this proposal on a number of counts.

Damage to the environment: The scale of the development is out of all proportion to the rural setting. It would totally dominate the surrounding residential areas and do immense damage to environment over a very wide area.

- The proposed buildings would be a terrible eye-sore, a huge blot on the landscape visible from miles around.
- The traffic from the very large number of visitors would have an unavoidable impact on local people who already suffer from road congestion in this busy part of Oxfordshire.
- Wildlife is extremely vulnerable to the any destruction of habitat as would be inevitable at the site itself, and to any increased traffic, and also to the ghastly light pollution arising from the proposed permanently floodlit car park. This latter factor would certainly disrupt breeding by wildlife all around, and in particular on the valuable RSPB reserve at Otmoor, just a few miles south of Chesterton, which houses rare species of birds.
- Construction will involve the destruction of a well-used golf club, important for essential exercise and well-being.

Complete lack of economic benefits to the local community: This leisure centre will be designed entirely for people from outside the area who book to stay overnight in the enormous hotel (capacity c.2000).

- The self-contained nature of this resort will result in virtually no 'trickle-down' benefit to the local businesses. In the USA, 98% of visitors to such resorts remain on-site.
- Local people will not be able to access the leisure facilities; day passes will be scarce and expensive.

In summary, I can see absolutely no merit, economic or recreational, in this proposal, but instead a great deal of damage to the local community and environment. I rely on you to up-hold the **Cherwell planners' original unanimous rejection of this proposal**, recognising that it is completely unsuitable for this location due to its size and self-interested intentions.

My postcode in OX33 1AU, confirming that I do indeed live in the Cherwell District.

Yours sincerely

Professor Sarah Randolph

From: [REDACTED]
To: [Dyson, Alison](#)
Subject: Great Wolf Resorts
Date: 21 November 2020 10:03:05

Dear Alison Dyer

Looking at the proposed plans for Chesterton the Great Wolf Resort, a super-sized American resort park:-

- 1) The incredible amount of devastation of two years construction for a small community and surrounding areas.
- 2) A 4 storey Hotel, one of the largest outside London to accommodate 2,000 visitors which would be unsightly to the landscape. A huge complex dominating the landscape, apparently this will not be a public amenity so the villages will bear the brunt of this with virtually no benefit from all the upheaval it will cause.
- 3) A huge complex dominating the landscape which will be 60% larger than Bicester Village, unthinkable.
- 4) 500,000 visitors a year, meaning additional car trips a day on our local roads, which are already stretched to capacity. We have to use the B430 to get out of our village and it can be a nightmare at the moment on certain days, our country lanes will all become accident hot-spots. I hate to think what it will be like if this proposal was passed.
- 5) The permanently floodlit 900 space car park will be like living in London, unbearable.
- 6) An 84ft high water tower building taller than Buckingham Palace, this being in an area of small villages, it would be unsightly for those that live in these villages.
- 7) The environment in our areas will suffer caused by the substantial increase in air/noise pollution and destruction of wildlife habitat. This is something that I take seriously and what is being proposed definitely does not look after our environment.

With all this in mind I hope you will share our concern and do the right thing.

Kind Regards

Mrs Pam Rochford, Ardley, Oxon

From: [REDACTED]
To: [Dyson, Alison](#)
Subject: appeal reference: APP/C3105/W/20/3259189
Date: 19 November 2020 11:02:53

Dear Ms Dyson,

I refer to the appeal reference APP/C3105/W/20/3259189.

I know that many people will be thinking of the possible economic benefits of this development, particularly for Bicester Village, Oxford City and Blenheim Palace.

When one looks more closely, however, it seems to me that the unintended consequences of such an enormous hotel might well negate these benefits.

In fact, it is my view that this proposed development of a 500 room hotel has enormous potential for disruption as follows:

Firstly, let's look at the business side. I am sure that the corporation itself will make a huge amount of money from this hotel. However:

1. This will take away business from existing Oxfordshire hotels and guest houses.
2. It will continue to add to the current overload of visitors to Oxford, where normally you can barely find a place to walk on the pavements, yet spending in the shops has not increased proportionately.
3. It will necessitate a complete (and expensive) overhaul of local road infrastructure as traffic will increase by 40+%, with further loss of green space and habitat.
4. This will affect the whole of Oxfordshire – including roads – as day trippers will seek entertainment elsewhere in the county, but will not necessarily spend.
5. Most of the jobs created will be in the service industry which, as we have seen, is vulnerable to problems associated with pandemics and will therefore not be economically stable – pandemics may become more common as climate change continues.
6. Most of the jobs created will not pay well – and Oxfordshire is not a cheap place to live in, so there will be an additional pressure on building affordable housing for workers in an unstable economy.
7. With 2,000 extra people around, plus the staff operating the hotel, there is bound to be pressure placed upon the NHS and local GPs and hospitals.
8. There will also be pressure placed upon other services: water, electricity, etc.

Aside from these, there are other considerations;

9. A hotel development of this size is simply not in keeping with the character of Oxfordshire, and will ultimately destroy its attraction.
10. With a view to a 'new normal' following the pandemic and in anticipation of the effects of climate change, this building could become an enormous white elephant.
11. Wildlife will suffer not only as a result of the initial build, but also the widening of roads, and the 24 hour lighting of the carpark, which will affect birds, bats and other creatures.

I do hope that this development does not go ahead. Chesterton is a little village which would be completely overwhelmed by it, and it would not see any rewards. Please, please resist this aggressive proposal.

Best wishes,

Pen Rossell



Virus-free. www.avg.com

From: [REDACTED]
To: [Dyson, Alison](#)
Subject: Fwd: OBJECTION - GREAT WOLF RESORT
Date: 23 November 2020 19:59:47

Dear Ms Dyson,

Re Great Wolf Resort - APP/C3105/W/20/3259189

Please find below my letter of objection to above planning application.

Mrs Pamela Sale
12 Vespasian Way
Chesterton
Bicester
Oxon
OX26 1BA

23rd November 2020

Objection Letter

**Ref:- Great Lakes UK Ltd – Planning Application No.
APP/C3105/W/20/3259189**

This Proposal is not in accordance with the local development plan and there are no material considerations that would warrant planning permission being granted.

Landscape Impact

- 1.** There will be a significant and irreversible impact on the landscape and views of the site if 500,000 sq ft of buildings are erected on this greenfield site
- 2. Unsustainable**
Removing important green infrastructure and disrupting ecological habitats will be irreversible if 500.000 sq ft of buildings are built.
The location is inappropriate and unsustainable this proposed development includes 900 car parking spaces. Cherwell District Council strategy for reducing car usage this goes against their ethos.

The fact that members of the 18-hole golf course will have to find an alternative 18-hole golf course to play this also will also have an impact of car usage again another negative for CDC strategy.

3. Traffic Impact

Chesterton is already used as rat run when major surrounding roads are congested this happens on a regular basis, an increase of 1000+ a day through this village and the surrounding villages ie: Weston on the Green, Wendlebury and Middleton Stoney, where the existing roads are not adequate any increase in traffic is unacceptable.

With existing developments going up, the road network will struggle to cope with them, any additional traffic will bring the villages to a standstill.

4. Need for This Development

There should not be any consideration for this development we do not have a need for this type of development in Chesterton, if at all the in the UK.

5. Lack of Economic Benefits for Chesterton and Local Area

This resort will not enhance or bring anything to Chesterton or surrounding villages including Bicester. There objective is for everything to be in house, Restaurants, Sports facilities, Retail shops, **Therefore, no economic benefits to business in the area.**
We do not have any unemployment in this area, either they will take employee away from existing traders or employ from further afield and add further to the traffic problems.

6. Sewerage and Water Supply

The other serious problem would be the village sewerage system would not cope with the added usage.

The water pressure would greatly affected the residence of Chesterton.

Yours sincerely
Pamela Sale

From: [REDACTED]
To: [Dyson, Alison](#)
Subject: Appeals Ref APP/C3105/W/20/3259189-Great Wolf Resort
Date: 27 November 2020 16:18:44

Dear Ms Dyson,

I have only just heard of the proposed development by the above at Chesterton.

Bicester is growing at an alarming rate and the amount of services in the area will be strained by such rapid expansion.

I have lived in Brill for many years now, through all types of weather, and climate change is making even the UK experience less rainfall. We have not had a bad drought for some years, but what steps have been taken to ensure water supply for the significant number of new households recently established in and around Bicester? Any new reservoirs planned? Any major water grids planned to bring water from those areas with surplus?

What real benefits will such a development bring to the Local Community apart from inordinate profit to those who own the land?

Already huge acres of land around Bicester has been used for houses which are necessary. but necessary though houses are, the land is lost to agriculture.

The Great Wolf development in not necessary to Bicester, is not necessary for the residents, but is necessary only for the profit objectives of a foreign company about whose directors we know nothing.

America has more land than many in the UK can contemplate. The state of Texas is bigger than England. Americans can afford to take agricultural land and use it for pleasure. We cannot. We have to house our growing population, We have to provide Schools for it. We have to feed it. We cannot afford to have our most valuable asset - land - become a commercial opportunity for a foreign company.

I ask most sincerely that planning permission continues to be refused and any appeal dismissed.

Yours truly,

Patrick Shorten.

12 Chestnut Close
Chesterton
OX26 1XD

20th November 2020

Ref: APP/C3105/W/20/3259189

Dear Alison

With regard to the appeal for the Great Wolf development, this **cannot and must not** be upheld

This development will ruin village life creating excessive traffic going through daily on small country lanes that are completely inadequate for this volume of traffic.

Residents walk and bike along these roads and the huge increase in volume of traffic will make this even more dangerous than it is now.

As a village we already feel an impact since the development of the new houses in Audley Gardens, with excess rain now causing flooding in parts of the village not seen before. The water needs somewhere to go and the drainage here in Chesterton is not adequate to sustain another development nearby and especially one the size of Great Wolf Resorts. It is guaranteed that this would create even greater areas of flooding within the village.

Developing this area will devastate the natural trees, hedgerows, ponds not to mention the wildlife that depends on all of this. I myself have seen the swans, ducks, rabbits in abundance and even a deer on one occasion. Then there are the insects and pond life we don't immediately see. All of their habitat will be destroyed and gone forever. At this time of world climate change we should be encouraging wildlife by planting more trees and more hedgerows not destroying them. It is fine for Wolf to say they will plant trees etc but they are going to take many many years to grow and in that time we have lost valuable wildlife with their habitats. It may well be that they do not return as this will no longer be a tranquil environment for them.

So much greenbelt land is being lost to developments of 'much needed' housing which also destroys wildlife sites. We need to be proactive in preserving what we have not destroying more.

Again at a time when we are being encouraged to conserve our water usage and to save electricity the astronomical usage of both of these commodities by Great Wolf goes against everything that we are encouraged to do. The amount of water they will use, albeit they will probably recycle some, and the sewage they will create - our infrastructure cannot cope with this !.

Our village is not the type of environment for this mammoth development. !

As in the development of Bicester Village we have seen over time that they buy up more land around them to further expand on what they have. In time Great Wolf would want to expand and where will they go. It is a known fact locally that Graham Payne (the owner of the hotel and golf course) would sell up and our village would be destroyed even further. **This just cannot happen.**

We are a small village that wishes to remain peacefully in the countryside as we are !

WHERE IS OUR HUMAN RIGHT TO PEACEFULLY AND SAFELY CONTINUE TO ENJOY OUR OWN PROPERTY IN THIS VILLAGE ! !

Paul Simpson

From: [REDACTED]
To: [Dyson, Alison](#)
Subject: Planning Appeal : APP/C3105/W/20/3259189 - Great Wolf Proposed Development in Chesterton
Date: 09 November 2020 11:04:01

Dear Ms A Dyson,

SUBJECT: Planning Appeal : APP/C3105/W/20/3259189 - Great Wolf Proposed Development in Chesterton

I note with some concern that Great Wolf have appealed against the unanimous rejection by Cherwell District Council of their application to build a leisure park on 9 holes of the Bicester golf course. As a member of Bicester Golf and Spa Hotel golf club I object to the construct of the leisure park on our golf course. This splendid course will be destroyed by its construction. COVID-19 has shown the paucity of golf provision in the area with the closing of Magnolia Park GC and the subsequent difficulty of golfers finding available local clubs. It is likely that North Oxford GC will also close in the next two years exacerbating the situation. The recognition by the Government that golf is a safe sport to play under COVID restrictions where water parks are not only emphasises the need for full sized golf courses. All golf courses have been a boon to the physical and mental health of our local population. As the water park will not be available to any great extent to locals it will not provide any such as support.

Additionally the employment generated by this complex is not the quality that we wish to provide in Bicester. We are already overwhelmed with minimum waged retail employment "opportunities" by another American conglomerate at Bicester Village and the new Retail Park that has been completed. The water park complex will attract more employees with minimal qualifications who commute to work and who will not contribute to the Bicester community.

The development of Bicester as part of the Oxford/Cambridge enterprise corridor will attract the quality jobs that our town requires.

I agree with all the objections raised by the good people of Chesterton and I list them here.

Traffic volumes through the villages and Bicester on roads that cannot cope.
Pollution as a result of the traffic and the water plant in action.
Change of use - golf course to water park, hotel and car park.
Environmental concerns to local wildlife.
Severe construction disruption to the area for over two years.
Not in keeping with existing area.
Will not provide any spin off to local businesses.

Yours sincerely
Peter Sims
3 Queens Court
Bicester OX26 6JX

**Mr Philip Stanway
26 Fortescue Drive
Chesterton
Bicester
Oxon
OX26 1UT**

The Planning Inspectorate,
Room 3J, Kite Wing, Temple Quay House
2 The Square,
Bristol, BS1 6PN.
FAO: Alison Dyson

23rd November 2020

Reference. Appeal Reference: APP/C3105/W/20/3259189.
Great Lakes UK Ltd

Dear Alison

I write with regard to the above planning appeal made by the company Great Lakes UK Ltd, more commonly known as Great Wolf Resorts based in USA.

Given the original objections were so overwhelming and the decision by Cherwell DC was unanimous, it seems a futile attempt by a desperate organisation to overturn a valid rejection.

Great Wolf Resorts are either arrogant or extremely naïve. This isn't just my opinion but that of the many companies, groups and senior officials involved in this planning process to date.

Their desperation to dovetail into the commercial and business expansion of Bicester, to enhance their perceived marketing and sales proposition (and subsequently return on investment), completely overlooks the fundamental point which is the proposed development at this location, on this site is simply not viable (for all the many reasons previously highlighted in the rejection).

So desperate that they demonstrate many weak arguments in their appeal and resort to misleading detail/information and embarrassing attempts on local mind sharing tactics. Any company that targets local infant/junior schools to win support knows they are pushing water up-hill (excuse the pun!)

On the very first pages of their supportive documentation, in relation to the golf course (that this monstrosity would decimate), wrongful claims are made. See highlighted comments in [blue](#) below.

The Proposed Development will be located on an area currently occupied by 9 holes of an existing golf course, but where the demand for the existing golf course facilities is dwindling and there is no shortage of golf provision in the wider area.

Key fact. The single biggest impact on demand at this golf club is ironically Great Wolf! When the original development proposal was rejected, membership numbers significantly increased. Demand for golf is far from "dwindling" it's the uncertainty created by Great wolf themselves that is the factor.

As for affordable golf provision in the area, 2 local courses have closed recently (Magnolia Park and Carswell) with 2 others (North Oxford and Waterstock) closing soon due to residential and commercial development. There is absolutely a shortage of golf provision in this hugely expanding area.

As originally proposed, the Proposed Development would have retained a 9 hole golf course which is more in tune with the future demands for the game. However, in response to concerns about the loss of a 18 hole facility, the Proposed Development now offers reconfiguration and redesign the remaining 9 holes to provide an enhanced replacement 18 hole facility.

Flawed argument. 9 hole golf courses are simply not the future demand for the game! As for the statement regarding an enhanced replacement 18 hole facility, this is fundamentally not true. There will be 9 greens used twice. This does not constitute an 18 hole course in any respect.

Either option would safeguard the future of the golf club which it otherwise under threat as a matter of viability. In addition, the Proposed Development will deliver a range of other enhanced facilities to the local community, including new high-quality open space and access to the facilities of the Great Wolf Lodge

The golf club today is a viable proposition. It is enjoyed by members and visitors. The income is greatly understated as financial reports hide the true contribution from revenue streams generated by golf from accommodation, food and drink.

Make no mistake, a 9 hole course will not be sustainable and without the threat of Great Wolf, the existing facility will thrive. As for Great Wolf claims of open space, we already have an open space, not a concrete and tarmac jungle that is simply not intended for locals.

As we read further into the supportive documents, there are so many examples of “sugar coating” references to what is after all a most ludicrous proposal.

For example generation of new Jobs. Sorry, but if that is one of the main selling points (argument) then why are Great Wolf proposing such a development in an area where employment demand is simply outstripping supply.

The claims of local economy boost, support for local charities, local benefits (and the list goes on) is an attempt to hide the fundamental issue, the proposal to build the most horrendous structure, car park, water slide tower in unspoilt and beautiful countryside is heartless.

Great Wolf need to question their own integrity. Stop ignoring reality for the sake of profit.

Please do not allow the wolf to huff and puff anymore, they should not be allowed to blow this community down!

Yours faithfully

Phil Stanway

From: [REDACTED]
To: [Dyson, Alison](#)
Subject: APP/C3105/W/20/3259189
Date: 27 November 2020 11:29:37

Dear Alison

Ref
APP/C3105/W/20/3259189

The proposal to build the hotel/waterpark in Chesterton is one which needs to be rejected. The proposal was rejected by Cherwell District Council for very sound reasons and they should not be ignored.

This large scale development would inflict a negative impact on the local populations - both humans and wildlife - and its effects would be enormous.

It is entirely out of scale and out of keeping with its proposed location. Chesterton is a small village. The land on which the proposed site would be built is currently a golf course, which is by its nature has a limited negative effect on the area, and supports a myriad of wildlife.

The demand on water supply in the South East is already increasing at an unsustainable level as it is, and building water parks like this just does not make environmental sense.

The high numbers of visitors, and the numbers of deliveries and service providers required mean a high amount of vehicle movements. The roads in the area will not cope well with the resulting traffic. Villages in the area already experience high volumes of traffic and many are "rat runs" already.

I urge the Planning Inspectorate to consider this as a development which is entirely inappropriate for its proposed location.

Kind regards
Penny Stephens

=====

Penny Stephens
11 West End
Launton
Bicester
OX26 5DF

From: [REDACTED]
To: [Dyson, Alison](#)
Subject: Objections to development of the Great Wolf Resort Ref: APP/C3105/W/20/3259189
Date: 18 November 2020 05:25:21

It has come to my attention that the Great Wolf resorts team are challenging the previous rejection of their proposed development.

The scale and location of the proposed development remains entirely inappropriate for the local infrastructure.

As a resident of the nearby village of Weston on the Green we are particularly worried about increased traffic on the B430 and are sure that the effect on Chesterton village would be much more significant

As a parent of a keen cricketer, the cricket club opposite would likely also be adversely affected by this development.

Please remain firm in the rejection of the Great Wolf resort proposed development.

Yours

Paul J Warren
Cairn Cottage, Church Lane,
Weston on the Green
Bicester OX25 3QS

[REDACTED]
[REDACTED]
[REDACTED]

The Planning Inspectorate

COMMENTS ON CASE (Online Version)

Please note that comments about this case need to be made within the timetable. This can be found in the notification letter sent by the local planning authority or the start date letter. Comments submitted after the deadline may be considered invalid and returned to sender.

Appeal Reference: APP/C3105/W/20/3259189

DETAILS OF THE CASE

Appeal Reference

APP/C3105/W/20/3259189

Appeal By

GREAT LAKES UK LIMITED

Site Address

Land to the east of M40 and south of A4095
Chesterton
Bicester
Oxfordshire
OX26 1TE

SENDER DETAILS

Name

MR ALAN PECK

Address

Beech House, 6 Green Lane
Chesterton
Bicester
Oxfordshire
OX26 1UR

ABOUT YOUR COMMENTS

In what capacity do you wish to make representations on this case?

- Appellant
- Agent
- Interested Party / Person
- Land Owner
- Rule 6 (6)

What kind of representation are you making?

- Final Comments
- Proof of Evidence
- Statement
- Statement of Common Ground
- Interested Party/Person Correspondence
- Other

YOUR COMMENTS ON THE CASE

I was heartened to see that Cherwell District Council unanimously rejected this application. The Council kicked the plan so far into the long grass that I am quite amazed that Great Lakes is appealing. I draw the conclusion that the developer's consultants have been smart and hoodwinked their American clients into thinking they have any sort of chance in this appeal. Nice work, and fees, if you can get it.

The name of the proposed resort, "Great Wolf", paints an accurate picture of a fierce predator attempting to prey on the residents, wildlife and environment in this part of the Oxfordshire countryside. We will not tolerate it!

The District Council and the local Parish Councils have provided comments and details of major issues that make this development UNSUSTAINABLE. It is not necessary to regurgitate all the facts here in this letter of objection. You may become desensitised if you keep seeing the same comments repeated in what I am confident will be a vast response objecting to this proposal. However, I must ensure you take full cognisance of my letter of objection dated 14 December 2019. Accordingly, I append it for your considered and careful review.

Many thanks and yours sincerely

Alan D Peck

COMMENT DOCUMENTS

The documents listed below were uploaded with this form:

Relates to Section: REPRESENTATION

Document Description: Your comments on the appeal.

File name: Alan Peck's Letter to CDC re Great Wolf 14 Dec 2019.pdf

PLEASE ENSURE THAT A COPY OF THIS SHEET IS ENCLOSED WHEN POSTING THE ABOVE DOCUMENTS TO US

Beech House
6 Green Lane
Chesterton
Bicester, Oxon
OX26 1UR

14th December 2019

Ms Clare Whitehead
Case Officer
Development Management
Cherwell District Council
Bodicote House
Bodicote
Banbury, Oxon
OX15 4AA

Dear Ms Whitehead

Ref: Great Lakes UK Ltd – Planning Application No: 19/02550/F

I wish to object to this scheme. It is not in accordance with the Local Development Plan and there is no realistic demonstration that this area needs this type of facility.

The proposal is unsustainable and it is in the wrong place in the countryside.

The proposed development is on a site of some considerable ecological importance. The “Back 9” holes of the existing golf course incorporate a number of large lakes with surrounding vegetation etc. This area is an important wildlife area. The Bicester Wetlands Centre is not much more than a mile away as the 'crow' flies. The Wetlands Centre is the most important location in the region for green sandpipers. Undoubtedly these birds will stop off en route to and from the wetlands centre.

Otters have been observed along the length of Gaggle Brook, which, in a straight line, is only a matter of a few hundred metres from the lakes on the golf course. It is only a matter of time before otters will visit these lakes, if they have not already done so.

For the sake of wildlife, the existing site should be preserved.

This development, on a greenfield site, would have an irreversible impact on the countryside, and no amount of soft landscaping will hide the buildings and infrastructure.

The proposed development would cause a major growth in traffic. The site is adjacent to the M40 motorway. There is some logic in being close to a motorway. However, it is quite bizarre that the site is several miles away from the nearest junctions (9 and 10). This means that the large volume of traffic will have to traverse the surrounding narrow country lanes as well as pass through the small villages in the area. There is no way round this.

The proposed large car park (900 spaces) would soon get filled, as everyone attending (guests or staff) would want to drive in their own car. This is a thing of the past and totally against the Cherwell strategy of reducing car usage.

The major roads in the area, ie. The M40 and A34, already suffer significant tailbacks and delays. The vast number of vehicle movements that this scheme would generate would make congestion much worse. Traffic delays raise the level of pollution and have a measurable negative financial impact on the local economy.

Apart from guests and staff vehicles, the construction traffic will have a massive impact on Chesterton and the surrounding villages. I have personal experience of the heavy vehicles generated by the two new housing developments in Chesterton (Alchester Park and Audley Gardens). On many occasions I have had to direct lorries to one or other of the two sites. Drivers blindly follow satnavs or their noses. Many times I have stopped lorries from entering Fortescue Drive when the drivers thought they were accessing the housing developments.

The proposed development will generate many more lorry movements than the housing projects. This is likely to go on for two or three years and will result in noise, pollution, congestion and damage to the roads and pavements. There is also a safety issue, particularly with respect to children and parents who walk to Chesterton primary school.

I cannot see any measurable economic benefits to Cherwell or the local area from the way the planned development operates. That is, get the guests to drive to the site, house them there, and get them to spend their money at the on-site facilities.

I cannot see any local suppliers benefiting from the scheme. In fact, they may experience staff problems as Great Wolf attracts employees away from them.

