

Neighbour/Interested party address list

Planning Application Reference:	20/02446/F
Location Of Development:	Glebe Farm Boddington Road Claydon Banbury OX17 1TD
Proposed Development Details:	Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake - re-submission of 18/00904/F

Neighbour(s)/interested parties

1. 1 Bignolds Close Claydon Banbury OX17 1ER
2. 1 Blackheath Grove Womersley Guildford GU5 0PU
3. 1 Brookhill Way Banbury OX16 3EL
4. 1 Keswick Close Tonbridge TN9 1LP
5. 1 Walnut Gardens Claydon Banbury OX17 1NA
6. 11 Bignolds Close Claydon Banbury OX17 1ER
7. 12 Bignolds Close Claydon Banbury OX17 1ER
8. 122 Coopers Gate Banbury OX16 2WD
9. 13 Bignolds Close Claydon Banbury OX17 1ER
10. 13 Manor Park Claydon Banbury OX17 1HH
11. 16 Bignolds Close Claydon Banbury OX17 1ER
12. 16 Manor Park Claydon Banbury OX17 1HH
13. 17 Bignolds Close Claydon Banbury OX17 1ER
14. 17 Manor Park Claydon Banbury OX17 1HH
15. 2 Boddington Road Claydon Banbury OX17 1HB
16. 2 Walnut Gardens Claydon OX17 1NA
17. 23 Manor Park Claydon Banbury OX17 1HH

18. 24 Beaconfields Camborne Cornwall TR14 7BH
19. 25 Manor Park Claydon OX17 1HH
20. 27 Manor Park Claydon OX17 1HH
21. 28 Manor Park Claydon Banbury OX17 1HH
22. 3 Bignolds Close Claydon OX17 1ER
23. 3 Walnut Gardens Claydon Banbury OX17 1NA
24. 4 Boddington Road Claydon Banbury OX17 1HB
25. 4 Walnut Gardens Claydon Banbury OX17 1NA
26. 5 Bignolds Close Claydon OX17 1ER
27. 5 Boddington Road Claydon Banbury OX17 1HB
28. 7 Boddington Road Claydon Banbury OX17 1HB
29. 8 Bignolds Close Claydon OX17 1ER
30. 9 Manor Park Claydon Banbury OX17 1HH
31. Astell Farmhouse Main Street Claydon OX17 1ES
32. Balnacra Fenny Compton Road Claydon OX17 1HA
33. Braunston Marina Ltd The Wharf Braunston Northamptonshire NN11 7JH
34. Calidris Fenny Compton Road Claydon OX17 1HA
35. Clattercote House Claydon OX17 1ES
36. Claydon Hay Barn Boddington Road Claydon OX17 1HD
37. Claydon House Mollington Road Claydon Banbury OX17 1EN

38. Cropredy Surgery Claydon Road Cropredy Banbury OX17 1FB
39. Corner Cottage Main Street Claydon OX17 1EU
40. Cropredy Marina Claydon Road Cropredy Banbury OX17 1JP
41. Fenny Marina Ltd. Station Fields Southam Warwickshire CV47 2XD
42. Field View House Crossing Lane Claydon Banbury OX17 1EX
43. Forge Farm Clattercote Wharf Claydon Road Cropredy Banbury OX17 1QA
44. Greenacre Fenny Compton Road Claydon Banbury OX17 1HA
45. Greenways Main Street Claydon Banbury OX17 1EU
46. Hay Bridge Wharf Farm Moorings Lane Claydon OX17 1TD
47. Haybridge Meadow Boddington Road Claydon OX17 1HB
48. Latham Main Street Claydon Banbury OX17 1EZ
49. Highfield Crossing Lane Claydon Banbury OX17 1EX
50. Hillview Crossing Lane Claydon Banbury OX17 1EX
51. Lavender House Crossing Lane Claydon Banbury OX17 1EX
52. Leys Farm Main Street Claydon Banbury OX17 1EP
53. Lindens Main Street Claydon OX17 1EZ
54. Little Nell Crossing Lane Claydon Banbury OX17 1EX
55. Long Hedge Boddington Road Claydon Banbury OX17 1HB
56. Manor Farm Mollington Road Claydon OX17 1EN
57. Meadow House Crossing Lane Claydon OX17 1EX

58. Orchard House Main Street Claydon Banbury OX17 1EZ
59. Owl End Cottage Owl End Lane Lower Boddington NN11 6XZ
60. Parrots Barn Claydon OX17 1FD
61. Rose Cottage Crossing Lane Claydon Banbury OX17 1EX
62. Rozel Mollington Road Claydon OX17 1EN
63. Somerton Fenny Compton Road Claydon OX17 1HA
64. St Kew Cottage Church Lane Claydon Banbury OX17 1EW
65. Sundial Farm Main Street Claydon OX17 1EU
66. Sutherland Main Street Claydon Banbury OX17 1EZ
67. The Barnhouse Mollington Road Claydon Banbury OX17 1EN
68. The Brambles Claydon OX17 1EZ
69. The Cottage 3 Field Way Helmdon NN13 5QN
70. The Furze Fenny Compton Road Claydon Banbury OX17 1HA
71. The Wharf Tomlow Bridge Calcutt Rugby CV23 8HY
72. Threeways End Main Street Claydon Banbury OX17 1EZ
73. Walnut House 2 Walnut Gardens Claydon Banbury OX17 1NA

Comment for planning application 20/02446/F

Application Number	<input type="text" value="20/02446/F"/>
Location	<input type="text" value="Glebe Farm Boddington Road Claydon Banbury OX17 1TD"/>
Proposal	<input type="text" value="Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake - re-submission of 18/00904/F"/>
Case Officer	<input type="text" value="Shona King"/>
Organisation Name	<input type="text" value="David Knight"/>
Address	<input type="text" value="1 Bignolds Close, Claydon, Banbury, OX17 1ER"/>
Type of Comment	<input type="text" value="Objection"/>
Type	<input type="text" value="neighbour"/>
Comments	<input ...there="" 2009="" 2017="" 3.="" 4.="" a="" additional="" an="" and="" are="" area="" assess="" be="" by="" case="" character="" claydon="" close="" cropredy="" data="" dates="" development="" development.="" does="" excessive="" existing="" facilities="" for="" from="" impact="" in="" increase="" is="" its="" locations..."="" marina="" marinas="" may="" more="" need="" no="" not="" objection="" of="" over="" particular.="" potential="" proposed="" prove="" proven.="" provision."="" question="" reliable.="" scale="" site="" such="" suggests="" suitable.="" surrounding="" surroundings="" sustainable="" the="" there="" therefore="" this="" to="" type="text" used="" value="I object to the planning application on the following grounds:- 1. The existing roads are inadequate in terms of width, layout and the existing and likely-to-continue appalling condition to take any additional traffic. The roads are single track and in very poor condition. Poor visibility at bends on roads in and on leaving Claydon make additional traffic an increased risk to road users, vehicular, equine and pedestrian. Since vehicular access for construction traffic is to be through the applicant's own land, if approval is given it should be a condition that a new suitable road access to the development site should be provided through the applicant's land from the applicant's own entrance from the highway near Lower Boddington. This is then only a small section of single track road from the two-way road at Lower Boddington, will be improved by the construction of the road bridge over HS2. This would be a much better vehicular access and reduce the additional traffic currently expected on the existing local road network near the site. 2. Planning policy states development for canal use should be adjacent to settlements. This development is not and is therefore contrary to planning policy R9. The fact the applicant argues " viability="" will=""/>
Received Date	<input type="text" value="09/11/2020 20:30:02"/>
Attachments	

Comment for planning application 20/02446/F

Application Number	<input type="text" value="20/02446/F"/>
Location	<input type="text" value="Glebe Farm Boddington Road Claydon Banbury OX17 1TD"/>
Proposal	<input type="text" value="Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake - re-submission of 18/00904/F"/>
Case Officer	<input type="text" value="Shona King"/>
Organisation Name	<input type="text" value="Richard Bracey"/>
Address	<input type="text" value="1 Blackheath Grove, Womersley, Guildford, GU50PU"/>
Type of Comment	<input type="text" value="Objection"/>
Type	<input type="text" value="neighbour"/>
Comments	<input type="text" value="I would like to object and raise some points re the proposed marina at Claydon. I have been a very regular user of the canal system for some 49 years and initially moored my boat at Fenny Compton marina when it opened and therefore am very familiar with this section of canal and it's inherent issues. This section of the Southern Oxford canal is the highest point on the canal and has always, even since its initial opening in the 1700's, has suffered extensively with water shortages. The placing of a new 250 berth marina at Claydon locks, at the end of an 11 mile pound, will lead to a huge shortage of water. The locks use approx 70000 gallons per use and 250 boats, using them a minimum of twice for one return journey, would be devastating. There are numerous large marinas in the area already: Ventnor, Wigrams turn, Calcutt, Napton, Braunston, Barby, Fenny Compton, Cropedy, (at the bottom of Claydon locks), ALL of which are not full to capacity. There is no commercial demand for yet another marina. Creating another marina will have a severe detrimental effect on the ability to cruise unimpeded on the Southern Oxford canal. Every year, due to the ever increasing capacity of marinas in the area, there are more and more severe restrictions to cruising with locks shut due to water shortage and then the consequent queuing to use the locks. I am aware during July of this year, volunteers were verbally abused and threatened at the locks due to boats having to queue all day to use the lock and then being told due to water shortage, the locks would be closing for the rest of the day. There are numerous hire fleets located in the area, the cruise to Oxford being a popular route. With the coming of another marina, especially next to the locks, this could be extremely detrimental to people hiring a narrowboat. Hires would have to be made aware of the distinct likelihood of losing a days holiday in either direction due to queuing because of the water shortages. This would be very detrimental to the area and canalside businesses. The building of another marina in the locality is also detrimental to the serenity of the canal which is currently and subsequently being destroyed locally by the building of the HS 2 rail link. I ask you to refuse this application for the above reasons."/>
Received Date	<input type="text" value="02/10/2020 21:11:58"/>
Attachments	

Comment for planning application 20/02446/F

Application Number	<input type="text" value="20/02446/F"/>
Location	<input type="text" value="Glebe Farm Boddington Road Claydon Banbury OX17 1TD"/>
Proposal	<input type="text" value="Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake - re-submission of 18/00904/F"/>
Case Officer	<input type="text" value="Shona King"/>
Organisation Name	<input type="text" value="les harrison"/>
Address	<input type="text" value="1 Brookhill Way, Banbury, OX16 3EL"/>
Type of Comment	<input type="text" value="Objection"/>
Type	<input type="text" value="neighbour"/>
Comments	<input type="text" value="Insufficient need for a marina to be placed in Claydon there are already two adequate Marinas nearby at Fenny Compton and Cropredy. Claydon is a small historic village which would very quickly become overwhelmed with the added traffic and persons using the marina. There are no facilities within Claydon Village to sustain the extra persons a marina would bring in. The roads within the village would be insufficient to handle firstly the construction traffic and then the extra traffic using the marina. At the present moment in time it is difficult for the canal itself to sustain adequate water levels and these are often low at the Claydon locks so the question to be asked is whether the building of another marina would further affect water within the canal and lock areas"/>
Received Date	<input type="text" value="17/10/2020 19:04:53"/>
Attachments	

Comment for planning application 20/02446/F

Application Number	<input type="text" value="20/02446/F"/>
Location	<input type="text" value="Glebe Farm Boddington Road Claydon Banbury OX17 1TD"/>
Proposal	<input type="text" value="Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake - re-submission of 18/00904/F"/>
Case Officer	<input type="text" value="Shona King"/>
Organisation	<input type="text" value=""/>
Name	<input type="text" value="Michael Goodspeed"/>
Address	<input type="text" value="1 Walnut Gardens, Claydon, Banbury, OX17 1NA"/>
Type of Comment	<input type="text" value="Objection"/>
Type	<input type="text" value="neighbour"/>
Comments	<input type="text" value="Even if there is a perceived demand for more marinas on the canal it does not seem logical to have three within a few miles of each other which will inevitably have a detrimental impact in the area. If it can be proved that the demand for further moorings is justified then surely utilising other stretches of the waterway would be more beneficial to both the boaters and the rural community. Careful consideration should be used when deciding on the location of these projects and not just where there is a convenient field."/>
Received Date	<input type="text" value="05/11/2020 13:50:28"/>
Attachments	

