

Rachel Tibbetts

From: Bob Neville
Sent: 08 October 2020 12:35
To: DC Support
Subject: FW: Hornton Grounds Quarry: Application 20/02453/FL: Proposed fuel depot
Attachments: Hornton Grounds Quarry Crashmap screenshot 081020.png

Comments on application 20/02453/F

From: Julian Philcox <julian@jpplanning.co.uk>
Sent: 08 October 2020 12:20
To: Bob Neville <Bob.Neville@cherwell-dc.gov.uk>
Cc: catherine@horntongrounds.com; Graham <graham@horntongrounds.co.uk>
Subject: Hornton Grounds Quarry: Application 20/02453/FL: Proposed fuel depot

Good morning Bob,

Thank you for your time late Monday – which was appreciated.

I have now had a cursory scan through the application particulars for the present application, but also key documents for Sugarswell Business Park, the application refused last October (19/01202/F). That application by CERTAS appeared to be for a near identical form of development. It was useful to hear background information on that application and its determination.

In looking at Cherwell's online mapping I noted that the current site is closer to the County boundary (with Warwickshire) than Sugarswell, where Warwickshire County Council as adjacent Highway Authority were consulted. I wonder if Warwickshire should be consulted on this one too, Bob?

I noted the 3no. reasons for refusal to the Sugarswell application, and am assuming they have not been challenged as I could not see a planning appeal. In summary, that application appears to have been refused (in part) because of its poor location and being an unsustainable form of development, with no sustainable opportunities for travel to and from the site. I think it reasonable to conclude that the same concerns can be held up against the present proposals. The applicants themselves acknowledge in their Transport Statement that the nearest bus stops are **1.8km away** from the site (at Sugarswell they were nearer than that or comparable). For any cyclist the site at Sugarswell is closer to villages that are served by 'quieter' local roads. The A422 is not safe for cyclists (I have direct experience).

Also here, as you know the two outline permissions (for B2 use) at the application site granted by the County (as Minerals authority and highway authority) limited trips to /from the site by lorries to only 10 per day (i.e. 5 in/5 out) such were the concerns held by the County for the impact on Wroxton in particular – see below in BOLD. The two outline permissions were mutually exclusive i.e. essentially they covered the same site area, and indeed the Reserved Matters approvals for both show the identical single building and position on site (not two). And the current proposal by CERTAS will not just have delivery lorries (to customers) but also the huge tankers delivering TO the site (which don't appear to be accounted for). The submission for CERTAS at Sugarswell stated (in the Transport Statement) that **ALL** staff at CERTAS' Banbury site drive to work. If that's the case for a town site next to a station/multiple bus routes then surely it would be reasonable to assume that ALL staff will have to drive to the remote Hornton Grounds Quarry site, where the rail station is c. 7 miles away and the nearest bus service 1.8 km away on unlit roads/footpaths with no pavement.

Condition 8 (to MW.0090/14) states -

The number of lorry movements shall be no more than 10 (5 in, 5 out) per day.

Reason: To control the number of HGVs through the village of Wroxton. Policy TR10 CLP.

On accidents, the current Transport Statement uses Crashmap data but shows it disaggregated (focussing on each accident in isolation). You likely know that Crashmap is publicly accessible. I often find that it helps to focus on a location-based search. To that end I did a quick search this morning and the attached screenshot shows the local aerial view with accidents plotted (these are from a point in 2019 back). The County or Police will have the very latest data.

Bob, I know many parties are concerned about the risk of oil spill and leaks into the ground, and then that affecting ground water, especially as here the site is already dug down below original ground level (being a former quarry floor).

I am also acutely aware that the owners of Hornton Grounds Farm are extremely concerned about the very real impact on their business and home(s) – the Farmhouse Bed and Breakfast at Hornton Grounds Farm, the farm itself and the 3no. dwellings in that location – the impact from the 24hr operation of a fuel depot with general noise, lorry movements, lighting impact and nuisance (on a dark sky) from the site itself and round-the-clock movements with attendant vehicle lights, and the very real risk to the water table and their agricultural land from oil leak or spill. Plus they, quite naturally you imagine, have real concerns about the proximity should the worse happen (!) The impact on the farm, the dwellings and their guest house business will I'm sure not be underestimated. I noted that the report of officers for Sugarswell was very thorough and don't doubt that the same will be true here.

Thank you again for your time, Bob.

Best wishes

Julian

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