Unemployment in the area is low. In order to meet demand, Great Wolf would have to recruit from a wide area. This will significantly increase the car journeys for miles around.

It is understood that the development has to be of sufficient size to warrant Great Wolf's investment. The magnitude of the scheme, however, is totally inappropriate for the Oxfordshire countryside. It flies completely in the face of Cherwell's Countryside Design Summary (2008).

It is difficult to comprehend why Great Wolf's consultants should consider that a site right on top of a busy motorway provides a suitable venue for its guests, with the noise and pollution they would have to endure.

In summary, the proposed location of this development is a bad choice. It is clearly unsustainable, it will have a marked ecological impact, cause permanent traffic problems, and not benefit the local economy in any way.

Yours sincerely

Alan Peck

The Planning Inspectorate

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Appeal By

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SENDER DETAILS

Name

MRS JILL PECK

Address

Beech House, 6 Green Lane
Chesterton
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Oxfordshire
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- Agent
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- Land Owner
- Rule 6 (6)

What kind of representation are you making?

- Final Comments
- Proof of Evidence
- Statement
- Statement of Common Ground
- Interested Party/Person Correspondence
- Other

YOUR COMMENTS ON THE CASE

Following the decision of Cherwell District Council to refuse the planning application of Great Lakes UK Ltd, I wish to express my extreme disappointment and disgust that an Appeal has been lodged against this Refusal. There was an outcry in and around Chesterton when the original planning application was submitted, and hundreds of letters of objection were lodged with the Council. My own letter has been copied and pasted below as an example of all the reasons why this application should never be granted. I appeal to the Secretary of State to take the time to read all the correspondence and subsequently to arrive at the same decision as Cherwell District Council, ie outright refusal of this Appeal. If this development is allowed to go ahead despite all the work done to put together the case for refusal, it will be a dark day indeed.

14th December 2019

Ms Clare Whitehead
Case Officer
Development Management
Cherwell District Council
Bodicote House
Bodicote
Banbury, Oxon
OX15 4AA

Dear Ms Whitehead

Ref: Great Lakes UK Ltd – Planning Application No: 19/02550/F

The above proposal is at variance with the Local Development Plan and I can see no material considerations that would warrant the granting of planning permission. I wish to register my strong objection to the above Planning Application on the following grounds:

- The development is unsustainable on many levels:
 - It would have a seriously damaging and irreversible effect on ecological habitats due to the loss of 500,000 sq ft of greenfield site that would disappear forever under concrete. The lakes on the part of the golf course earmarked for this development provide a vital habitat for wildlife.
 - In its inappropriate location on the edge of a village that is not served by public transport, the development would be totally reliant on car travel – evidenced by the proposed 900 car parking spaces, not to mention the number of journeys that would be made every day by supply/service vehicles. This reliance on cars flies in the face of the Cherwell strategy of reducing car usage and would result in poor air quality and noise pollution, not only once the site was open to the public but also during the construction period.
 - Related to this point is the fact that the existing road network cannot withstand the increase in traffic volume that this development would create. The roads in and around Chesterton are already in an extremely poor condition due to lack of ongoing maintenance, and any increased usage would lead to unacceptable further deterioration.
 - There is very little unemployment in the Bicester area, therefore Great Wolf would find it extremely difficult to recruit enough staff locally, resulting in even more car journeys to bring in staff from further afield.
 - The recent loss of the North Oxford 9-hole golf course for housing has made it even more vital to keep our local golf course in its entirety, as part of the sports provision for the well-being of the local

community.

I respectfully request that you take these comments into consideration.

Yours sincerely

Jill M Peck

23rd November 2020

Professor Alistair Fitt
The Tower House
Little Chesterton
Bicester OX25 3PD

Room 3J, Kite Wing, Temple Quay House
2 The Square,
Bristol, BS1 6PN.
FAO: Alison Dyson

email: Alison.dyson@planninginspectorate.gov.uk

Ref: Great Lakes UK Ltd – Appeal Reference: APP/C3105/W/20/3259189

Dear Ms Dyson

I wish to object in the strongest possible terms to the appeal referred to above. It seems clear that the whole development proposal is not in accordance with the local development plan and there are no material considerations that would either warrant planning permission or an appeal being granted.

The proposed development is completely unsustainable and would be in a totally inappropriate location on the edge of a tiny village. It includes a 900-space floodlight car park and encourages a significant reliance on car travel – this is completely at odds with the Cherwell Strategy of reducing car usage.

The proposed site comprises 500,000 sq. ft of built form on what is currently a green field site. This will irreversibly remove important green infrastructure and fatally disrupt ecological habitat. It will also have a significant and irreversible impact on the landscape and views of the site. The water tower will be the highest structure in Cherwell – taller than Buckingham Palace.

The traffic impact will be catastrophic. The existing road infrastructure (and that of surrounding villages) is already woefully inadequate and will be completely unable to cope with the extra 1000+ daily increase in traffic volume, plus construction traffic. Chesterton is already a dangerous 'rat-run' and experiences major traffic congestion as an escape route during the frequent traffic issues on M40 or A34.

The proposal contains unacceptable routing plans via already stressed routes ie. Middleton Stoney, Weston on the Green and Wendlebury. This proposal would also direct traffic onto the A34 which already encounters significant traffic problems.

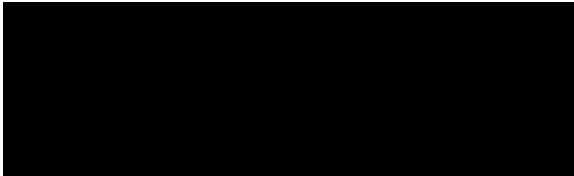
The proposal adds to numerous other significant proposals that have been approved in Bicester recently (Kingsmere, Bicester Gateway, Bicester Heritage). The road networks already cannot cope with this additional traffic - the proposal is clearly in completely the wrong location.

The proposed design is inefficient and poor. The proposed low-rise design, to ensure it is less visible, has meant that the buildings and car parking have spread across the site having significant urbanising impact on this rural location. The proposed scheme comprises of a total floor area of 500,000 sq. ft in two/three overbearing large blocks: this is not in keeping with the local area. Schemes in such a location should be of small scale, composed detached buildings at low height (similar to the existing Golf Club), enhancing the character of the local area as outlined in Cherwell Council's Countryside Design Summary, 2008.

It seems that there has been a complete lack of consultation. With potentially over 2,000 visitors each day this proposal will have a significant impact on the area - therefore Great Wolf should have worked with Cherwell to be allocated a site through the correct local plan process.

In conclusion: this was a speculative planning application in the wrong location and the appeal should be refused on this basis. The ecological impact will be enormous, the loss of green field habitat will be disastrous, and the appeal should be denied.

Yours sincerely



Professor Alistair Fitt

From: Professor Anne Trefethen
The Tower House
Little Chesterton
Bicester OX25 3PD

To: The Planning Inspectorate,
Room 3J, Kite Wing, Temple Quay House
2 The Square,
Bristol, BS1 6PN.
FAO: Alison Dyson

24th November 2020

Ref: Great Lakes UK Ltd – Planning Application No: 19/02550/F
Appeal Reference: APP/C3105/W/20/3259189

Dear Ms Dyson

The planning application referred to above is completely ill-conceived and I objected to it. It seems clear that the proposal was not in accordance with the local development plan and there are still no material considerations that would have warranted planning permission being granted, therefore I wish to strongly object also to the appeal as referenced above.

The proposed site, on the edge of a small village, comprises half a million sq. ft of built form on what is currently a green field site. This will irreversibly remove important green infrastructure and disrupt ecological habitats. The proposal will also lead to significant and irreversible impact on the landscape and views of the site.

For me the most worrying aspect of this ill-conceived proposal is the traffic impact. The existing road infrastructure (and that of surrounding villages) already can't cope, and the extra 1000+ daily increase in traffic volume, plus construction traffic will have a dangerous impact. Chesterton is already a notorious 'rat-run' and suffers from major traffic congestion as an escape route from the M40 or A34. The routing plans via already stressed routes such as Middleton Stoney, Weston on the Green and Wendlebury are a disaster. This proposal would also direct traffic onto the A34 which already encounters significant traffic problems. Put bluntly – it is in completely the wrong location.

I also think that the proposal runs contrary to Cherwell's strategic aim of prioritising Knowledge Based business investment as a priority, thereby offering employment supporting the 'Knowledge Economy'. Hotel rooms will be available only to Great Wolf resort guests. This does not assist the growth of other businesses in the areas providing employees with a place to stay overnight.

Additionally, no local businesses support the scheme to reinforce Great Wolf's suggestions of economic benefits. Great Wolf aims to keep all guests on site to use their restaurants, bowling alleys, retail shops etc., so all economic benefits are retained by Great Wolf and not shared with local businesses in the area. Local businesses are already finding it hard to recruit the employees Great Wolf will be targeting. As such, Great Wolf will either take employees away from local businesses which will have a negative economic impact, or they will bring in employment from other areas therefore increasing traffic movements.

I also believe that the proposed design is not in keeping with the local area. Schemes in such a location should be of small scale, with detached buildings at low height (like the existing Golf Club), enhancing the character of the local area as outlined in Cherwell Council's Countryside Design Summary, 2008.

There has been a woeful lack of consultation. With potentially over 2,000 visitors each day this proposal will have a significant impact on the area. I would have expected Great Wolf to have worked with Cherwell to be allocated a site through the correct local plan process. Instead, this was a speculative planning application in the wrong location, which was rightly refused, and I urge you to dismiss the appeal on the same basis.

There are numerous reasons why this planning application is unwise, unsafe, and completely contrary to the local development plan. Please do not allow this appeal.

Best regards



Anne Trefethen

From: [REDACTED]
To: [Dyson, Alison](#)
Subject: GREAT WOLF RESORT: Appeal
Date: 25 November 2020 16:40:56

Dear Ms.Dyson

Ref Appeal - APP/C3105/W/20/3259189

Its is disappointing that this appeal is going ahead considering it has been unanimously rejected by Cherwell planners as being an unsuitable location for many reasons. It also goes against the future Cherwell plan for this area.

The effect on surrounding areas, villages and wild life will be immense and unfair.

1. The 2 years predicted build (estimates which are rarely fulfilled, especially looking at the sheer size involved). This will be a living nightmare for surrounding villages.

2. Over 2,000 construction workers estimated. - Where will they be accommodated?

3. A very scary projected 31,000 Deliveries meaning Heavy Duty Lorries doing average of 65 trips per day. - How, when the various village roads leading to the site are rural roads highly unsuited to these types of vehicles never mind 65 per day.

4. Looking at visitor numbers and learning that as everything will be provided on site thus providing absolutely no benefit to the local villages/areas at all.

5. It will be a huge eyesore, foisted on small rural villages. The permanently Floodlit 900 space car park will be horrendous.

6. An 84ft high Water tower building which will possible be the tallest building in the whole of Cherwell.- Water pressure around here can already be quite low at times.

It would be really unfair to inflict this monstrosity on the many small rural communities that it will badly affect.

I hope the disruption and problems causing to the daily lives of all of us, will be taken into consideration.

Thank you.

Yours in hope,

Mrs.M.Pusey
Mr.G.Pusey.
5, Hatch Way,
Kirtlington,

Oxon.
OX5 3JS

Appeal. APP/C3105/W/20/3259189

R & J Stafford Allen
Robin's Folly, Mill Lane
Weston On The Green,
Bicester, OXON
OX25 3QR

8th Nov 2020.



To the Planning Inspector,

I wish to object most strongly to the above appeal on the grounds that this proposal is not in accordance with the local development plan.

It is unsustainable, in an inappropriate location on the edge of a small historic village, the development includes a 900-space car park, indicating a reliance on car travel which goes against the Cherwell Strategy of reduced car usage. It will comprise a large building on a green-field site, irreversibly removing important green space and disrupting ecological habitat for an abundance of wildlife. The design of the buildings is neither small scale nor detached and therefore not in keeping with the character of the local area. The water requirements of this development is way beyond the present capability of the area to supply.

The existing road infrastructure cannot cope with the projected 1000+ daily movements. Chesterton is already a rat run and experiences major congestion as an escape route during the many and recurrent traffic jam issues on the M40 and A34. In addition to several other significant proposals approved in Bicester, its unacceptable routing plans via Middleton Storey and Weston on the Green will seriously affect the already stressed A34 J9, A47, A4095 and B430. This will also result in a significant deterioration in air quality and a substantial increase in noise pollution for local residents throughout the area. Local businesses such as pubs and restaurants are already finding it difficult ~~to~~ to recruit the employees that Great Wolf will be targeting - young people employed on effectively minimum wage. As such, they will either take employees away from local businesses - a negative economic impact - or they will bring in employment from other areas, thereby increasing traffic again!

With the vast majority of visitors apparently expected to remain on site full time, there will be insignificant economic benefit to the local businesses.

Open space provision appears to be rapidly disappearing in Cherwell, which is unacceptable when it serves such an important purpose in communities and for well-being.

For the above reasons, I strongly request that this planning application Appeal be refused for this application.

Yours,



resident in Weston On The Green.

From: [REDACTED]
To: [Dyson, Alison](#)
Subject: APP/C3105/W/20/3259189
Date: 23 November 2020 18:17:40

Alison

I just wanted to send you a quick email to lodge my utter concern with regards Wolf Lodge appealing the planning decision.

I can't comprehend how such a mega-structure, by foot print, by height, by visitor number expectations, could be considered rightly located in the Chesterton area.

We would lose greenery, we would gain a large concrete surface for cars. They propose a negligible impact on traffic / environment, but the sheer size of the car park clearly shows that transport by car is highly anticipated, and through such a quaint village, would have severe detrimental impacts to our quality of living and local ecosystem.

Furthermore, staffing of the resort is highly likely NOT to be from village residents, but will be from those outside of our village causing even more traffic and pollution to our village.

I struggle to see how this can be considered the best location in the UK for such a development - there must be other areas where a motorway exit does not have villages right by it, and therefore could be a much more suitable solution.

This "resort" is also purposed for keeping visitors on site, to maximise the Wolf revenue, and therefore won't bring additional income to surrounding businesses like indicated.

I also fear such a development will wipe material sums of money off property values, causing potential financial hardship in already uncertain times.

I just can't comprehend it, and I hope the Wolf appeal is strongly contested so that Chesterton isn't decimated as a result.

Many thanks

Richard Archer
6 Vespasian Way

Sent from my iPhone

From: [REDACTED]
To: [Dyson, Alison](#)
Subject: Great Wolf(UK) Ltd Appeal Case - APP/C3105/W/20/3259189
Date: 24 November 2020 13:56:42

Dear Alison,

I am writing to object in the strongest terms with respect to the Great Wolf UK Ltd appeal as referenced above. Great Wolf make the following claims which I provide my specific objections and comments.

- 1) "No shortage of golf courses" ...this is incorrect, Magnolia golf course and Rye Hill courses have recently closed and North Oxford is scheduled to close in the next few years. This significantly reduces the available courses for membership in the vicinity. Additionally, as a direct result of the above Kirtlington golf club membership is close to maximum as I have been advised.
- 2) "9 hole course is future demand" ... this is also not true, vast majority of club golfers require an 18 hole course as clearly demonstrated by the fact all local courses are 18 hole courses with the exception of Stowe School course which has a low membership.
- 3) "proposed to convert current front 9 holes to an 18 hole course" ... extremely unlikely unless additional land is acquired, or the Proposed 18 hole course would need to be very short in length and more akin to a par 3 style academy course, similar to existing Kirtlington 9 hole academy course. Not acceptable to the current Bicester membership.
- 4) "current golf club not viable" ... reduction in Bicester golf club membership has been as a direct result of the Great Wolf proposed acquisition of the back 9 hole part of the current course. Members have indeed started to return to the club when the Cherwell Council correctly and unanimously rejected the application earlier this year.

Therefore I trust common sense will again prevail and the Council reject the appeal accordingly, taking full account of the local strong objections to Great Wolf proposals.

Yours sincerely

Robert and Linda Boshier
10 Lodge Close
Bicester
Oxon, OX 26 3 TE.

Sent from my iPad

From: [REDACTED]
To: Dyson, Alison
Cc: submit.appeal@cherwell-dc.gov.uk
Subject: Appeal Ref APP/C3105/W/20/3259189
Date: 16 November 2020 17:53:49

Dear Alison Dyson

I strongly object to this planning application from Great Lakes UK Ltd. It was rejected unanimously by Cherwell District Council because it violated the Local Development Plan and brought no obvious benefit to the area and its communities.

My objections are based on Traffic and availability of suitable labour.

To make this development viable there has to be a substantial increase in traffic and if the resort demonstrates a return on the initial investment, we can expect further development applications, adding to the impact on the surrounding villages. Despite improvements to the A34 / M40 interchange, queuing traffic still happens daily at that pinch point which is particularly hazardous at the M40 exit. Both local and central government will be required to foot the bill for further improvements. There are also existing traffic pressures at the Middleton Stoney / M40 interchange and surrounding road structure.

The existing retail centres and hotels together with the local supermarkets all draw upon low or unskilled labour to sustain their enterprises. Great Lakes UK Ltd will need to draw from the same labour pool. The shortage will need to come from somewhere outside the community, irrespective of the applicant's absurd suggestion they will be bused into the resort to lower traffic levels.

I understand Cherwell District Council has a strategic aim of prioritising Knowledge Based business investments. It has to, because the price of housing is beyond affordability for this sector of employee currently living in the neighbourhood.

Great Lakes UK Ltd make no secret that they want to attract holiday makers from outside the wider community and hold them on site to maximise returns. And paradoxically if the holiday makers left the site to visit Bicester Village for example, they add to the traffic levels again and put pressure on the Village by flooding them with customers whose primary visit to the area is to spend at Great Lakes. To me this project will further oblige Bicester Village to increase its car parking again and increase staff shortages to cope with overcrowding.

Great Lakes UK Ltd's proposal adds no benefit to the area. In fact the enterprise would be a major burden on the existing road infrastructure, undermine existing employers and run contrary to Cherwell District Council's own objectives in serving the community that elected it.

I hope you will take my points into consideration when making your decision.

Yours sincerely,

Roger Bottomley

From: [REDACTED]
To: [Dyson, Alison](#)
Subject: APP/C3105/W/20/3259189
Date: 22 November 2020 09:15:11

Dear Alison

I would like to register my objections to the planning authority for the resort that WOLF have submitted.

I have lived in the village of Wendlebury for the last 40 years and over that time have seen many changes in and around the Bicester area.

This resort would put more pressure on the local roads including the junction 9 M40, the A41 to Bicester, A41 Aylesbury, A4421 Buckingham and the A4095 Witney all of which have problems on at weekends due to Bicester Village.

Also having lived here for so many years we have noticed the increase of flooding in our village much of which I put down to all the building and expansion of Bicester and road network. However the local brook which is the main cause of flooding in the village surrounds a third of my property, which I believe starts near Simms Farm goes across the golf site around the back of Chesterton, under the A41 and around the back of Rectory Close and through the Village. This situation will only get worse if more development is approved.

The other concern is of local village rat runs around Bicester and the road network not coping with all the extra traffic.

I ask you to refuse this development on the grounds I give.

Kind Regards
Roy.

R Brown
6 Rectory Close
Wendlebury
Bicester
Oxon
OX252PG

From: [REDACTED]
To: [Dyson, Alison](mailto:Alison.dyson@planinginspectorate.gov.uk)
Subject: Fwd: Appeal Reference: APP/C3105/W/20/3259189 : Objection to Great Wolf Appeal
Date: 21 November 2020 10:07:34

Begin forwarded message:

From: Rosalind Bullen [REDACTED]
Subject: Appeal Reference: APP/C3105/W/20/3259189 : Objection to Great Wolf Appeal
Date: 21 November 2020 at 09:27:14 GMT
To: Alison.dyson@planinginspectorate.gov.uk

Dear Ms. Dyson,

I am writing to object, strongly, to the Great Wolf plans to build a hotel/water park complex in Chesterton.

This huge construction would be overwhelming to the surrounding countryside, unsightly and not a local amenity.

The proposed car park would dominate the landscape and have a strong similarity to a prison with 24 hour lighting plus fencing.

The A34 and the A430 are already at capacity and to add a proposed further 1800 car trips a day will further damage the air quality, add particulates to the air which when inhaled exacerbate respiratory conditions. Plus, the light pollution, the noise pollution and the destruction of wildlife habitat.

Finally, people like me who live in the area and pay our local council taxes have to rely on the planners and place our trust in the Cherwell Local Plan. This proposed development would not comply with Policy SLE3 of the CLIPP1 which requires new tourism development to be located in suitable locations. An ugly, 4 storey hotel with a capacity to "entertain" 2000 guests at any one time, with a 900 space car park, constantly lit would not match any criteria in the Cherwell Local Plan.

Yours sincerely,

Rosalind Bullen
Weston on the Green

From: [REDACTED]
To: [Dyson, Alison](#)
Subject: Appeal reference APP/C3105/W/20/3259189
Date: 18 November 2020 15:13:25

Dear Alison

I wish to register my objection to the proposed appeal by Great Wolf Resorts which was unanimously declined by planners in March this year.

To build such a complex in the proposed location in Chesterton would be totally unsuitable for many reasons.

It would offer absolutely no benefit to the local community and would have a negative impact, not only on Chesterton village but on all of the surrounding villages.

I list below some of the many negative reasons.

- There are no plans to upgrade or alter our local road network to cope with the estimated 43% increase in traffic once built, and this figure doesn't take into account the impact of construction traffic which will be in the number of 65 lorries every day over a two-year period. Therefore our already poor country lane infrastructure will suffer much higher rates of deterioration, and there will undoubtedly be an increase in road traffic accidents.
- Disruption to wildlife both during construction and once built with the loss of natural habitat.
- High Water usage - The area is already classified as "seriously water stressed" by the Environment Agency.
- Lack of sewage and drainage infrastructure which will contribute to the already high risk of flooding in the area.
- Potential water fouling of the local area from chlorinated water waste (as with existing resorts in the US)
- Potential lack of recycling affecting local figures for CDC.
- Air pollution both during construction and once built.
- Noise pollution both during construction and once built.
- Light pollution both during construction and once built by nocturnal flood lighting.
- Loss of a popular leisure amenity.
- Loss of a countryside area of natural beauty.

Blackstone's track record of having no regard for the environment whatsoever is a big worry and doesn't bode well for Chesterton or the surrounding area.

Finally, the most obvious reason for not considering the appeal is that the plan has already been unanimously rejected by CDC on six different counts! Surely this should be enough to ensure it doesn't go ahead?

Thank you for considering my objections

Best regards

Richard Chubb

Chesterton resident
Appeal reference APP/C3105/W/20/3259189

From: [REDACTED]
To: [Dyson, Alison](#)
Subject: Great Wolf Appeal for planning permission for Chesterton Complex in Oxon
Date: 14 November 2020 11:52:44

Dear Ms Dyson,

I am writing with reference to the planning appeal for Great Wolf's planning application for a Resort in Chesterton, near Bicester, REF APP/C3105/W/20/3259189. I am a resident of a neighbouring village Kirtlington, on the A4095 road from Witney to Bicester. We are about four or five miles from this potential development.

I would like to object forcefully to this application, and I agree with the unanimous decision already taken by our conscientious local planning authority to reject this application as unsuitable for the location.

My reasons are as follows:

1/ This is not a public amenity, there will be limited if any day passes for local people, as I understand it. So it would be exclusive of local people's leisure needs and interests.

2/ The number of visitors predicted (500,000 visitors per year) would cause a serious strain on the local secondary road system, with poor access through the village of Chesterton, a massive, a permanently lit 900 space car park, (Out of character in the countryside) and a huge hotel planned, with a 84 foot high water tower taller than most other buildings in Cherwell District of Oxfordshire. Who could have thought this would be appropriate in the Oxfordshire countryside?

The only way to provide adequate access by road would be to build a new junction (9A?) on the M40 near the complex, which would be extremely expensive, and would still cause extreme damage to the village of Chesterton and its existing infrastructure.

3/ The development is not in keeping with the existing, carefully thought-through Cherwell Local Development Plan.

4/ There are numerous environmental negatives, from the lack of adequate water supply to the impact of the development on local wildlife. We are already a 'seriously water stressed area' according to the Environment Agency.

I urge you to reject this opportunistic appeal out of hand.

Yours sincerely,

Robert Cooke,
1, Hatch Way,
Kirtlington,
Kidlington,
OX5 3JS

Langleys, 36 West End, Launton, Bicester OX265DF

To: Alison Dyson (case officer)
The Planning Inspectorate,
Room 3J, Kite Wing, Temple Quay House, 2 The Square,
Bristol, BS1 6PN.