Comment for planning application 20/02446/F

Application Number	20/02446/F
Location	Glebe Farm Boddington Road Claydon Banbury OX17 1TD
Proposal	Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake - re-submission of 18/00904/F
Case Officer	Shona King
Organisation Name	
Name	lisa austin
Address	2 Boddington Road,Claydon,Banbury,OX17 1HB
Type of Comment	Objection
Type	neighbour
Comments	<p>The scale of the development is inappropriate. The marina is bigger than the village of Claydon and will have a larger population of people than the village if the marina operates at full capacity, it would totally overpower this rural location. Marina's have a role to play in canal life but it is wrong for a small and peaceful village like Claydon to be blighted by such a commercial enterprise especially as we already have two Marina's in close proximity to each other at Cropredy and Fenny Compton both accessible without driving through a village and its rural surroundings and both easily expandable. Claydon is a small quiet village community with narrow roads running into and out of the village aswell as through it. These are mainly single-track rural roads they are not fit for lots of traffic, especially heavy trucks and machinery. The traffic that comes though on Boddington Road, the main road to access the Marina is fast enough without the extra traffic travelling on it. Most houses on Boddington Road have young children or animals with no pathways to walk on, so the roads are used as pathways. The villagers enjoy the fact that this is as it is. I have only been here 8 months and the selling features were the quiet, quaint village with hardly any traffic, no light pollution, no pub, no shops, not a lot of people just peace and quiet. With extra traffic on the roads and water ways comes extra pollution and noise pollution. Heavy trucks and machinery, and cars will further damage the uneven roads and crushed verge ways. Extra boats and generators on what is already a busy part of the canal will further destroy the already eroding dangerous walkways which in turn will cost more money in maintaining and upkeeping these public footpaths. There will also be more litter and rubbish and more cleaning of the canal itself, costing money. A boat repair house will produce noise, gases, chemical waste and litter. With more boats comes ammonia are treatment plants required? Where will it go? With the Marina comes light pollution with the area being bigger than the village of Claydon which has no lighting. With such a large scale Marina comes an increase in population we don't have a village shop or pub so people will be travelling to the next nearest village which is Cropredy using our village roads as the main connecting road we have no street lights, which is preferred but is potentially even more dangerous and will create more noise and traffic . The disturbance of the wildlife for carparks, commercial buildings and waterways in a rural location is not acceptable there is always an underestimated effect on wildlife habitats. There is already the go ahead for the HS2 which is 2 miles away from Claydon which is already destroying lots of natural wildlife and is providing extra traffic and heavy loads on the roads.. we are constantly ruining the countryside. There will be a devaluation in house prices. People will not want to buy near a marina they are not allowed to use who needs a members only club!? They will not want to see the extra traffic inc delivery trucks clogging up the village they will not want to see the destruction of this beautiful environment. The Marina brings nothing to the Village of Claydon but noise, traffic, pollution and destruction.</p>
Received Date	05/11/2020 16:17:56
Attachments	

Comment for planning application 20/02446/F

Application Number	20/02446/F
Location	Glebe Farm Boddington Road Claydon Banbury OX17 1TD
Proposal	Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake - re-submission of 18/00904/F
Case Officer	Shona King
Organisation	
Name	Mike Smith
Address	3 Walnut Gardens, Claydon, Banbury, OX17 1NA
Type of Comment	Objection
Type	neighbour
Comments	<p>Dear Madam and Sirs, On reviewing the revised plans for the proposed Claydon Marina I wanted to make my objections heard before any decision is made on its application being passed. I have been a Claydon resident for 15 years and was attracted to the village by its peacefulness and nature. It has no conveniences and the road infrastructure is just sufficient for the residents in Claydon. My main objections to the Marina are as follows: It would put immense strain on the roads in the Claydon/Boddington area. They are very narrow and would struggle to cope with the extra traffic created. Cars often take the corners too fast and with extra traffic on these roads it would increase the likelihood of accidents. The roads are in a poor state as it is and this additional traffic would require the council to put more funds into the roads. There are no pavements and the narrow roads already have to be negotiated treacherously by walkers and cyclists, often local children. With HS2 work and traffic already starting to disrupt the area this additional construction site will mean even more traffic, noise and danger for pedestrians/cyclists. The canal is already congested. When I walk down the canal path from Claydon the boat traffic is considerable (a lot generated by the fact there is the 250 birth Cropredy Marina little more than a mile way). There is often a queue for boats at the Claydon locks, it is questionable how much more boat traffic this area of the canal can accommodate. The canal paths in that area are not in a good state either, and are in need of repair. The proposed area of development is a hot bead of wildlife and nesting birds (swans/waterfowl). This will be disturbed and the natural beauty of the landscape in this area will be ruined. I am urging you to please not approve the planning permission for this marina, it is unnecessary and not suitable in this area. Thank you in advance for consideration of this objection. Regards Mike Smith</p>
Received Date	03/10/2020 14:40:55
Attachments	

Comment for planning application 20/02446/F

Application Number	<input type="text" value="20/02446/F"/>
Location	<input type="text" value="Glebe Farm Boddington Road Claydon Banbury OX17 1TD"/>
Proposal	<input type="text" value="Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake - re-submission of 18/00904/F"/>
Case Officer	<input type="text" value="Shona King"/>
Organisation Name	<input type="text" value="VICKY SMITH"/>
Address	<input type="text" value="3 Walnut Gardens, Claydon, Banbury, OX17 1NA"/>
Type of Comment	<input type="text" value="Objection"/>
Type	<input type="text" value="neighbour"/>
Comments	<input type="text" value="I wish to object to the proposal for a Claydon Marina. I think that it is completely unnecessary, especially as there is a large marina in Cropredy 2 miles down the road. Claydon is a quiet village with one main road and several single track roads accessing it. All of these roads are very narrow, it is absurd to think that they would cope with the extra traffic created from the creation of the marina then traffic using the marina - residents and ancillary services - grocery and oil deliveries for example. Many families with young children, elderly residents, cyclists and horse riders can be seen using the roads in Claydon. It would be too dangerous for them to use the road if there was increased traffic as a result of the marina. There would be an accident waiting to happen. As well as the increased potential for road accidents, the proposed area should not be developed. It is a beautiful unspoiled area - with lots of wildlife and vegetation. It would be a travesty to ruin the natural beauty of this area, it would be totally spoiled. Please can you consider to not approve the planning permission for this marina. It is unacceptable to put the pressure on a small village like Claydon, unacceptable to increase the likelihood of road traffic accidents on the small narrow roads that surround the village and unacceptable to affect the wildlife. In summary the proposal is unacceptable and the marina is totally unnecessary. Thank you in advance for consideration of this objection."/>
Received Date	<input type="text" value="03/10/2020 15:11:02"/>
Attachments	

Comment for planning application 20/02446/F

Application Number	<input type="text" value="20/02446/F"/>
Location	<input type="text" value="Glebe Farm Boddington Road Claydon Banbury OX17 1TD"/>
Proposal	<input type="text" value="Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake - re-submission of 18/00904/F"/>
Case Officer	<input type="text" value="Shona King"/>
Organisation Name	<input type="text" value="Samantha Broughton"/>
Address	<input type="text" value="4 Boddington Road, Claydon, Banbury, OX17 1HB"/>
Type of Comment	<input type="text" value="Objection"/>
Type	<input type="text" value="neighbour"/>
Comments	<input type="text" value="We have lived in the village for 9 years and we moved here for the beautiful views and quietness of the village and countryside. The development of the marina is going to be a 1/4 of a mile from our door. We go down the road every day to school and at weekends we use it to walk our dog and our children walk and ride their bikes down past the field where the marina is due to be developed. If the marina is given the go ahead while it is being developed we will come up against more traffic on the way to school, it is a single track road and passing places are limited. The road has many potholes in it that the council have to repair 2/3 times a year with the increased traffic and type of vehicles going down that road he will not take long for the road to be in disrepair. If the marina is given the go ahead once it's opened there will be a lot more traffic especially at the weekends so we won't be able to safely walk/ cycle down the road with our children and dog. The village already has issues with how fast people drive through the village , as many people use Claydon as a cut through from Banbury to Boddington so with the development of the marina these issues will increase ten fold and will put our children and pets at risk of injury by the increased traffic. When we look out of windows in the summer all we see are the beautiful views of the countryside and listen to the lovely sounds of the wildlife but if the marina goes ahead our view will not be the same and all we will hear will be traffic, construction and it will not be the peaceful village we moved into. The marina also effect the house prices in the village as people will not want to live near a marina that will have increased volumes of traffic coming to it. We have a marina in Cropredy which is a couple of miles away so feel that another is not needed."/>
Received Date	<input type="text" value="10/11/2020 22:25:39"/>
Attachments	

Comment for planning application 20/02446/F

Application Number	<input type="text" value="20/02446/F"/>
Location	<input type="text" value="Glebe Farm Boddington Road Claydon Banbury OX17 1TD"/>
Proposal	<input type="text" value="Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake - re-submission of 18/00904/F"/>
Case Officer	<input type="text" value="Shona King"/>
Organisation Name	<input type="text" value="Mr & Mrs Reynolds"/>
Address	<input type="text" value="4 Walnut Gardens, Claydon, Banbury, OX17 1NA"/>
Type of Comment	<input type="text" value="Objection"/>
Type	<input type="text" value="neighbour"/>
Comments	<input type="text" value="Dear Sir/Madam, We would like to officially and strongly OBJECT to the proposed marina at Claydon. We moved to the village at the beginning of 2018 almost entirely due to its exceptionally rural environment and beautiful surrounding views. As such, we would like to object on the basis of the following: 1) Claydon is a very small village and having a development of size nearby would significantly alter its character and the nearby landscape. 2) The marina would cause light pollution of an otherwise very dark and unspoilt village - as far as we know there aren't even any streetlights in the village, so the marina would cause a huge difference in this respect. 3) The marina would undoubtedly be heard from Claydon, an otherwise exceptionally quiet and rural village. 4) The traffic through the village would significantly increase - we barely ever hear a car go past now, which is lovely! Claydon is not a 'through village' so traffic is limited to residents. This would change dramatically for the worse. 5) The single track roads are not fit for purpose for the inevitable increase in traffic that would be caused by both construction and use of the marina. 6) The beautiful views would be ruined. 7) We are concerned that the marina could significantly impact house prices in the area. 8) Our parents live in Leicestershire, close to the North Kilworth marina. We have heard no positive feedback relating to it and understand that it is HUGE. Something similar in Claydon would be very worrying with reference to the physical size of the development. 8) We can see no benefits of the development of the marina to the people of Claydon. We sincerely hope that you take these points on board and cancel the planned development. Yours faithfully, Claire and Christopher Reynolds"/>
Received Date	<input type="text" value="17/10/2020 20:17:54"/>
Attachments	

Comment for planning application 20/02446/F

Application Number	<input type="text" value="20/02446/F"/>
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Proposal	<input type="text" value="Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake - re-submission of 18/00904/F"/>
Case Officer	<input type="text" value="Shona King"/>
Organisation Name	<input type="text" value="Keith"/>
Address	<input type="text" value="5 Boddington Road, Claydon, Banbury, OX17 1HB"/>
Type of Comment	<input type="text" value="Objection"/>
Type	<input type="text" value="neighbour"/>
Comments	<input type="text" value="I object to this application and its previous iteration 18/00904/F and wish that all my previous comments are taken into account from 1800904/F. There has ben a noticeable increase in traffic on the Boddington Road due I think to the HS2 works in surrounding villages which has led to the village being used as a rat run. I did raise these additional comments on application 18/00904/F that still hold true. The traffic survey undertaken on 7th August 2017 will not reflect current traffic levels given the increased use of the road, also being taken on a School holiday the result would be lower than normal traffic in school term time. The placement of the sensors only 40 metres from the bridge did not give a true representation of the speed of vehicles along the entire length of Boddington Road from the village entrance to the bridge which is far greater than reported. Encouraging the boaters to approach from the north and exit south will in general be ignored and the Sat NAV blindly followed initially and then disregarded in favour of the fastest route. I am certain that supermarket and general delivery vehicles will still go the quickest route through the village, all extra traffic for a very small village dwarfed by the size of this development."/>
Received Date	<input type="text" value="03/10/2020 12:29:37"/>
Attachments	

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Location	Glebe Farm Boddington Road Claydon Banbury OX17 1TD
Proposal	Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake - re-submission of 18/00904/F
Case Officer	Shona King
Organisation Name	Keith
Address	5 Boddington Road, Claydon, Banbury, OX17 1HB
Type of Comment	Objection
Type	neighbour
Comments	<p>My original comments below Dear Sir/Madam, I would like to formally raise my personal objection to this proposed development based on the following points. 1. The access road to the development is along Boddington Road which is a single track road from the entrance to the village to the Marina entrance. There are no formal passing places. Its already in a dreadful state with numerous pot holes and evidence of land slippage by the Canal bridge and the old railway bridge. Traffic regularly mounts the verges causing them to cut up into a muddy mire when its rained, given that there will be a vast increase in the number of vehicle movements the situation will only get considerably worse. This could be overcome to some extent if the road is widened to accommodate vehicles passing along most of its length but this would require considerable funding, perhaps the developer should contribute the majority of funding for any road improvements. Given the road is regular use by ramblers, dog walkers, horse riders and Banbury Cycle club I would suggest that the 30mph speed limit be extended to the proposed development in an attempt to mitigate the safety issues. 2. I fully appreciate the need for local farms to diversify their operations given the potential impact of HS2 (which now looks likely to be reviewed given the massive budget overrun) also Brexit but again this is still to be decided so the proposed diversification may not be necessary at all. 3. I have been a resident of Claydon for well over 30 years and am lucky to enjoy the wonderful views in North Oxfordshire, I do feel that the development will significantly impact the views from the Boddington road mainly due to the fact that high embankments 26 feet high will be necessary for the Marina and spoil our lovely landscape. It truly would be a blot on the landscape. 4. Given that the development is supposed to be non residential similar to Cropredy Marina how can this be enforced by the Council as it seems to be not to be at Cropredy, this in turn now means our local Doctor has had to close his list due to the number of temporary boat residents registering at his surgery. A crazy situation if this development goes ahead you will have effectively doubled the entire population of Claydon without providing the necessary infrastructure to support it. 5. Finally I would urge the full planning committee to perform a site visit to see what will be lost if this application is approved along with the state of the road rather than just relying on developers plans.</p>
Received Date	03/10/2020 12:59:09
Attachments	

