

aftermath of the “*Brexit*” fiasco takes its toll, aspirations toward diversification into marina empire building¹ may prove to be like “*jumping from the frying pan into the fire.*” Potato growing (the Applicant’s intended sideline) may be by far the more lucrative option if the problem of irrigation can be surmounted by an agreement to the abstraction of water. If agriculture is to suffer from Britain’s departure from the European Union, it is reasonable to anticipate economic uncertainty in other industries also. Food production is essential, irrespective of the state of Britain’s economy, as is the consumption of that food by its citizens. In contrast, the leisure industry (for whom the Applicant would be providing an amenity) cannot offer such a dependable source of income; it is the expensive hobbies which are usually the first to succumb to abandonment during times of economic hardship.

- 2.2 If following from construction of the marina there should be a less buoyant market than anticipated and maintenance costs become onerous, a tremendous volume of water over a lengthy period could be lost if the dam containing the basin’s water fell into disrepair.
- 2.3 The proposed marina site’s land falls from the canal to the disused railway with a tributary to the Highfurlong Brook adjacent to that, which in turn joins the River Cherwell. Materials for the construction of the dam are, in their entirety, to be sourced from the spoil of the excavated lake and which is a clayey loam soil type with a ratio of approximately 30% - 40% clay to sand and silt (see **AGRICULTURAL LAND CLASSIFICATION MARCH 2017**). The soil composition is moderately friable and it may not be sufficiently water retentive (being slowly permeable) for use as an exclusive bund material. Seepage may pose a problem over a period of time. (For comments on the problem of badger setts, see my letter dated 8th July 2018, footnote 1 to para 3.3(i)(b)).
- 2.4 The requisite Engineer, once engaged, may determine that a requirement for waterproofing of the basin with a lining of either puddle clay or bentonite then requires the material to be imported to the site – amounting to a vast quantity and expense.
- 3 A question of public benefit: burgeoning tourism or bludgeoning tourism?**
- 3.1 Under subheading *Archaeology and Heritage Features* in the *Planning Statement (PS)*, the Applicant’s Agent acknowledges the adverse impact of the proposed marina development on the *character and appearance of the area*, but offsets that issue optimistically with a potentially overriding objective in counter-point: by proclaiming the facilitation of a *public benefit* (see **PS paras: 7.110, 7.113, 7.115 and 7.116**). There are six points I wish to raise in conjunction with paragraph 7.116, which follow.
- 3.2 As a former commercial boatman carrying and delivering fuel by boat, I believe that I am better acquainted than the Applicant’s Agent with regard to the general behavioural tendencies of boaters on the canal and by virtue of my frequent conversations with boaters from all walks of life in the course of business. As such, it is my opinion gathered from experience that, contrary to the Agent’s expectation that moorers from Claydon Marina will bolster the tourist industry, in fact most boaters who use their boats recreationally do come equipped with their provisions from home and supplement them en-route as needed. It is the hire boat market which most commonly and discernibly assists the tourist trade by patronising pubs for their meals, exploring towns and villages – but that is not the market the Applicant’s marina would be catering for. There are no plans to operate a hire fleet.
- 3.3 Fenny Compton is situated approximately 2½ miles from the proposed marina site and is a popular mooring location for boaters generally. During the holiday season, the provided mooring space can be full to capacity. Visitors coming by boat to Fenny Compton and wishing to stop for the canalside pub, sometimes have to cruise well beyond (sometimes as far as Claydon, if heading south) in order to find a suitable mooring. If hirers of a boat have planned to make the pub their evening’s destination after a day’s cruising, being unable to find anywhere to moor up upon arriving there is a disappointment. I have been regaled with many such complaints from disgruntled hirers, who have sometimes found that they could not stop at Fenny Compton on their return leg of the journey either; I have also on numerous occasions been unable to moor there due to the congestion. Therefore the introduction of a further 192 boats to the area will be counterproductive towards that aim of assisting the tourist trade, by instead inhibiting it.
(A new small marina off the School Lane in Cropredy with approved planning in 2012 (3 miles from the proposed Claydon Marina and 1 mile from the currently provided 250 berth Cropredy Marina) and comprising, I believe, 50 berths is now underway in excavation – **Ref: 11/010691F.**)
- 3.4 Unless the Applicant believes that their marina will be furnished with new build boats, there will not be an increase in revenue for Canal and River Trust (CRT) in supplied boat licences. It is more likely that existing