BY EMAIL: alison.dyson@planninginspectorate.gov.uk

APPEAL REFERENCE: APP/C3105/W/20/3259189

25 November 2020

Dear Ms Dyson,

I am writing to object to the current proposal – now being appealed following the earlier rejection – by Great Wolf Resorts to develop a resort complex in the Oxfordshire village of Chesterton.

I am writing for myself, a resident of the neighbouring village of Launton. I am by no means opposed to all new development in local villages, but this proposal is wholly unsuitable and unsustainable.

I would urge the Inspectorate to reject this appeal on the following grounds:

The initial plan was rejected by the District Council on six counts because it was not in accordance with the Cherwell Local Development Plan. The initial proposed plan has also been opposed by Bicester Town Council and numerous local parish councils, and by many local residents in the wider area.

This is an unsuitable location for a development of this size. I have seen or heard of no evidence of any attempt made by the applicants to find a more suitable site.

The developer aims to attract half a million visitors a year, mostly travelling in private cars, which are likely to lead to an estimated increase of 40% more vehicles on local roads. Public transport provision has been poorly planned and largely ignored.

The proposed plan would involve the loss of a vibrant golf club, designated as a key sporting facility under Cherwell DC's local development plan.

A development of this scale will lead to a substantial increase in local air and noise pollution and the destruction of wildlife habitat in an area that is already under intense development pressure.

I am also deeply concerned at the impact that the development will have on the already fragile drainage infrastructure of the area. My own village of Launton is regularly flooded by overflowing mains sewers that can not cope with regular high levels of rainfall.

Finally, I can see only negative impacts on the local community from the proposed plans. We have seen the impact of primary destination sites like Bicester Village on traffic flows and disruption, on major traffic congestion and the degradation of transport routes, and the very limited economic impact of such self-contained resorts on neighbouring communities. It is very unlikely that many of the 500,000 annual visitors will contribute to the local economy through using shops, pubs, hospitality or other venues – see the impact that opening of Bicester Village has had on the High Street in Bicester Town Centre.

Yours sincerely,

Robert Cornford

Alison Dyson
The Planning Inspectorate
Room 3J, Kite Wing, Temple Quay House
2 The Square
Bristol, BS1 6PN

Dear Ms. Dyson,

I write to you concerning the appeal about planning permission of the Great Wolf lodging centre to be built near Weston on the Green (APP/C3105/W/20/3259189). As a local resident and member of the community, I strongly support the first decision on the matter to reject the permission. I may be a young boy, aged just 12, but that should put into perspective how much we, as a community care about the local area, as most children, while most likely caring deeply, may be too concerned with personal time or revision to be able to write a letter. This would most be a permanent decision and would disrupt the community forever.

One point that I would like to make is the fact of traffic. I live just minutes from the village but am located on the same road as runs near the town, the Northampton Road. Should this park be built, the lodgings that this corporation would offer would cause major road blockages, including for the transportation of building material prior to the opening. I need to drive 40 minutes every day just to get to school barely on time. Though this may not concern most people, this would cause me to not only be scorned by teachers but to potentially miss out on my education. The same is true for my close friend who lives in the same village and goes to the same school, with three more members of my year within a similar vicinity. This would cause multiple people to lose out on valuable time, simply because a company wishes to increase their profit margins, as well as stopping any local essential workers from being able to get to work, especially in this time of crisis.

My second point to note on is the Magna Carta. This gives people the right to their own and the peoples' land. Having done further research, I have discovered that these people seek to build what would once have been public grazing grounds. Though the Magna Carta does not hold as much value as it did at the time of its creation, it is still part of the law. This means that, unless those from the surrounding areas rule to allow the park's construction, this is technically unlawful.

My final point is the climate. As someone who is strongly opinionated about climate change, I believe that it is not fair for some people to decide what is fine and what is not. Having sat through many years of witnessing the climate unthoughtfully destroyed as I am not able to do anything. It is corporations like these that are the problems in the environment and ozone layer. Adults need to start considering long term effects on the future. Is it really fair for a large company to decide whether it is all right to destroy the environment, simply because it wont effect them in the future, rather their children and other people's children. Then there is the matter of the lodging building and 84 foot water greatly obstructing the skyline for people and the noise of the people there.

In short, I can't see why it is fair for the people of the local area to suffer, when this offers no advantage to the local people. It obstructs our lives and our peace and has nothing to show for it. I can see no situation in which it could be deemed 'fair' to have this massive piece of land torn up from the ground. I hope this letter will be read with consideration and will help in the case in this park's prevention.

Sincerely,

Robert H Craft IV

Odd Tymes
Northampton Road
Weston on the Green
Oxon OX25 3QX

November 25th 2020

Ms. Alison Dyson
The Planning Inspectorate,
Room 3J, Kite Wing
Temple Quay House, 2 The Square,
Bristol, England BS1 6PN

Dear Ms Dyson

Your Ref: APP/C3105/W/20/3259189

I am a resident of Weston on the Green. Our village is directly affected by this proposal because one of the mitigation measures proposed by the appellant to reduce the traffic on Chesterton's streets is to route both construction and guest traffic onto the B430 which passes through Weston on the Green.

I **object** to the appeal launched by Great Lakes Resorts Ltd. seeking to overturn the unanimous decision by the Cherwell District Council against the building of a water-themed resort in Chesterton.

My objection to the appeal is based on the following arguments:

- 1) Original Application Refusal:
 - a. The original application was declined because the proposal was contrary to Cherwell District Council's objectives in its local plan.
 - b. The location of the project was deemed to be unsuitable for the location.
 - c. To overturn that judgement will make the whole plan obsolete in the eyes of the development community. Cherwell takes a wholistic view of the district and its priorities must be paramount, not the business objectives of the appellant.
- 2) Environmental Impact:
 - a. The environmental impact of this project will be immense. The appellant in its original application acknowledged the Chesterton location is in a "water distressed area" and the water drawdown from available resource will cause considerable water table drain to Chesterton and surrounding communities. There continues to be the lack of a convincing argument about how this water shortage would be addressed.
 - b. It is still not clear how wastewater will be treated and discharged from the site. This is a water park using enormous quantities of water which must be treated prior to use and then after use. The original application implied that wastewater will be simply discharged into the existing sewer system, which is notorious for its inadequacy under present usage. Thames Water is continually

fined by government authority for improper discharge into the river system and this proposal will only add to this problem.

- c. During the construction phase the increased diesel-powered lorry traffic will have an immediate and adverse impact on air quality.
- d. The increased traffic volumes resulting from the transportation requirements of 2,000 guests will measurably increase the carbon footprint and adversely affect air quality in Chesterton and its environs. The original proposal of operating shuttle buses from the Bicester North and/or Bicester Village rail stations was ludicrous as the travelling public prefers independent means of travel. The design of the resort is principally to cater to automobile use. This proposal goes contrary to the central government's stated objectives of reducing both air pollution and carbon emissions.
- e. The rural villages in the area are darkness zones without street lighting. It is an aspect of the ambience of village life that cannot be ignored. Yet this proposal envisages a four-story hotel structure, with a lit 900-car parking lot and an 85 foot water tower, which will probably be lit as part of its marketing strategy. Surely this contravenes light pollution policies.

3) Inadequate Infrastructure:

- a. The proposal will have an adverse effect on the local infrastructure in particular the streets of Chesterton itself. Their proposal to route traffic from the M40 to use the A34 and the B430 will overload already stressed roads. This will have a direct impact on Weston on the Green. Weston on the Green is presently seeking to reduce the volume and speed of traffic through the village because of noise and air quality issues.
- b. Governments will be required to enlarge roads to handle the traffic and I seriously doubt these costs will be offset by the suggested increase in tax revenues from the resort. This is a foreign-owned resort which will seek to minimize its tax obligations. It must be remembered that its priority is to repatriate its profits out of the UK. Quite frankly, the beneficial owners, Apollo Global Management, Centerbridge Partners and Blackstone Group, are notorious for this business model.
- c. How will the costs of increasing the water supply be covered? Nowhere in the original application was this mentioned. Instead it was recognized as a potential problem, with the assumption that it will somehow be solved.

4) Economic Benefit:

- a. It is suggested that the resort will provide increased economic benefit to the local community through increased demand for goods and services. Based on Great Wolf Resorts' business model in the United States and Canada, this is not the case because the resorts are basically "self-contained" operating units. They provide all the necessary services internally and the operational focus is on the customer remaining on site to enjoy the recreational experience. Guests are not encouraged to visit local pubs etc. as this will reduced the operating revenues of the resort.
- b. The construction phase will offer employment but that is a temporary and low value-added mode of employment for the region.

- c. Employment on the site itself will be low skilled and low paid service employees. It is unclear what is the source of the management employees. Nowhere in the original application was there any mention of employee training programmes to improve skills and wage earnings. I seriously doubt the tax revenues will be high.
- d. As mentioned earlier, the business model is to reduce tax obligations to a minimum and to repatriate profits back to the home country or elsewhere depending on local tax legislation.

This project will have disastrous impacts on the rural setting and the village ambience of Chesterton and surrounding villages. There is limited economic benefit to the affected communities, but substantial direct and indirect costs to service such a facility. The appeal should be rejected.

Kind Regards
Richard Elvidge

From: [REDACTED]
To: [Dyson, Alison](#)
Subject: APP/C3105/W/20/3259189.
Date: 22 November 2020 13:17:03

I am writing to oppose the planning application for the Great Wolf resort at Chesterton near Bicester. Planning application number APP/C3105/W/20/3259189.

The village of Chesterton is not suitable to have something of this size built in there village. The amount of traffic not only in Chesterton, but also the surrounding villages will not be able to cope with the amount of traffic which will be created by having this built.

Also, traffic coming from junction 9, towards Bicester is already causing issues with the volume of traffic, and there has been several fatalities on this road.

Chesterton golf club has an outstanding golf course, of which the 'back nine holes' will be lost if this planning was approved.

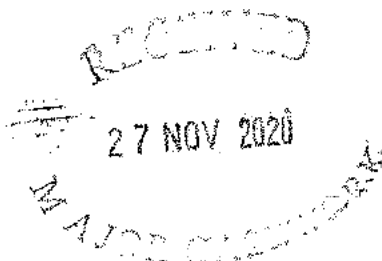
Regards

Rosemary Gaskins

From:
Robert Gearing
71 Orchard Rise
Chesterton
Bicester
Oxfordshire OX26 1US



To:
Alison Dyson,
The Planning Inspectorate,
Room 3J,
Kite Wing,
Temple Quay House, 2 The Square,
Bristol,
BS1 6PN



19 November 2020

Dear Alison

Ref: A - Great Lakes UK Ltd - Appeal Reference – APP/C3105/W/20/3259189

Ref: B - Great Lakes UK Ltd. - Planning application - 19/02550/E

Please see my reasons below for objecting to the Great Lakes UK Ltd, Planning application at ref B and their appeal at ref A

1. With the recently proposed routing of heavy vehicles from the M40 to the new Bicester axis J9 industrial estate via the A4095 it will encourage heavy goods vehicles and other motor vehicle users seeking access through the village of Chesterton to the estate, greatly increasing the volume of traffic through village. The roads in and out of Chesterton village have no pedestrian pathways and with no bus service to the village, there will be an increased risk to those who have no alternative but to walk or cycle in and out of the village. Therefore, increased traffic to the proposed Great Wolf development will increase the danger to pedestrians and other road users. In the event of the M40 being closed between junctions 9 and 10, Chesterton has already experienced the village roads being gridlocked thereby causing problems to the Emergency Services requiring access to properties in the village.
2. It is evident from recent local weather conditions when some properties in Chesterton village were flooded and with the changing climate there will be greater risk of future regular flooding caused by the extra water run-off from the proposed Great Wolf development and this is a possibility that must be considered after looking at the Gov. UK long term flood risk for Chesterton village.
3. I am also concerned after reading reports on the activities on one of Great Lakes UK's parent companies Blackstone Investments, that despite anything they say in their proposed plans, Great Lakes UK may not be interested what adverse effect their proposed plans will do to the local environment or the local community. The report I read indicates that Blackstone Investments have invested in a project that involves clearance of parts of the Amazon Rain

Forest and their response is, that it will benefit the local community. If that is their thinking then I believe that Great Lakes UK Ltd despite what they say about benefits to the local community are not interested in the local environment or wildlife and they will destroy what we have.

These are in addition to my earlier reasons for my objection to the Great Lakes UK planning application at ref: B, copy attached.

Yours Sincerely



12 December 2019

Robert Gearing
71 Orchard Rise
Bicester
Oxfordshire
OX26 1US

Ms Clare Whitehead,
Case Officer,
Development Management,
Cherwell District Council,
Bodicote House,
Bodicote,
Banbury,
OX15 4AA

Ref: GREAT LAKES UK Ltd - PLANNING APPLICATION No: 19/025550/E

Having attended two of Great Wolf Resorts presentations on their proposed holiday complex it is obvious the development they propose is not within the Cherwell Local Plan. There are no material considerations that would warrant planning permission being granted.

Loss of Sport/Recreational Facility. The Cherwell Local Plan includes 'Meeting the Need for Open Space, Sport & Recreation'. The location of the proposed development will take away an existing open-air recreational amenity, an 18-hole golf course. It is widely acknowledged that an 18-hole golf course is excellent for 'outdoor exercise'. It will mean the existing 18-hole golf course users would now have to drive to alternative 18-hole courses. Therefore, unsustainable and increasing car usage.

Traffic Impact. It is obvious the existing road infrastructure in Chesterton and that of the surrounding villages will not be able to cope with the extra 1000+ daily increase in traffic volume, plus construction traffic. It is well known that when there are traffic issues on the A34 and M40 the roads in and around Chesterton are used as an escape route and becomes heavily congested and has in the past the roads in the village have been grid locked, causing difficulty for the emergency services. The routing plans are unacceptable via already stressed routes ie. Middleton Stoney, Weston on The Green and Wendlebury.

Lack of Economic Benefits for Cherwell and Local Area. This proposal is contrary to Cherwell's strategic aim of prioritising 'Knowledge Based', business investment as a priority, thereby offering employment Supporting the 'Knowledge Economy'. The hotel rooms available will only be for Great Wolf Resort guests. This will not be of benefit to other businesses in the area requiring overnight accommodation for their employees. It was evident in the Great Wolf presentations that their aims are to keep all guests on site to use their restaurants, retail shops etc. so retaining all economic benefits, with none being shared with local business's.

Yours sincerely




WOLF FREE
ZONE

Say 'No' to Great Wolf Resorts in Chesterton, Oxon



WOLF FREE
ZONE

Planning Application No: 19/02550/F

Great Wolf Resorts, an American water theme park company, are stopping at nothing to get their first park in the UK. Usually located on the edge of major American towns and cities, they are trying to force their way into the historic small village of Chesterton. The residents of Chesterton, the surrounding villages and the golf club are set to lose 9 holes of the beautiful 18-hole golf course and much of its rich wildlife habitat. In its place they will be forced to endure:-

- 500,000 visitors a year to this vast private enterprise – an estimated 60% larger floorspace than Bicester Village.
- A 4 storey, 500 family room hotel = more than 2,000 visitors daily capacity.
- Minimum 1800+ additional car movements daily on already congested roads including the A34, A41, A4095, and B430, affecting Bicester.
- An 84ft high water tower building (likely to be the tallest building in Cherwell) and 900 space car park.
- 2,000 construction workers and projected 31,000 deliveries over two-year construction period = 65 deliveries/day through local villages.
- A substantial increase in air and noise pollution.
- The proposed 600 job opportunities will overstretch the local job market and the established hospitality industry, already struggling to recruit staff.
- Disruption of village lifestyle for thousands of residents in Chesterton and neighbouring villages.
- A self-contained resort. 98% of guest in the USA remain on site. Therefore, it is of no real economic benefit to the local community.
- Day passes very expensive, dependent upon hotel occupancy and would need to be booked well in advance. This will **NOT** be a public amenity!
- It is unsustainable – our village infrastructures would not cope with the additional traffic through Chesterton, Weston on the Green & Middleton Stoney.
- The golf club will lose 9 holes of their much played 18 holes. (Will the remaining 9 holes survive? If not, what then?)
- Irreversible damage to our rural community, felt for generations to come.

This application is not in accordance with the Cherwell Local Development Plan. There is no 'need' for this development and there are no material considerations that should warrant planning permission being granted.

Please sign your objection to this ill-placed planning application overleaf. Thank You.

On behalf of Chesterton Parish Council, Community Centre, 2 Geminius Rd, Chesterton, Oxon OX26 1BJ.

From: [REDACTED]
To: [Dyson, Alison](#)
Cc: [REDACTED]
Subject: APP/C3105/W/20/3259189
Date: 16 November 2020 11:23:06

November 16th 2020.

Manor Cottage, Clock Court, Middleton Stoney, Oxon OX25 4AQ

Dear Alison Dyson,

Ref APP/C3105/W/20/3259189 - Great Wolf Resort Water Park Proposal for Chesterton, Oxon

As a resident of the neighbouring village of Middleton Stoney, I would ask you to consider very carefully the following critical “planning matters” regarding the proposed Water Park development as follows:

First, this proposal is not in accordance with the Cherwell Local Development Plan, which was drawn up over a number of years in accordance with an excellent and well supported local consultation exercise

Second, over the last five years, this area of North Oxfordshire (approximately 25 sq miles) has seen some of the highest and most intense activity of residential development in Oxfordshire including the “Kingsmere” developments in Bicester and the Heyford re-development of the former USA airbase. Allied to this, there has been a commensurate expansion of hotel, amenity, and recreational facilities. When the initial planning for these developments was agreed with the existing local community, which broadly accepted the need for new houses in this area, it did not agree that this would or could lead to entirely inappropriate development projects of the type being proposed by Great Wolf Resorts.

Third, the operational proposals for this resort, including significant additional traffic movements on a road infrastructure which has not altered for many decades, (despite the huge increase in residential developments), will cause still further adverse ecological impact on the area's eco system as well as further strain on various rural and suburban communities. Even at a logistical level, the M40 and A34 intersection at junction 9 (1.5 miles from this proposed resort location) is one of the busiest and congested roundabouts in the UK supporting local traffic, traffic to Bicester Village and, as the direct southern ports (S’hampton/Portsmouth) to east Midlands east England route.

I understand fully that your decision and recommendation can only be based upon strict planning guidelines rather than sentiment or emotion however, in this instance, it is really difficult to understand how anyone could consider this particular proposal appropriate or enhancing for this location.

I would ask you please to reject this “Water Park” planning appeal by Great Wolf Resort.

Yours sincerely

Richard

Richard Gibbs

From: [REDACTED]
To: [Dyson, Alison](#)
Subject: Objection to the Great Wolf Resorts planning appeal
Date: 25 November 2020 09:28:45

Dear Ms Dyson

We wish to register our objection to the proposed appeal by Great Wolf Resorts which was unanimously declined by planners in March this year.

To build such a complex in the proposed location in Chesterton would be totally unsuitable for many reasons.

It would offer absolutely no benefit to the local community and would have a negative impact, not only on Chesterton village but on the surrounding area and countryside.

We list below some of the many negative reasons

- There are no plans to upgrade or alter our local road network to cope with the estimated 43% increase in traffic once built, and this figure doesn't take into account the impact of construction traffic which will be in the number of 65 lorries every day over a two-year period. Therefore our already poor country lane infrastructure will suffer much higher rates of deterioration, and there will undoubtedly be an increase in road traffic accidents.
- Disruption to wildlife both during construction and once built with the loss of natural habitat.
- High Water usage - The area is already classified as "seriously water stressed" by the Environment Agency.
- Lack of sewage and drainage infrastructure which will contribute to the already high risk of flooding in the area.
- Potential water fouling of the local area from chlorinated water waste (as with existing resorts in the US)
- Potential lack of recycling affecting local figures for CDC.
- Air pollution both during construction and once built.
- Noise pollution both during construction and once built.
- Light pollution both during construction and once built by nocturnal flood lighting.
- Loss of a popular leisure amenity.
- Loss of a countryside area of natural beauty.

Blackstone's track record of having no regard for the environment whatsoever is a big worry and doesn't bode well for Chesterton or the surrounding area.

Finally, the most obvious reason for not considering the appeal is that the plan has already been unanimously rejected by CDC on six different counts! Surely this should be enough to ensure it doesn't go ahead?

Thank you for considering my objections

Kind regards
Robert and Gillian Harper
Hill View Farm
Poundon
OX27 9BB

From: [REDACTED]
To: [Dyson, Alison](mailto:Alison.Dyson@planninginspectorate.gov.uk)
Subject: APP/C3105/W/20/3259189 Gt Wolf Resort
Date: 26 November 2020 20:03:30

7 Fortescue
Drive

Chesterton

Oxfordshire

OX26 1UT

22nd November
2020

Alison Dyson

Planning Inspectorate

By Email: Alison.dyson@planninginspectorate.gov.uk

Dear Ms Dyson,

Re: Gt Wolf Resort. Appeal reference: APP/C3105/W/20/3259189

I originally wrote to Cherwell District Council, back in 20 December of last year, outlining my objections against the original planning application of Great Wolf Resort for their proposed development of the Bicester Golf Club. This was after attending their public consultation meeting and studying their detailed planning application at great length. Cherwell District Council unanimously refused planning permission.

I see no reason as to why this decision should be reversed. At the time of my objection, I considered their proposals to be totally ill judged. Nothing since has changed, the resort is still in the wrong location, its size, scale and scope is not good for local development, it is not targeted for local users, provides no localised benefit and meets no criteria for leisure and recreational demands for the residents of Chesterton, Bicester and the surrounding area. It fails to meet any Local Plan criteria or District Strategy, of which I am aware.

The proposed development is clearly a family orientated resort. Families will travel by car to the rural location of Chesterton. It has easy access to the national motorway network and links from the South, North, Midlands and London. This vehicular accessibility to the location is clearly the main reason chosen by Great Wolf. It is for this same reason that the scheme is flawed and for which the Appellant still fails to address or remedy. Para 3.4 of their Appeal - site and surroundings, states "the proximity of the site to the strategic road network makes it ideally located as a destination for its intended visitors".

The development then is clearly geared towards the car. They state in their original planning application "expected visitors will be drawn from a catchment area encompassing a 125 mile drive of the site". Their consultancy reports and trip generation analysis modelling of three Great Wolf resorts in USA and mode modelling from Woburn Centre Parcs confirms that visitor numbers, including staff, arriving by any other mode of transport other than car is minimal, the latter in fact is only 2%...

The Transport Assessment concerning daily traffic flows and site impact movements put forward by Motion, needs to be questioned and scrutinised. Its detailed modelling only focuses on improvements to the Middleton Stoney crossroads junction of the B4030 junction. There is no detailed assessment of traffic flow from any other directions. There is no obvious direct route from the M40 North or M40 South/A34, or the A41; to the A4095 site entrance. Sat Nav will take drivers a variety of routes, these include surrounding B roads and unclassified country lanes. Junction 9 and Junction 10 of the M40 are noted daily as traffic delay hotspots and are areas to be avoided. Far more attention needs to be given to the total amount of vehicular movements

into the actual site entrance off the A4095 and where this traffic will come from, once leaving the main motorway routes.

From Gt Wolf's own modelling on their original submission appendices, based on vehicle trip generation over a 24 hour period from three of their US sites, it showed a total of 15,487 vehicle movements for the week, equating to 805,324 vehicle trips per annum. That could be more than 2,200 car trips a day, in and out, of the surrounding rural area of Chesterton.

None of these routes into Chesterton have footpaths or cycle ways, there is no foot or pedal link to Bicester.

I would urge the Planning Inspectorate to not only visit the site, but also more importantly the surrounding area. To try to walk from the village of Chesterton, by the two main routes, into Bicester, and to travel to the proposed site by all the surrounding roads; not just the proposed routes, or the indicated brown route signage of which seems to change at every stage of the process.

The surrounding road infrastructure is inadequate currently, let alone with the increased traffic flow from the proposed Water Resort. In addition, planning approval has been given earlier this month for an additional 1,175 homes in Upper Heyford, plus a new school and high-tech business park, thus potentially increasing vehicular movements to and from the north west towards Bicester.

Their Appeal makes great play on making a £1.6m contribution to fund public services to Bicester and Chesterton, including provision of free to use shuttle bus for resort visitors, staff and Chesterton residents "encouraging sustainable modes of travel, **particularly for staff**". But provides no detail on how this is to be used to not only encourage the hotel resort residents, but to actively incentivise these families to adopt travel by rail link and bus; such as offering reduced pricing schemes or linked rail card saver initiatives. So once up and running, it would be quite easy for Great Wolf to declare there is no demand and to withdraw such shuttle bus provision. They also cite the provision of day passes (when hotel not at full occupancy) "discounted to support local families in wider Bicester area, including additional sustainable day passes for those using public transport up to 30 per day". Again, I would perceive this totally as a token gesture.