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Case Officer	<input type="text" value="Shona King"/>
Organisation	<input type="text" value=""/>
Name	<input type="text" value="Rachel Knell"/>
Address	<input type="text" value="7 Boddington Road,Claydon,Banbury,OX17 1HB"/>
Type of Comment	<input type="text" value="Objection"/>
Type	<input type="text" value="neighbour"/>
Comments	<input type="text" value="I am writing on behalf of the residents of 7 Boddington Road, Claydon, Banbury OX17 1HB to object to the proposed marina development at Claydon. We feel very strongly that such a development will fundamentally spoil the character of our lovely village. We are specifically concerned about the impact such a development would have on levels of traffic and pollution through the village. The village roads are narrow and poorly maintained. Our road - Boddington Road - leads to the proposed development site. It is a single track road without passing places. Horses, dog walkers and cyclists frequent this route. There is no footpath. The additional traffic generated by the proposed 192 boats would endanger these road users. The bridge at the marina access point is steep and narrow without visibility of oncoming traffic. We also believe that the Oxford canal is designated as a Conservation Area. As a family we enjoy walking this peaceful gentle place and do not believe that the proposed development is in keeping with its Conservation Area status. We believe that it will spoil the landscape and would bring no benefit to the village. We are also concerned that the lighting required for such a development will not enhance the local area. We hope these objections will be taken into account during the consideration of this planning application and that the proposal will be rejected. Regards Rachel Knell Resident of 7 Boddington Road (on behalf of Hannah Burrows, Robert Purdey, Veronica Purdey, Kerys Burrows-Purdey and Kacey Burrows-Purdey)"/>
Received Date	<input type="text" value="31/10/2020 13:31:28"/>
Attachments	

Comment for planning application 20/02446/F

Application Number	20/02446/F
Location	Glebe Farm Boddington Road Claydon Banbury OX17 1TD
Proposal	Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake - re-submission of 18/00904/F
Case Officer	Shona King
Organisation	
Name	Andrew Ferguson
Address	9 Bignolds Close, Claydon, Banbury, OX17 1ER
Type of Comment	Objection
Type	neighbour
Comments	<p>OBJECTION TO PLANNING APPLICATION FOR GLEBE FARM CLAYDON MARINA I have lived in Claydon with my wife Angela for 29 years and our three children were brought up here. I worked for Oxfordshire County Council for 10 years and my wife taught at local schools through her career, and we are both very committed to community life. As such we regard the consequences of the application as a threat to the quality of life for all who live or work in the area and those who visit. Our reasons are set out below. Andrew Ferguson 9 Bignolds Close Claydon BANBURY OX17 1ER Tel 01295 690367 24th November 2020</p> <p>1. Planning process. Firstly I must protest that this application is being made in the middle of the Covid national lockdown up until 2nd December 2020 which makes illegal direct contact between individuals. As such the community cannot meet to discuss a response. No-one can attend at Bodicote House to view the plans. Those people without access to online resources, or limited in their use of them, cannot seek help from family, friends or advisers. Also I think many villagers are under extra pressure to work and provide for their families and cannot respond as fully as they would want to the threat this development poses. The Cpril 2019anal and Rivers Trust state on their website that due to Covid they are only undertaking essential safety work and cannot respond within six weeks as they would usually want to. This is all very unfair and is skewed in favour of the applicant who already has far more resources than the individual local people who will be most impacted if the plan is smuggled through during covid restrictions.</p> <p>2. Pre-conditions for inland marinas are that they should be located near existing services. Looking at the Canal and Rivers Trust website , and the planning applications referenced there, there is a well-established practice that inland marinas are built near residential communities which have the personal services that a new marina development cannot provide, despite the fact that large numbers of people spend time within a marina. The only residential community nearby to Glebe Farm is Claydon, and this is a brisk 15 minute walk away with few pavements and no street lighting. The only personal services Claydon has are a church, post box and defibrillator. Getting to everything else - doctors, schools, shops, buses and pubs - requires the use of a car. Allowing this Glebe Farm development will mean up to 190 groups of people using their cars to travel along narrow unmaintained roads to obtain any services at all. There will be a bad impact on Claydon as the travel will be from the marina through Claydon to Cropredy. This is not how previous marinas have been allowed.</p> <p>3. Direct impact on Claydon village and its community.</p> <ul style="list-style-type: none">o The village has about 100 dwellings and 300 residents. The marina has a proposed 192 boats, with multiple occupants, and at its beginning appears to take up more land than the village.o The village has seen some brown field building in recent years replacing disused homes. However an application for a new single dwelling was refused on the basis it would cause extra traffic in the playing field area. This application was for a patch of community land behind No 7 Bignolds Close on the corner of Appletree Road and Cropredy Road. If the planning process decided that one property with maybe 2 cars will impact on the safety of the playing field, how can 200 extra cars in the area be a good idea?o There is no information as to how leisure boats can be prevented from becoming residential boats. In planning terms, the only house on Appletree Road, half a mile outside the village, was a barn until about ten years ago when it was converted to a holiday home. It has become a permanent residence, with the consequent impact on traffic etc. The "Barn House" in Claydon was built inside a barn and then retrospective planning permission was applied for. It thus seems likely on available evidence that the arrival of 192 boats each up to 70 feet long and designed as living accommodation will result in a new, unapproved, housing estate which will develop over time with subsequent applications on what is currently green belt.o This ad hoc housing collective will require school places which have not been budgeted for.

The nearest GP surgery is at Cropredy. I understand that Dr Tucker there has pointed out that the marina at Cropredy has resulted in habitation (without planning consent) requiring GP services which are not available. Further unapproved habitation at the proposed marina will further impact.

o I was from 1996 to 2000 a Service Manager for Oxfordshire Social Services covering the Banbury area. The experience of social services was that people living on boats were often more vulnerable than those in conventional housing. This was especially so for children and older adults. If this planning application is approved the possibility is created that families may live in a marina, where there are no services such as public transport, day care or domiciliary care. The consequent pressure for support for children in need, vulnerable adults or elderly people will be thrown onto social services departments in Daventry or Banbury who do not have the resources for this. I suggest that those making the planning decision consult their colleagues on the county councils about the possible unintended impacts.

2. Impact on canal users.

o The proposed marina is located above the Claydon flight of 5 locks, which takes a single boat up to an hour to navigate. There are already often queues of boats waiting, with diesel engines running, to pass through. In recent years summer travel through locks has been subject to water conservation measures such as disallowing boat travel after 8pm. The impact of dozens of boats attempting to travel down to Oxford, or return to the marina, will be devastating to the canal. It is conceivable that at weekends boats may be unable to travel down the canal at all. It has also been established that there is no spare water to fill and maintain a marina.

o The canal water is already so filthy that canoeists at the nearby Cropredy Canoe Club are instructed to be cautious in using the canal, and my vet's advice is to not let dogs swim in the water. The addition of hundreds of diesel engines to this small length of water will be to worsen the water purity. This will be added to by the grey water produced, from kitchen sinks, pressure washers to clean boats and associated chandlery activity.

o The canal bridges between Cropredy and Fenny Compton are mostly in a state of poor repair. Bridge No 145 on the Appletree Road from Claydon to Lower Boddington will be used in the construction of the marina as it accesses Glebe Farm. Despite the 5 ton weight limit, heavier vehicles (often driven by sat Nav) already cross it unlawfully. I have seen HGV vehicles cross the bridge and touch ground on it as it is a hump back. The road surface on it is damaged by this. Further damage will be caused if this planning application is agreed, and other bridges are in a similar state. Any bridge collapse or repair will jeopardise travel on the canal and road use.

o I have spoken recently on the canal to two staff who work for the Canal and River Trust, a privatised body who took over from the British Waterways Authority who managed the canal for years. They stated that resources for maintenance are very limited and work must be prioritised and rationed. This can be seen in the leaking lock gates and poor state of the tow path. Further boat traffic on the canal has not apparently been budgeted for.

3. Impact on road traffic.

o I have lived in Claydon for 29 years and seen the volume and speed of traffic increase in this time. There is real danger of a serious accident due to the factors listed below which will be worsened by the increased traffic caused by 192 boat users and their vehicles, plus boat transporters and maintenance and support vehicles.

o There are 5 roads into Claydon and all are narrow and not suitable for large vehicles (two have as a consequence weight limits and one a height limit). Vehicles leaving the M40 at Junction 11 and heading to the proposed marina are directed by Sat Nav along the Cropredy / Claydon Road.

o It can be seen that this narrow road as it enters Claydon is not wide enough for two vans to pass and has a blind S bend and no pavement nor street lighting, like many of the roads in the village. The school bus to Cropredy hit a tree here on the bend and children were injured. Two winters ago a vehicle left the road and hit a tree, being written off. This road is also used by the horses and riders from nearby Clattercote stables. This road is just one example of how more cars and the heavier vehicles associated with canal boats will be a threat to safety.

o Claydon roads are already less safe than those in neighbouring villages. For instance Fenny Compton, the nearest Warwickshire village, has a 20 mph speed limit. In Claydon the limit is 30mph. In fact it can be worse than this, as the Claydon children's playing field is accessed by pedestrians and cars from the Appletree Road, where the limit is 60mph. There are no traffic calming measures in place in Claydon, despite neighbouring villages such as Cropredy having chicanes on through roads, and the nearby Southam A423 having a 50mph limit. I walk my dog every day along these Claydon village roads and am very worried at the large number of vehicles and the high speed they travel at.

o I regularly use the Boddington Road, where the access for the proposed development is. Heavy agricultural vehicles on the narrow lane are already a real danger to all. I understand that the developer claims that vehicles will slow because the road is between bridges. This is not true, every day dozens of vehicles travel at excessive speeds on this road, especially courier delivery vans directed by Sat Nav and 4 x 4 s who ride high enough to speed over the bridges. Has any traffic survey been undertaken? If not I ask that members of the planning committee take a walk along this road and reach their own conclusion.

4. Impact on the environment

Other respondents have pointed out the current situation where the village has minimal light and noise pollution. This situation is already threatened by the fortunately small number of canal boats which live along the nearby canal bank and when stationary run diesel motors to charge batteries, and show bright lights at night. The proposed marina will worsen this. Has any projection of light pollution been provided?

o In recent years the 250

boat marina at Cropredy has added to the Fenny Compton marina in polluting the canal with diesel and other effluent and the air with noise and light. I have visited both marinas this week and they currently have many vacant spaces. There are further mooring spaces in nearby Banbury Town. It is hard to see how more boat spaces are needed. The developers estimate that the impact will be that of four houses seems unreal. Even before the Glebe Farm marina opens there will still be environmental impact from the building of the marina and passage of vehicles to maintain it. o Both Northamptonshire and Oxfordshire County Councils have complex strategic plans for environmental protection, including reducing diesel usage, which is a large part of canal boat use. Many narrowboats for canal use were built more than 30 years ago and do not have modern emissions controls, but rather have old diesel engines, for instance the Perkins diesel is commonly used which was developed for taxis fifty years ago. Many boats I see with engines running are emitting dense black smoke now. The government has this month announced that only electric engines will be permitted in new motor vehicles from 2030. Even the buses in Banbury are increasingly electric; what undertakings can the proposed marina owners give about the emissions of engines in their development? How can it be sensible that Cherwell District Council is getting rid of its own diesel engine vehicles as soon as possible and then considering allowing at least 192 extra diesel engines to set up in the District for leisure purposes? o There are also restrictions for environmental reasons on building houses on green belt land, yet the experience of the Cropredy marina is that boats will become homes for people who chose to do this in the absence of enforcement. As such this 192 boat marina represents a building of homes on green belt without roads, services or agreement of the local community, all of which is against good environmental practice. o The applicant states that uncertainty over Brexit necessitates diversity. This has not been evidenced and is it not likely that if this application is allowed the applicant will then follow up with further requests to industrialise the countryside with the same excuse? "Planning creep" is a real danger when permission is given for large scale developments (this marina is bigger than the village it neighbours) which duplicate nearby provision. Experience of failed speculative business developments is that the owner will then apply to turn it, again speculatively, into something else. Will the Council sanction in the near future the underused marina being added to by a caravan park or warehousing? Surely not, so why allow this huge development at all? -----
-----ENDS

