

Painswood House
Chesterton
Bicester
Oxon
OX26 1uf

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

Date 3rd January 2020

Dear Ms. Whitehead,

Planning Application Ref: 19/02550/F – Objection to Proposed Water Park by Great Wolf

I wish to object to the planning application as shown above as the proposal is not in accordance with the development plan and the small number of benefits of the scheme are not sufficient to outweigh the significant impacts the scheme will have on the local area.

As a resident of Chesterton living on the A4095, should the scheme go ahead I will be extremely concerned by the traffic passing by my family's house, particularly with two small children.

At present there is no crossing into the village from this side of the road or a footpath running into Bicester or in other locations such as along The Hale. The volume of traffic is continually increasing with the number of new houses being built on the Kingsmere and Elmsbrook estates, therefore further traffic created from the proposed hotel/waterpark is going to make this road very dangerous.

I also wish to object on the following planning grounds:-

1. Unsustainable Development

This is a significant development that will attract high levels of visitors every day and Cherwell District Council's (CDC) Policy SLE3 states that such developments should be located highly sustainable locations adjacent a multitude of transport modes to reduce the reliance on car usage. Policy ESD1 also seeks to distribute new developments to sustainable locations to tackle Cherwell's commitment to climate change. The site is on the edge of Chesterton village in an inherently unsustainable location with low accessibility to public transport and the scheme provides for 900 car parking spaces (therefore promoting car usage) and is therefore contrary to Policy SLE3 and ESD1.

The site is currently greenfield, open space and policy BSC10 seeks to ensure there is sufficient quantity and quality of open space, sport and recreation provision by protecting and enhancing existing provision. The planning system should be supporting the redevelopment of previously developed, brownfield sites, or allocated sites in sustainable locations adjacent to public transport modes, not on a greenfield site that will irreversibly remove open space. This is totally the wrong location for such a proposal and whatever gestures or promises the applicant provides in terms of improved access, bus services or cycle routes, the site is inherently unsustainable and not appropriate for such a development.

2. Landscape Impact and Design

The proposed scheme is not in-keeping with the local area which is characterised by 2/3 storey buildings which are detached and clustered. The Countryside Design Summary (2008) published by CDC provides guidance for developments in locations such as this and supports development of small scale, low height and detached. Also saved policy T5 of the Cherwell Local Plan 1996 states that new hotels in rural locations will only be approved where they would largely be accommodated in existing buildings of totally replace an existing commercial operation.

Policy ESD13 states that successful design should contribute to an area's character representing the traditional form, scale and massing of buildings. Paragraph 170 of the NPPF states that planning decision should recognise the intrinsic character and beauty of the countryside.

The development consists of a large bulk of 500,000 sq.ft of built form and mass on a site of greater height than any other buildings in the vicinity of the site and this is all delivered on what is currently greenfield site. The proposal is therefore contrary to the Countryside Design Summary, saved Policy T5, ESD13 and paragraph 170 of the NPPF.

3. Traffic

Policy ESD1 supports new developments that reduce the need to travel by car and Policy SLE4 states that new developments should facilitate the use of sustainable modes of transport. Saved policy TR7 states that developments that will attract a large number of vehicles onto minor roads will not normally be permitted.

The existing road infrastructure cannot cope with the projected extra 1000 – 1,500 daily car movements. Chesterton is already a 'rat-run' and experiences major congestion as an escape route during the many traffic issues on the M40 and A34. The Applicant is seeking to re-route traffic down the A34 particularly and doesn't appear to understand the issues that we already encounter on the A34. The slip road at Weston on the Green is notorious for accidents due to the short length of the slip road. Great Wolf is directing traffic to use this slip road so will exacerbate the issues. There is no reference or consideration for this aspect in the Applicant's Transport Assessment.

The proposal is therefore contrary to Policies SLE4 and saved policy TR7.

In conclusion to the above comments, I strongly oppose the above scheme. The location is completely wrong and would have a very damaging effect on the village and nearby places.

Yours faithfully

A black rectangular box used to redact the signature of Lisa Brewerton.

Lisa Brewerton