In addition, the Appellant's statement of case makes great play of their experts Landscape and Visual Impact Assessment (LVIA) and the site only being visible from the M40 or the raised flyovers over it. This is clearly not the case. Travelling into Chesterton from the Kirtlington direction from the B430 crossroads along Akeman Street to Green Lane, the Golf course and surrounding buildings to the left, are all clearly visible along this stretch. So, the Water Park Resort with its scale of height and massing, it would be safe to assume, would be even more visible! I would therefore strongly refute the statement from EPR Architects, "that the design will not cause any material harm to the character of that area".

The "Localism" agenda within Cherwell District Council own Consultation and Engagement Strategy, refers to national government policy placing new and greater emphasis on the importance of effective community engagement and the role of local people in decision making and neighbourhood planning. The Cherwell Local Plan presumption is in favour of sustainable development and that development should only be resisted or refused on transport grounds where residual impacts of development are severe. As an average local person, I would suggest that such a large development over a 46 acre site, with an extra 15-16000 extra car trips a week around the village of Chesterton's 390 houses should easily be considered as severe.

I fear however, that the tone of the Grounds of Appeal in the Appellants Statement of Case is very much centred around legal submissions as regards planning policy definitions and interpretation and is totally geared towards legal conflict (perhaps this is the nature of such objections). Their intent is to recover costs against CDC and is designed to force this appeal process through a Public Inquiry, scheduled for seven sitting days in February 2021. This would without doubt, not be in Cherwell District Council's best financial interest to conduct a rigorous defence of such a case, especially in these times of constrained public sector finances. A cynical view might be that the financial might of a large Corporate entity, is intent to attempt to force their hand to drop such a case.

Kind Regards

Roger Herbert

-

From: [REDACTED]
To: [Dyson, Alison](#)
Subject: FW: Appeal Reference APP/C3105/W/20/3259189
Date: 13 November 2020 16:47:46

Dear Ms Dyson,

Re: Appeal Reference APP/C3105/W/20/3259189

As an inhabitant of the village of Kirtlington, I wish to add my voice to that of the Cherwell DC Planning team by placing on record to the Planning Inspectorate my strong objection to the Great Lakes UK Ltd proposed scheme for the following reasons:

- The two-year construction phase requiring a continuous flow heavy lorries will overload the local road network, many of which are no more than by-roads and lanes
- The target of 500,000 visitors annually will result in a massive increase in traffic throughout the local villages, creating increased noise and pollution
- In Kirtlington the A4095, already used by motorists as a 'relief route' to avoid the congested A34, is too narrow in places, including opposite the village school, to allow two vehicles to pass each other. More traffic will simply exacerbate the existing situation
- The scheme is not a local amenity as it is designed for visitors who book an overnight stay. There will be very few local day passes and even these will not be available during school holidays or at weekends
- Local businesses will not benefit as the scheme is intended to be a self-contained private resort where guests are encouraged to spend their whole time using the amenities provided within its gates
- The scheme is basically a waterpark that will need a huge, continuous water supply that goes against the current political and environmental initiatives aimed at reducing usage of this precious resource
- The complex with an area more than half as large again as Bicester Village, with a 900 space car park, a 4-storey 2000 bed hotel and an 80ft water tower will be a large blot on the landscape with no redeeming features
- The scheme is not in accordance with the well-thought through Cherwell Local Development Plan that enjoys much local support

I hope that the Inspector will take my comments into consideration and please know that I am quite prepared to elaborate my concerns in person should a visit the Kirtlington be included in the inspection.

Yours sincerely,
R C Hill

Address: Acorn Cottage, South Green, Kirtlington, OX5 3HJ

From: [REDACTED]
To: [Dyson, Alison](#)
Subject: Appeal: APP/C3105/W/20/3259189
Date: 19 November 2020 17:14:26

Dear Alison,

I am writing to appeal the following planning application: APP/C3105/W/20/3259189.
I appeal this application for many reasons and have listed these below;

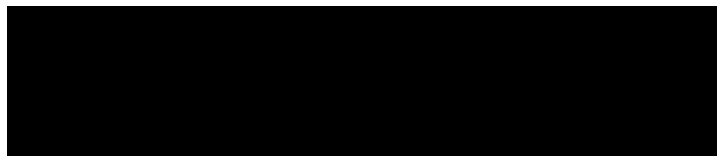
- This application was unanimously rejected by the Cherwell planning committee in March 2020 as being completely unsuitable for its location
- The proposed development is not in accordance with the local development plan
- The proposed hard surfaces of the hotel, car parking, and other facilities will increase the volume of storm water which will significantly impact on the brook that runs through the Villages of Little Chesterton and Wendelbury and floods when overloaded.
- Local farms fields and villages are likely to be at increased risk of properties being flooded.
- This is not designed to be a public amenity, building a large scale development in a village that will not support the local economy is ludicrous
- The approach to the site is through small country roads that are currently overburdened with traffic. This will impact travel in terms of my work and commitments to local community groups such as GirlGuiding and sport. As a key worker this may have a significant impact on my ability to travel to see the young people I work with.
- This development is likely to cause significant damage and destruction of wildlife habitats. As a member of Girlguiding we promote conservation and making positive change to our environment including the protection of animals. This development goes against this.
- There is likely to be an increase in air and noise pollution. This will have a significant impact on the physical and mental health of individuals in the bicester area and its surrounding villages.
- This will have a negative impact on the history and heritage of Bicester.
- The local community are opposing this, the developers are not members of this community and therefore interests are not in the community but in themselves.

As this is an unsuitable location and is not an amenity for the local community and considering the potential devastating effects on not only the village of Chesterton but surrounding villages as well it would appear that if due process is followed then the outcome of the planning committee's original decision to reject this application should be upheld.

Regards
Rachael Hucker
Bicester resident, member of Wendlebury church, Oxfordshire GirlGuiding and Bicester Hockey Club

IAN & RACHAEL SCOTT-HUNTER

BETHANY, 3, BIGNELL VIEW, CHESTERTON, OXON OX26 1UJ



Date: November 18th 2020

FOR THE ATTENTION PLEASE OF ALISON DYER – PLANNING INSPECTORATE

Dear Alison

RE: APP/C3105/W/20/3259189 – GREAT WOLF RESORTS IN CHESTERTON, OXFORDSHIRE

We are horrified to hear, that having been given a resounding rejection for planning permission, back in March 2020, there is now to be an appeal made by the Great Wolf Resorts, who are disastrously appealing against that rejection in order to build the large resort and Hotel etc very close to our village in Chesterton, Oxfordshire.

PLEASE LOG THAT WE VERY STRONGLY OBJECT TO THIS OUTRAGEOUS APPEAL BEING MADE.

We have lived in the lovely, generally quiet, village of historic Chesterton for almost 40 years, having moved here in January 1981. The volume of traffic has grown over the years mainly due to the fact of most families having two or three cars per household now. Chesterton attracted us all those years ago because it is a village, and my husband and I have both always preferred to live in a rural community where the community support and help one another. Chesterton also appealed because of its historic background, it makes you feel proudly connected to people who walked the highways and byways of Cestretone (Chesterton) as it is now known.

For a quick necessary and historically important look into the history of Chesterton. It is a village and civil parish on Gagle Brook, a tributary of the Langford Brook in north Oxfordshire. About 1 ³/₄ miles (2.8 km) west of the village, by the crossroads of Akeman Street and the former Oxford – Brackley main road (now the B430) is a prehistoric tumulus. Chesterton village is on the course of Akeman Street, the Roman road between Watling Street and Cirencester, about 1 mile (1.6 km) northwest of Alchester Roman Town. The road forms part of the southwest boundary of the parish. When the M40 motorway was extended from Wheatley to Birmingham in 1988–91, the motorway cut through Akeman Street about ³/₄ mile (1.2 km) west of the village. The Roman layers of the road were exposed about 2.6 feet (0.8 m) below Akeman Street's modern surface. The Romans had metalled the road with brashy subsoil quarried from roadside ditches, had subsequently patched the surface, and finally resurfaced the road over a layer of 8 inches (0.2 metres) of soil and detritus

A charter of Eynsham Abbey from AD 1003 records the toponym as Cestertune. The Domesday Book of 1086 records it as Cestretone. An entry in the Book of Fees from 1220 records it as Cestretune. It is derived from the Old English tūn, meaning an enclosed place, and ceaster, meaning a Roman station^[5] (referring to Alchester)

The oldest part of the Church of England parish church of St Mary is a 12th-century three-bay arcade between the nave and the north aisle. St. Mary's parish is now a member of the Church of England Benefice of Akeman, which includes the parishes of Bletchington, Hampton Gay, Kirtlington, Middleton Stoney, Wendlebury and Weston-on-the-Green

Chesterton had a watermill since before the Norman Conquest, and by the time of the Hundred Rolls in 1279 a second had been built. Presumably the mills were on Gagle Brook. One mill survived until early in the 19th century, and for a time had been converted into a hemp mill. The village has a public house, the Red Cow, that was built around the turn of the 17th and 18th centuries.

An open field system prevailed in the parish until 1768, when an Act of Parliament enabled the enclosure of its common lands. 1,975 acres (799 ha) were enclosed, of which 1,173 acres (475 ha) were awarded to George Spencer, 4th Duke of Marlborough. The main road between Bicester and Enstone passes through the north of the parish. In 1797 an Act of Parliament made this road into a turnpike. It was disturnpiked in the 19th century and is now Bruern Abbey Boys School In 1854 Lady Jersey had a school built for the parish. In 1933 it was reorganised as a junior school, since which time secondary school pupils from Chesterton have attended school in Bicester.^[2] The school is now a Church of England primary school

Lieutenant-General Sir Edwin Alderson (1859–1927), son-in-law of a former Vicar of St Mary's, is buried in the churchyard.^[17]

General Sir Kenneth Darling (1909–98) lived at Vicarage Farmhouse in Alchester Road from 1958 until his death

We live in a very historic village in the lovely County of Oxfordshire.

Please explain to me why this diabolical monstrosity could ever blend into such an Historic site???

It just doesn't 'fit' England's Historic country side and surrounding village life. We are Villages. Our road infrastructure has not only been sufficiently built to support village life, but it has taken into account the many hundreds of years original road systems as seen recorded the aptly named Akeman Street which was laid from the Roman Garrison of Bicester all the way through to the Roman Garrison in Cirencester. This is the very narrow road upon which Great Wolf wish to drive over (and possibly destroy), huge construction vehicles, (over a two year period), with 2,000 workers back and forth every day, and a projected 31,000 deliveries which equates to 65 delivery lorries PER DAY. At the end of this supposed two year period, our little B roads, will then apparently have 500,000 visitors a year – bringing 1,800 vehicles PER DAY, and this is WITHOUT the rise in our general local traffic which over the past ten years has grown in capacity due to additional cars per family and additional road systems such as the M40, the A34 and the A41. Since the arrival of Bicester Village in 1995, which has seen huge volumes of traffic flowing in from London, Birmingham, Northampton to shop at the very popular Retail Village etc, we have also had the additional Bicester Avenue built in 2007. Bicester Trade and Industry is growing fast and our small roads are struggling to cope with the enormous additional traffic flowing towards Bicester from all directions.

HOW COULD THESE SMALL, INADEQUATE AND HISTORIC ROADS COPE WITH THIS MONSTROSITY WHICH WILL BE 60% LARGER THAN BICESTER VILLAGE, AND WILL UNDOUBTEDLY CAUSE SUBSTANTIAL INCREASE IN AIR/NOISE POLLUTION, DESTRUCTION TO WILDLIFE AND DREADFUL DAMAGE TO HISTORY WHICH ONCE DAMAGED CAN NEVER BE REDEEMED?

PLEASE UPHOLD THE ORIGINAL DECISION THAT TURNED DOWN THIS APPLICATION, AND TURN DOWN THE APPEAL BY GREAT WOLF

Kind regards

Ian & Rachael Scott-Hunter

From: [REDACTED]
To: [Dyson, Alison](#)
Subject: Planning appeal ref APP/C3105/W/20/3259189
Date: 16 November 2020 12:47:54

Alison,

I wish to register my opposition to the appeal by Great Wolf for a mega-resort in the tiny village of Chesterton. I fully support the unanimous decision of the Cherwell planners to reject the application. The proposal is far too big for the area and totally out of character. I understand there will be little or no benefit to local people (no access to amenities, no trickle down to the local economy) and the disruption is huge both during construction and afterwards for evermore.

Please reject the appeal.

Best wishes
Roy Jackson
Bridge Cottage
Murcott
Kidlington
Ox5 2re.



Virus-free. www.avast.com

Blake Mead
Fencott
KIDLINGTON
Oxon
OX5 2RD

Appeal Reference: APP/C3105/W/20/3259189

Alison Dyson
The Planning Inspectorate
Room 3J
Kite Wing
Temple Quay House
2 The Square
BRISTOL
BS1 6PN

27 November 2020

Dear Ms Dyson,

Proposed Development of Land to the East of M40 and South of A4095, Chesterton, Bicester

Appendices:

- 1 Extracts of Cherwell Local Plan 1996 Planning Policies
- 2 Extracts of Cherwell Local Plan 2011-2031, Part 1, Planning Policies

References:

- A Planning Statement, Proposed Great Wolf Lodge, DP9 Limited, November 2019
- B Notice of Decision, Application No.: 19/02550/F, 12 March 2020
- C Appellant's Statement of Case, Great Lakes UK Limited, 10 September 2020 (SofC)
- D National Planning Policy Framework, (revised 19 February 2019)
- E EPR Architect's Design Report, 8 September 2020
- F Cherwell Local Plan 2011-2031, Part 1, Adopted 2 July 2015 (CLP1)
- G Cherwell Local Plan, Adopted 6 November 1996 (CLP96)
- H Cherwell Green Spaces Strategy 2008-2016, July 2008
- I CDC Open Space, Sport and Recreation Assessment and Strategies, August 2018

Introduction

I am a local resident who has had a close association with the Chesterton area for over 30 years. I served on my local parish council for 10 years, 3 of them as vice chairman. I have been successful in challenging all the local planning permission appeals that I have been involved in.

I wish to register my objection to the proposed Great Wolf Lodge development in Chesterton and explain my reasons for doing so here so that the Planning Inspector might consider these when he/she comes to decide on the matter of Great Lakes UK Limited's (GLUK) appeal against Cherwell District Council's (CDC) refusal of planning permission.

General Overview

It would appear manifestly inappropriate and incongruous to shoe horn an American style waterpark attraction and accompanying contemporary golf resort hotel into a classically picturesque and traditional English countryside setting. If this were to be permitted it would significantly diminish a valued and cherished rural amenity, cause irrevocable harm to the established intrinsic character, beauty and charm of the surrounding area and deprive the local community of an important part of its green infrastructure and related ecosystem services.

The venture is being cynically promoted on the exploitation of government open space, sport and recreation planning practice guidance specifically meant for the benefit of local communities when in reality the local Cherwell communities would have severely restricted access to this resort's facilities. That the main feature of the plan is a 498 room hotel would suggest that this undertaking is not primarily aimed at serving the local communities by any stretch of the imagination.

The impact of enormously increased motor vehicle activity on an already constrained local road system, during construction of the resort and thereafter, would be severe and damaging of the rural tranquil ambience particularly within the close knit confines of the historic villages of Chesterton and Middleton Stoney.

The various mitigations GLUK has volunteered to alleviate the transport infrastructure issues are wholly inadequate and would fall several magnitudes of scale short in their effectiveness. For instance, it would seem unlikely that a family paying premium prices for a stay at this level of establishment would consider journeying to the resort, with their luggage, via public transport or that local golfers would be willing to forego their cars and walk, or cycle, to the new course, from their abodes in and around Bicester, via public rights of way and specially constructed walkways carrying their golf bags! The proposed 900 place, floodlit car park gives the lie to the amount of motor vehicle traffic that the planners foresee and are catering for.

With its own restaurants, shops and amusement facilities this type of private resort is intentionally designed to be very much a self-contained entity, with a captive resident audience, so that the trickle down economic benefit to the local community of resort guests venturing out to spend money in local shops, bars and restaurants would be greatly limited. In the US 98% of guests at these type of resorts stay on site.

From the perspective of local employment the Cherwell district is fortunate in having relatively high employment and so the prospect of 600 new, predominantly unskilled jobs becoming available in an area where skilled, knowledge based jobs are being prioritised is not a welcome proposition. Furthermore, the draw on hospitality workers that this development would represent would deny the existing local hospitality industry of staff for positions that they already struggle to fill and potentially risk putting these existing concerns out of business.

The fact that Oxfordshire County Council (OCC), CDC and the overwhelming majority of respondents to GLUK's public consultation were against this proposal must say something as to the undesirability of this project to the area. Indeed, the key arguments put forward to justify this development do not accord with the requirements of the National Planning Policy Framework (NPPF) and the Cherwell Local Plan 2011-2031 Part 1 (Reference F, CLP1) and their relevant, supporting subsidiary guidance, assessment and strategy documents.

The proposed development site is well outside and beyond the planning buffer zone intended to separate Chesterton village from the encroaching Bicester eco-town development so, therefore, is firmly in an open countryside, rural setting.

By way of summarising my general comments above I would make the observation that this style of resort development is best suited to areas in need of economic regeneration (typically due to the demise of legacy industries) which have real estate of relatively low economic and environmental value, have high unemployment and which already have or can easily obtain viable transport infrastructure leading directly to the development. **This is Oxfordshire, not Orlando!**

Detailed Assessment

Having laid out the broader and more wide reaching arguments mitigating against the Great Wolf Lodge development in the preceding paragraphs I now focus on a more detailed and technical analysis of the efficacy of this proposal by examining GLUK's stated "Grounds of Appeal" contained in their "Appellant's Statement of Case" document (SofC, Reference C) using the headings of that document under which to counter their claims (all emphasis is mine):

Reasons for Refusal 1 (RfR1) - Open Space, Outdoor Sport and Recreation Provision

Regarding their first objection to RfR1 (SofC, paragraph 5.4) GLUK argues that "...there is no basis for alleging that the loss of an 18 hole golf course on this site would have any material impact of the type claimed." However, CDC's "Cherwell Green Spaces Strategy 2008-2016" document (Reference H) would indicate otherwise, where, in the table on page 17 against the item for "Golf courses", it records a current shortfall of "1 course" and advises to "Encourage a club/commercial operator to provide one additional course in the Chesterton area...". If CDC has a continuing requirement to encourage an additional course in the Chesterton area then the loss of an 18 hole golf course would, according to this strategy document, be very much of a material impact.

Related to this, CDC's "Open Space, Sport and Recreation Assessment and Strategy, Part 2, Sports Facilities Strategy" (reference I), a more recent document, states at paragraph 11.14:

"To support the Council's policies on health and well-being, as well as supporting sports participation, performance and excellence, it is recommended that the Council continues to support community access to golf opportunities via its partners."

The GLUK development, as discussed later on, would not, to any reasonable extent, "support community access" where, given the context of the statement and for the sake of clarity, "community" is taken to mean the community living locally and not the community temporarily taking up residence in the resort hotel.

The same document at paragraph 11.15 goes on to say that:

"The existing golf course sites should be protected, unless the tests in the National Planning Policy Framework are met."

The tests referred to are found at paragraph 97 of the NPPF and are:

- a) *an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or*

- b) *the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quality in a suitable location; or*
- c) *the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.*

Taking these tests in turn:

- the assessment referred to in sub paragraph *a*) has already been disposed of in the previous argument, which is reinforced in the text referring to paragraph 11.18 below;
- the loss as described in sub paragraph *b*) would be of an 18 hole golf course to be replaced by 2 x 9 hole golf courses the newer of which would only allow local golfers, on occasions when the resort was at low occupancy i.e. outside of popular times, up to 20% of its full capacity places at the very most – hardly an equivalent or better provision (the 30 per day *Sustainable Day Passes* offer, contingent as it would be on using the free shuttle bus, would not be conducive to most golfers’ idea of a round of social golf);
- and, the suite of proposed leisure facilities that might satisfy the requirements of sub paragraph *c*) would, as mentioned before, be at very limited availability for the local community, particularly over holiday periods and therefore could not be said to outweigh the loss of the current or former use.

Bearing in mind these considerations it would be reasonable to conclude that the GLUK proposal does not satisfy these tests and therefore the existing golf course site should be protected.

The final stipulation (paragraph 11.18) addressing golf provision in the district, in this assessment of need document, on expected new golf requirements up to 2031 in the Bicester sub area, lists 1 x 18 hole course or 2 x 9 hole courses, and 7 driving range bays – further confirmation that the existing BHGS golf course is not, currently or in the next 10 years, going to be surplus to requirements.

With regard to GLUK’s second complaint (SofC paragraph 5.5) against CDC’s RfR1; their volunteered obligation to upgrade the remaining BHGS 9 hole golf course to a 18 hole golf course together with a practice range (and golf scholarship programme) would, in reality, not seem feasible given the constraints of the remaining site and so must be viewed with some scepticism. It is clear that GLUK entered into this obligation in recognition of the fact that the loss of an 18 hole golf course in the area as a result of their proposal would be damaging to their case – tacit acceptance on the part of GLUK, perhaps, that the existing BHGS 18 hole golf course is not surplus to requirements.

Reasons for Refusal 2 (RfR2) - Sustainability

At SofC paragraph 5.7 GLUK suggests that “...*the Proposed Development is not sited in an unsustainable location...*” and complains that CDC, in its Development Plan, does not define what is a sustainable or unsustainable location. As a matter of fact, and as the Planning Statement (paragraph 6.38) concedes, chapter 2 of the NPPF publication that the CLP1 is based on very clearly defines sustainable development (at the risk of being pedantic - by definition, carried out in *sustainable locations*), summarising it as “...*meeting the needs of the present without compromising the ability of future generation to meet their own needs.*” and

goes on to describe how the planning system achieves this through 3 overarching, interdependent and mutually supportive objectives; economic, social and environmental. The text continues on to advise how a presumption in favour of sustainable development can be secured.

The Planning Statement (paragraph 6.36 to 6.40) relies on policy SLE3 (Supporting Tourism Growth) of the CLP1 to justify that the proposal is in a sustainable location. The opening statement for that policy says:

“B.62 Given the growing role that tourism has to play in the local economy, developments in this sector will be supported, especially new attractions and new hotels at the two towns to reinforce their central role as places to visit and stay. We will support new tourism provision that can demonstrate direct benefit for the local ‘visitor’ economy and which will sustain the rural economy.”

The argument, in this respect, would appear to fail as the new development would not be *at the town of Bicester* and, indeed, would compete for and possibly supplant its *role as a place to visit and stay* and, furthermore, as a self-contained entity the resort (as previously discussed) would present a grave risk to *the rural economy* rather than sustain it.

Other statements in CLP1 related to policy SLE3 would also lend weight to the unsuitability of the siting and scale of the proposal:

“B.63 We will support an increase in high quality accommodation available in our towns to meet the needs of visitors and to end the current under provision. ...”

and;

“B.67 The Local Plan Part 2 will also support tourism by including policies encouraging new accommodation and the allocation of smaller sites for tourism related development.”

Addressing the remark in paragraph 6.39 of the Planning Statement concerning the statement in paragraph B.64 (CLP1) that declares that *“1.2 million people live within a 30 minute drive time of the District boundary.”*, it would be a mistake to infer from this that the colloquial use of *“drive time”* as a shorthand to indicate the proximity of a population of potential tourists to the district is a tacit admission by CDC that their sustainable tourism policies are skewed towards private motor car borne visitors.

Furthermore, in this part of CLP1, paragraph B.66 lists *“the preservation and enhancement of the historic environment in both towns and villages.”* as one of the examples for *“...encouraging sustainable tourism development;..”*. It would be far fetched in the extreme to suggest that a Great Wolf Lodge development would preserve and enhance the historic environment of Chesterton!

Turning to the matter of the sequential test required by NPPF paragraph 86 and by CLP1 policy SLE2 (Securing Dynamic Town Centres) on account of the proposed development being on an out of centre site and not in accordance with an up-to-date plan; of all the alternative sites (58) recorded in Appendix 3 of the Planning Statement only one of the 41 that are said to be viable, in terms of their size, is available or becoming available; and that is Towcester Racecourse, an edge of centre site.