Received Date

24/11/2020 17:16:47

Attachments

Comment for planning application 20/02446/F

Application Number	<input type="text" value="20/02446/F"/>
Location	<input type="text" value="Glebe Farm Boddington Road Claydon Banbury OX17 1TD"/>
Proposal	<input type="text" value="Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake - re-submission of 18/00904/F"/>
Case Officer	<input type="text" value="Shona King"/>
Organisation Name	<input type="text" value="Michael Derek Hartland Gentry"/>
Address	<input type="text" value="9 Manor Park,Claydon"/>
Type of Comment	<input type="text" value="Objection"/>
Type	<input type="text" value="neighbour"/>
Comments	<input type="text" value="28/10/2020 Dear Sir/Madam My objection to the current proposal is as follows:- I wish to object to the proposed marina for the following reasons:- 1) The access road to the marina is single track with a very steep canal bridge and would not be suitable for the extra Cars/Service vehicles that would need to use it. This road is also in a very poor state of repair, has not had its verges cut since last year, and coupled with the extra traffic would greatly increase the risk of accidents. There is also the problem on extra traffic coming through Claydon to access the site. 2) Adjacent to and Running the entire length of the proposed site is a disused railway line and running alongside this is an extensive strip of woodland/wildlife conservation area. Any development in close proximity to this area would result in possible loss of habitat and related wildlife. 2) The proposed marina will be situated in a predominately Rural /Farming area, this land and the adjoining canal path provide a peaceful and tranquil environment to enjoy the country side, This would all be lost !!! 3) The Proposed site being Farmland does not suffer greatly from light pollution, when the mariner is complete, the new proposed lighting would have a detrimental effect on the surrounding area. 4) There are already two large marinas within approx. 1 mile, plus a large residential mooring within a mile of this site. Do we need another one ??? 5) People using/living on this site will inevitably increase the workload on already overloaded local surgeries. Yours sincerely Michael Gentry"/>
Received Date	<input type="text" value="28/10/2020 15:37:14"/>
Attachments	

Comment for planning application 20/02446/F

Application Number	<input type="text" value="20/02446/F"/>
Location	<input type="text" value="Glebe Farm Boddington Road Claydon Banbury OX17 1TD"/>
Proposal	<input type="text" value="Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake - re-submission of 18/00904/F"/>
Case Officer	<input type="text" value="Shona King"/>
Organisation Name	<input type="text" value="Adele Al-Anazi"/>
Address	<input type="text" value="11 Bignolds Close, Claydon, Banbury, OX17 1ER"/>
Type of Comment	<input type="text" value="Objection"/>
Type	<input type="text" value="neighbour"/>
Comments	<input type="text" value="I am concerned about noise and light pollution. We already have enough grief from HS2 when trying to navigate the area, and our views being ruined. This is not fair or wanted. A marina won't even enhance our community as it will just be a Separate community, just traffic for us. This is the last thing we need on top of the disruption we already feel."/>
Received Date	<input type="text" value="17/10/2020 21:08:24"/>
Attachments	

Comment for planning application 20/02446/F

Application Number	<input type="text" value="20/02446/F"/>
Location	<input type="text" value="Glebe Farm Boddington Road Claydon Banbury OX17 1TD"/>
Proposal	<input type="text" value="Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake - re-submission of 18/00904/F"/>
Case Officer	<input type="text" value="Shona King"/>
Organisation Name	<input type="text" value="Sam North"/>
Address	<input type="text" value="12 Bignolds Close, Claydon, Banbury, OX17 1ER"/>
Type of Comment	<input type="text" value="Objection"/>
Type	<input type="text" value="neighbour"/>
Comments	<input type="text" value="I object to the marina proposal on the basis that I believe it is likely to have a detrimental impact on Claydon, offering no tangible benefits to either the community or character of the village. The inevitable increase in through traffic would almost certainly disrupt the quiet nature of the village and put pressure on the surrounding access roads, which are mostly narrow single track lanes suitable only for infrequent traffic."/>
Received Date	<input type="text" value="08/11/2020 23:24:42"/>
Attachments	

Comment for planning application 20/02446/F

Application Number	<input type="text" value="20/02446/F"/>
Location	<input type="text" value="Glebe Farm Boddington Road Claydon Banbury OX17 1TD"/>
Proposal	<input type="text" value="Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake - re-submission of 18/00904/F"/>
Case Officer	<input type="text" value="Shona King"/>
Organisation Name	<input type="text" value="sarah keyser"/>
Address	<input type="text" value="12 Bignolds Close, Claydon, Banbury, OX17 1ER"/>
Type of Comment	<input type="text" value="Objection"/>
Type	<input type="text" value="neighbour"/>
Comments	<input type="text" value="Dear Cherwell District Council Claydon is a very small village with no amenities / logistics to support the extra traffic and people a Marina would bring. The roads are narrow in the village and they will not be able to support extra traffic. This would also disrupt the many people who live on these through roads. Claydon is a beautiful and quiet village, which was our reason for moving here a year ago. Anything to disrupt what we have will be devastating to the people who live here. Visitors from the proposed marina would probably travel through Claydon to get to surrounding villages with shops and pubs etc, which means Claydon will just be used as a 'rat run'. This will not provide the village with any benefits whatsoever. There is a huge marina in Cropredy (the next village), which, from what I know is substantial enough to support more than enough boats. We need more wildlife safe areas and not more places for people to develop for themselves. This surely can only have a detrimental affect on the existing wildlife! Please don't develop more land, we need to protect what we have and look after the natural environment. The people of Claydon want to protect wildlife and this would go against all of the hard work we have put in. In this current climate, it would seem obvious to invest in the environment and wildlife, and not in more man made 'tourist attractions'. Can't we provide more land that is protected and supports the environment instead? This is such an important topic right now, Claydon could be used as the first eco friendly village! We are small enough to do this without too much cost and it would bring the right kind of attention to the village. I really hope you would consider thinking about the natural environment and not the money that can be made from this potential project. It's more important to think about the health of the planet and making steps to balance out the destruction people have caused. Thanks and regards Sarah Keyser"/>
Received Date	<input type="text" value="02/10/2020 09:47:48"/>
Attachments	

From:

Sent: 02 November 2020 16:09

To: Shona King <Shona.King@Cherwell-DC.gov.uk>

Cc: Councillor Phil Chapman <CouncillorPhil.Chapman@Cherwell-DC.gov.uk>; Councillor George Reynolds <George.Reynolds@Cherwell-DC.gov.uk>; Councillor Douglas Webb <Douglas.Webb@Cherwell-DC.gov.uk>

Subject: Planning application 20/02446/F

Dear Ms King

I attach a correction to my objection to the above planning application. There was a typing error in the date of the first letter from the Environment Agency.

Regards

Jenny Jones

13 Bignolds Close
Claydon
Banbury
OX17 1ER
10th November 2020

Shona King
Planning Department
Cherwell District Council
Bodicote House
Banbury

Dear Ms King

Re. Planning Application 20/02446/F

I object further to the planning application for a marina at Claydon on the grounds that it contravenes the Cherwell District Council Adopted Local Plan 2011-2031.

Policy ESD 16 states,

“The length of the Oxford Canal through Cherwell District is a designated Conservation Area and proposals which would be detrimental to its character or appearance will not be permitted.”

The proposed plan includes huge bunds which will rise well above the surrounding countryside and be detrimental to the appearance of the area. The height of the lifting equipment in the dry dock has not been stated and this will again impinge on the surroundings with the work bringing industrialisation to the site therefore radically altering the character of the area.

The policy continues,

“Other than appropriately located small scale parks and picnic facilities new facilities for canal users should be located within or immediately adjacent to settlements.”

Presumably the intention is for the canal users to use the amenities of those settlements and not be forced to travel further afield by road in order to satisfy their needs. Although Claydon is a settlement, unlike the neighbouring marina sites of Cropredy and Fenny Compton, it is completely devoid of amenities. (There is sufficient spare capacity in the neighbouring marinas to render the proposed marina in Claydon completely unnecessary). If it goes ahead canal users will be forced to use the Boddington Road which is entirely unsuitable to accommodate any increase in traffic which will include not only cars but delivery vehicles to the marina site. The width of the road is extremely narrow. Once outside the 30 mph limit the road narrows significantly to below 3 metres. Tesco supermarket delivery vehicles are 2 metres wide without allowing for wing mirrors and they can legitimately travel at speed in this area. The road which has been very poorly maintained also includes a blind bend and an extremely steep humpback bridge. **It is a major concern that Oxfordshire County Council has only specified the creation of additional passing places north of the site – none between Claydon village and the site.**

Please ensure that the Planning Committee visit the site before any decision is made.

Yours sincerely

Jenny Jones (Mrs)

Copied to:-

Cllr. Phil Chapman
Cllr. Douglas Webb
Cllr. George Reynolds

13 Bignolds Close
Claydon
Banbury
OX17 1ER
18th October 2020

Shona King
Planning Department
Cherwell District Council
Bodicote House
Banbury
OX15 4AA

Dear Ms King

Re. Planning Application 20/02446/F

I wish to object strongly to the application for a marina at Claydon on the grounds that the discharge of sewage will be unacceptable.

In its letters of 13th July 2018 and 24th April 2019 the Environment Agency expressed concern regarding the lack of mains sewage. Rather than plan to connect to the mains sewers the applicant just revised the discharge calculations to the equivalent of 3 four bedroom houses. This is extremely difficult to believe and no explanatory calculations have been supplied.

The clubhouse building is designed for significant discharge of waste water. For the main part of the season the building is planned to be open from 8.00 am to 8.00 pm. Boat owners will have the use of 5 female toilets, 2 male toilets plus 4 urinals, a disabled toilet, 4 shower cubicles, a kitchenette and a laundry. There will also be discharge from the accommodation upstairs.

If the package treatment plant (PTP) is allowed to go ahead there appears to be nothing in place to prevent additional deterioration of Wormleighton Brook. The Environment agency has classed the brook as 'poor' partly due to elevated phosphate which is partly caused by suspected sewage discharge. None of the regulatory checks on the PTP are associated with phosphorous levels, thereby giving the applicant licence to pollute Wormleighton Brook even further.

Yours sincerely

Jenny Jones (Mrs)

Copied to:-

Cllr. Phil Chapman
Cllr. Douglas Webb
Cllr. George Reynolds

13 Bignolds Close
Claydon
Banbury
OX17 1ER
18th October 2020

Shona King
Planning Department
Cherwell District Council
Bodicote House
Banbury
Ox15 4AA

Dear Ms King

Re. Planning Application 20/02446/F

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Yours sincerely

Jenny Jones (Mrs)

Copied to:-

Cllr. Phil Chapman
Cllr. Douglas Webb
Cllr. George Reynolds

The junction of Mollington Road with the main road (A423) is in a dip approached in both directions of the A423 over blind summits. This has caused numerous accidents because vehicles turning or waiting to turn into Mollington Road can only be seen by the traffic on the A423 a few seconds before they arrive at the accident.

These photos show the spot where the Claydon sign was before it was destroyed last year.



Travelling from Banbury you sit with your heart in your mouth waiting to turn off the A423 onto the Mollington Road hoping that a string of cars or vans travelling at 50 or 60 mph will not be coming over the crest behind you before you are able to complete the manoeuvre. The Mollington Road is on a steep rise as it joins the A423. This means that vehicles are travelling slowly as they do so and hence create an obstruction.

A site with nearly 200 boats and/or cars is an obvious target for thieves which will bring extra crime into the area. This may well spill over into the village. Because the car parking is behind the bund the cars will be hidden from the rest of the site.

The number of occupants of the boats will roughly equal the number of people living in the village so would in a matter of months double the population of the village putting a strain on local services. If the marina was granted planning permission, together with the number of people already living on the canal, it would create another village of about the same size as Claydon.

The mobile phone reception in the area is not good so the increased number of users would make this matter worse and the public phone box was removed from the village last year.

The pressure of the domestic water supply in the village already comes under strain at times will the system be able to cope with extra demands?

For all these reasons this planning application should be rejected!

If any member of the Planning Committee is thinking of approving this plan I ask them to visit the site because artist's impressions on paper do not always convey the real situation.

Yours sincerely

Robert Jones

Copied to:-

Cllr. Phil Chapman
Cllr. Douglas Webb
Cllr. George Reynolds

13 Bignolds Close
Claydon
Banbury
OX17 1ER
20th October 2020

Shona King
Planning Department
Cherwell District Council
Bodicote House
Banbury
Ox15 4AA

Dear Ms King

Re. Planning Application 20/02446/F

20/02446/F: Glebe Farm, Boddington Road, Claydon.

I object to this planning application because it is an unnecessary industrialisation of a rural setting.

The following You Tube videos show some of the activities associated with maintenance of narrow boats.

https://www.youtube.com/watch?v=VZB_tSR7bm4 Blacking

<https://www.youtube.com/watch?v=7gUm6zdmiCY> Engine room maintenance

As there are to be nearly 200 boats, assuming a 4 year cycle for 'Blacking' that means that nearly 50 boats a year will be having this activity performed on them. Assuming the boats will be used for cruising during the spring to autumn months, the logical time to do this will be during the winter months and it is reasonable to assume that this will need to be done under cover so a large barn will be needed for this. This together with the crane for lifting the boats from the water will ruin the rural nature of the site.

Google Maps directs traffic going to the site, coming from the directions of Oxford, Stratford and Southam, through the village via the Mollington Road or Fenny Compton Road and then the Boddington Road. **If the marina proposal is approved then all traffic to it, both during construction and subsequently must be routed via the farm and not through the village.**

The access roads to the site are barely adequate to support the existing traffic and to add further traffic will further overload them, creating safety issues for the people who live in the village and the adjoining areas.