¹ One of the partners in the *W A Adams partnership* is Director of Debdale Wharf Marina (150 berths) and North Kilworth Marina (220 berths – opened 2018). The proceeds from farming must, comparatively speaking, seem like *small potatoes*.

boats will relocate from their present moorings, thereby easing congestion in one area and adding to it in another. Wear and tear to the canal's infrastructure caused by extra usage from a wider range of people endowed with varying degrees of competence or lack of, will only add to the eventual costs of maintenance for CRT in this region – at a detriment to the public.

- 3.5 The connection fee paid by marina operators annually to CRT will not travel far in terms of supporting overall maintenance costs; I believe that CRT could divulge the relative sum charged for a marina connection fee and also their average costs in replacing a set of narrow gauge lock gates (some of which are currently in desperate need of replacement on the Claydon lock flight – particularly Lock 20, at which, the gates resemble a colander).
[These gates have since been replaced.]
- 3.6 Having been referred to the *Biodiversity Impact Assessment (BIA)* (dated February 2019) in the last bullet point [in para 7.116], I read through *Appendix B – POST – DEVELOPMENT DETAILED CONDITION* and noted that target notes 1, 4 and 7 resulted in being graded “poor.” *Target Note 4* justified the condition result as poor because of the risk of water pollution to other wetland features (note paras 2.2 and 2.3 above) and implied a consequential harm to fish (see *BIA p14*). I fail to see how that appraisal could be construed as providing a public benefit.
- 3.7 I believe that the points raised above (paras 3.2 - 3.6) ought to prohibit Cherwell District Council (CDC) from considering a *set aside* of the *National Planning Policy Framework Paragraph 196*, which requires a positive bias towards serving a public benefit in that respect.

4 Pedit impediment

- 4.1 In the *Landscape and Visual Impact Assessment (LVIA)* paragraph 1.7 the Applicant challenges the opinion of the Landscape Officer concerning the Boddington Road, who reported that it is not a low impact rating (as misrepresented in the Applicant's *VP3 Road User* assessment) and said “*My judged rating is medium (adverse) but a high (adverse) for walker / visual receptors using the road.*” The Applicant's rebuttal to that is that the road is not intended for pedestrian usage because it is without pavement or intended access to and from the canal. Although that assessment concerns the visual impact, there are other factors of concern which arise from the Applicant's misinformed comments and apparent disregard for one small but significant sector of road user: the walker. The *Local Transport Plan 4 Policy 17¹* supports walking and cycling; the planning proposal does not.
- 4.2 The two roads directly leading from Claydon to the canal provide many parishioners, whether exercising by themselves or with dog(s), a circular walk along the canal towpath and which is enjoyed daily by some. Safety for pedestrians on the Boddington Road may significantly be compromised by an increase in traffic due to the limited space for one or several people to manoeuvre out of the way from passing vehicles (of all descriptions).
- 4.3 The *customary right* to walk these roads is established in antiquity, enjoyed continuously from a period beyond living memory, and indubitably, from the inception of Claydon village itself. The Applicant cannot interfere with that right.
- 4.4 While CDC cannot ensure any road user's full safety, they must exercise due caution against imperilling any person's life by negligently increasing a risk of accident. Moorers driving to and from the proposed marina, over distances beyond the local vicinity, will frequently use the M40 exit / access at Banbury. Claydon village and the A423 form the direct linkage route to the proposed site from the M40. No imploring from the Applicant to the moorers or sundry delivery drivers or other persons destined for the marina, will persuade the ubiquitous *Sat Nav* to purposefully take the driver on a charmingly circuitous route.