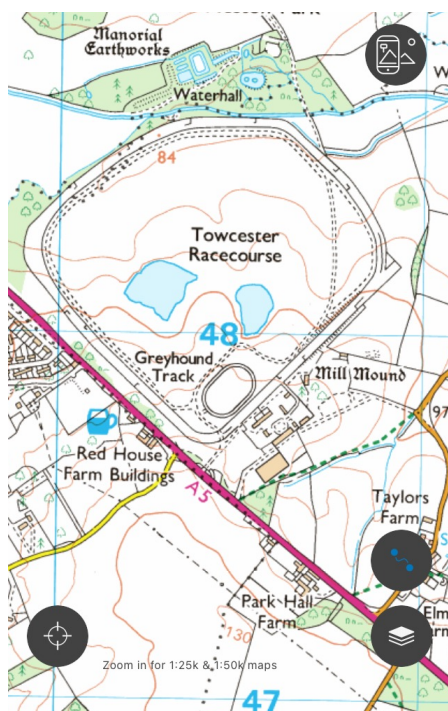
Despite having transport infrastructure to accommodate large sporting events (it sits beside and has access to the A5 major trunk route road, see Figure 1) it is still classed as being not

sequentially preferable to Chesterton. This is at odds with the stipulations of NPPF paragraph 86 which instructs that:

“Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.”

It is curious that the GLUK planners have not made more of an assessment of the potential of this site for their development in competition with Chesterton as, from the details in their Planning Statement, it would appear an obvious contender. It is difficult not to conclude that this sequential test has been “reverse engineered” to justify the required answer given in paragraph 6.55 of the Planning Statement which states “... the Site is considered a preferred location in planning policy terms for new ‘main town centre use’ floorspace.”

Figure 1



Furthermore, with reference to paragraph 5.7 of the SofC, it is not understood why GLUK’s statement that:

“...CDC’s planning policy team accept that in terms of sequential assessment, there is no suitable or viable site in Bicester for such a use.”

should have any relevance or bearing as to whether the Chesterton site, as compared to any other site supposedly considered by GLUK, is a sustainable development location or not; and why it should be necessary to make such a statement. What overriding imperative decrees that this development should be in the Bicester area or, for that matter, anywhere else in the Cherwell district?

The SofC paragraph 5.8 considers the application of the saved policies T5, TR7 and C8 of the Cherwell Local Plan 1996 (CLP96, reference G) and in doing so would appear not to grasp the significance of the wording of those policies on the acceptability of the proposed development. Extracts of those policies and supporting text that are relevant to the appeal are at Appendix 1.

Despite GLUK's attempts to contort the meaning and application of these policies, it is clear that the main thrust of the policies, taken in the round, is against development on this site. The "exceptional circumstances" that might allow development such as a site being served by "high standard roads and access" and a proposal that could be "readily assimilated in the rural landscape without harm to its appearance and character" are not proved and are unlikely to be so.

To satisfy the first "exceptional circumstances" requirement independent evidence would need to show how the inevitable traffic congestion, caused by the development, on the A4095 at the "pinch points" of the historic villages of Chesterton and Middleton Stoney could be reasonably alleviated. With regard to the second requirement the light pollution from floodlit, 900 space car park, vehicle routes and service yards is an example of how this proposal flouts just one of the many essential conditions set out in policy ESD15 of CLP1 (The Character of the Built and Historic Environment - applicable due to the proposal being for a "Main Town Centre Use(s)" and therefore covered under policy SLE2) that demands to "Limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscape and nature conservation."

Whilst GLUK's Planning Statement does recognise the development proposal's conflict with policy ESD1 of CLP1 (Mitigating and Adapting to Climate Change) and attempts to specify mitigations, the SofC Grounds of Appeal document does not seek to amplify these mitigations or excuse the most telling feature of this proposition which is the 900 place car park – surely the most emblematic of indications that this development will not conform to at least 2 of the tenets of this policy, namely:

"- Distributing growth to the most sustainable locations as defined in this Local Plan"

and;

"- Delivering development that seeks to reduce the need to travel and which encourages sustainable travel options including walking, cycling and public transport to reduce dependence on private cars"

It is perhaps worth noting here that this Great Wolf Lodge Resort has been designed with significant reference to the North American model which relies to a far greater extent than the UK market on the private motor car as the preferred mode of travel.

On the subject of the Impact Assessment; it is not surprising that CDC did not consider the GLUK submission contained in the Planning Statement as it was so lacking in detail and inconsequential that it really was not fit for purpose. As this is the first time that a Great Wolf Lodge type resort has been proposed for the UK market, as is candidly admitted, it would be assumed that the Impact Assessment would be a thorough, well researched and instructive document answering questions such as:

- What effect would the arrival of the largest hotel in the district have on other hotels in Bicester? How would it operate its near monopoly on tourist bed space? How would it effect the supply of hospitality staff to other establishments?
- What proportion of resort guests would be predicted to patronise shops, bars and restaurants outside of the resort given that most of these facilities would already be in-house?
- Would the development have the effect of drawing visitors away from Bicester town centre with consequences for local traders, particularly small traders?
- Would the resort "crowd out" the traditional tourist trade of the area?

- Would it change the dynamic of tourism in the area, perhaps changing the type of tourist expected from those interested in local history, culture, outdoor pursuits and competitive team sports to, perhaps, younger, family orientated visitors interested in a more commercial, institutionalised offering.

Finally, allied to the arguments in this part of RfR2, turning to paragraph 3.11 of GLUK's SofC; the statement:

“This demonstrates the recognition on the part of CDC that the location is an appropriate one for additional hotel development.”

is without merit as no legitimate linkage can be made between CDC's approval of a two-storey extension to the existing BHGS hotel in October 2013 and the circumstances that now prevail around this appeal as is made evident by the stipulations of the saved policy T5, paragraph (ii) of the CLP96, an extract of which is contained in Appendix 1.

Reasons for Refusal 3 (RfR3) – Traffic Impact – Middleton Stoney/Chesterton

The proposed site's single point of access is from the A4095 which, despite having an “A” designation, is a relatively minor, quiet, single carriageway country road running through the northern part of Chesterton before reaching the built up limits of the Bicester conurbation to the north east. Travelling west, the road connects via a crossroad junction with the B430. This B430 road, which represents the most obvious route of approach for resort guests from both north and south, is regularly exceptionally busy, particularly with HGV traffic, as it represents a shortcut from junction 10 of the M40 onto the A34 and visa versa when junction 9 is congested. The traffic light controlled junction of the B430 in Middleton Stoney, where it crosses the B4030, the road connecting Bicester to the former RAF Upper Heyford site, is frequently a bottleneck.

OCC Highways objected to these plans as is recorded in the “Executive Summary of Proposals and Recommendation” document prepared by CDC's Planning and Development Department for the Planning Committee meeting held on 12 March 2020. In spite of the positive spin put on the expected traffic flows, predicted by GLUK's agents (Motion) in their Traffic Assessment document, OCC objected on the grounds that:

“Severe congestion at the Middleton Stoney signalised junction will be exacerbated by the additional trips generated by the proposed development. This is contrary to paragraphs 103, 108 and 109 of the NPPF, Cherwell Local Plan Policy SLE4 and Oxfordshire Local Transport Plan 4 Policy 17.”

The NPPF references listed, concerning the promotion of sustainable transport, are most pertinent and are as follows:

“103. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

“108. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) *appropriate opportunities to promote sustainable transport modes can be-or have been- taken up, given the type of development and its location;*
- b) *Safe and suitable access to the site can be achieved for all users; and*
- c) *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

“109. Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on the highway safety, or residual cumulative impacts on the road would be severe.”

The last paragraph of policy SLE 4 of CLP1 (Improved Transport and Connections) is also appropriate to this case:

“All development where reasonable to do so, should facilitate the use of sustainable modes of transport to make the fullest possible use of public transport, walking and cycling. Encouragement will be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Development which is not suitable for the roads that serve the development and which have a severe traffic impact will not be supported.”

And finally, OCC’s “Connecting Oxfordshire: Local Transport Plan 2015-2031” document’s Policy 17 states:

“Oxfordshire County Council will seek to ensure through cooperation with the districts and city councils, that the location of development makes the best use of existing and planned infrastructure, provides new or improved infrastructure and reduces the need to travel and supports walking, cycling and public transport.”

As previously discussed, the whole philosophy of the Great Wolf Lodge resorts’ strategy is centred on their guest travelling by private motor car and the mitigations in their proposed development plan to support walking, cycling and public transport use do not pass muster in terms of their feasibility, practicality and scale.

For a Highways Department trying to meet the transport demands of west Europe’s fastest growing town combined with a large scale housing development at the former RAF Upper Heyford site it would be an extraordinarily detrimental decision to support an unplanned for project for the area that potentially opened up the way for the extra car journeys of up to 500,000 visiting tourists per annum on a road system that is already severely constrained. The Motion agency’s subsequent proposal to further modify the Middleton Stoney junction on top of the works scheduled to adapt it for the increased traffic from the Heyfords will hopefully make the junction safer but would make no difference at all to the sustainability of the proposed development.

Reasons for Refusal 4 (RfR4) – Design Considerations

CDC’s RfR over the design consideration are based on the Policies ESD13 and ESD15 of CLP1 and Policies C8 and C28 of CLP96. The relevant extracts of those policies are at Appendix 2.

Considering GLUK's SoC "Grounds of Appeal" objections in turn, as laid out in the Design Report of 8 September 2020 produced by EPR Architects (Reference E) acting for the appellant:

Size, Scale and Massing: It is claimed that *"the size, scale and massing of the buildings are entirely appropriate to the form of the development proposed"* and that the *"resort building is located very comfortably within the site with more than sufficient space around it to accommodate the size scale and massing of the building itself."* The report admits that the large scale design is *"broken down"* by varying the proposed heights of buildings and by constructing 3 and 4 storey sub parts to give *"the visual effect of breaking up the building into several smaller elements"* in order to *"reduce the perceived massing."*

It is also recognised that the water park water slide tower *"is necessarily of a certain height..."* and mitigates this with a design that mimics an *"agricultural typology, for example barns and stables."* which results in *"a part of the scheme which sits comfortably in the surrounding landscape and responds positively to the setting and character of the area."* The report does not, however, elaborate as to where else in the neighbouring area there is a 17 metre high barn or stable!

The roof of the Family Entertainment Centre is also disguised with a landscaping strategy to camouflage the extent of the complex's massing all of which leads the report to declare that the design *"responds to the north Oxfordshire vernacular....will not cause any material harm to the character of that area..."* and *"..is not visually intrusive, nor harmful, it does not detract from the characteristics of the surrounding landscape.'*

Despite the architects' best efforts to reduce its visual impact this proposed building will be off the scale in terms of comparison of size, scale and massing with other structures in the Chesterton area and; for the report to draw on similarities, in this respect, with the Bicester Tesco superstore, a necessary structure of utility for the community, as an out of settlement building (but in a development area!), is a sign of skewed judgement. Amongst several other regulatory deficiencies in this regard, the plan does not, importantly, meet the test of *"Respect(ing) the traditional ...form, scale and massing of buildings..."* requirement of Policy ESD15.

Location in the open countryside: The report makes a virtue of the countryside location as a prime reason for placing this type of resort at the proposed site and then is at pains to say that, in actual fact, the site is classified as a golf course! What it fails to recognise is that the "open countryside" designation brings it within the remit of Policy ESD13 which states *"Proposals will not be permitted if they would - Cause undue visual intrusion into the open countryside"* and Policy C8 which decrees that *"Sporadic developments in the open countryside including developments in the vicinity of motorway or major junctions will generally be resisted."* The site occupies land adjacent to the M40, one kilometre north of junction 9.

Beyond the Built Limits of the village of Chesterton: Once again the report is quiet on the significance of CDC's statement concerning the relevance of the built limits of the village of Chesterton preferring to praise the benefits, in its view, of the site's location with respect to being on the fringe of the village. The significance is that this designation brings Policy C8 into play as described in the previous paragraph. The supporting text for this policy reads:

“9.12 Sporadic development in the countryside must be resisted if its attractive, open, rural character is to be maintained.

9.13 Policy C8 will apply to all new development proposals beyond the built-up limits of settlements including areas in the vicinity of motorway or major road developments but will be reasonably applied to accommodate the needs of agriculture.”

Institutional Appearance: It is regrettable that the report takes umbrage at the suggestion of the proposed resort taking on an institutional appearance. For an establishment specifically designed for industrial scale tourism this, surely, must be expected and warranted. The nearest favourable comparison that can be made of the first impressions of this proposal is to a military barracks so an “institutional” description would be appropriate. This also speaks to the unsuitability of this development to fit in with the intrinsic, rural character of the local area.

Incongruous Design: Incongruous means “out of place” and although the architects of this project have attempted to replicate local styles and materials as detailed for the Ploughley Limestone Plateau area in the CDC’s Countryside Design Summary; the sheer size, scale and massing of the proposed, enormous resort building, which is bigger than any other single building in the immediate area, is bordering on being freakishly incongruous for a rural location, particularly with the contortions of tubing for the water slides to one side. Policy C28 makes the most appropriate comment on this aspect:

“Control will be exercised over all new developments 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 the development...”

Levels of activity (‘comings and goings’): The issues connected with this item have already been mostly covered by the section RfR3 – Traffic Impact – Middleton Stoney/Chesterton although it is tempting to have serious doubts about the Traffic Assessment report of the impact on the A4095 and connecting roads when considering the magnitude of traffic activity that there will clearly be during both the construction phase and then the operational phase of this proposal. Also of doubt are the predictions of how much of the ‘comings and goings’ will be by pedestrians and cyclists despite GLUK’s expressed intentions to make provision for these modes of travel as part of their drive to push the sustainability message. Nevertheless, it is evidently obvious that the village of Chesterton will see an unwelcome rise in vehicle traffic for the foreseeable future, particularly during holiday periods.

Significant Urbanisation: This terminology is used to, again, highlight the inappropriateness of this proposed development in this setting where it would destroy the natural order of the countryside and, by its presence, in time, lead to the spread of development to the west of Chesterton up to the boundary of the M40.

Unacceptable Harm to the Character and Appearance of the Area: Great store is put on the Landscape Visual Impact Assessment (LVIA) to mitigate accusations of unacceptable harm to the character and appearance of the area. It is noted that most of the vantage points that these assessments were made from were within 2 kilometres of the proposal site and the furthest out being 3.5 kilometres. Because the topography of the area is mostly flat and the proposed buildings of the development will be exceptionally large and tall the visual impact will still be significant at some distance out and for a wide area of relatively unspoilt countryside ranging from Merton in the south through to

Weston on the Green and Middleton Stoney to the west and north west respectively. Paradoxically with the proposed screening measures of trees and other vegetation, the nearer view points will be less affected but the overall impact for the wider area will be that of encroaching development and loss of open space bordering the Green Belt. The Implications for New Development for this area contained in CDC's Countryside Design Summary 2.2(i) are instructive:

“Development should avoid exposed and prominent locations. The protection given by a valley location, existing buildings or woodland, should be used where this does not undermine the character of these existing landscape features.”

The dismissive attitude of the report to users of the Public Right of Way (PRoW) is disturbing. These are legal rights of way that have been established over hundreds of years and cannot be interfered with at a whim. The fact that a PRoW is seldom used can have no bearing on the impact assessment of the proposed development on users of a PRoW with that assessment of the amenities “enjoyed” by the users being recorded accordingly. It is unlikely that the type of people who walk PRoWs will savour the experience of using the rerouted PRoW through the resort site as they tend to be robust, outdoor types not particularly interested in the “sanitised” and “artificial” qualities of a nature trail within a bustling, mass tourist complex. The Ramblers Association was one the groups that objected strongly to the resort proposal in the public consultation.

Local Distinctiveness: To claim, as the EPR Architects do in their Design Report, that the proposed resort buildings “...have been designed to respond to the local vernacular and therefore to reinforce local distinctiveness...” is beyond credibility. Owing to their grossly oversized dimensions they are grotesque facsimiles of an idealised English farmhouse worthy of the star attraction at a Disney Corporation theme park. Furthermore to mitigate the proposed development's scale and site arrangement by conflating the site's car parking provision with large, stand-alone retail operations in and around Bicester (inside the development zone!) and declare, in terms of distinctiveness, that the “...scale of the proposal is consistent with the environment and ambience of this area.” is to be so far off the mark that it beggars belief! The final remark in this section encapsulates the complete confusion in these architects' minds:

“The Proposed Development does not detract from the local distinctiveness of the open countryside, Chesterton village, or the wider Bicester area, and is in fact in accordance with it in a number of different ways.”

It is clearly the developer's dream – all things to all men!

Reasons for Refusal 5 (RfR5) – Sustainable Flood Risk Management

A technically complex discussion area beyond the competence of this reporter.

Reasons for Refusal 6 (RfR6) – Section 106 Legal Agreement

It is suspected, that as with other major on-going negotiations in this country “Nothing is agreed until everything is agreed!”

Conclusion

This appeal seeks to overturn a decision by CDC that has the overwhelming support of the local community, local authorities and local businesses. This decision has, for now, stopped the injection of a garish icon of American, bustling, commercialised leisure centre culture - the all-in leisure resort, into the very heart of the remote, tranquil, natural and beautiful English countryside. It is hard to imagine a more incompatible and incongruous fit.

Examination here of the many relevant planning policies and planning guidance would tend to lend weight and substance to that inappropriateness. Nevertheless, the proposers of this development have attempted to couch their proposal in terms of benefits to the local community taking advantage of planning provisions that allow for building of facilities that serve and are an asset to the community. It is clear, however, from the scale and size of this project – a large hotel and accompanying car park – and also from the philosophy of operation of these types of resorts, that there would be very little opportunity for locals to “enjoy” the attractions of Great Wolf Lodge Resort or for local small businesses to gain advantage from any “trickle down” effect. Moreover, the mitigations to the resort design and operation to allay concerns of lack of sustainability – economic, social and environmental – appear flimsy, half baked, poorly considered and simply cosmetic.

This proposal is highly speculative and opportunistic, masquerading under a thin veneer of social and environmental responsibility as well as relying on a promotional campaign of misdirection. It is perversely at odds with the historic and continuing natural theme of the area. There may be some economic benefit to large commercial suppliers of goods and services but very unlikely to be so for small traders, local shopkeepers and other local hospitality venues. The bulk of the economic enrichment from this resort will accrue to Great Wolf Lodge Resorts Inc. at the expense of an unsightly carbuncle of a development on the English countryside, an emasculated popular sporting facility, clogged local country roads, vanishing tourist footfall in an historic market town and the permanent loss of an innocently pleasing natural swathe of sensitively nurtured rural landscape.

I hope that the Planning Inspector might take into account and give due consideration to the many and wide ranging arguments against the Great Wolf Lodge Resort development proposal that I have expressed here and reach a decision to disallow this appeal.

Yours sincerely,

R Jones

Appendix 1

Extracts of Cherwell Local Plan 1996 Planning Policies

Policy T5 (The Countryside):

“BEYOND THE BUILT UP LIMITS OF A SETTLEMENT THE PROVISION OF NEW HOTELS, MOTELS, GUEST HOUSES AND RESTAURANTS WILL GENERALLY ONLY BE APPROVED WHEN SUCH PROPOSALS WOULD:-

- (i) BE LARGELY ACCOMMODATED WITHIN EXISTING BUILDINGS WHICH ARE SUITABLE FOR CONVERSION OR FOR SUCH USE; OR*
- (ii) TOTALLY REPLACE AN EXISTING COMMERCIAL USE ON AN EXISTING ACCEPTABLY LOCATED COMMERCIAL SITE. PROPOSALS TO EXTEND EXISTING HOTELS, MOTELS, GUEST HOUSES AND RESTAURANTS WILL BE ACCEPTABLE PROVIDED THEY CONFORM TO THE OTHER RELEVANT POLICIES IN THIS PLAN.*

...7.16 The environmental policies in this Plan generally preclude the construction of new hotels, motels, guest houses and restaurants in the open countryside....

...7.17 It is possible that proposals will emerge during the plan period for the development of integrated hotel, golf course and ancillary leisure based development beyond the limits of existing settlements. Notwithstanding policy T5 and the generality of the environmental policies concerning development in open country side, such proposals will need to be evaluated on the basis of their individual merits and the degree to which they conflict with other policies in this plan (and, it is assumed it is safe to say, the current Local Plan). The Council recognises that there may be exceptional circumstances that would justify setting aside policy T5 to allow the development of facilities of this kind. Such proposals would not however be in the green belt, would be served by high standard roads and access and would be so situated as to be readily assimilated in the rural landscape without harm to its appearance and character. ...”

Policy TR7 (Minor Roads):

“DEVELOPMENT THAT WOULD REGULARLY ATTRACT LARGE COMMERCIAL VEHICLES OR LARGE NUMBERS OF CARS ONTO UNSUITABLE MINOR ROADS WILL NOT NORMALLY BE PERMITTED.

5.25 In order to protect the amenities of the plan area, and in the interests of highway safety, development likely to create significant traffic flows will normally, subject to consideration of other policies in this Plan (and the current Plan), be expected to have good access to the major through routes or County inter-town routes identified in the Structure Plan or other principle roads.”

Policy C8:

“SPORADIC DEVELOPMENTS IN THE OPEN COUNTRYSIDE INCLUDING DEVELOPMENTS IN THE VICINITY OF MOTORWAY OR MAJOR ROAD JUNCTIONS WILL GENERALLY BE RESISTED.

9.12 Sporadic development in the countryside must be resisted if its attractive, open, rural character is to be maintained.

9.13 Policy C8 will apply to all new development proposals beyond the built-up limits of settlements including areas in the vicinity of motorway or major road developments but will be reasonably applied to accommodate the needs of agriculture. There is increasing pressure for development in the open countryside particularly in the vicinity of motorway junctions. The Council will resist such pressures and will where practicable direct development to suitable sites at Banbury or Bicester.”

Appendix 2

1.Extracts of Cherwell Local Plan 2011-2031 Part 1 (and Cherwell Local Plan 1996 Planning Policies)

Policy ESD 13: Local landscape Protection and Enhancement:

“Opportunities will be sought to secure the enhancement of the character and appearance of the landscape, particularly in the urban fringe locations, through the restoration, management or enhancement of existing landscapes, features or habitats and where appropriate the creation of new ones, including the planting of woodlands, trees and hedgerows.

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.*

Development proposals should have regard to the information and advice contained in the Council’s Countryside Summary Supplementary Planning Guide and the Oxfordshire Wildlife and Landscape Study (OWLS) and be accompanied by a landscape assessment where appropriate”

Policy ESD15: The Character of the Built and Historic Environment:

“Successful design is founded upon an understanding and respect for an area’s unique built, natural and cultural context. New development will be expected to complement and enhance the character of its context through sensitive siting, layout and high quality design. All new developments will be required to meet high design standards. Where development is in the vicinity of any of the District’s distinctive natural or historic assets, delivering high quality design that complements the asset will be essential.

New proposals should:

- *Be designed to deliver high quality safe, attractive, durable and healthy places to live and work in. Development of all scales should be designed to improve the quality and appearance of an area and the way it functions*
- *Deliver buildings, places and spaces that can adapt to changing social, technological, economic and environmental conditions*
- *Support the efficient use of land and infrastructure, through appropriate land uses, mix and density/development intensity*
- *Contribute positively to an area’s character and identity by creating or reinforcing local distinctiveness and respecting local topography and landscape features, including skylines, valley floors, significant trees, historic boundaries, landmarks, features or views, in particular within designated landscapes, within the Cherwell Valley and within conservation areas and their setting*
- *.....*

-
- *Respect the traditional pattern of routes, spaces, blocks, plots, enclosures and the form, scale and massing of buildings. Development should be designed to integrate with existing streets and public spaces, and buildings configured to create clearly defined active public frontages*
- *Reflect or, in a contemporary design response, re-interpret local distinctiveness, including elements of construction, elevational detailing, windows and doors, building and surfacing materials, mass, scale and colour palette*
- *Promote permeable, accessible and easily understandable places by creating spaces that connect with each other, are easy to move through and have recognisable landmark features*
- *Demonstrate a holistic approach to the design of the public realm to create high quality and multi-functional streets and places that promotes pedestrian movement and integrates different modes of transport, parking and servicing. The principles set out in The Manual for Streets should be followed*
- *Consider the amenity of both existing and future development, including matters of privacy, outlook, natural lighting, ventilation, and indoor and outdoor space*
- *Limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation*
- *Be compatible with up to date urban design principles, including Building for Life, and achieve Secured by Design accreditation*
- *Consider sustainable design and layout at the masterplanning stage of design, where building orientation and the impact of microclimate can be considered within the layout*
- *Incorporate energy efficient design and sustainable construction techniques, whilst ensuring that the aesthetic implications of green technology are appropriate to the context (also see Policies ESD 1 - 5 on climate change and renewable energy)*
- *Integrate and enhance green infrastructure and incorporate biodiversity enhancement features where possible (see Policy ESD 10: Protection and Enhancement of Biodiversity and the Natural Environment and Policy ESD 17 Green Infrastructure). Well designed landscape schemes should be an integral part of development proposals to support improvements to biodiversity, the microclimate, and air pollution and provide attractive places that improve people's health and sense of vitality*
- *Use locally sourced sustainable materials where possible.....”*

Policy C8:

“SPORADIC DEVELOPMENTS IN THE OPEN COUNTRYSIDE INCLUDING DEVELOPMENTS IN THE VICINITY OF MOTORWAY OR MAJOR ROAD JUNCTIONS WILL GENERALLY BE RESISTED.