The absence of street lighting in the village and the lack of pavements on the routes to the site pose an obvious danger to pedestrians, cyclists and others.

Mollington Road into Claydon is a series of blind summits and bends and in several places not wide enough for two vehicles to pass without extreme caution or one getting off the road.

The following You Tube video shows some of these problems

<https://youtu.be/DZX-QbUB9-l>

20th October 2020

Dear Shona King,

I once again write to express my objection to the proposed marina development detailed above for the following reasons and still unanswered questions;

- 1) The roadways in and out of Claydon and the marina are ultimately unsuitable for any increased traffic. Furthermore, there are no pavements in Claydon from my street to the school bus stop, this is a walk I do twice a day with my daughter and it is already narrow and dangerous without any increase in traffic. Also, I have had my wing mirrors clipped by motorists who fail to slow down and move over enough whilst leaving the village on Mollington Road. It will become a sad case of when an accident happens not if. The right turn from Main Street into Mollington Road is frequently cut by drivers, which is already dangerous enough, the risk will only increase if we are to expect a car every 3 – 5.5 minutes a day, plus there are no pavements along Mollington road. Boddington Road at the marina site is simply slipping down the bank, not suitable for the traffic it takes now, let alone any increased traffic. All the roads to the site and Claydon are single track would not cope with much more traffic; potholes, subsidence, floods (both Mollington Road and Fenny Compton Road are impassable after heavy rains).

- 2) The marina is unnecessary there are already a plethora of moorings available along this stretch of canal; Napton, Ventnor, Calcutt, Braunston, Barby, Wigrams Turn, Fenny Compton and Cropredy, which is currently being expanded by 100 births (so that would be almost an additional 300 boats along this part of the canal when you add this application). During the summer months Top Lock in the Claydon flights is often closed each evening to attempt to maintain water levels. The Met office recorded the 9th driest January in over 100 years in 2019, the reservoirs were not full. From the Canal and River Trust website last September *"We're keeping a close eye on water levels across the south of the country, where the dry weather is continuing to cause us concerns. On the South Oxford Canal, water levels at the Boddington Reservoir remain very low, and we're proposing to close Marston Doles and Claydon lock flights overnight from 7 October to preserve water over the Oxford summit, unless significant changes occur. We'll also be maximising the amount of water we can recover via the pumps at Napton."* This year, as you would expect from months of not being used during lockdown water levels are normal, but imagine where they would be if there had been no lockdown and then where they would be next year with all these extra boats on this part of the canal. How are the Canal and River Trust (CRT) going to maintain the water levels with the extra boats? Does this proposed marina have an "acceptable impact on the existing water supply" to quote the CRT's website? I do not think it will, boaters get quite upset with queuing to use the locks as it is, let alone without the potential numbers this marina, plus the additional 100 at Cropredy will add. Are there even enough hours in the day (before the lock is closed) to get all the boats to where they want to go? There weren't last year, when the water levels forced Top Lock to

be closed and boaters weren't happy about being prevented from continuing their journeys for the evening.

- 3) **One bus a week** as additional access to the site doesn't fit my idea of being in keeping with a development plan that will help reduced greenhouse gases and reduce congestion. Journeys will be made to and from the marina and then in order to catch that single bus to Banbury the boaters will have to walk into the village along single-tracked Boddington Road which has no pavements and blind corners. Then there will be supermarket home delivery vans too, catering for the holidaymakers. I note that the application has stated that cycling along the tow path is another option to access the site, oh how I wish this were true, as a family we would very much love to have access to Cropredy on bikes along the tow path! Indeed, cycling maybe permitted along the Oxford canal towpath, but I would love to see someone other than a skilled mountain biker attempt it and not end up in the canal. In some places it is only just passable on foot as the towpath is slipping into the canal.
- 4) I live 0.66KM as the crow flies from the canal (only 100m less than the closest village property to the proposed marina; according to my rudimentary Google Maps measurement) and I know from past experience how easily noise travels in the open countryside (let alone when the source of the sound is raised a few metres above ground level), I have been woken by loud music coming from the canal in the early hours of the morning, canal boat users simply aren't aware that there is a village so close and how easily their sound can travel. There simply can't be a guarantee that there will be no impact to the village from noise or light **pollution**.
- 5) We are a very small, rural, dark skies loving village and to have such a large development built so close to us will be **appalling**. It is tantamount to building a housing estate and burying us. This village is without street light pollution and the size of the maria, so close, even with downlights would affect the very character of the village.
- 6) The development is **excessive** in size and dwarves our little village, ruins the landscape that gives us such beautiful views and threatens our wildlife. Once the development has been built it cannot be undone, the countryside, its beauty and serenity (the reason why I imagine boaters like it here) will be gone forever. Are there no brownfield sites along the canal where this development would be better suited so as not to damage the appeal of the beautiful countryside canals? A site that has better, existing transport infrastructure?
- 7) I have lived in the village for six years and I have seen in that time how quickly Banbury has been swamped by housing estates on all sides, we need to preserve what remaining beautiful natural areas we have left. Especially those that fall within a **conservation area** as the canal does.
- 8) There is **no benefit** to the local area or Claydon with this proposed marina. I am not convinced that even if there were any possible benefits, they would

outweigh the negative impact on the area. There are no shops or pubs in Claydon so our village would gain no benefit from this oversized development.

In short, my main fears are the increased traffic through our narrow, village roads and the impact that will have on the **safety** of not only my seven-year-old daughter but all the villagers. And the overall affect that this proposed marina will have on the canal (it's water, wildlife and general beauty), our small village (noise and light pollution, along with the traffic).

Yours sincerely,

Thomasina Birkin

16 Bignolds Close,
Claydon

Comment for planning application 20/02446/F

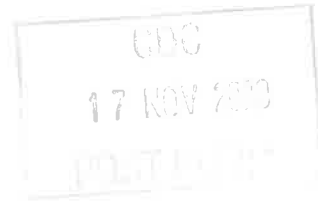
Application Number	<input type="text" value="20/02446/F"/>
Location	<input type="text" value="Glebe Farm Boddington Road Claydon Banbury OX17 1TD"/>
Proposal	<input type="text" value="Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake - re-submission of 18/00904/F"/>
Case Officer	<input type="text" value="Shona King"/>
Organisation Name	<input type="text" value=""/>
Name	<input type="text" value="JOHN TAGGART"/>
Address	<input type="text" value="16 Manor Park,Claydon,Banbury,OX17 1HH"/>
Type of Comment	<input type="text" value="Objection"/>
Type	<input type="text" value="neighbour"/>
Comments	<input type="text" value="I cannot believe in this day and age that I have to re-submit an objection when you know full well that my original objection is on file, this objection for this application from my previous file on 18/00904/F is to be used as to the new application 20/02446/F. As an extra comment the Boddington Road is now in a complete state needing major repairs as are the roads leading to the Glebe site from the village of Claydon, again this year the Canal Trust were out in force keeping the water levels up as best they could due to LOW RESERVOIR LEVELS, more boats due to the marina application even less water!!! The village of Claydon has also seen an increased movement of traffic due to HS2 supposedly they are not allowed to use the village as a through route but they do and so will the construction traffic for Glebe farm if this application is approved!! As I am now retired I would like to spend my last years in a village that I moved to 5yrs ago because of the amazing views, walks and comparatively peace and quiet which I hope will remain so."/>
Received Date	<input type="text" value="05/11/2020 10:37:10"/>
Attachments	

17 Manor Park, Claydon, Banbury, OX17 1HH

29th October 2020

COPY DATED 16/11/2020

F.A.O. Shona King
Cherwell District Council
Bodicote House
Banbury
Oxfordshire OX15 4AA



Dear Ms King

Re: Planning Application: 20/02446/F

I object to the proposed marina for the same reasons as I stated in my letter to you dated 3rd July 2018, Application No: 18/00904/F: the entrance /exit bringing extra traffic onto a single track lane over hump back bridge No 143, up through a single track road into the village of Claydon. From a conservation point of view, I feel things are right as they are; a good quality agricultural field in a peaceful rural setting.

Yours sincerely,

G. S. Prestidge

From: Shona King <Shona.King@Cherwell-DC.gov.uk>
To: rjonesclaydon [REDACTED]
Date: Oct 20, 2020 11:41:55 PM
Subject: Automatic reply: Your Ref 20/02446/F

Your email has reached the mail box of Shona King. Please email me if you have any queries or leave a telephone message on 01295 221643.

My normal working hours are Monday to Wednesday 8am to 1.45pm



This e-mail (including any attachments) may be confidential and may contain legally privileged information. You should not disclose its contents to any other person. If you are not the intended recipient, please notify the sender immediately.

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Unless expressly stated otherwise, the contents of this e-mail represent only the views of the sender and does not impose any legal obligation upon the Council or commit the Council to any course of action..

From: rjonesclaydon [REDACTED]
To: shona.king@cherwell-dc.gov.uk
CC: Phil.Chapman@Cherwell-DC.gov.uk, George.Reynolds@Cherwell-DC.gov.uk,
douglas.webb@cherwell-dc.gov.uk
Date: Oct 20, 2020 11:41:49 PM
Subject: Your Ref 20/02446/F
Attachments: Objection20-02446-F.doc

Dear Ms King

Attached is my objection to Planning Application 20/02446/F.

Regards

Rob Jones

13 Bignolds Close
Claydon
Banbury
OX17 1ER
20th October 2020

Shona King
Planning Department
Cherwell District Council
Bodicote House
Banbury
Ox15 4AA

Dear Ms King

Re. Planning Application 20/02446/F

20/02446/F: Glebe Farm, Boddington Road, Claydon.

I object to this planning application because it is an unnecessary industrialisation of a rural setting.

The following You Tube videos show some of the activities associated with maintenance of narrow boats.

https://www.youtube.com/watch?v=VZB_tSR7bm4 Blacking

<https://www.youtube.com/watch?v=7gUm6zdmICY> Engine room maintenance

As there are to be nearly 200 boats, assuming a 4 year cycle for 'Blacking' that means that nearly 50 boats a year will be having this activity performed on them. Assuming the boats will be used for cruising during the spring to autumn months, the logical time to do this will be during the winter months and it is reasonable to assume that this will need to be done under cover so a large barn will be needed for this. This together with the crane for lifting the boats from the water will ruin the rural nature of the site.

Google Maps directs traffic going to the site, coming from the directions of Oxford, Stratford and Southam, through the village via the Mollington Road or Fenny Compton Road and then the Boddington Road. **If the marina proposal is approved then all traffic to it, both during construction and subsequently must be routed via the farm and not through the village.**

The access roads to the site are barely adequate to support the existing traffic and to add further traffic will further overload them, creating safety issues for the people who live in the village and the adjoining areas.

The absence of street lighting in the village and the lack of pavements on the routes to the site pose an obvious danger to pedestrians, cyclists and others.

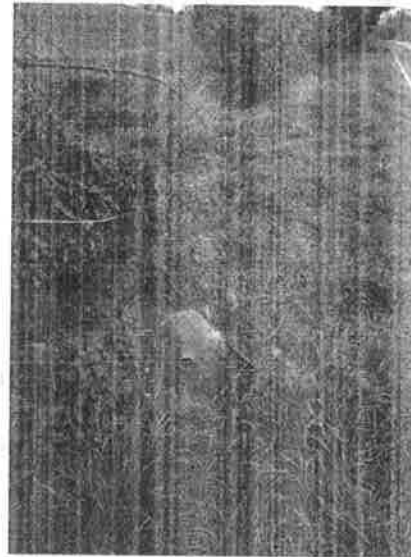
Mollington Road into Claydon is a series of blind summits and bends and in several places not wide enough for two vehicles to pass without extreme caution or one getting off the road.

The following You Tube video shows some of these problems

<https://youtu.be/DZX-QbUB9-I>

The junction of Mollington Road with the main road (A423) is in a dip approached in both directions of the A423 over blind summits. This has caused numerous accidents because vehicles turning or waiting to turn into Mollington Road can only be seen by the traffic on the A423 a few seconds before they arrive at the accident.

These photos show the spot where the Claydon sign was before it was destroyed last year.



Travelling from Banbury you sit with your heart in your mouth waiting to turn off the A423 onto the Mollington Road hoping that a string of cars or vans travelling at 50 or 60 mph will not be coming over the crest behind you before you are able to complete the manoeuvre. The Mollington Road is on a steep rise as it joins the A423. This means that vehicles are travelling slowly as they do so and hence create an obstruction.

A site with nearly 200 boats and/or cars is an obvious target for thieves which will bring extra crime into the area. This may well spill over into the village. Because the car parking is behind the bund the cars will be hidden from the rest of the site.

The number of occupants of the boats will roughly equal the number of people living in the village so would in a matter of months double the population of the village putting a strain on local services. If the marina was granted planning permission, together with the number of people already living on the canal, it would create another village of about the same size as Claydon.

The mobile phone reception in the area is not good so the increased number of users would make this matter worse and the public phone box was removed from the village last year.

The pressure of the domestic water supply in the village already comes under strain at times will the system be able to cope with extra demands?

For all these reasons this planning application should be rejected!

If any member of the Planning Committee is thinking of approving this plan I ask them to visit the site because artist's impressions on paper do not always convey the real situation.