5 Sum and substance

- 5.1 The public have thus far unitedly opposed the planning application for this marina (deeming it not to be of *public benefit*) and various statutory consultees have either objected or expressed indifference. No-one (to my knowledge) has responded by saying that they cannot agree to the 250 berths but if it were reduced to 192 berths, that would be good.
- 5.2 Although an obiter point, at some time in the future the irrigation lake may serve the Applicant, once the potato enterprise ceases to be of interest, with a ready-made extension to the proposed marina. This could be accessed from the marina by a lock (minimal construction and potentially easier planning approval) with the use of a back-pump to maintain levels. That proposition was raised by me at the Parish Council meeting held in Claydon on 2nd July 2018, which the Applicant's Agent categorically denied as their agenda; however, there is

¹ Full title: *Connecting Oxfordshire: Local Transport Plan 2015 - 2031 Volume 1: Policy and Overall Strategy*.

nothing in writing to prevent that. If a kayak club establishes a use of the lake for recreational boating purposes, from that it may be a lesser leap in gaining planning to extend the lake's function to a mooring for recreational narrow boats (see PS para 7.226).

5.3 Both the Claydon and Clattercote Parish Council and the Oxfordshire County Council (OCC) submitted letters of objection to the first draft planning application. In the letter from OCC entitled *COUNTY COUNCIL'S RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL* (dated 28th June 2018), the OCC requested that if the Local Planning Authority are disposed to approve the application contrary to their objections, they then provide them an explanation "*as to why material considerations outweigh OCC's objections...*"

At the time of writing, I am unaware of any subsequent representation from the OCC; and because local plans have to be consistent with the provisions of the structure plan drawn up by the relevant county planning authority and interpret its objectives, it is a reminder of that proverb (in common with the principles of law): "*A river does not run higher than its source.*"

Yours Faithfully,

Iain Kirkpatrick

(and written on behalf of)

Alison Payne

CC Richard Parry (CEO for CRT)

Attachment B

Clare O'Hanlon
Case Officer
Cherwell District Council
Bodicote House
Bodicote
Banbury
OX15 4AA

13th September 2019

RE App No: 18/00904/F

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

1 Introduction

1.1 I hope this correspondence represents my final word of objection to the proposed marina at Claydon, Oxfordshire.

This letter addresses themes on Canal Related Travesties (Part 2), Pollution Discharge (Part 3) and Transport Conflicts (Part 4) in relation to the proposed marina at Claydon with an Objection Reason (Part 5) in conclusion, but which is in no way comprehensive in its scope or intended to preclude those comments expressed in my previous correspondence dated: 8th July 2018, 12th July 2018 (addendum), 29th July 2018, 27th August 2018, 15th March 2019, 1st May 2019 and 4th June 2019.

2 Canal Related Travesties

2.1 Water Supply

- (1) The Oxford Canal's summit, where the proposed marina lies, is served by three feeder reservoirs and a back pumping arrangement which draws water from the Napton pound to Marston Doles at the summit level. (It should be noted that there have been various occasions when the pump has failed due to a blockage.) The three reservoirs are: Wormleighton Reservoir (picture 1), Boddington Reservoir (picture 2) and Clattercote Reservoir (picture 3).



The pictures, taken on 9th September 2019, reveal that Wormleighton Reservoir is 0.56m below capacity (BC), Boddington Reservoir is 2.1m BC, and Clattercote Reservoir is 0.74m BC (however, I am told by local fishermen at Clattercote that the Bailiff has advised Anglers that levels will plummet there next week once Canal & River Trust (CRT) start drawing more water from it). These figures can only accurately represent what volume of water no longer remains available to CRT without conducting a topographical survey profiling the reservoir beds using sonar equipment and thereby providing evidence of their current capacity. (I am told that Banbury Sailing Club, operating from Boddington Reservoir, is currently restricted to approximately 50% of its sailing range; it hosted a race attended by 100 people on the 7th September 2019, of which only half were members. That is not a good advert for the club.) **Adopted Local Plan ESD 8: Water Resources** provides: "Development will only be permitted where adequate water resources exist, or can be provided without detriment to existing uses."

Levels in the reservoirs have been regularly topped up this year from rainfall, unlike last year in the drought. In preparation for increasing demands of water supply and the uncertainties of climate change, irrespective of the decision over Claydon Marina, CRT should maintain their reservoirs for increased capacity as a matter of duty.