9.12 Sporadic development in the countryside must be resisted if its attractive, open, rural character is to be maintained.

9.13 Policy C8 will apply to all new development proposals beyond the built-up limits of settlements including areas in the vicinity of motorway or major road developments but will be reasonably applied to accommodate the needs of agriculture. There is increasing pressure for development in the open countryside particularly in the vicinity of motorway junctions. The Council will resist such pressures and will where practicable direct development to suitable sites at Banbury or Bicester.”

*C28 “CONTROL WILL BE EXERCISED OVER ALL NEW DEVELOPMENTS 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.
...”*

Blake Mead
Fencott
KIDLINGTON
Oxon
OX5 2RD

Appeal Reference: APP/C3105/W/20/3259189

Alison Dyson
The Planning Inspectorate
Room 3J
Kite Wing
Temple Quay House
2 The Square
BRISTOL
BS1 6PN

27 November 2020

Dear Ms Dyson,

Proposed Development of Land to the East of M40 and South of A4095, Chesterton, Bicester

Appendices:

- 1 Extracts of Cherwell Local Plan 1996 Planning Policies
- 2 Extracts of Cherwell Local Plan 2011-2031, Part 1, Planning Policies

References:

- A Planning Statement, Proposed Great Wolf Lodge, DP9 Limited, November 2019
- B Notice of Decision, Application No.: 19/02550/F, 12 March 2020
- C Appellant's Statement of Case, Great Lakes UK Limited, 10 September 2020 (SofC)
- D National Planning Policy Framework, (revised 19 February 2019)
- F Cherwell Local Plan 2011-2031, Part 1, Adopted 2 July 2015 (CLP1)
- G Cherwell Local Plan, Adopted 6 November 1996 (CLP96)
- H Cherwell Green Spaces Strategy 2008-2016, July 2008
- I CDC Open Space, Sport and Recreation Assessment and Strategies, August 2018

Introduction

I am a local resident who has had a close association with the Chesterton area for over 30 years. I served on my local parish council for 10 years, 3 of them as vice chairman. I have been successful in challenging all the local planning permission appeals that I have been involved in.

I wish to register my objection to the proposed Great Wolf Lodge development in Chesterton and explain my reasons for doing so here so that you might consider these when you come to decide on the matter of Great Lakes UK Limited's (GLUK) appeal against Cherwell District Council's (CDC) refusal of planning permission.

General Overview

It would appear manifestly inappropriate and incongruous to shoe horn an American style waterpark attraction and accompanying contemporary golf resort hotel into a classically picturesque and traditional English countryside setting. If this were to be permitted it would significantly diminish a valued and cherished rural amenity, cause irrevocable harm to the established intrinsic character, beauty and charm of the surrounding area and deprive the local community of an important part of its green infrastructure and related ecosystem services.

The venture is being cynically promoted on the exploitation of government open space, sport and recreation planning practice guidance specifically meant for the benefit of local communities when in reality the local Cherwell communities would have severely restricted access to this resort's facilities. That the main feature of the plan is a 498 room hotel would suggest that this undertaking is not primarily aimed at serving the local communities by any stretch of the imagination.

The impact of enormously increased motor vehicle activity on an already constrained local road system, during construction of the resort and thereafter, would be severe and damaging of the rural tranquil ambience particularly within the close knit confines of the historic villages of Chesterton and Middleton Stoney.

The various mitigations GLUK has volunteered to alleviate the transport infrastructure issues are wholly inadequate and would fall several magnitudes of scale short in their effectiveness. For instance, it would seem unlikely that a family paying premium prices for a stay at this level of establishment would consider journeying to the resort, with their luggage, via public transport or that local golfers would be willing to forego their cars and walk to the new course, from their abodes in and around Bicester, via public rights of way and specially constructed walkways carrying their golf bags! The proposed 900 place, floodlit car park gives the lie to the amount of motor vehicle traffic that the planners foresee and are catering for.

With its own restaurants, shops and amusement facilities this type of private resort is intentionally designed to be very much a self-contained entity, with a captive resident audience, so that the trickle down economic benefit to the local community of resort guests venturing out to spend money in local shops, bars and restaurants would be greatly limited. In the US 98% of guests at these type of resorts stay on site.

From the perspective of local employment the Cherwell district is fortunate in having relatively high employment and so the prospect of 600 new, predominantly unskilled jobs becoming available in an area where skilled, knowledge based jobs are being prioritised is not a welcome proposition. Furthermore, the draw on hospitality workers that this development would represent would deny the existing local hospitality industry of staff for positions that they already struggle to fill and potentially risk putting these existing concerns out of business.

The fact that Oxfordshire County Council (OCC), CDC and the overwhelming majority of respondents to GLUK's public consultation were against this proposal must say something as to the undesirability of this project to the area. Indeed, the key arguments put forward to justify this development do not accord with the requirements of the National Planning Policy Framework (NPPF) and the Cherwell Local Plan 2011-2031 Part 1 (Reference F, CLP1) and their relevant, supporting subsidiary guidance, assessment and strategy documents.

The proposed development site is well outside and beyond the planning buffer zone intended to separate Chesterton village from the encroaching Bicester eco-town development so, therefore, is firmly in an open countryside, rural setting.

By way of summarising my general comments above I would make the observation that this style of resort development is best suited to areas in need of economic regeneration (typically due to the demise of legacy industries) which have real estate of relatively low economic and environmental value, have high unemployment and which already have or can easily obtain viable transport infrastructure leading directly to the development. **This is Oxfordshire, not Orlando!**

Detailed Assessment

Having laid out the broader and more wide reaching arguments mitigating against the Great Wolf Lodge development in the preceding paragraphs I now focus on a more detailed and technical analysis of the efficacy of this proposal by examining GLUK's stated "Grounds of Appeal" contained in their "Appellant's Statement of Case" document (SofC, Reference C) using the headings of that document under which to counter their claims (all emphasis is mine):

Reasons for Refusal 1 (RfR1) - Open Space, Outdoor Sport and Recreation Provision

Regarding their first objection to RfR1 (SofC, paragraph 5.4) GLUK argues that "...there is no basis for alleging that the loss of an 18 hole golf course on this site would have any material impact of the type claimed." However, CDC's "Cherwell Green Spaces Strategy 2008-2016" document (Reference H) would indicate otherwise, where, in the table on page 17 against the item for "Golf courses", it records a current shortfall of "1 course" and advises to "Encourage a club/commercial operator to provide one additional course in the Chesterton area...". If CDC has a continuing requirement to encourage an additional course in the Chesterton area then the loss of an 18 hole golf course would, according to this strategy document, be very much of a material impact.

Related to this, CDC's "Open Space, Sport and Recreation Assessment and Strategy, Part 2, Sports Facilities Strategy" (reference I), a more recent document, states at paragraph 11.14:

"To support the Council's policies on health and well-being, as well as supporting sports participation, performance and excellence, it is recommended that the Council continues to support community access to golf opportunities via its partners."

The GLUK development, as discussed later on, would not, to any reasonable extent, "support community access" where, given the context of the statement and for the sake of clarity, "community" is taken to mean the community living locally and not the community temporarily taking up residence in the resort hotel.

The same document at paragraph 11.15 goes on to say that:

"The existing golf course sites should be protected, unless the tests in the National Planning Policy Framework are met."

The tests referred to are found at paragraph 97 of the NPPF and are:

- a) *an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or*
- b) *the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quality in a suitable location; or*

- c) *the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.*

Taking these tests in turn:

- the assessment referred to in sub paragraph a) has already been disposed of in the previous argument, which is reinforced in the text referring to paragraph 11.18 below;
- the loss as described in sub paragraph b) would be of an 18 hole golf course to be replaced by 2 x 9 hole golf courses the newer of which would only allow local golfers, on occasions when the resort was at low occupancy i.e. outside of popular times, up to 20% of its full capacity places at the very most – hardly an equivalent or better provision (the 30 per day *Sustainable Day Passes* offer, contingent as it would be on using the free shuttle bus, would not be conducive to most golfers' idea of a round of social golf);
- and, the suite of proposed leisure facilities that might satisfy the requirements of sub paragraph c) would, as mentioned before, be at very limited availability for the local community, particularly over holiday periods and therefore could not be said to outweigh the loss of the current or former use.

Bearing in mind these considerations it would be reasonable to conclude that the GLUK proposal does not satisfy these tests and therefore the existing golf course site should be protected.

The final stipulation (paragraph 11.18) addressing golf provision in the district, in this assessment of need document, on expected new golf requirements up to 2031 in the Bicester sub area, lists 1 x 18 hole course or 2 x 9 hole courses, and 7 driving range bays – further confirmation that the existing BHGS golf course is not, currently or in the next 10 years, going to be surplus to requirements.

With regard to GLUK's second complaint (SofC paragraph 5.5) against CDC's RfR1, their volunteered obligation to upgrade the remaining BHGS 9 hole golf course to a 18 hole golf course together with a practice range (and golf scholarship programme) would, in reality, not seem feasible given the constraints of the remaining site and so must be viewed with some scepticism. It is clear that GLUK entered into this obligation in recognition of the fact that the loss of an 18 hole golf course in the area as a result of their proposal would be damaging to their case – tacit acceptance on the part of GLUK, perhaps, that the existing BHGS 18 hole golf course is not surplus to requirements.

Reasons for Refusal 2 (RfR2) - Sustainability

At SofC paragraph 5.7 GLUK suggests that “...*the Proposed Development is not sited in an unsustainable location...*” and complains that CDC, in its Development Plan, does not define what is a sustainable or unsustainable location. As a matter of fact, and as the Planning Statement (paragraph 6.38) concedes, chapter 2 of the NPPF publication that the CLP1 is based on very clearly defines sustainable development (at the risk of being pedantic - by definition, carried out in *sustainable locations*), summarising it as “...*meeting the needs of the present without compromising the ability of future generation to meet their own needs.*” and goes on to describe how the planning system achieves this through 3 overarching, interdependent and mutually supportive objectives; economic, social and environmental. The

text continues on to advise how a presumption in favour of sustainable development can be secured.

The Planning Statement (paragraph 6.36 to 6.40) relies on policy SLE3 (Supporting Tourism Growth) of the CLP1 to justify that the proposal is in a sustainable location. The opening statement for that policy says:

“B.62 Given the growing role that tourism has to play in the local economy, developments in this sector will be supported, especially new attractions and new hotels at the two towns to reinforce their central role as places to visit and stay. We will support new tourism provision that can demonstrate direct benefit for the local ‘visitor’ economy and which will sustain the rural economy.”

The argument, in this respect, would appear to fail as the new development would not be *at* the town of Bicester and, indeed, would compete for and possibly supplant its *role as a place to visit and stay* and, furthermore, as a self-contained entity the resort (as previously discussed) would present a grave risk to *the rural economy* rather than sustain it.

Other statements in CLP1 related to policy SLE3 would also lend weight to the unsuitability of the siting and scale of the proposal:

“B.63 We will support an increase in high quality accommodation available in our towns to meet the needs of visitors and to end the current under provision. ...”

and;

“B.67 The Local Plan Part 2 will also support tourism by including policies encouraging new accommodation and the allocation of smaller sites for tourism related development.”

Addressing the remark in paragraph 6.39 of the Planning Statement concerning the statement in paragraph B.64 (CLP1) that declares that *“1.2 million people live within a 30 minute drive time of the District boundary.”*, it would be a mistake to infer from this that the colloquial use of *“drive time”* as a shorthand to indicate the proximity of a population of potential tourists to the district is a tacit admission by CDC that their sustainable tourism policies are skewed towards private motor car borne visitors.

Furthermore, in this part of CLP1, paragraph B.66 lists *“the preservation and enhancement of the historic environment in both towns and villages.”* as one of the examples for *“...encouraging sustainable tourism development;..”*. It would be far fetched in the extreme to suggest that a Great Wolf Lodge development would preserve and enhance the historic environment of Chesterton!

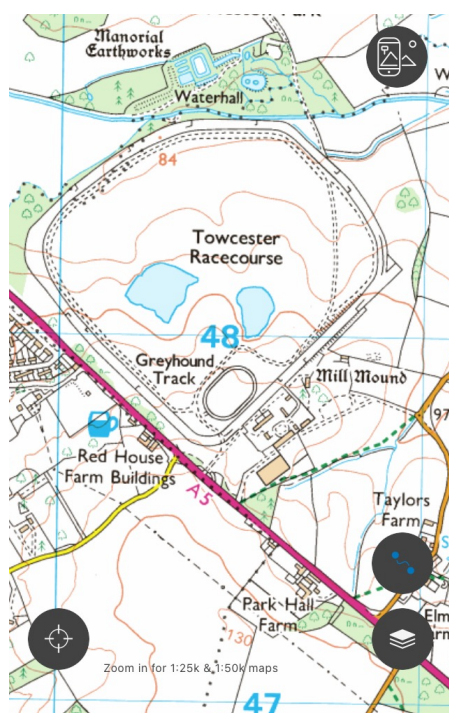
Turning to the matter of the sequential test required by NPPF paragraph 86 and by CLP1 policy SLE2 (Securing Dynamic Town Centres) on account of the proposed development being on an out of centre site and not in accordance with an up-to-date plan; of all the alternative sites (58) recorded in Appendix 3 of the Planning Statement only one of the 41 that are said to be viable, in terms of their size, is available or becoming available and that is Towcester Racecourse, an edge of centre site.

Despite having transport infrastructure to accommodate large sporting events (it sits beside and has access to the A5 major trunk route road, see Figure 1) it is still classed as being not sequentially preferable to Chesterton. This is at odds with the stipulations of NPPF paragraph 86 which instructs that:

“Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.”

It is curious that the GLUK planners have not made more of an assessment of the potential of this site for their development in competition with Chesterton as, from the details in their Planning Statement, it would appear an obvious contender. It is difficult not to conclude that this sequential test has been “reverse engineered” to justify the required answer given in paragraph 6.55 of the Planning Statement which states “... the Site is considered a preferred location in planning policy terms for new ‘main town centre use’ floorspace.”

Figure 1



Furthermore, with reference to paragraph 5.7 of the SofC, it is not understood why GLUK’s statement that:

“...CDC’s planning policy team accept that in terms of sequential assessment, there is no suitable or viable site in Bicester for such a use.”

should have any relevance or bearing as to whether the Chesterton site, as compared to any other site supposedly considered by GLUK, is a sustainable development location or not; and why it should be necessary to make such a statement. What overriding imperative decrees that this development should be in the Bicester area or, for that matter, anywhere else in the Cherwell district?

The SofC paragraph 5.8 considers the application of the saved policies T5, TR7 and C8 of the Cherwell Local Plan 1996 (CLP96, reference G) and in doing so would appear not to grasp the significance of the wording of those policies on the acceptability of the proposed development. Extracts of those policies and supporting text that are relevant to the appeal are at Appendix 1.

Despite GLUK’s attempts to contort the meaning and application of these policies, it is clear that the main thrust of the policies, taken in the round, is against development on this site. The

“*exceptional circumstances*” that might allow development such as a site being served by “*high standard roads and access*” and a proposal that could be “*readily assimilated in the rural landscape without harm to its appearance and character*” are not proved and are unlikely to be so.

To satisfy the first “*exceptional circumstances*” requirement independent evidence would need to show how the inevitable traffic congestion, caused by the development, on the A4095 at the “pinch points” of the historic villages of Chesterton and Middleton Stoney could be reasonably alleviated. With regard to the second requirement the light pollution from floodlit, 900 space car park, vehicle routes and service yards is an example of how this proposal flouts just one of the many essential conditions set out in policy ESD15 of CLP1 (The Character of the Built and Historic Environment - applicable due to the proposal being for a “Main Town Centre Use(s)” and therefore covered under policy SLE2) that demands to “*Limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscape and nature conservation.*”

Whilst GLUK’s Planning Statement does recognise the development proposal’s conflict with policy ESD1 of CLP1 (Mitigating and Adapting to Climate Change) and attempts to specify mitigations, the SofC Grounds of Appeal document does not seek to amplify these mitigations or excuse the most telling feature of this proposition which is the 900 place car park – surely the most emblematic of indications that this development will not conform to at least 2 of the tenets of this policy, namely:

“- Distributing growth to the most sustainable locations as defined in this Local Plan”

and;

“- Delivering development that seeks to reduce the need to travel and which encourages sustainable travel options including walking, cycling and public transport to reduce dependence on private cars”

It is perhaps worth noting here that this Great Wolf Lodge Resort has been designed with significant reference to the North American model which relies to a far greater extent than the UK market on the private motor car as the preferred mode of travel.

On the subject of the Impact Assessment; it is not surprising that CDC did not consider the GLUK submission contained in the Planning Statement as it was so lacking in detail and inconsequential that it really was not fit for purpose. As this is the first time that a Great Wolf Lodge type resort has been proposed for the UK market, as is candidly admitted, it would be assumed that the Impact Assessment would be a thorough, well researched and instructive document answering questions such as:

- What effect would the arrival of the largest hotel in the district have on other hotels in Bicester? How would it operate its near monopoly on tourist bed space? How would it effect the supply of hospitality staff to other establishments?
- What proportion of resort guests would be predicted to patronise shops, bars and restaurants outside of the resort given that most of these facilities would be already in-house?
- Would the development have the effect of drawing visitors away from Bicester town centre with consequences for local traders, particularly small traders?
- Would the resort “crowd out” the traditional tourist trade of the area?
- Would it change the dynamic of tourism in the area, perhaps changing the type of tourist expected from those interested in local history, culture, outdoor pursuits and

competitive team sports to, perhaps, younger, family orientated visitors interested in a more commercial, institutionalised offering.

Finally, allied to the arguments in this part of RfR2, turning to paragraph 3.11 of GLUK's SofC; the statement:

“This demonstrates the recognition on the part of CDC that the location is an appropriate one for additional hotel development.”

is without merit as no legitimate linkage can be made between CDC's approval of a two-storey extension to the existing BHGS hotel in October 2013 and the circumstances that now prevail around this appeal as is made evident by the stipulations of the saved policy T5, paragraph (ii) of the CLP96, an extract of which has already been reproduced above.

Reasons for Refusal 3 (RfR3) – Traffic Impact – Middleton Stoney/Chesterton

The proposed site's single point of access is from the A4095 which, despite having an “A” designation, is a relatively minor, quiet, single carriageway country road running through the northern part of Chesterton before reaching the built up limits of the Bicester conurbation to the north east. Travelling west, the road connects via a crossroad junction with the B430. This B430 road, which represents the most obvious route of approach for resort guests from both north and south, is regularly exceptionally busy, particularly with HGV traffic, as it represents a shortcut from junction 10 of the M40 onto the A34 and visa versa when junction 9 is congested. The traffic light controlled junction of the B430 in Middleton Stoney, where it crosses the B4030, the road connecting Bicester to the former RAF Upper Heyford site, is frequently a bottleneck.

OCC Highways objected to these plans as recorded in the “Executive Summary of Proposals and Recommendation” document prepared by CDC's Planning and Development Department for the Planning Committee meeting held on 12 March 2020. In spite of the positive spin put on the expected traffic flows, predicted by GLUK's agents (Motion) in their Traffic Assessment document, OCC objected on the grounds that:

“Severe congestion at the Middleton Stoney signalised junction will be exacerbated by the additional trips generated by the proposed development. This is contrary to paragraphs 103, 108 and 109 of the NPPF, Cherwell Local Plan Policy SLE4 and Oxfordshire Local Transport Plan 4 Policy 17.”

The NPPF references listed, concerning the promotion of sustainable transport, are most pertinent and are as follows:

“103. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

“108. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) *appropriate opportunities to promote sustainable transport modes can be-or have been- taken up, given the type of development and its location;*
- b) *Safe and suitable access to the site can be achieved for all users; and*
- c) *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

“109. Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on the highway safety, or residual cumulative impacts on the road would be severe.”

The last paragraph of policy SLE 4 of CLP1 (Improved Transport and Connections) is also appropriate to this case:

“All development where reasonable to do so, should facilitate the use of sustainable modes of transport to make the fullest possible use of public transport, walking and cycling. Encouragement will be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Development which is not suitable for the roads that serve the development and which have a severe traffic impact will not be supported.”

And finally, OCC’s “Connecting Oxfordshire: Local Transport Plan 2015-2031” document’s Policy 17 states:

“Oxfordshire County Council will seek to ensure through cooperation with the districts and city councils, that the location of development makes the best use of existing and planned infrastructure, provides new or improved infrastructure and reduces the need to travel and supports walking, cycling and public transport.”

As previously discussed, the whole philosophy of the Great Wolf Lodge resorts’ strategy is centred on their guest travelling by private motor car and the mitigations in the their proposed development plan to support walking, cycling and public transport use do not pass muster in terms of their feasibility, practicality and scale.

For a Highways Department trying to meet the transport demands of west Europe’s fastest growing town combined with a large scale housing development at the former RAF Upper Heyford site it would be an extraordinarily detrimental decision to support an unplanned for project for the area that potentially opened up the way for the extra car journeys of up to 500,000 visiting tourists per annum on a road system that is already severely constrained. The Motion agency’s subsequent proposal to further modify the Middleton Stoney junction on top of the works scheduled to adapt it for the increased traffic from the Heyfords will hopefully make the junction safer but would make no difference at all to the sustainability of the proposed development.

Reasons for Refusal 4 (RfR4) – Design Considerations

CDC’s RfR over the design consideration are based on the Policies ESD13 and ESD15 of CLP1 and Polices C8 and C28 of CLP96. The relevant extracts of those policies are Appendix 2.

Considering GLUK's SoC "Grounds of Appeal" objections in turn, as laid out in the Design Report of 8 September 2020 produced by EPR Architects acting for the appellant:

Size, Scale and Massing: It is claimed that *"the size, scale and massing of the buildings are entirely appropriate to the form of the development proposed"* and that the *"resort building is located very comfortably within the site with more than sufficient space around it to accommodate the size scale and massing of the building itself."* The report admits that the large scale design is *"broken down"* by varying proposed heights of buildings and by constructing 3 and 4 storey sub parts to give *"the visual effect of breaking up the building into several smaller elements"* in order to *"reduce the perceived massing."*

It is also recognised that the water park water slide tower *"is necessarily of a certain height..."* and mitigates this with a design that mimics an *"agricultural typology, for example barns and stables."* which results in *"a part of the scheme which sits comfortably in the surrounding landscape and responds positively to the setting and character of the area."* The report does not, however, elaborate as to where else in the neighbouring area there is a 17 metre high barn or stable!

The roof of the Family Entertainment Centre is also disguised with a landscaping strategy to camouflage the extent of the complex's massing all of which leads the report to declare that the design *"responds to the north Oxfordshire vernacular....will not cause any material harm to the character of that area..."* and *"..is not visually intrusive, nor harmful, it does not detract from the characteristics of the surrounding landscape."*

Despite the architects' best efforts to reduce its visual impact this proposed building will be off the scale in terms of comparison of size, scale and massing with other structures in the Chesterton area and; for the report to draw on similarities, in this respect, with the Bicester Tesco superstore, a necessary structure of utility for the community, as an out of settlement building (but in a development area!), is a sign of skewed judgement. Amongst several other regulatory deficiencies in this regard, the plan does not, importantly, meet the test of *"Respect(ing) the traditional ...form, scale and massing of buildings..."* requirement of Policy ESD15.

Location in the open countryside: The report makes a virtue of the countryside location as a prime reason for placing this type of resort at the proposed site and then is at pains to say that, in actual fact, the site is classified as a golf course! What it fails to recognise is that the "open countryside" designation brings it within the remit of Policy ESD13 which states *"Proposals will not be permitted if they would - Cause undue visual intrusion into the open countryside"* and Policy C8 which decrees that *"Sporadic developments in the open countryside including developments in the vicinity of motorway or major junctions will generally be resisted."* The site occupies land adjacent to the M40, one kilometre north of junction 9.