Yours sincerely

Robert Jones



Copied to:-

Cllr. Phil Chapman
Cllr. Douglas Webb
Cllr. George Reynolds

I am taking this opportunity to point out that if this site is developed and becomes a "Brown field" site then in order to turn it back to an unspoilt site it will need large amounts of money usually from the Public Purse. Once it is "Brown field" it will be easier to further develop it for other uses, so a condition should be placed on it that restricts it to this use and size, ~~etc~~ if it is approved.

R. J. Jones.

Comment for planning application 20/02446/F

Application Number	20/02446/F
Location	Glebe Farm Boddington Road Claydon Banbury OX17 1TD
Proposal	Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake - re-submission of 18/00904/F
Case Officer	Shona King
Organisation Name	James McMillan
Address	23 Manor Park, Claydon, Banbury, OX17 1HH
Type of Comment	Objection
Type	neighbour
Comments	<p>Good afternoon Shona. Having reviewed the application once more, following its representation, I would again like to register my objection to the proposed development as there appears to be very little change from the original submission. These objections are on three principle grounds: 1) Local infrastructure. 2) Pedestrian safety. 3) Waste and foul water runoff. Local Infrastructure: The proposed site for a development in which over 200 boats will be housed alongside buildings providing ancillary services, such as maintenance and a clubhouse, is positioned at the heart of a rural area which is serviced by roads in a consistent poor state of repair. In many areas approaching from the Boddingtons or via Claydon the roads are broken up, sloping away or disintegrating at the edges and riddled with potholes. Additional traffic will lead to yet further degradation of the roads and in turn increased damage to vehicles, many of the owners of which may well wish to claim damages from the council. Furthermore the single track nature of the roads, and limited visibility afforded, pose risks to the cyclists, ramblers, dog walkers and horse riders who regularly use them which will only be heightened should they be confronted with such a significant increase in year round traffic. Lastly, the roads leading to the proposed development involve the increased burden of traffic passing through small villages such as Claydon in which there is a significant population of both the elderly and young children all of whom will be at greater risk given the increased traffic load going to and from the site. Pedestrian safety: In addition to the concerns listed above there also needs to be a consideration given to the canal towpath and the inherent risk of slips, trips and falls. The tow path running beside the proposed development is, much like the surrounding roads, in a very poor state of general repair. There are multiple areas where it is simply crumbling into the canal, has developed gaping holes where the bank is collapsing outward or where previous repairs and piling are starting to work through to the surface presenting trip hazards. It is almost exclusively single track and uneven further adding to the slips, trips and falls risk. The additional footfall generated by such a large development would only serve to further undermine the tow path leading to acute risk of injury. Waste and foul water runoff: While there is much in the application pack by way of supporting evidence the waste water assessment is notable by its absence. The files uploaded in this section appear to be no more than a sales brochure for the proposed tank to be sited in order to take foul waste from the clubhouse. Given the size of the proposed development it is highly ambitious to believe that the waste burden in the clubhouse itself will be below the threshold requiring mains drainage, especially over the summer peak, which poses a significant risk of overflow and surface water run off into the existing culverts and water courses. There is also the consideration of chemical contamination to the same watercourses from any chemical waste from the boats on site if their effluent containers are improperly or incorrectly disposed of. In either case should there be any flooding on the site there is a further consideration, which I cannot see addressed, relating to where floodwater overflow from the soakaway tank would end up. In all scenarios my belief, looking at the tank system proposed and the lack of mains drainage, is that all overflow will discharge into the existing watercourse and drainage culvert or the proposed pond which in any case and in turn will overflow into the same water course. Given the coming development and expansion at Cropredy Marina two miles away, and other new marina capacity coming on stream in the area in order to support demand, the proposed development at Glebe Farm is both unnecessary and to be located at a site that is sub optimal at best, and dangerous to the local community at worst. Best regards James McMillan.</p>
Received Date	10/11/2020 16:08:34

Attachments

Shona King
Case Officer
Cherwell District Council
Bodicote House
Bodicote
Banbury
OX15 4AA

9th November 2020

RE App No: 20/02446/F

Objection to proposed inland marina at Glebe Farm, Boddington Road, Claydon.

Foreword

The Applicant (WA Adams Partnership) has a farming business which is to be significantly impacted on adversely by the HS2 development, from the loss of some of their land. It amounts to 118 acres in total, but renders approximately 140 acres as non-viable farming land (see Planning Statement (PS), para 7.13). This purportedly [more on this subject in para 2.2 below] forms a fundamental reason for the Applicant's desire to diversify their business in a direction away from farming. The Applicant has my genuine sympathy in this regard. However, before I proceed with discussing reasons for my objection to the proposed marina, to be situated on a portion of the Applicant's remaining agricultural land, I will indulge in a brief digression in reproach of the decision makers behind the HS2 development. Damage to essential agricultural industry in this locality, and elsewhere en route, from HS2 will be irrevocable. The cost will be borne largely by those farmers affected and, to some extent, indirectly by the nation as a consequence of the diminishment of produce made available to the UK's food market. It is more critical now than ever before that our Government, through its relevant agencies, provides farmers, essential workers, support and further inducements towards embracing environmentally friendly farming practices in the production of good healthy food for our nation. Healthy food is not a societal luxury but a necessity that we can ill-afford to sacrifice at all. The HS2 is over budget, unjustified in finding a genuine relevance for the present or future; and in its destructive nature, it is entirely counter-productive towards inspiring hope for an improvement in the lives of Britons and UK residents alike. HS2 is justice derailed.

Although this planning application is for me and numerous others, no doubt, a wearisome repetition of the Applicant's previous amended planning proposal (formally App no: 18/00904/F) a single positive thought to take from its resurrection is that the people comprising WA Adams Partnership are well in this Covid-19 stricken world. Pre-Covid and throughout the fifteen month period of the first planning application – and its amendment – between the parishioners of Claydon and other respondents, approximately 140 letters of objection were submitted. I submitted several correspondence and I will refer to them and quote from one further on. Due to current mandatory restrictions in public gatherings, because of the pandemic and various other related obstacles, the volume of correspondence submitted this time round will likely be significantly less than before. Nonetheless, all previous cogent arguments should remain valid in this planning proposal because they remain, I am confident, the sentiments held by their authors. Although each application must be judged upon its own merit, the Committee would be remiss to not take reasonable steps in consideration of the former extent of opposition raised by the public and various statutory consultees in regard to this nearly identical current application. If that cannot be committed, I recommend that Cherwell District Council (from hereon CDC) consider extending this public consultation period to allow for access to a better informed public debate.

1 Introduction

1.1 Past words

Due to this planning application being essentially a re-submission of the amended planning application (18/00904/F), I am re-submitting two out of several items of my previous correspondence responding to that former application – the contents of which, I believe remain pertinent. The letter dated 15.03.2019 is marked **Attachment A** and the letter dated 13.09.2019 is marked **Attachment B** and they are appended to this item of correspondence. Any relevant amendments to either Attachment A or B are annotated by hand thereon accordingly.

2.2 Menu

Due to various constraints of time, I have limited myself to a careful reading of the current Planning Statement (PS), Follow-up report–Revision 3 26.07.2019, Hydraulic Modelling Report (including the final EA letter,

Ref: WA/2018/125260/03-LO1), a letter supplied by Canal and River Trust (from hereon CRT) dated 29.10.2020, Ref: CRTR-PLAN-2020-30810, and I have looked at the Proposed Site Plan, No. A05/020. My comments are therefore concerning the above listed documents and do not presume to be comprehensive in their scope. My discussions are covered under two main heads: **Tourism** and **Environment**.

2 Tourism

2.1 A condition of planning

The Applicant regards that the proposed marina at Claydon would provide “an important recreational facility...” for the Oxford Canal (PS 7.110). In my correspondence dated 08.07.2018, under subheading *Canal Impact*, paragraph 2.2, I proposed:

Considerations fundamental to a successful planning application for Claydon Marina should include satisfaction of, but not be limited to, the following points below.

- (i) *There must be production of substantive evidence that there is existing need for a marina at this proposed site. This should not merely represent a conjectural interest in its commercial viability. It will take into account availability of permanent mooring spaces at existing marinas and CRT operated permanent stay online moorings in the wider context of the Oxford canal and the neighbouring Grand Union canal.*
- (ii) *It will require the undertaking of an impact assessment for the Oxford canal with the aim of examining foreseeable consequences in that introduction of a further 250 [now 192] boats onto the summit pound of the Oxford canal. This should include:*
 - *Realistic projections over the increased burden for Canal & River Trust in terms of maintenance and efficient operations of the canal infrastructure (for example, damage and incidental wear and tear to locks, and water management, etc).*
 - *A detailed report of the presently available online mooring spaces which are commonly used by boat owners/ hirers whilst on their journeys; whilst identifying other suitable online mooring sites that may yet be provided to make up for any expected deficit — both north and south of this proposed marina site.*
 - *An analysis of expected delays (particularly during the peak season) at the lock flights, both immediately at Claydon (comprising five locks) and at the opposite end of the summit pound at Marston Doles (comprising two locks) which directly lead to the Napton flight (comprising seven locks). It will consider that possibility of detrimental impact on business operations (hire fleets etc) and other factors of enjoyment concerning the leisure boating sector.*

CRT has stated in regard to evaluating the need or demand for new marinas that the onus falls upon the developer / applicant to determine that for themselves and that, “It is for the developer / applicant to deal with these matters if they consider it appropriate or if they are required to do so as part of their planning submission” [emphasis my own] (CRT’s letter, 29.10.2020, ref: CRTR-PLAN-2020-30810).

If there is not a genuine demand for another marina on the Oxford Canal then construction of another would overburden the canal with excessive traffic use and adversely impact on existing hire boat operators located within cruising range of the southern Oxford Canal; and it would also negatively impact on local boating communities situated along the extent of the Oxford Canal. There are many established marinas situated within a two day cruise from Claydon, many of which also have large numbers of vacant moorings. Cropredy Marina (now under the proprietorship of Castle Marinas Ltd) is currently expanding its development from 249 berths to 349 berths. It would therefore be prudent to assess what, if any, impact occurs from that expansion before granting permission to increase marina capacity by 54.45% in the area. I recommend:

- (a) that an assessment period of 12 months minimally, to commence upon completion and opening date of the newly constructed 100 berth section of Cropredy Marina, be used to measure levels of impact caused from increases in canal boat traffic upon the Oxford Canal; and
- (b) that subsequent to satisfaction of condition (a) above, this condition also be imposed by CDC on the Applicant: to undertake an **Oxford Canal Impact Assessment**, corresponding closely with the model proposed above, in supplement to this or a new or an amended planning application.

2.2 Alternative plans?

The Applicant opines that, “*This area of Oxfordshire will be badly affected by HS2 which is likely to have a negative impact on tourism and recreation. A positive development such as the marina will help to offset the negative impact caused by the railway*” (PS para 6.1, bullet point one).

I do not believe that if HS2 adversely impacts on tourism the Applicant’s wonky edged marina would redeem Oxfordshire in serving as a popular landmark and tourist destination (from plan view the marina looks like something splatted on the ground). However, in the PS, paragraphs 7.25 - 7.28, the Applicant considers

three alternative options available to them as potential business opportunities, which they say is predominantly necessitated by their loss of land from the HS2 development; and which are as follows: (1) realign their farming production to be non-dependent on subsidies; (2) utilise property assets for other purposes; and (3) expand their current farming operations by acquiring more land. Agricultural land near to the Applicant's farm is currently unavailable, dispensing with their third option. The first and second options are represented in the marina and lake proposal discussed thereafter.

I do not think the Applicant has given adequate consideration to alternative possibilities. Small parcels of land of five acres or less, created by the HS2 bisecting larger fields in the Applicant's ownership, cease to be viable farming land for their purposes (PS paras 7.14 and 7.15). It could, however, perhaps provide a variety of pleasant nooks and niche spaces for camping or self-catering, if tourism is really an eminent interest of the Applicant's. The Applicant, in referring to a document entitled "*The Economic Impact of Tourism on Oxfordshire – 2017*," relates that "3 % of all domestic overnight trips involved staying on a boat mooring... It is only one percentage point below camping and self catering..." (PS para 7.87). One of the partners (Mike Goode) in WA Adams Partnership [the Applicant] owns two marinas already, Debdale Wharf and North Kilworth Marina. Therefore I suspect that concerns over personal poverty arising from a reduced output in the farming business serves as a lesser imperative for the construction of a marina than simply the want from that aforementioned partner in the partnership, to expand his marina empire. However, as opined by the Applicant, the HS2 may adversely impact on tourism thereby making alternative business ventures a far more promising prospect.

