

Rachel Tibbetts

From: Ron Mitchell [REDACTED]
Sent: 11 March 2020 14:57
To: Clare Whitehead
Cc: DC Support
Subject: Great Lakes Ltd Objection Letter application 19/02550/F

Dear Cherwell Planning,

I would like to object to the proposal from Great Lakes Ltd under planning application 19/02550/F.

The proposal is not in accordance with the local development plan and there are no material considerations that would warrant planning permission being granted. Below are a number of reasons why I believe that this planning application should be declined and I have detailed them below.

Traffic Impact

As Great Wolf have confirmed that the average stay is likely to be 1.6 days and that the site will act as a family resort it is unlikely that changeovers will be spread evenly through the week. Most visitors will be coming for the weekends with arrivals focused on Friday and departures on Sunday/Monday. Families with children are unable to take their children out of school and so will have to travel on a Friday afternoon arriving in the middle of peak rush hour. This will significantly impact peak travel traffic which is already notoriously bad on this part of the road network.

The proposal suggests that signage will be advertised solely for access using the A34 from J9 and along the B430. Despite this, the traffic data within the proposal only assumes that 50% of journeys will flow down the B430 to the A34 when in fact this proportion will be significantly higher. The majority of visitors will follow the signage and it will be much higher than 50% and affect surrounding villages as well including Kirtlington.

The proposal assumes that weekends will be busier but that there will be an equal spread of arrivals through the day. This is unlikely to be the case with check in times after 3pm and those people travelling directly from work. A much higher proportion of vehicles will arrive during the rush hour period which coincides with the busiest times on the B430. This will put increasing pressure on the B430 as well as the surrounding road networks.

The assessment uses comparisons to Center Parcs to justify its traffic assessments. At the same time it confirms that the model is very different and so should not be used to justify likely arrival/departure times for the proposal. Peak rush hour is likely to be the most affected.

Within the current proposal OCC had only identified 5 planned development schemes which should be included in the analysis. It fails to include the 700 homes being added at Kingsmere Phase 2. Vehicles from this site will utilise Chesterton and the B430 as a cut through to the A34 and increase traffic through the village. It also fails to include the distribution centre, Axis J9, which will also utilise Chesterton, Middleton Stoney and the B430 to access the A34.

Construction traffic will be directed to use the B430 and not the Chesterton route. There is a weight limit on the bridge crossing the A34 from the B430 which means that lorries exiting the site will need to travel back up to the J9 roundabout to go South on the A34. This will put further pressure on a junction that Highways England, in its latest report have admitted is failing. The Transport assessment suggests that this junction will still be within its theoretical limits, however traffic on this junction already exceeds the capacity for this junction. Alternatively other HGV's will try to use Church Lane/Road, a tiny village road, as an exit point to join the A34 further south.

Unsustainability

The development is unsustainable in an inappropriate location on the edge of a village. The development includes 900 car parking spaces with a significant reliance on car travel which goes against the Cherwell Strategy of reducing car usage. To locate such a development on the edge of a village would be deeply concerning and show a lack of thought to local village communities.

The site comprises 500,000 sq. ft of built form on what is currently a greenfield site irreversibly removing important green infrastructure and disrupting ecological habitats.

Landscape Impact

The applicant is looking to put 500,000 sq. ft of buildings on this greenfield site which will have a significant and irreversible impact on the landscape and views of the site.

The screening of the buildings is not appropriate and this will dramatically transform the landscape in beautiful rural countryside

Environmental factors

Public outdoor space on site will be right next to motorway (unhealthy due to noise and fumes)?

Resultant deterioration in air quality and noise pollution from additional traffic, construction and service vehicles.

An enormous amount of water will be used from Cherwell's already short supply, drainage of water treated with chemical could pollute our system.

Cherwell's own consultant (Tyrens) refers to the need to "reduce water demand in this highly water stressed area".

Thames Water Report supports only 50 of the 500 rooms from the existing water supply. How will the huge use of water affect surrounding villages? We don't know because a study has not yet been done.

In my view it would be inappropriate for you to grant planning permission to this site.

Yours sincerely

Ron Mitchell

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