2.2 Water Loss

- (1) As an essential factor in water conservation, CRT need to stop leaks. Picture 4 below reveals excessive water loss from Lock 20 bottom gates on the Claydon flight, which have not yet been scheduled for maintenance.



[These gates have since been replaced.]

In the planning document titled *Flood Risk Assessment July 2019*, from hereon referred to as FRA 07/19, five breaches are noted to the east of Claydon, although none to the north (see p9, para 2.33). Picture 5, taken on 6th April 2019, shows a temporarily sealed breach at Priors Hardwick on the Oxford summit, between bridges 124 and 125 and north of Claydon, which had been dumping water into a culvert.



- (2) Furthermore, in the FRA 07/19 at paragraph 2.33, which refers to the *Preliminary Flood Risk Assessment*, it says that there was overtopping of the Oxford Canal in 2007, which may be seen in map 4 of that report, and also that predictive information is not available on the subject of future risks of flooding. The Applicant's (WA Adams Partnership) Agent (SB Rice Ltd) states: "*the Canal and Rivers [sic] Trust confirmed that they have no records of overtopping or flooding at this location (Appendix 1).*" (See FRA 07/19, p13, para 4.17.) Additional numbers of boats on the Oxford summit resulting from another marina, may prove inadvisable because of an increased risk in pollution following from the canal overtopping. I have seen the towpath untraversable from bridge 143 to 144 (area of proposed marina) due to floods on various occasions.

2.3 Claydon Marina's potential leakage or breach

- (1) The Agent writes, "*With reference to the British Geological survey online mapping, the site is located within an area of Charmouth Mudstone with no superficial deposits. To the north, within the floodplain of the ordinary watercourse, alluvial deposits of clay, silt, sand and gravel are recorded.*" The actual on-site auger samples

taken in 2016 indicate that the substrate in the tested areas of the proposed marina and lake is a clayey silty loam, with only a 30% – 40% clay ratio (see AGRICULTURAL LAND CLASSIFICATION MARCH 2017 and my letter dated 15th March 2019, para 2.3). Cherwell District Council's (CDC) **Adopted Local Plan 2011 – 2031 Policy ESD 6** requires that sites in close proximity to the Oxford Canal include a breach analysis within the Level 3 FRA.

The Agent asserts that, "As a result of the spoil excavated on-site being used for the construction of the Marina, there will be no need to import any additional material to the site." (See FRA 07/19, p11, para 4.2.) However, due to a legal requirement in accordance with the **Reservoirs Act 1975** for a Panel Engineer to oversee a development of this scale, his/her expert opinion may conclude that the basin needs lining for water retention. In that likely event, it would introduce considerable additional construction expense for the Applicant as well as hundreds of 20-tonne lorries coming through their farm. I note that amended plans delineate the extent of the basin and the outer extent of the business complex with an apparent clay lining, with exception to the southern bank that respects the alignment of the Oxford Canal. It is unclear where that clay lining is to be sourced, in light of the above.

2.4 Current potential causes of breach and incident

- (1) CDC's **Adopted Local Plan ESD 16** provides assurance that the canal towpath is accessible for *all users* and this comprises walkers, joggers and cyclists. That policy implies that a reasonable standard of care and safety is provided for all users of the towpath. In many places along the Oxford Canal towpath within CDC's district, gaping holes, which a person can injure themselves in even when walking or launch themselves over the handlebars of their bike into the canal from, are prevalent (many such incidents have occurred already). Picture 6 below (photograph taken on 7th September 2019) shows one of several sections of towpath bank which is deeply undercut on the pound between Locks 22 and 23 (above Cropredy), only 2 miles from the proposed marina site.

6



The vantage point is from my boat when cruising northward and whilst the pound was approximately 17 inches off-weir. (Incidentally, many short pounds either empty during the course of the day's activity or overnight.) That undercut, and various others, would not be visible to a walker or cyclist, particularly when that pound is full of water. When the surface of the bank finally collapses, it will probably deposit a person onto rocks below in the canal. This area is popular walking territory for boaters at Cropredy Marina and would be equally so for moorers at Claydon. It is not a small job to repair the extent of these holes along the Oxford Canal. CRT's bank staff are invaluable, but severely under resourced: I believe I am correct in reporting that the team responsible for call-outs in the management of everyday operations between bridge 141 (near to the county boundary) to Isis Lock in Oxford (totalling a stretch of 33 ¼ miles, 31 locks and 94 bridges – excluding motorway and railway), is currently only four in number with one position advertised.