3 Environment

3.1 Green: ready, steady, grow

The land forming the proposed site for Claydon Marina serves a public benefit in its continued use as agricultural land. The Government's recent proposal to scrap current planning laws (established post Second World War to protect the countryside nationwide), in favour of three new classifications designating all land use, has been met with widespread disapprobation in parliament or so I believe and hope. Nonetheless, *growth*, ironically refers to developments in construction of houses and associated urban infrastructure, not developments equivalent in size to Claydon village and purely for recreational purposes like the marina. (Of course, that disregards a potential development of 3 - 6 jobs which could be created off the back of this proposed marina and that would go some way towards reducing numbers forecasted by various leading economists with their suggestions of unemployment rising to approximately four million people in 2021. That said, regarding the state of economic affairs worldwide, an economist's guess is as good as anyone else's.) We need to ensure that there are sufficient means to feed our expanding nation without an over reliance on imported foods or an increased reliance on other nations providing us the vegetable patch we have just happily concreted over. With climate change now on the forefront of our minds, we should learn to better manage the plentiful supply of water that comes from above in order to improve our productivity, rather than watch it wreak havoc with peoples' property and lives. Compliance with **paragraph 196 of the National Planning Policy Framework (NPPF)** requires that a public benefit factor in a proposed development outweighs any potential harm derived from it. When appraised on simple terms, on the basis of likelihood that a product entering the food chain will benefit greater numbers of people, all-told, than the income garnered from a marina which mainly benefits those partners within WA Adams Partnership, the bias, I believe, favours the eaters. I would not oppose the construction of an irrigation lake alone.

3.2 Lake or puddle?

The proposed lake, constructed so that the spoil may be used for bund material containing the marina, is purported to be primarily for irrigating crops of potatoes; secondarily, for educational pond dipping; and possibly also providing a venue for a kayak club (PS paras 7.118 and 7.232). It certainly cannot serve all three propositions and quite frankly, probably none to proper satisfaction of their asserted purpose. The lake is to "*be fed by ground water and surface water from the surrounding field*," now considerably less a field obviously (PS para 7.242). This poses the question of how to prevent the lake from drying out and becoming stagnant during sustained periods of drought, when presumably crops of potatoes require water most. A promise from the Applicant not to ever drain the lake, with purpose of protecting the lake's ecology, would limit usage of the water for its irrigation purpose and thereby possibly damage crops. Also, a stagnant pond possesses little charm for pond dipping for the little ones coming from neighbouring schools. (It should be noted that with a projected volume of 54,000m³ of water contained in the lake (PS para 7.244) it will be subject to approval from a Panel Engineer in accordance with the **Reservoirs Act 1975**, as will, of course, the marina basin itself – should planning be approved.)

3.3 A point of view

The Applicant claims that the presence of the marina would not cause "*significant effect on the views, with most views being unaffected or the change being negligible or minor. The principal change occurs for road users... There would also be a prominent change for towpath and canal boat users at the canal entrance... The additional proposed planting to buffer the existing hedgerow will effectively prevent views of the proposed marina from the canal-side towpath*" (PS para 7.137). If the marina was esteemed to enhance the appearance

and character of the Oxford Canal and neighbouring village, such concerns over hiding its existence would not feature as important. The fact that such measures to create a screen from public view is deemed so necessary highlights the incongruity of this development in its proposed setting, as if, dare I say it, to hide a dirty secret. Anyone taking a journey by foot or car around the nearby countryside or within a few miles of the proposed site, would, I believe, upon discovering the marina development en route regard it as a massive development and starkly in contrast with the surrounding rural landscape of rolling pastoral and arable land. "Landscape" is defined by the **Guidelines for Landscape and Visual Impact Assessment (GLVIA)** in conformity with the **European Landscape Convention (Florence: Council of Europe 2000)** as, "an area, as perceived by people whose character is the result of action and interaction of natural and / or human factors..." A genuinely desirable feature in any landscape that is purposed by man receives a prominent position for its viewing. For the Applicant, the hiding of the marina, as far as possible, serves a mitigating point and in doing so it suggests itself as an interloper within its rural setting. Walkers along the Boddington Road, of which there are many, and walkers joining Boddington Road from the formal access point to and from the Oxford Canal at Hay Bridge (Bridge 143) would be stunned not awed.

3.4 Badger off!

The proposed marina site plays host to a wide variety of wildlife, badgers amongst them. Badgers are a legally protected species, which I am sure they are grateful for. The Applicant observes: "*Although evidence of badgers was found adjacent to the site and the site currently provides some opportunities for foraging, the sett is far enough away from the proposed works that it will not be directly affected, and it is highly unlikely that any resident animals will be disturbed. The additional landscaping and planting around the marina are likely to enhance the habitat for foraging badgers.*" (PS para 7.169.)

"*The development itself however is likely to enhance the area by the introduction of two new areas of standing water which will provide good foraging opportunities.*" (PS para 7.172.)

"*The ecologists have recommended a management plan is put in place, including proposals for lighting to ensure that the potential foraging and commuting routes around the site remain either unlit or with low level lighting only.*" (PS para 7.172.)

There are five subjects of concern I can raise regarding the welfare and habitat of badgers and other species, as follows.

- (1) The area of foraging habitat lost equals that of the development site which extends to two colossal water features and domestication of the remaining grounds within the marina's perimeter. Badgers are unlikely to be welcome in areas where moorers and their dogs, cars and utilities are situated (furthermore, badgers must not serve as speed humps if found to persistently stray into former territories).
- (2) An industrial scale development such as the proposed marina would significantly disturb all resident animals within the existing boundaries of the field and close locality; to assume otherwise signifies the Applicant's indifference to the relationship that all wild animals have within their territories. Humans construct walls; badgers, setts.
- (3) The embankment (dam) for the marina, if not carefully maintained could provide an ideal location to establish new setts and thereby compromise the integrity of that embankment. Vast quantities of water on the Oxford's summit could be lost over a protracted period through undetected seepage or worse still, rapidly in a full breach.
- (4) Badgers, although of the otter and weasel family, are not renowned for being keen swimmers and in such an environment as this proposed development they are more likely themselves to become the items of foraging if found floating on the surface of either or both constructed water features.
- (5) All natural predators rely on an initial element of surprise in the hunt of their prey to maximise their success rate, which would be increasingly difficult to achieve with the introduction of any lighting in or around the hunting grounds. [A question for the Applicant: Other than in black holes, cosmological events rather than terrestrial i.e. badger setts, how could light that is introduced to a dark place not create light pollution there? Light waves and particles radiate outwards from source as far as prevailing atmospheric conditions permit or until reflected off hard surfaces, such as cars, boats and bodies of water. That would create an amplitude of light and potentially cause glare. Any lighting installation would be too near to the adjacent wildlife site parallel with the disused railway line, where there are nocturnal animals as is evident from the active badger setts.]

3.5 Pump-action faecal matter

- (1) In the letter from the Environment Agency (EA) dated 12.09.2019 (ref: WA/2018/125260/03-L01), an objection to the proposed marina was maintained on the basis of an inadequate **Flood Risk Assessment (FRA)** submission. A determination over whether satisfaction of the requisite standards as provided in **paragraph 196** of the **NPPF, CDC's Local Plan Policy ESD6 – Sustainable Flood Risk Management** – is for the EA to make. However, the objection regarding *foul drainage and water quality* was withdrawn by the EA provisionally on the assumed basis of sewage from boats being "*usually pumped out to an underground holding tank where it will be periodically emptied via a licenced waste disposal firm,*" [emphasis my own] which they quoted from the Applicant's FRA at paragraph 6.25. The EA's withdrawal of that objection is

contingent upon that premise: "*If this is the case and the boat users at the marina are not going to be using the private sewage treatment system then...*" [emphasis my own]. Nonetheless, the EA advises, "*Please be aware that the permit may not be granted.*" [The permit is the EA licence to discharge treated sewage into the adjacent watercourse, now identified as the Wormleighton Brook instead of the Highfurlong Brook.] Further conditions for the Applicant to meet in respect of the EA's possible assent to issue a permit requires a clarification on which specific treatment system is intended to be installed and evidence in support of an increase in its usage capability exceeding the 48 people which were accounted for in Appendix M of the FRA. "*Calculations must be undertaken for 50% and 75% usage of the facilities,*" requests the EA.

- (2) As was the case in the previous planning application [18/00904/F], there are two Elsan disposal points to be provided at the marina and which are located at the opposing end of the site to the clubhouse. Every overnight stay on a boat would usually result in a visit to the toilet on a boat and the boats would amass a tremendous volume of effluent, more so than in the clubhouse, and it is usually treated with a formaldehyde product to combat the otherwise malodorous properties of effluent. I have neither located plans nor found discourse on the subject of holding tanks at the Elsan sites, which would have to be sunk into the embankment of the marina basin. Nor have I seen evidence for a holding tank to be situated at or near to the facilities bay, where boaters with in-built holding tanks for sewage, rather than the alternative glorified buckets, can pump out their waste. The Applicant has paid lip-service at least towards addressing the remaining objection ground mentioned in point (1) above. However, I have not seen evidence in the *Hydraulic Modelling Report* or learned of any amendment to the FRA that addresses those extant details requested by the EA in respect of the private sewage treatment system and which is purportedly intended solely for the clubhouse's usage. I believe that the Applicant has been complacent in this respect by being too vague and this falls foul of the EA's requirements. Even if planning permission were granted, the EA could deny the Applicant the requisite permit and leave the Applicant wallowing in

4 Conclusion

4.1 Water under the abridgement

I have curtailed my comments in this correspondence to address only a few of the matters of consideration amongst the many which are worthy of full attention. In previous correspondence relating to the former planning application [18/00904/F], I discussed at reasonable length traffic concerns on the Boddington Road – which includes pedestrian usage for accessing the canal at Hay Bridge (Bridge 143) (letter, 01.05.2019); I discussed obligations and demands concerning water supply to the canal from the reservoirs, but in particular the Boddington Reservoir which serves as a sailing club also (letter, 04.06.2019); and I have challenged various other fundamental points ranging from: spoil material for the dam being insufficiently water retentive (letters, 15.03.2019 and 13.09.2019 [resubmitted as Attachments A and B with this correspondence]), to light pollution (letter, 08.07.2018 with addendum correction 12.07.2018), to providing a report to CRT and copied to CDC on maintenance backlog issues regarding navigational concerns on the Oxford Canal (letter, 29.07.2018), and I also presented a challenge to CRT which was copied to CDC regarding CRT's reliance on a dubious algorithmic program predicting traffic and incident numbers over a twenty year duration (letter, 19.08.2018). I believe that the Committee would benefit from reading those letters referred to above in the process of formulating their decision and, undoubtedly, to revisit numerous other letters written by other respondents. To not do so would be to examine a substantially similar planning application in its content with a substantially edited public response, with the consequence of possibly arriving on a less well informed decision.

4.2 Reason

It is incumbent on the authorities to exercise due care that developments granted planning permission do not cause irreversible harm to the character of any surrounding landscape or cause adverse impact on the local ecology. As such, to name but a few, CDC's **Local Plans policy ESD8: Water Resources**, **Policy ESD13: Local Landscape Protection and Enhancement**, **Policy ESD16: The Character of the Built and Historic Environment**, should each receive proper attention in the context of the proposed development site. Policy ESD8 provides:

Water quality will be maintained and enhanced by avoiding adverse effects of development on the water environment. Development proposals which would adversely affect the water quality of surface or underground water bodies, including rivers, canals, lakes and reservoirs, as a result of directly attributable factors, will not be permitted.

Policy ESD13 provides:

Local Landscape Protection and Enhancement 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

And Policy ESD16 provides:

The Character of the Built and Historic Environment

New development proposals should:

- *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.*

If it falls upon deciding what is the most sustainable and ethically correct use of land in the context of this proposed marina, on what is historically productive agricultural land, I hope the Committee possesses sufficient foresight to recognise that denial of the planning application is the answer. To finish on the same note that I commenced with in closing my first correspondence [08.07.2018]:

"Protection is not a principle, but an expedient." Benjamin Disraeli

Condition

Cherwell District Council's **Local Plans Policy ESD17 – The Oxford Canal** – provides:

We will support proposals to promote transport, recreation, leisure and tourism related uses of the canal where appropriate... [Emphasis my own.]

The appropriateness is a principal question, therefore a condition ought to be imposed on the Applicant to conduct an *Oxford Canal Impact Assessment* as part of their planning submission and for it to closely correspond with the model proposed above in paragraph 2.1. Data concerning available supply of water from the Canal and River Trust may be obtained from them upon demand, as required.

Yours sincerely,

Iain Kirkpatrick and written on behalf of Alison Payne

CC Richard Parry (CEO for CRT)

See Addendum dated 22.11.2020,
which follows.

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20th November 2020

RE App No: 20/02446/F

Objection to proposed inland marina at Glebe Farm, Boddington Road, Claydon.

Dear Ms King,

I submit this letter to you beyond the expiration date for public consultation (expired 10.11.2020) with the belief that what follows will be of interest toward further informing your impending recommendation and advice to the Committee concerning the decision for the proposed Claydon Marina.