Beyond the Built Limits of the village of Chesterton: Once again the report is quiet on the significance of CDC's statement concerning the relevance of the built limits of the village of Chesterton preferring to praise the benefits, in its view, of the site's location with respect to being on the fringe of the village. The significance is that this designation brings Policy C8 into play as described in the previous paragraph. The supporting text for this policy reads:

"9.12 Sporadic development in the countryside must be resisted if its attractive, open, rural character is to be maintained."

9.13 Policy C8 will apply to all new development proposals beyond the built-up limits of settlements including areas in the vicinity of motorway or major road developments but will be reasonably applied to accommodate the needs of agriculture.”

Institutional Appearance: It is regrettable that the report takes umbrage at the suggestion of the proposed resort taking on an institutional appearance. For an establishment specifically designed for industrial scale tourism this, surely, must be expected and warranted. The nearest favourable comparison that can be made of the first impressions of this proposal is to a military base so an “institutional” description would be appropriate. This also speaks to the unsuitability of this development to fit in with the intrinsic, rural character of the local area.

Incongruous Design: Incongruous means “out of place” and although the architects of this project have attempted to replicate local styles and materials as detailed for the Ploughley Limestone Plateau area in the CDC’s Countryside Design Summary; the sheer size, scale and massing of the proposed, enormous resort building, which is bigger than any other single building in the immediate area, is bordering on being freakishly incongruous for a rural location, particularly with the contortions of tubing for the water slides to one side. Policy C28 makes the most appropriate comment on this aspect:

“Control will be exercised over all new developments 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 the development...”

Levels of activity (‘comings and goings’): The issues connected with this item have already been mostly covered by the section RfR3 – Traffic Impact – Middleton Stoney/Chesterton although it is tempting to have serious doubts about the Traffic Assessment report of the impact on the A4095 and connecting roads when considering the magnitude of traffic activity that there will clearly be during both the construction phase and then the operational phase of this proposal. Also of doubt are the predictions of how much of the ‘comings and goings’ will be by pedestrians and cyclists despite GLUK’s expressed intentions to make provision for these modes of travel as part of their drive to push the sustainability message. Nevertheless, it is evidently obvious that the village of Chesterton will see an unwelcome rise in vehicle traffic for the foreseeable future, particularly during holiday periods.

Significant Urbanisation: This terminology is used to, again, highlight the inappropriateness of this proposed development in this setting where it would destroy the natural order of the countryside and, by its presence, in time, lead to the spread of development to the west of Chesterton up to the boundary of the M40.

Unacceptable Harm to the Character and Appearance of the Area: Great store is put on the Landscape Visual Impact Assessment (LVIA) to mitigate accusations of unacceptable harm to the character and appearance of the area. It is noted that most of the vantage points that these assessments were made from were within 2 kilometres of the proposal site and the furthest out being 3.5 kilometres. Because the topography of the area is mostly flat and the proposed buildings of the development will be exceptionally large and tall the visual impact will still be significant at some distance out and for a wide area of relatively unspoilt countryside ranging from Merton in the south through to Weston on the Green and Middleton Stoney to the west and north west respectively. Paradoxically with the proposed screening measures of trees and other vegetation, the

nearer view points will be less affected but the overall impact for the wider area will be that of encroaching development and loss of open space bordering the Green Belt. The Implications for New Development for this area contained in CDC's Countryside Design Summary 2.2(i) are instructive:

“Development should avoid exposed and prominent locations. The protection given by a valley location, existing buildings or woodland, should be used where this does not undermine the character of these existing landscape features.”

The dismissive attitude of the report to users of the Public Right of Way (PRoW) is disturbing. These are legal rights of way that have been established over hundreds of years and cannot be interfered at a whim. The fact that a PRoW is seldom used can have no bearing on the impact assessment of the proposed development on users of a PRoW with the assessment of amenities enjoyed by the users recorded accordingly. It is unlikely that the type of people who walk PRoWs will savour the experience of using the rerouted PRoW through the resort site as they tend to be robust, outdoor types not particularly interested in the “sanitised” and “artificial” nature trail of a bustling mass tourist complex. The Ramblers Association was one the groups that objected strongly to the resort proposal in the public consultation.

Local Distinctiveness: To claim, as the EPR Architects do in their Design Report, that the proposed resort buildings “...have been designed to respond to the local vernacular and therefore to reinforce local distinctiveness...” is beyond credibility. Owing to their grossly oversized dimensions they are grotesque facsimiles of an idealised English farmhouse worthy of the star attraction at a Disney Corporation theme park. Furthermore to mitigate the proposed development's scale and site arrangement by conflating the site's car parking provision with large, stand-alone retail operations in and around Bicester (inside the development zone!) and declare, in terms of distinctiveness, that the “...scale of the proposal is consistent with the environment and ambience of this area.” is to be so far off the mark that it beggars belief! The final remark in this section encapsulates the complete confusion in these architects' minds:

“The Proposed Development does not detract from the local distinctiveness of the open countryside, Chesterton village, or the wider Bicester area, and is in fact in accordance with it in a number of different ways.”

It is clearly the developer's dream – all things to all men!

Reasons for Refusal 5 (RfR5) – Sustainable Flood Risk Management

A technically complex discussion area beyond the competence of this reporter

Reasons for Refusal 6 (RfR6) – Section 106 Legal Agreement

It is suspected, that as with other major on-going negotiations in this country “Nothing is agreed until everything is agreed!”

Conclusion

This appeal seeks to overturn a decision by CDC that has the overwhelming support of the local community, local authorities and local businesses. This decision has, for now, stopped the injection of a garish icon of American, bustling, commercialised leisure centre culture - the all-in leisure resort, into the very heart of the remote, tranquil, natural and beautiful English countryside. It is hard to imagine a more incompatible and incongruous fit.

Examination here of the many relevant planning policies and planning guidance would tend to lend weight and substance to that inappropriateness. Nevertheless, the proposers of this development have attempted to couch their proposal in terms of benefits to the local community taking advantage of planning provisions that allow for building of facilities that serve and are an asset to the community. It is clear, however, from the scale and size of this project – a large hotel and accompanying car park – and also from the philosophy of operation of these types of resorts, that there would be very little opportunity for locals to “enjoy” the attractions of Great Wolf Lodge Resort or for local small businesses to gain advantage from any “trickle down” effect. Moreover, the mitigations to the resort design and operation to allay concerns of lack of sustainability – economic, social and environmental – appear flimsy, half hearted, poorly considered and simply cosmetic.

This proposal is highly speculative and opportunistic, masquerading under a thin veneer of social and environmental responsibility as well as relying on a promotional campaign of misdirection. It is perversely at odds with the historic and continuing natural theme of the area. There may be some economic benefit to large commercial suppliers of goods and services but very unlikely for small traders, local shopkeepers and other local hospitality venues. The bulk of the economic enrichment from this resort will accrue to Great Wolf Lodge Resorts Inc. at the expense of an unsightly carbuncle of a development on the English countryside, an emasculated popular sporting facility, clogged local country roads, vanishing tourist footfall in an historic market town and the permanent loss of an innocently pleasing natural swathe of sensitively nurtured rural landscape.

I hope that you might take into account and give due consideration to the many and wide ranging arguments against the Great Wolf Lodge Resort development proposal that I have expressed here and reach a decision to disallow this appeal.

Yours sincerely,

R Jones

Appendix 1

Extracts of Cherwell Local Plan 1996 Planning Policies

Policy T5 (The Countryside):

“BEYOND THE BUILT UP LIMITS OF A SETTLEMENT THE PROVISION OF NEW HOTELS, MOTELS, GUEST HOUSES AND RESTAURANTS WILL GENERALLY ONLY BE APPROVED WHEN SUCH PROPOSALS WOULD:-

- (i) BE LARGELY ACCOMMODATED WITHIN EXISTING BUILDINGS WHICH ARE SUITABLE FOR CONVERSION OR FOR SUCH USE; OR*
- (ii) TOTALLY REPLACE AN EXISTING COMMERCIAL USE ON AN EXISTING ACCEPTABLY LOCATED COMMERCIAL SITE. PROPOSALS TO EXTEND EXISTING HOTELS, MOTELS, GUEST HOUSES AND RESTAURANTS WILL BE ACCEPTABLE PROVIDED THEY CONFORM TO THE OTHER RELEVANT POLICIES IN THIS PLAN.*

...7.16 The environmental policies in this Plan generally preclude the construction of new hotels, motels, guest houses and restaurants in the open countryside....

...7.17 It is possible that proposals will emerge during the plan period for the development of integrated hotel, golf course and ancillary leisure based development beyond the limits of existing settlements. Notwithstanding policy T5 and the generality of the environmental policies concerning development in open country side, such proposals will need to be evaluated on the basis of their individual merits and the degree to which they conflict with other policies in this plan (and, it is assumed it is safe to say, the current Local Plan). The Council recognises that there may be exceptional circumstances that would justify setting aside policy T5 to allow the development of facilities of this kind. Such proposals would not however be in the green belt, would be served by high standard roads and access and would be so situated as to be readily assimilated in the rural landscape without harm to its appearance and character. ...”

Policy TR7 (Minor Roads):

“DEVELOPMENT THAT WOULD REGULARLY ATTRACT LARGE COMMERCIAL VEHICLES OR LARGE NUMBERS OF CARS ONTO UNSUITABLE MINOR ROADS WILL NOT NORMALLY BE PERMITTED.

5.25 In order to protect the amenities of the plan area, and in the interests of highway safety, development likely to create significant traffic flows will normally, subject to consideration of other policies in this Plan (and the current Plan), be expected to have good access to the major through routes or County inter-town routes identified in the Structure Plan or other principle roads.”

Policy C8:

“SPORADIC DEVELOPMENTS IN THE OPEN COUNTRYSIDE INCLUDING DEVELOPMENTS IN THE VICINITY OF MOTORWAY OR MAJOR ROAD JUNCTIONS WILL GENERALLY BE RESISTED.

9.12 Sporadic development in the countryside must be resisted if its attractive, open, rural character is to be maintained.

9.13 Policy C8 will apply to all new development proposals beyond the built-up limits of settlements including areas in the vicinity of motorway or major road developments but will be reasonably applied to accommodate the needs of agriculture. There is increasing pressure for development in the open countryside particularly in the vicinity of motorway junctions. The Council will resist such pressures and will where practicable direct development to suitable sites at Banbury or Bicester.”

Appendix 2

1.Extracts of Cherwell Local Plan 2011-2031 Part 1 (and Cherwell Local Plan 1996 Planning Policies)

Policy ESD 13: Local landscape Protection and Enhancement:

“Opportunities will be sought to secure the enhancement of the character and appearance of the landscape, particularly in the urban fringe locations, through the restoration, management or enhancement of existing landscapes, features or habitats and where appropriate the creation of new ones, including the planting of woodlands, trees and hedgerows.

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.*

Development proposals should have regard to the information and advice contained in the Council’s Countryside Summary Supplementary Planning Guide and the Oxfordshire Wildlife and Landscape Study (OWLS) and be accompanied by a landscape assessment where appropriate”

Policy ESD15: The Character of the Built and Historic Environment:

“Successful design is founded upon an understanding and respect for an area’s unique built, natural and cultural context. New development will be expected to complement and enhance the character of its context through sensitive siting, layout and high quality design. All new developments will be required to meet high design standards. Where development is in the vicinity of any of the District’s distinctive natural or historic assets, delivering high quality design that complements the asset will be essential.

New proposals should:

- *Be designed to deliver high quality safe, attractive, durable and healthy places to live and work in. Development of all scales should be designed to improve the quality and appearance of an area and the way it functions*
- *Deliver buildings, places and spaces that can adapt to changing social, technological, economic and environmental conditions*
- *Support the efficient use of land and infrastructure, through appropriate land uses, mix and density/development intensity*
- *Contribute positively to an area’s character and identity by creating or reinforcing local distinctiveness and respecting local topography and landscape features, including skylines, valley floors, significant trees, historic boundaries, landmarks, features or views, in particular within designated landscapes, within the Cherwell Valley and within conservation areas and their setting*
- *.....*

-
- *Respect the traditional pattern of routes, spaces, blocks, plots, enclosures and the form, scale and massing of buildings. Development should be designed to integrate with existing streets and public spaces, and buildings configured to create clearly defined active public frontages*
- *Reflect or, in a contemporary design response, re-interpret local distinctiveness, including elements of construction, elevational detailing, windows and doors, building and surfacing materials, mass, scale and colour palette*
- *Promote permeable, accessible and easily understandable places by creating spaces that connect with each other, are easy to move through and have recognisable landmark features*
- *Demonstrate a holistic approach to the design of the public realm to create high quality and multi-functional streets and places that promotes pedestrian movement and integrates different modes of transport, parking and servicing. The principles set out in The Manual for Streets should be followed*
- *Consider the amenity of both existing and future development, including matters of privacy, outlook, natural lighting, ventilation, and indoor and outdoor space*
- *Limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation*
- *Be compatible with up to date urban design principles, including Building for Life, and achieve Secured by Design accreditation*
- *Consider sustainable design and layout at the masterplanning stage of design, where building orientation and the impact of microclimate can be considered within the layout*
- *Incorporate energy efficient design and sustainable construction techniques, whilst ensuring that the aesthetic implications of green technology are appropriate to the context (also see Policies ESD 1 - 5 on climate change and renewable energy)*
- *Integrate and enhance green infrastructure and incorporate biodiversity enhancement features where possible (see Policy ESD 10: Protection and Enhancement of Biodiversity and the Natural Environment and Policy ESD 17 Green Infrastructure). Well designed landscape schemes should be an integral part of development proposals to support improvements to biodiversity, the microclimate, and air pollution and provide attractive places that improve people's health and sense of vitality*
- *Use locally sourced sustainable materials where possible.....”*

Policy C8:

“SPORADIC DEVELOPMENTS IN THE OPEN COUNTRYSIDE INCLUDING DEVELOPMENTS IN THE VICINITY OF MOTORWAY OR MAJOR ROAD JUNCTIONS WILL GENERALLY BE RESISTED.

9.12 Sporadic development in the countryside must be resisted if its attractive, open, rural character is to be maintained.

9.13 Policy C8 will apply to all new development proposals beyond the built-up limits of settlements including areas in the vicinity of motorway or major road developments but will be reasonably applied to accommodate the needs of agriculture. There is increasing pressure for development in the open countryside particularly in the vicinity of motorway junctions. The Council will resist such pressures and will where practicable direct development to suitable sites at Banbury or Bicester.”

*C28 “CONTROL WILL BE EXERCISED OVER ALL NEW DEVELOPMENTS 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.
...”*

From: [REDACTED]
To: [Dyson, Alison](#)
Subject: Ref: APP/C3105/W/20/3259189
Date: 25 November 2020 19:10:09

FAO The Planning Inspectorate

Sirs

I write to protest that the proposed buildings in the plans submitted by Great Wolf Resorts would "stick out like a sore thumb". Can you set these in the same small community as the 11th century church of St. Mary. Parts of this church date back to Norman times. The new development would be less than 900 metres from the church. This does not synchronise well.

My second point is:

the local roads are not adequate for the huge volume of traffic this new business would generate. It would be most unfair for local inhabitants of Chesterton to be constantly impeded when travelling to and from their homes - more especially when they cannot any benefit from it.

Yours faithfully

Rosamund de Tracy Kelly MRSS.

From: [REDACTED]
To: [Dyson, Alison](#)
Subject: planning reference: APP/C3105/W/20/3259189
Date: 27 November 2020 12:17:54

Hi Alison,

I wanted to express my objection to this proposal, there is no need for this and obviously the local infrastructure is not designed for such a thing. Traffic would be horrendous.

Thanks,
Rafe Kennedy

From: [REDACTED]
To: [Dyson, Alison](#)
Subject: Appeal by Great Lakes UK Ltd - APP/C3105/W/20/3259189
Date: 27 November 2020 18:16:16

Dear Ms Dyson

Appeal by Great Lakes UK Limited Your Ref: APP/C3105/W/20/3259189

I am writing to add my objections to the proposed development of a resort park in Chesterton Oxfordshire, and request that the appeal that has been lodged by Great Lakes against the refusal of planning permission by Cherwell District Council be dismissed. The objections to the development are:

- The proposed development is not in accordance with the Cherwell Local Development Plan and the original planning application was unanimously rejected by Cherwell District Council Planning Committee
- The proposed development will increase in air and noise pollution and destroy wildlife habitat
- The proposed development - a huge complex, 60% larger than the Bicester Village Retail Outlet Centre, is out of place and will have a negative visual impact on the greenfield site which is in a rural location
- Access to the proposed development will be almost entirely by car, with the potential for up to 1,800 additional car trips per day to the site. The surrounding road network is not able to absorb this increase in use - being already at capacity and in many cases accident hotspots. The proposed development would add to traffic issues in Middleton Stoney, which is already impacted by the Heyford Park Development (which is currently under consideration by Cherwell District Council (CDC Planning Reference: 18/00825/HYBRID))
- The proposed development will not bring any public amenity and as a self contained private resort is unlikely to provide value to the local area. Similar developments in the US identify that 98% of guests do not leave the site

For all these reasons, this appeal should be dismissed

Yours sincerely

Rebecca Leece

3 Canal Wharf
Somerton
Bicester
OX25 6ND

From: [REDACTED]
To: [Dyson, Alison](#)
Subject: Alison, please REJECT the Great Wolf application in Oxfordshire - from a Middleton Stoney resident
Date: 19 November 2020 10:47:56

Dear Alison,

RE: APP/C3105/W/20/3259/189 - GREAT WOLF APPEAL IN OXFORDSHIRE

I hope my email finds you well.

I am writing to outline my **strong objection** to the proposed development by Great Wolf Resorts in Chesterton, Bicester, Oxfordshire. **Please, I urge you to consider the 'small person' in all of this against the huge American conglomerate corporation.**

I am the Vice Chair of Middleton Stoney Parish Council, a nearby village that will be drastically affected by this if it were to go ahead. I am a 39 year old woman. I care deeply about our local area, the environmental damage that will result from this.

My main objection focuses on traffic and the environment and the negative impact on the way of life for so many people in this area. In Middleton Stoney in particular (where I am the Vice Chair of our Parish Council) - we suffer from significant traffic issues, which are getting worse and worse. This will exacerbate this issue considerably.

We have been in dialogue with Oxfordshire County Council for a long time about the urgent need to address severe safety concerns caused by HGV traffic on the B4030 in Middleton Stoney. If this application is to go ahead, it will cause major issues at an already very dangerous cross roads in Middleton Stoney.

The Bicester area has undergone massive development over the 10 years. There is only so much a small town / area can take before something breaks or the area changes beyond recognition and not for the better. A huge hotel and waterpark is not suitable for, or proportionate to, Bicester town and its surrounding villages. Gridlocked roads due to delivery lorries on small country lanes, noise pollution, loss of green fields and farm land, loss of animal habitat. Then the other results of the development which included unsightly buildings, not in-keeping with the history and aesthetics of the village, as well as significant flooding.

The local road network is completely inappropriate for such a development. And it is local people that suffer the consequences of this, day in, day out. Noise, pollution, dangerous HGV levels etc. It has the potential to really negatively impact lives. For what!? A vast leisure complex that local people will not benefit from.

Finally I want to say a few words about development and the world in general. Everywhere you look there is development. It is to be expected and it has happened for many years. However, the world is dying and breaking. Maybe its too late. Maybe we can heal mother earth. The pandemic and resulting lockdown showed that the Earth can recover given time and an opportunity. Let's help heal it, not suffocate it further. This is a

chance for all of us to see what damage the human race has done to the world and to change our ways. Let's embrace that and allow nature and wildlife to flourish once again. Plant a tree in the ground, don't fill it with concrete.

Alison, you have the power to start this change and make the world a better place. Please help us.

Kind regards

Rachel Makari

The Old Post Office

Bicester Road

Middleton Stoney

OX25 4TD

From: [REDACTED]
To: [Dyson, Alison](#)
Subject: FW: APP/C3105/W/20/3259189
Date: 29 November 2020 07:31:36

Dear Alison Dyson,

I have been travelling and have just returned—and have missed the close out date of 27/11 for making comments on the Great Wolf Application.

We live in Weston on the Green—near Chesterton—despite the address shown below..

I supported the proposed A34 improvements on the basis that this was an important part of national infrastructure—the Great Wolf is completely the opposite.

It is

disproportionate,

fulfils no local needs,

appears to be a self-contained “resort” with no local trickle down benefits for the local economy,

is gross in scale,

is not supported by adequate vehicle infrastructure

In addition—this is subjective—it is such a gross and alien proposal culturally .It does not seem to be in any way relevant to the local area, Oxfordshire or, even , the UK!

I sincerely hope that this appeal is unceremoniously “binned”.

Yours sincerely—Robert Maxted

Robert Maxted
Ardwood Properties Ltd
14 Clifton Gardens
London W9 1DT

[REDACTED]

[REDACTED]

11 Woodlands
Chesterton
Bicester
Oxon
OX26 1TN

Alison Dyson
The Planning Inspectorate
Room 3J
Kite Wing
Temple Quay House
2 The Square
Bristol
BS1 6PN
By email: alison.dyson@planninginspectorate.gov.uk
22 November 2020

Dear Alison

Planning Appeal Reference APP/C3105/W/20/3259189
Land to the East of M40 and South of A4095 Chesterton Bicester Oxon

I am writing as a local resident and as the Lady Captain of Bicester Golf Club.

I wish to strongly OBJECT to the appeal proposals for the same reasons as given by the unanimous decision of Cherwell District Council, for the reasons in my original objection letter (attached below for ease of reference) and also for the additional reasons given below.

Loss of Sports amenity

Golf is a sport that has undergone significant growth nationally and locally in 2020. Bicester Golf Club has benefitted from this. Our membership has grown by approximately 10% this year and the course is often heavily booked with additional pay and play golfers providing additional income together with those coming for golfbreaks and staying at the hotel. Our Golf Club is well regarded, popular, and enables so many, from youngsters through to those in their 80s and even 90s to enjoy the benefits of exercise and friendship. At a time when other local clubs have difficulties – Magnolia closed mid – 2020 and North Oxford is under threat from housing development, other clubs in our area now have waiting lists – including Frilford Heath and Burford. In particular since the planning committee refused permission for the original scheme and prior to the Appellant submitting the appeal documentation, on the 7th September 2020, Cherwell District Council formally adopted the 'Adopted Cherwell Local Plan 2011-2031 (Part 1) Partial Review - Oxford's Unmet Housing Need'. This document sets out strategic planning framework and sets out strategic site allocations to provide Cherwell District's share of the unmet housing needs of Oxford to 2031. Importantly this allocates North Oxford Golf Club for housing to deliver 670 housing units under allocation reference PR6B. On this basis, it is clear that the North Oxford course will close soon significantly reducing the golf provision in our area.

I am not aware of any member of our club who believes that the future of golf is, as the appellant states, in 9-hole golf courses. Nor is there any support for making an 18-hole course by playing the front 9 twice and just utilising different tee positions. There is a need to retain the existing 18-hole golf course and there is absolutely no need for a vast, unsightly, monstrosity of a water park to be built on the back 9 holes – or indeed anywhere else. Our golf course is, I understand, a key sporting facility under Cherwell District Council's local plan.

11 Woodlands
Chesterton
Bicester
Oxon
OX26 1TN

Highways

In the last 11 months since my earlier letter more housing has been built and more has been granted planning permission in the local area including Bicester, Weston-on-the Green and Upper Heyford. Outside COVID-19 lockdown periods our roads remain busy and there have continued to be bad accidents particularly on local junctions. With the increase in traffic arising from developments which already have planning permission but are not yet built, and those which have been given planning permission recently the roads will become even busier and more dangerous.

In conclusion I most sincerely hope that the Planning Inspector will refuse this appeal.

Yours sincerely

Roberta Miles

11 Woodlands
Chesterton
Bicester
Oxon
OX26 1TN

Original objection letter

Ms Clare Whitehead
Case Officer
Development Management
Cherwell District Council
Bodicote House
Bodicote
Banbury
OX15 4AA

14 December 2019

Objection to planning application Great Lakes UK Ltd – Application Ref: 19/02550/F

Dear Madam

I wish to strongly object to the above application by Great Lakes UK Ltd on several grounds and request that planning permission should NOT be granted for this application.

My most fundamental objections are that:

- a) this proposal is not in accordance with the local development plan,
- b) there is no identified need for such a development,
- c) this proposal would have such a substantial impact on the local area that the process of submitting a speculative planning application is inappropriate, and
- d) there are no material considerations that would warrant planning permission being granted.

Furthermore, the following specific impacts of the proposed development strengthen the case that the proposal is of a type, scale and impact that is wholly unacceptable.