3 Pollution Discharge

3.1 Affluent in effluent?

- (1) CDC's **Adopted Local Plan ESD 8: Water Resources** provides: "The Council will seek to maintain water quality, ensure adequate water resources and promote sustainability in water use. 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."

The Environment Agency (EA) have expressed concern that the Applicant's proposed *private sewage treatment facility* would be *less reliable* than the public sewerage system and therefore not normally considered environmentally acceptable. They add, that even if the Applicant can demonstrate from a consultation with the sewerage undertaker that it is unfeasible to make a connection, they [EA] "*would have serious concerns about the amount of treated effluent that would be discharged into this small water body [Claydon and Wormleighton Brook, source to the Highfurlong Brook].*" In accordance with the **Environmental Permitting Regulations 2010** an *Environmental Permit* would be required, unless an exemption applies, and the EA state that may not be granted. (See FRA 07/19 Appendix C: letter from the EA, dated 13th July 2018, Ref: WA/2018/125260/01-L01.)

The Highfurlong Brook is a tributary of the River Cherwell, which in turn joins the River Thames. In the above referred to letter, the EA state: "*In addition, the Thames River Basin Management Plan requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery of water bodies.*" The Claydon and Wormleighton Brook adjacent to the proposed site, has already been classified poor due to its elevated phosphorus and high ammonia content and low dissolved oxygen levels (see Follow-up Report – Revision 3 (RSK), p6, para 2.2) and this would be exacerbated by foul discharge from Claydon Marina.

- (2) In a bid to mitigate, on account of the EA, the Applicant has reformulated calculations of foul discharge based on an exclusive output from the clubhouse and the dwelling during peak season usage (March – October – 245 days) and providing hypothetical figures relating to persons' toileting and ablutions (see FRA 07/19, Appendix M – Foul Discharge Calculations). The Applicant claims, "*it is understood that foul waste from narrowboats is usually pumped out to an underground holding tank ...*" [underline my emphasis] (see FRA 07/19, p20, para 6.25). The projected estimate of 2,360 litres of foul discharge per day amounts to 578, 200 litres over the above specified duration and this figure, despite being calculated to a formula, may be grossly underestimated. According to plans, there are to be two Elsan points on site, one located at the north-eastern end of the marina and the other at the south-eastern end (no septic tank is noted in the **Application for Planning Permission**, part 11). I have not seen from amended plans or section drawings anything showing the position or size of underground holding tanks; two would be required for two locations or one with a pipe that links one facility to the other's tank. The plan in the FRA 07/19, *Appendix K – Proposed Drainage Layout*, shows the above ground foul water pumping station, the rising main and its foul water treatment plant, which are located to the east of the clubhouse and dwelling. This private sewage system happens to be also within convenient range of the services bay where boats with their own effluent holding tanks will presumably be pumped out. It is not uncommon for marinas and boatyards to benefit from passing trade from boats on the canal for fuel (coal and diesel), gas (LPG) and pumpouts, to supplement their income. Therefore one would expect a holding tank to be situated at the facilities bay also, making a total of two or three holding tanks. The above provided quotation is very sketchy about the Applicant's intentions regarding holding tanks, which is somewhat surprising owing to the fact that many boaters treat their sewage with a product called *Elsan Blue* or its equivalent and which is a toxic and volatile fluid containing *formaldehyde* – which must not enter the food chain or any water course.

Notwithstanding a possibility that I have overlooked the whereabouts of such holding tanks in the Applicant's plans, the volumes of foul discharge projected in *Appendix M* do not genuinely account for the foibles of peoples' movements.