Not read as red

It was brought to my attention that *Appendix Gb2, Part 2 of the Hydraulic Modelling Report – Revision C*, was only uploaded by Cherwell District Council for public viewing on the 18.11.2020 in compliment to *Appendix Gb1 – Part 1* of the same report, and that delay in processing of documentation pertaining to the planning application precluded any possibility of its receiving comments within the specified deadline regarding public consultation. Nonetheless, it transpires from my cursory read of it as a non-expert that there is little for me to offer in response to Part 2's content. However, I was interested in accessing the comments provided by the Environment Agency (EA) supplied within as *Appendix 18, the HEC-RAS REVIEW*, dated August 2020 (this document had not been viewable prior to 18.11.2020, which leaves me wondering whether other important documents are yet to surface). The EA commence with their *REVIEW SUMMARY/ CONCLUSION*, which provides comments in response to the Applicant's shortcomings thus far regarding models used in their submitted *Flood Risk Assessment*. Responses from the EA were forthcoming on 20.01.2020, 06.05.2020 and 30.07.2020; and in the latter, the EA state that, "*The model [supplied] is not considered to be fit for purpose.*"

A traffic light system of colour coded significance regarding the Consultant/ Applicant's objectives to meet was employed by the EA, with green representing their [EA's] preferred standard, amber providing recommendations, and red indicating compulsory amendments. I noted with amusement that in *Item No.81 concerning Model stability* that the EA's comment of July 2020 was coloured red with the comment, "*This issue has not been resolved...*" In the Consultant's response, August 2020, regarding that red comment the Applicant responds, "*It is unclear why this comment has suddenly changed to a 'must do' red comment... As such we are continuing to treat this comment as amber.*" In the event that the EA's requirement has not been met, as the Applicant's deflective comment suggests the case may be, I suspect that the Applicant may be regarded as haughty and thus further the cause in antagonizing the EA. In paragraph 8.11 of the report the Consultant/ Applicant concludes that they have provided "*sufficient information to overcome the Environment Agency objection on the grounds detailed in Appendix 2.*" (Appendix 2 is the EA's final response letter to the preceding planning application (formerly App No: 18/00904/F) which I discussed in my letter dated 09.11.2020 in para 3.5(1) and (2).) It remains to be seen if the Applicant has jumped a red light, so to speak, and how the EA respond to the data submitted in parts 1 and 2 of the Hydraulic Modelling Report. However, I shall wait with bated breath and hopeful anticipation that in the EA's analysis of data they conclude, with words analogous to and provided here to blunt effect: *the model figures presented by the Consultant/ Applicant are utilized in similar manner to that of a typical drunkard's usage of a lamppost – more for support than illumination.* It is vital to see what light the EA casts on that report.

Coronavirus Regulations Affect Planning

From passing conversation with a number of Claydon parishioners, I have gathered that due to the coronavirus a visit to the proposed site for Claydon Marina by those in the Committee and within the relevant departments of Oxford County Council and Cherwell District Council (hereon CDC) will not occur either before or after the recommendation is presented to the Committee for consideration. This news, if it is true, causes me deep concern that due process in the formation of a judgment will be forsaken. A proper assessment of physical impact from development within an area can no more be properly achieved without the undertaking of a site visit in person, than, for example, a food critic writing an informed review of a specific restaurant by simply perusing its menu. There is

(a) no short cut to first-hand experience in any matter; and (b) nothing mitigative, regarding such a matter as that of an irreversible development scheme, that may endorse a dissolution of the social and professional responsibilities resting on the shoulders of planners. A photograph is certainly better than nothing for context, but nothing is better than one gaining first-hand experience of a particular landscape to conjure up the whole gamut of thoughts and emotions evoked from one's own direct participation and presence at that location.

A drive or walk down Boddington Road from Claydon to the proposed site would reveal to the driver/ walker the field, as it currently is, exposed behind the southern boundary hedge and tree line at this time of year due to the loss of foliage. A proposed development site occupying nearly twenty hectares is too big to appreciate in scale from photographs and drawings alone. It is, however, sufficiently large to accommodate all planners and committee members whilst at the same time allowing attendees to abide by the social-distancing mandate currently in place; separate vehicles can be brought to or near to the proposed development site. If that is not regarded possible, then this planning application decision ought to be delayed until such time as the full and proper responsibilities of those involved in the decision process can be undertaken. I believe that without postponement, due not least to a lack of site visit, there would be nothing to prevent a legitimate claim being raised over negligence by omission against CDC; and particularly so, if it were to be reasonably construed that pressure had been applied to grant planning permission which consequently was given accedence.

Recommendation

If CDC is mindful to grant planning permission, a site visit should be undertaken by those involved in the final decision or the decision date should be postponed until such time as a site visit can be undertaken. Reason: duty of care.

Yours sincerely,

Iain Kirkpatrick

Shona King
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Bodicote House
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Banbury
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22th November 2020

Addendum to letter dated 20.11.2020

RE App No: 20/02446/F

Objection to proposed inland marina at Glebe Farm, Boddington Road, Claydon.

Subsequent to my preceding correspondence, typed on my behalf and delivered by me in person to Bodicote House on 20.11.2020 (Receipt Ref: 9913), I learned, the following day [21.11.2020], that the anticipated letter from the Environment Agency (EA) had just been uploaded onto Cherwell District Council's (CDC) planning site (EA letter dated 16.11.2020, Ref: WA/2020/128350/01-L01). My wait with bated breath for the EA's response to the Applicant's revised submission concerning extant issues was therefore quite short. I note the two conditions contingent upon the EA's acceptance of the proposal; I note also the advice given to the Applicant to contact the EA in the *Informatives* concerning *foul drainage*; and the summation following from condition 2 provided in their *Reason* which refers to **Local Plan** policies **ESD8** and **ESD10**, the **National Planning Policy Framework (NPPF)** paragraphs **170** and **175**, the **Natural Environment and Rural Communities Act 2006** and the **Habitats Directive** at **Article 10**. However, I noted also what I think to be a minor inaccuracy in the letter where referring to CDC's responsibilities of enforcement of conditions and which are to be in satisfaction of six tests provided in the NPPF; and that is where the respondent (Miss Green - Planning Advisor) pinpointed paragraph 55 (see page 1, under heading *Environment Agency position*, third paragraph). I believe that the six tests or perhaps objectives being referred to are actually to be found in section 15, paragraph 170; which provides:

Conserving and enhancing the natural environment

170. Planning policies and decisions should contribute to and enhance the natural and local environment by:

- a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);*
- b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;*
- c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate;*
- d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;*
- e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and*
- f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.*

Of these, sub-paragraphs (a), (b), (d), and (e) are of direct pertinence to this planning proposal.

Further reading of the NPPF highlighted to me various other notable considerations within and which should be brought to light. Paragraphs: 84, 96, 108, 110, 180 and 193, I will quote from in full or in part in italics [underscores my emphasis], and with my comment supplied in standard text beneath.

Supporting a prosperous rural economy

84. Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may not have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.

No attempt has been made by the Applicant to improve access to the proposed site on foot or by bicycle. The Applicant in their Planning Statement Appendix Qa1 refers to the Landscape and Visual Impact Assessment (LVIA) and the comments made by the "Landscape Officer" pronouncing the visual impact as *high (adverse)* from the vantage point of pedestrians (see LVIA para 1.7). The Applicant refutes that rating of "high" by assertions in the unsuitability of the road for pedestrian usage and also misinforms the reader by saying there is no formal access to and from the canal at Hay Bridge on the Boddington Road – which access is commonly used by walkers, cyclists, canal maintenance contractors equipped with mowers, and sundry others. They argue that there is no need to consider non-vehicular usage of the road because it is neither suited nor purposed for anything other. (Furthermore, the local community will not be granted access to the proposed marina, except to rented marina moorings by a boat.)

Considering development proposals

108. *In assessing... specific applications for development, it should be ensured that:*

- a) ...
- 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... or on highway safety, can be effectively mitigated to an acceptable degree.*

110. *... applications should:*

- a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas...*
- b) ...
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles... and respond to local character...*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) ...

A site visit in any mode of transport other than by boat or helicopter would reveal immediately the failings of the proposal regarding the above standards in policy. A few additional passing places on the single track road is an insufficient remedy against the hazards of this road with its acute bends and existing worrying numbers of users already intent, as indicated by their speed, on arriving before their departure. As a result, I anticipate that someone will be departing prematurely and tragically on Boddington Road.

open space and recreation

96. *... Planning policies should be based on robust and up-to-date assessment of the need for open space, sport and recreational facilities (including quantitative deficits or surpluses)... Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate.*

Marinas located at nearby Fenny Compton and Cropredy are demonstrating from their large numbers of available mooring spaces, that there is not an existing need midway between the two. Too much commercial competition for moorings would result in further diminishing the business viability for the existing marina operators, who pay Canal & River Trust an annual rate (connection fee) for their total available berthage rather than their actual occupied berthage.

In my letter dated 09.11.2020, I proposed a model to assess the need factor in what I called the *Oxford Canal Impact Assessment* (see letter 09.11.2020, para 2.1). Such a condition as that is essential to prevent a potential oversupply and congestion from boat movements with an excess demand on the infrastructure in this area and its resulting loss of enjoyment otherwise felt by many in contrast with the potential benefit to be gained by only a few. Some developers are wise, others otherwise.

Ground conditions and pollution

180. *Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from development. In doing so they should:*

- a) *mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life;*
- b) *identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and*
- c) *limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.*

It is not possible to (a) put a mute button on heavy construction plant or maintenance equipment at the dock and thereby (b) protect the present tranquility enjoyed by Claydon residents and the general populace, (c) add light to the dark landscape area without then altering its intrinsic nature to that of a *formerly dark landscape*. With regard to proposed lighting, the Applicant states in the Planning Statement at paragraph 2.59 that there will be one bollard per

four moorings on the jetties, lights either side of the doors of the clubhouse (which would be prominent at that elevation) and various lights around the car park also. If we were discussing Blackpool as the proposed site location, there would be little to say on this. Many respondents have discussed this and other issues regarding pollution adequately, which should dispel notions that these irritants produced by the proposed marina would be tolerated.

Considering potential impacts

193. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

CDC's **Local Plan Policy ESD17** concerns the Oxford Canal and begins by saying:

The Oxford Canal is an iconic historic structure running the length of the district through the valley of the River Cherwell, and is of historic, ecological and recreational significance. Following an appraisal, the length of the canal through Cherwell District was designated as a Conservation Area in October 2012.

The Oxford Canal is an asset, which no-one disputes. It should therefore receive critical attention towards matters which threaten its desirable features and which have accorded the canal its conservation status. I reiterate that an assessment, as referred to above in my comment for NPPF paragraph 96, must be undertaken or the question of how else the precept within paragraph 193 of the Framework can be properly achieved arises regarding a decision over this planning application.

Conclusion

Without a site visit there can be no granting of planning permission for Claydon Marina. With a site visit, there would be no grant of planning permission. Take your pick.

This planning application is not for a small innocuous development like that of the ubiquitous conservatory extension of an urban dwelling and which can therefore be dealt with remotely!

Yours sincerely,

Iain Kirkpatrick

CC Councillor Phil Chapman
and
Richard Parry (CEO for CRT)

Attachment A

Clare O'Hanlon
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15th March 2019

RE App No: 18/00904/F

Objection to proposed inland marina at Glebe Farm, Boddington Road, Claydon.

Open Letter

1 Introduction

- 1.1 The amended planning application is, understandably, presented in the confident assumption that virtually everything contained therein is suitably *confirmed* in one or another of the policies, national or local, when viewed objectively upon the facts; however, the varying approaches to viewing posited facts often occasions the cast in different findings. A fact is *anything that happens*. Foresight is the precursor to one's avoiding the ramifications from a detrimental fact and its criterion to that end, is the appeal to reason. It may then, in the process of evaluating facts, be reasonable to dismiss certain postulations formed from statistical formulae (which the application is inundated with) on the basis that it does not actually reflect reality.
- 1.2 While I sympathise with the Applicant in respect of the expected negative impact on their farming business due to truncated land from the HS2 scheme, a scheme which in my opinion represents supreme folly, it does not permit a second wrong in the mitigating of that personal loss by the transposition of, what I and many others regard to be, a negative impact development proposed for the Oxford Canal. If it can be said here that "*two wrongs don't make a right*," a third attempt in obtaining planning approval by going to Appeal would surely commend the Applicant to a persistent course of error by encouraging them with the notion that "[if] *two wrongs don't make a right, try a third*." Therefore it is essential for the public wellbeing as well as for the Applicant, that a sound judgement is arrived at in the upcoming committee meeting and which denies this planning application.
- 1.3 The amended planning application is very lengthy and repetitious, as was the original. From my recent reading of the *Planning Statement* (version 2) and various appended documents, I have gathered that it is substantially the same construction requirements as previously applied for by the Applicant. The fundamental difference is in the reduction of berthage by 23.2%, reducing it from 250 to 192¹. It is not possible for me to address all of the points I think worthy of consideration² because I am constrained by time and wordage and must therefore discuss only a few. They are set out below.

2 Claydon Marina: staunch investment?

- 2.1 With regard to the uncertainty for the Applicant's farming business once subsidies have been lost and the

¹ A reduction of 23.2% in berthage will not equate to the same percentage of reduced light pollution. There has been no material change to the lighting arrangements in the amended planning proposal. For my comments on light pollution and reference to *Local Plan ESD15* and *ESD16*, see my correspondence dated 8th July 2018, para 3.2 (with footnote and the addendum attached thereto).

² The concerns raised in my correspondence dated 8th July 2018 and 29th July 2018 in response to the first draft planning application remain unchanged. Issues of waterway maintenance and water levels are a concern from one year to the next. I wish the contents of both letters to remain a factor in consideration at committee for the current planning application.