

Comment for planning application 22/01144/F

Application Number	22/01144/F
Location	OS Parcel 5700 South West Of Grange Farm Street Through Little Chesterton Chesterton
Proposal	Full planning application for the erection of a new high quality combined research, development and production facility comprising of Class B2 floorspace and ancillary office floorspace with associated infrastructure including: formation of signal-controlled vehicular access to the A41 and repositioning of existing bus stops; ancillary workshops; staff gym and canteen; security gate house; a building for use as an energy centre (details of the energy generation reserved for future approval); loading bays; service yard; waste management area; external plant; vehicle parking; landscaping including permanent landscaped mounds; sustainable drainage details; together with the demolition of existing agricultural buildings within the red line boundary; and the realignment of an existing watercourse.
Case Officer	Robin Forrester
Organisation	
Name	Jane Burrett
Address	The Laurels, Main Street, Wendlebury, Bicester, OX25 2PJ
Type of Comment	Comment
Type	neighbour
Comments	<p>1. SPEED CONTROL ON BOTH SIDES of the existing A41 dual carriageway is vital. Wendlebury residents use the bus stops on the A41 via the central reservation for the S5 Bicester area to Oxford service. (Not the X5 as shown in application documents. At this time the X5 express Cambridge to Oxford does not stop at Wendlebury bus lay-by). Although there is street light for the existing bus stops and crossing, CDC officers and councillors will be aware of a driver fatality and pedestrian hospitalisation from debris in that accident on the Wendlebury side of the A41 near the bus stop. The car was camera recorded at a speed exceeding 100 mph. I mention this because I consider that without speed control before the proposed traffic lights, with the moved bus stops, the area will be dangerous for the new employees of the business as well as the residents of Wendlebury. Pedestrians should be able to control the traffic lights in order to cross safely.</p> <p>2. Additional NOISE REDUCTION for Wendlebury to be considered please. The existing wooden fencing on the Wendlebury side helps but the noise in the churchyard and gardens immediately behind the fencing makes conversation difficult now.</p> <p>3. FOOTPATH from Charlton-on-Otmoor to Wendlebury, crossing via existing bus stops and then through to Little Chesterton should be accommodated.</p> <p>4. FLOOD RISK MITIGATION together with the proposed rerouting of Wendlebury Brook to the edge of the proposed site; parallel with the A41:</p> <p>4.1 Because many properties in Wendlebury village are at risk of flooding already from the brook, which crosses the proposed factory site upstream of the village, it is important that 'the SUDS and below ground storage facilities proposals' in this application are closely monitored.</p> <p>4.2 Calculations for 1 in a 100 year flood event PLUS 40% climate change storm event are really important for the site itself as well as Wendlebury properties. In past years standing water on the site has been recorded many times.</p> <p>4.3 In SGP Site Plan -Phase 1 (13-222-SGP-ZZ-ZZ-DR-A-131000) there is a holding pond area shown between Energy Centre and HGV parking spaces. This could be really essential for the second section of drainage into the Wendlebury Brook. This section flows from the existing Chesterton Golf Course through Little Chesterton to join the other section of the brook. N.B. CDC Officers and Councillors will be aware that when half the Golf Course is developed as a Great Wolf Water Resort a large percentage of ground, which is green or small ponds, will be covered with structures and hard standing for the GWWR. This will increase the speed of run off towards Little Chesterton, regardless of climate change.</p>
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Attachments	