1. Adverse effect on Highways

The existing road infrastructure cannot cope with the existing traffic flows and will be put under more stress by the significant residential and commercial development already approved in and around Bicester, but where construction is not yet complete. The projected extra 1000+ daily car movements that will take place as a result of this proposal will cause even further overloading of the major roads. Chesterton is already a rat-run and experiences major congestion as an escape route during the many traffic issues on the M40 and A34. In the first two weeks of December alone there have at least 5 major incidents on the main roads around the proposed site which have caused gridlock and tailbacks on and around the access roads that would be used by visitors to the proposed site.

In addition, the minor roads adjacent to the site – A4095, The Hale, Akeman Street and the B430– are completely unsuitable to be loaded with significant additional traffic. They are already dangerous for residents and motorists and there are many minor and some more serious accidents each year, particularly at the road intersections.

2. Air quality and noise pollution

The proposed routing plans via Middleton Stoney, Weston on the Green and Kirtlington, will seriously affect the already stressed A34, A41, A4095 and B430 causing additional traffic jams. Inevitably construction traffic, staff and visitors to the site will use the roads through Chesterton for access to the site notwithstanding other routes being signposted. This will all result in a significant deterioration in air quality and a substantial increase in noise pollution for residents in Chesterton and the surrounding villages.

3. Unsustainability

The proposed development is unsustainable, in an inappropriate location on the edge of a small historic village. The development includes a 900-space car park, indicating a significant reliance on car travel which goes against the Cherwell Strategy of reducing car usage.

It is planned to comprise 500,000 square feet of building on a greenfield site, currently occupied by a golf course, irreversibly removing important green space and disrupting ecological habitats for an abundance of wildlife. The design of the buildings is neither small scale nor detached and therefore not in keeping with the character of the local area.

The loss of 9 holes of a well maintained, popular 18-hole golf course which is a resource for residents in local villages is unacceptable. Many local members want to play on an 18-hole course and not a 9-hole course and will therefore leave and join other 18-hole golf courses which will entail increased car usage and the lack of a local amenity.

The proposed development site includes mature trees, birds and wildlife and a footpath and is part of a greenfield site situated between the village of Chesterton and the motorway. The environmental impacts of developing on this area are significant.

The proposed development will also use significant quantities of water putting further stress on our local resources.

4. Lack of economic benefit

Cherwell has an extremely low unemployment rate for the employees Great Wolf will be targeting. As such, they will either take employees away from local businesses - a negative economic impact, or they will bring in employment from other areas, thereby increasing traffic movements. With most visitors remaining on site, as the Park is run as a closed resort, so that Great Wolf maximise their own resort profit, there will be very little (if any) economic benefit to local businesses.

5. Loss of sports facility

Closing 9 holes of the 18 holes on the proposed site would reduce greenfield, leisure areas for the expanding local population. There are no indications that the remaining 9 holes will remain viable as most members, of whom I am one, wish to play on an 18-hole course and the existing hotel partially relies on visiting 18-hole players on golf breaks/holidays for its income.

In conclusion I believe that there are overwhelming objections to and negative impacts arising from this application and I request that planning permission should NOT be granted.

Yours faithfully

Roberta Miles

From: [REDACTED]
To: [Dyson, Alison](mailto:alison.dyson@planninginspectorate.gov.uk)
Subject: Ref: Great Lakes UK Ltd – APP/C3105/W/20/3259189
Date: 24 November 2020 22:35:02

Ms Alison Dyson,
The Planning Inspectorate,
Room 3J,
Kite Wing,
Temple Quay House,
2 The Square,
Bristol,
BS1 6PN.

24th November 2020

Dear Ms Dyson,

Ref: Great Lakes UK Ltd – APP/C3105/W/20/3259189

I am writing to object to the appeal lodged by Great Lakes UK Ltd, against Cherwell District Council's refusal for planning permission, for a massive water resort in our small village of Chesterton.

Chesterton is a greenfield site which will be lost to a huge, inappropriately sized concreted area with large, uncharacteristic buildings for a small village. The 900-space car park indicates the anticipated huge volume of surplus traffic that will be travelling to and from the site, bringing with it a substantial increase in noise pollution, not to mention a decrease in air quality and the potentially adding to the associated health issues currently being identified nationally.

This will be a private resort attracting a proposed 500,00 visitors, and their vehicles, annually into an area already suffering from severe traffic congestion issues on the M40, A41, A4095 and B430 and especially the A34. The infrastructure of the area will simply not be able to sustain this proposed development, to the detriment of thousands of local residents and businesses. The conference facilities will also attract an unknown but substantial extra number of car movements and resulting congestion.

Economically, the development will provide very little benefit to the local area, which already has very low unemployment. It's requirement to employ 600 lower skilled staff will either attract employees away from existing local businesses (already struggling to find staff) or necessitate distanced new employees travelling into the site, thereby increasing car journeys further. (There is no provision for staff accommodation on site). These low-skilled employment opportunities are also contrary to Cherwell's strategic aim of prioritising knowledge-based investment as a priority.

This resort will not be open to the public. The possibility of being offered expensive day passes will be solely dependent upon poor hotel occupancy, which is obviously not in the developers' plans! As the majority of guests are encouraged to stay and spend their money on site, there will be negligible economic benefit to the local hospitality industry.

I strongly object to this unwanted and unneeded proposal, completely out of keeping with its rural location, and ask that it be refused.

Yours sincerely,

Rick Peter

West Green Cottage, Kirtlington Road, Chesterton, Nr. Bicester, Oxfordshire. OX26 1UQ

Richard J Porter
Vicarage Farm
Chesterton
Bicester, OX26 1TE

████████████████████
22 November 2020

For the attention of George Baird and Alison Dyson

Ref: Appeal by Great Lakes UK Ltd – Ref: APP/C3105/W/20/3259189

Dear Sir/Madam

I am writing to express my deep concerns over the above noted proposed development in North Oxfordshire, which has gone to appeal.

I have to say up front that the proposed development is fundamentally flawed and not in accordance with any aspects of the local development plan. I can therefore see no material considerations that would warrant planning permission being granted.

The local planning committee voted unanimously against this unsustainable development in an unsustainable location with six key areas of objection, which are not trivial. Furthermore, the number of residents in over 30 villages and towns strongly objecting to the proposals indicates the depth of feeling that this development is not needed in the area and does not support the Cherwell Development Plan.

My key areas of concern include the following:

1. An unsustainable development and associated design

The development is in a wholly inappropriate location on the edge of a village and includes provision for 900 car park spaces, with a significant reliance on car travel. This in itself goes fundamentally against the Cherwell Strategy of reducing car usage. Furthermore, the village no longer having an 18 hole golf course will result in the existing golf club members having to drive to alternative 18 hole course, creating further unsustainable and increasing car travel.

In addition, the construction of 500,000 sq ft of buildings on this greenfield site (the equivalent of 3 Tesco Extras, I might add!) will irreversibly remove important green infrastructure and will disrupt ecological environments. It is an inefficient and bad design. The proposed low-rise design, to mitigate its

visibility, means that the buildings and associated car park spread across a large part of the entire site, resulting in a significant urbanising impact on this rural location. Furthermore, the 500,000 sq ft scheme comprises two/three overbearing large blocks, which are wholly not in keeping with the local area. Schemes in such a rural location should be of small scale, detached buildings at low height (similar to the existing golf club and hotel), enhancing the character of the local area as outlined in Cherwell Council's Design Summary, 2008. It can only be said that this development will be an ugly blot on the landscape.

With potentially over 2,000 visitors each day this proposal will have significant impact on the area, therefore Great Wolf should have worked with Cherwell Council to be allocated a site through the correct local plan process. This is a speculative planning application in the wrong location and should be refused on this basis.

2. Traffic impact

The existing road infrastructure around the proposed site and that of the surrounding villages would not be able to cope with the extra 1,500+ daily increase in traffic volume, including the construction traffic to build a development of this scale. The village of Chesterton is already a "rat-run" for many drivers and experiences major traffic congestion as an escape route during the regular traffic issues on the M40 or A34. The current proposed routing plans via already stressed routes such as Middleton Stoney, Weston on the Green and Wendlebury are wholly unacceptable. The proposal would also direct traffic onto the A34, which itself already encounters significant traffic problems. In addition, the proposal also adds to the numerous other significant proposals that have already recently been approved in Bicester (including Kingsmere, Bicester Gateway and Bicester Heritage). The road networks cannot cope with this additional traffic and therefore the proposal is in a completely wrong and ill thought out location.

3. No/little economic benefits for Cherwell and local areas

It goes without saying that this proposal is contrary to Cherwell Council's strategic aim of prioritising "Knowledge Based" business investment as a priority, thereby offering employment supporting the "Knowledge Economy". Hotel rooms will only be available to Great Wolf resort guests and this will not assist the growth of other businesses in the area providing their employees or business partners with a place to stay overnight.

No local businesses support the scheme to reinforce Great Wolf's suggestions of significant economic benefits. Great Wolf's business model is to keep all guests on site, using their own restaurants, bowling alleys, retail shops etc. so there will be little if no economic benefit for local businesses in the area – all profits and economic benefits will be retained by Great Wolf.

Local businesses are already finding it incredibly hard to recruit the employees that Great Wolf will be targeting. Therefore, as such Great Wolf will either take employees away from local businesses which

will have a negative impact, or they will seek to bring in employment from other areas, adding further to traffic congestion noted above.

4. Ecological and environmental impact

The Cherwell Plan states that “development in open countryside should be strictly controlled and rural areas protected” ... “a need to support woodland and wildlife sites” ... “ensure growth avoids adverse environmental impact”.

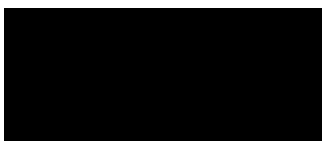
The loss of a greenfield habitat would be a disaster for the ecology of the area and the abundance of wildlife that the existing site supports. Furthermore, the public outdoor space on the site will be right next to the motorway resulting in further deterioration in air quality and noise pollution from additional traffic, construction work and service vehicles. Light pollution will also be impacted in the adjacent area removing the rural feel and character of the area.

5. Loss of sports facility

The proposal will result in the reduction of the existing 18 hole golf course to 9 holes. The existing golf course and hotel is viable and shows no financial problems, however the reduction to 9 holes is likely to result in significantly reduced membership leading to a question mark over its future viability. Surely there should be investment plans to ensure the course remains viable and attractive to existing/prospective members, although a 9 hole course in itself is not that appealing given that golf is an 18 hole game. The golf course serves an important purpose in the local community for wellbeing and therefore its demise can only be detrimental. With the loss already of the North Oxford 9 hole course to housing, open space provision is rapidly disappearing in Cherwell and this can only be a further potential outcome of this proposal.

In summary this project is unwanted and totally unnecessary in the proposed location. As an immediate neighboring property, this proposal will create a carbuncle on what is a lovely rural setting and yield no benefit whatsoever for the local community.

Yours faithfully

A solid black rectangular box used to redact the signature of Richard J Porter.

Richard J Porter


From: [REDACTED]
To: [Dyson, Alison](#)
Subject: APP/C3105/W/20/3259189
Date: 18 November 2020 20:18:22

Stop the wolf
APP/C3105/W/20/3259189

Hi Alison,

I would like to express my opinion about the construction of the water park complex, I have been working in the region for 5 years, a very calm village, with people who seek to be in contact with nature and seeking tranquility. A construction like this would end the tranquility of the place, the village does not support such movement. It will cause a substantial increase in air/noise pollution and destruction of wildlife.

Thank you,
Roberta.

From: 
To: [Dyson, Alison](#)
Subject: Great Wolf Development in Chesterton
Date: 19 November 2020 17:23:27

Dear Alison

I would like to object to the proposed Great Wolf development in Chesterton for the following reasons:

1. It is totally unsuited to our environment and will seriously degrade my standard of life as a resident of nearby Weston on the Green
2. The extra traffic will be unbearable on the local roads and lanes . There are already many accident hotspots, and this will further increase the risk and noise
3. We already have local water amenities for people, and this will not add to the local resident's way of life
4. This huge & unsightly development will dominate the landscape
5. A permanently floodlit car park will be out of place in our beautiful countryside
6. It will cause a substantial increase in air and noise pollution and a unreversible destruction of the local natural habitat
7. This development is not in accordance with the Cherwell Local Development Plan

For these reasons I believe you should reject this plan

Yours sincerely

Rob Sanderson

Local resident (Weston on the Green)

From: [REDACTED]
To: [Dyson, Alison](#)
Subject: Reference: APP/C3105/W/20/3259189
Date: 27 November 2020 13:47:24

Dear Alison,

I am writing to you to ask you to defend the position taken by Cherwell District Council when they unanimously rejected the planning application by Great Lakes UK (Great Wolf Lodges) earlier this year to erect a Super-sized warehouse style resort on the edge of Chesterton.

This type of facility is simply not needed, it is not in the local plan, it is not a leisure facility to be enjoyed by the locals and will bring them nothing but noise, flooding and traffic.

Chesterton is an idyllic country village, with a picturesque and popular pub just opposite the church with the village green in between. This proposal will bring an additional 1800 cars PER DAY through the village, which has a school on the only road through it. There is already such an issue with traffic at school pick up and drop off times that the Parish Council have recently been considering double yellow lines near the school.

You might say that designated signs to direct visitors to the resort away from the village might be adequate, however, these days everyone simply types a postcode into their Sat Nav and follows that - if the traffic is building up in one direction, the traffic will be sent through another village or through a tiny residential road, not expecting such a throughput. One of the routes Sat Nav currently brings cars to Chesterton from London is through Little Chesterton -a single track road!Bringing this type of resort to a small village is simply not a good idea.

Great Wolf Resorts are usually housed on the edges of cities, not in a rural environment and it would appear that as this is their first location outside North America, they are trying to buy cheaper rural land to escape more expensive urban land prices. Quite simply, this does not fit here.

Several homes in Chesterton flooded this year and in Little Chesterton there are ongoing drainage issues - an enormous complex with a car park for 900 cars will in no way help the current, already worrying, situation.

Indeed the ecological impact of this build would be nothing less than catastrophic - building over a popular golf course, with acres of rough ground supporting a huge variety of wildlife is not in line with the current government requirements to increase the biodiversity of each new build by 10%.

Please do not allow this misfitting, damaging build to take place.

Many thanks,
Renlyn Spielmann

Sent from my iPhone

The Planning Inspectorate,
Room 3J, Kite Wing, Temple Quay House
2 The Square,
Bristol, BS1 6PN.
FAO: Alison Dyson
([email: Alison.dyson@planninginspectorate.gov.uk](mailto:Alison.dyson@planninginspectorate.gov.uk))

Ref: Great Lakes UK Ltd

Appeal Reference: APP/C3105/W/20/3259189

Dear Ms Dyson

I am submitting this letter to register my strong objection to the development proposed by Great Lakes UK Ltd at Bicester Golf Club.

I consider the development to be totally inappropriate to the area and community and not in accordance with the local development plan. There are many material considerations that should be considered, and which should conclude in the rejection of this appeal to overturn the planning decision already determined by the Cherwell District Council Planning Committee.

My objections are outlined below.

This development is out of proportion and inappropriate for a village location. A nine hundred space car park and circa 500 bed hotel will put a reliance on car travel which is in direct conflict with the Cherwell strategy of reducing car journeys and usage. The increased car usage that this development will bring about will be added to forcing the golf club members to seek alternative courses and so increasing car usage.

The proposed development is not in accordance with the Cherwell Local Development Plan.

The c. 500 bed hotel and other site buildings will destroy and remove the existing green environment which can never be replaced and will also have the inevitable impact of removing the ecological habitats associated with this space.

This will be one of the largest hotels outside London with a total development footprint of c500,000 sq. ft, the hotel will be four-storeys high, with a total capacity of around 2,000 visitors.

Clearly the traffic impact will be severe and serious to the immediate community and surrounding villages which if this appeal is successful will see over one thousand vehicles per day extra on the local road network. There will also be a serious impact during the construction period.

The significant increase in traffic that this development will bring about will add to the already stressed routes used by drivers looking for short cuts through Chesterton, the routes through Middleton Stoney, Weston on the Green and Wendlebury will be further congested and the

infamous A34 will have to take even more traffic adding to the frequent traffic problems that I have experienced over the years commuting to Newbury.

It is a self-contained private resort with little 'trickle down' trade for local businesses. In the U.S. 98% of guests remain on site. This development will **NOT** be a public amenity – the water park complex is designed for people who book an overnight stay. Local day passes are likely to be scarce and expensive (and not available during school holidays or weekends).

As a result the development will not add to the economic benefits for Cherwell and the Local Community where it is a strategic aim of Cherwell to prioritise Knowledge based business investment, so is not offering employment supporting the knowledge economy.

The hotel is only offering room facilities to guests and so no local businesses will have the benefit of additional local accommodation for their business needs and guests. This therefore does not help local businesses grow.

Local businesses are already finding it hard to recruit the employees that Great Wolf are targeting this would mean that Great Wolf will take employees from other local businesses which will have a negative impact on their growth and overall economic development.

The design of the development is totally at odds with the local area of small scale and residential buildings. It should be enhancing the character of the local area which it does not nor as outlined in the Cherwell Council's Countryside Design Summary 2008.

The loss of the sporting facility of the golf club, already designated as a key sporting facility under Cherwell DC's local development plan can never be replaced. The proposal to convert the remaining 9-hole course to an 18 hole course is not part of this development proposal (planning application) and so has no guarantee it will ever be put in place.

A nine-hole course will mean the demise of the golf club. There is no provision within the development for safeguarding the remaining nine holes. Given also that this represents a loss of green field habitat for an abundance of wildlife the loss of this facility should not be allowed.

The air quality and environmental impact will be significant because of the increased traffic. There will be significant air and noise pollution both during and after construction works are completed. This is at odds with both the community and political will to reduce pollution, reduce carbon emissions and start to make a real and timely impact on reducing global warming.

Yours Sincerely

Richard Topliss

11 Flux Drive

Deddington

OX15 0AF

From: [REDACTED]
To: [Dyson, Alison](#)
Subject: Ref: APP/C3105/W/3259189
Date: 23 November 2020 15:48:01

Dear Madam,

I wish to register my objection to the application that has resulted in an appeal to the planning inspectorate. I objected to the original application on the following basis and in my view they are still valid:

- The increase in traffic and accompanying noise and pollution will be intolerable to this historic village. The roads through Chesterton are quite narrow and originally resulted from the rough tracks made by horse and cart so many years ago. There have been obvious improvements but, nevertheless, the width of the road together with associated homeowners vehicle parking prevents the absorption of the additional volume of traffic envisaged by the building of the water park.
- Following on from the above if the appeal was successful then the resulting pollution and noise would be unbearable.
- There is a considerable amount of wildlife in the area especially on the site of the proposed build. This would ultimately be destroyed and/or lost.
- The 18 hole Golf Course with the associated facilities would no longer exist (a reduction of 18 holes to 9). There is not another golf course readily available in the area.
- Following on from this, if the appeal succeeded then there would obviously be an opportunity from expansion making the site even more unsightly. Although the claim is that the visitors would be indoors there is no guarantee that outside facilities would be made available resulting in additional noise that would be alien to the quite village.
- The Great Wolf parks are 'self-contained'. The management in the States indicate that a very high percentage of visitors remain in the resort, eating, sleeping and using the entertainment. It is very unlikely that the surrounding area would benefit economically from this venture.
- The development is taller than Buckingham Palace and would totally engulf Chesterton Village.
- Water and sewage would be a major problem which would only aggravate the existing village problem.

From a Minister's point of view there are many villagers who are extremely upset about the threat of a resort being built and I would be concerned about their mental, physical and spiritual wellbeing.

Many thanks,

Rev. Michael White

From: [REDACTED]
To: [Dyson, Alison](#)
Subject: Fwd: Great wolf draft email...
Date: 15 November 2020 10:29:38

Dear Alison

I am writing to object to the Great Lakes proposed development of a water park at Chesterton, Oxfordshire APP/C3105/W/20/3259189.

This plan has already been unanimously rejected by Cherwell District Council, on six different counts, I hope you will find the same conclusion because this development is wholly inappropriate for this area.

My family and I live on the B430, when we moved in 4 year ago this was a quiet road, except for days when there were serious accidents on the A34 or M40 and then it was used as an escape route from the congestion. Traffic surveys run by our parish council have seen traffic on this road increase by 60% in 4 years. The surface of the road is poor and we've seen 2 accidents on this road in the last 2 months. More and more HGVs are using the road as a cut through to the m40 junction 9 and as they hurtle down the road our floorboards, installed almost 200 years ago, rattle. My neighbour whose cottage was standing when the writer Ben Jonson used to travel through the village, whose family have lived in his cottage for most of that time, says the floor of his thatch cottage now shakes too. The current levels of traffic, lockdown excluded, are becoming intolerable even without this new development.

The village population is 70%+ 65 years old, due to the linear nature of the village 99% of car journeys all turn out onto the b430, they find turning onto the road difficult and stressful due to current volumes. So, the idea of 65 lorries a day delivering build supplies for a 2 year period will be a load that our current roads and indeed elderly population cannot cope with. Great Lakes have assured us that these lorries will deliver at night, which just means that the vibrations will keep us awake at night, this is hardly a comfort. The idea of visitor traffic numbers resulting in a 43% increase in traffic in the area is difficult to comprehend, not just down the b430 but also down the other access roads, some of which are single track roads. The citing of this development is wholly inappropriate given the current road infrastructure.

The rest of the infrastructure in the area also means it is unsuitable for the proposed development. The high water usage of the resort in an area already classified as "seriously water stressed" by the Environment Agency. The lack of sewage and drainage infrastructure which will contribute to the already high risk of flooding in the area. The potential water fouling of the local area from chlorinated water waste (as with existing resorts in the US) is also a concern to the natural environment. All of these issues will adversely affect the local environment and are exacerbated by our lack infrastructure.

Weston on the Green is one of the dark villages of Otmoor, there are no street lights and no light signs in the area. The light pollution from this resort at night will change the lives of many different species of animals in the village used the dark, it will also generate a glare that will affect the view of the night sky for residents. This glare will also distract drivers on the m40 and a34 already prone to many accidents.

Day and night the area is very quiet so the idea of the noise and air pollution, during construction and afterwards will adversely affect the area, its inhabitants, human and

animal.

Finally, during a time when our attention is needed in our natural environment a business that uses huge amount of natural resources such as water, and one that isn't sensitive to our local environment by generating light and noise and air pollution isn't the kind of business we want to encourage in Oxfordshire, or indeed the rest of the country!

Best wishes

Ruth

Ruth Whitfield, Prospect house, North lane. Weston on the Green. OX25 3RG

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The Planning Inspectorate

COMMENTS ON CASE (Online Version)

Please note that comments about this case need to be made within the timetable. This can be found in the notification letter sent by the local planning authority or the start date letter. Comments submitted after the deadline may be considered invalid and returned to sender.

Appeal Reference: APP/C3105/W/20/3259189

DETAILS OF THE CASE

Appeal Reference

APP/C3105/W/20/3259189

Appeal By

GREAT LAKES UK LIMITED

Site Address

Land to the east of M40 and south of A4095
Chesterton
Bicester
Oxfordshire
OX26 1TE

SENDER DETAILS

Name

MR DAVID RADWELL

Address

4 Fircroft
BICESTER
OX26 3XX

ABOUT YOUR COMMENTS

In what capacity do you wish to make representations on this case?

- Appellant
- Agent
- Interested Party / Person
- Land Owner
- Rule 6 (6)

What kind of representation are you making?

- Final Comments
- Proof of Evidence
- Statement
- Statement of Common Ground
- Interested Party/Person Correspondence
- Other

YOUR COMMENTS ON THE CASE

I am disappointed and disgusted that this application has been appealed by Great Lakes after the original application was rejected unanimously by local planners. Great Lakes and their representatives have demonstrated contempt and arrogance throughout, apparently also at the council hearing in March and have shown no understanding to the local community. This application will bring no benefits to local people, as the apparent traffic expert at a presentation I attended worked for Bicester Village, this is clearly an extension to the Bicester Village tourist attraction, and will bring untold damage to Chesterton village as well as a huge increase in traffic that the area cannot sustain, not to mention the already congested town of Bicester that is at 100% capacity. The golf course and club is a successful business with no reason for the land to be sold, the local authority has identified the area concerned as not being one allocated for development, the environmental damage cannot be ignored, Great Lakes proclaims that this will be an ecological development, but there is nothing green about bulldozing over open green space, once built it is irreversible. Great Lakes have also completely ignored how people will access the development, the area is rural and the road infrastructure is not sufficient for the number of visitors, they claim that many will use public transport, however, there is no public transport in this area, and the kind of people that they intend to attract will not use public transport. As I mentioned at the beginning, this application has already been unanimously rejected and it must be rejected again once and for all.