- (3) The Applicant [WA Adams Partnership] is evidently satisfied that they have circumvented requirement in a connection to the mains sewerage system, adding as a further assertion that CRT would probably object to a sewage pipe fixture on bridge 143 in order to connect with the mains sewer located about 870m from site (see FRA 07/19, p20, para 6.30). There is no indication that the Applicant has discussed options with the sewerage undertaker as conditioned by the EA. A sewage pipe could presumably connect with the Applicant's nearby farm, Springfield Farm at Lower Boddington, unless, of course, they are already using the brook for sewage disposal (see Follow-up Report – Revision 3 (RSK), p6, para 2.2: "*Possible causes of ... failing ... to achieve good ecological status include ... suspected sewage discharge.*")

Furthermore, it is proposed that treated sewage will undergo additional purification in reed beds, which, in the absence of clarification to the contrary, I assume to be in the proposed irrigation lake (formally intended to serve a crop of potatoes and subsequently a wildlife education centre for children) before being discharged into the adjacent brook (see FRA 07/19, p21, para 6.34).

4 Transport Conflicts

4.1 A conflict with policies

- (1) CDC's **Adopted Local Plan 2011 – 2031 ESD 16** provides: "*Other than appropriately located small scale car parks and picnic facilities, new facilities for canal users should be located within or immediately adjacent to settlements.*" The small car park and picnic area in question will provide 142 parking spaces and a clubhouse in lieu of a picnic table.

Access to the proposed Claydon Marina is via the Boddington Road, which is a single track road and currently quiet. The Applicant has agreed *verbally* with the Oxfordshire County Council Transport Planner that three passing places will be made (details to be confirmed) in mitigation over potential conflict (see Transport

Statement 2019, p12, para 4.10). Those passing places would alleviate, to a certain degree, conflict between domestic vehicles, but not for other users of the road – namely: walkers, cyclists and horse-riders. It is probable that such users will have vehicles pass them wherever they be on the road, as the driver *often* assumes priority. **Local Transport Plan Policy 17** encourages the reduction in requirement for travel, whilst supporting walking, cycling and public transport. A large development, such as Claydon Marina (192 berths), would be reached almost exclusively by its patrons in cars.

- (2) The Applicant states in paragraph 5.14 of the *Transport Statement July 2019*: “On Sundays and Bank Holidays there could be just under 1 [vehicle] per minute.” In paragraph 5.12 it is stated that: “Other than Bank Holidays the figures suggest roughly 1 vehicle every 4 ½ minutes at the busiest time of the day and 1 every 5 ½ minutes during the AM and PM peaks.” In relative terms to the current volume of traffic on the Boddington Road, it would be comparable to it becoming a main road overnight. The Applicant adds in paragraph 5.15, “In view of Boddington Road being lightly trafficked and the identified maximum traffic generation ... no mitigation measures would be required to accommodate the traffic generation.”

Although effectively supplanted by the **Oxfordshire Structure Plan 2016**, the **Non-Statutory Cherwell Local Plan 2011** serves as an interim policy for development control purposes which provides material consideration in the deciding of a planning application. The **Non-Statutory Cherwell Local Plan 2011 Policy TR4** requires that the Council be satisfied that *appropriate mitigation measures* will include either improved public transport or facilitate *improved pedestrian and cycle accessibility*. **Policy TR2** requires that development generating great demand for travel be at a highly accessible location for utilising alternative transportation to that of a private car. **Policy TR5** requires satisfaction in provision of a segregated area or an alternative appropriate measure in order to minimise vehicular conflict with pedestrians, cyclists and people with sensory or mobility impairments; and that there be *no compromise to the safe use of roads*. Non-compliance with relevant standards of road safety in a proposal, *will not be permitted*. **Policies TR8 and TR9** further oppose any prejudice toward pedestrian and cycling activities caused by a development. And, **Policy TR36** supports schemes on rural roads which create a *safe and convenient environment for pedestrians, cyclists and horse-riders*. Developments contrary to that effect, *will not be permitted*.

Three passing places, as verbally agreed by the Applicant, does not satisfy the above criteria.

4.2 Out of sight, out of mind

- (1) The current amended planning application shows that the intended vehicular access is to be repositioned so as to become a blind spot and it is to be located approximately half way between the originally proposed access (the route of the disused railway) and Hay Bridge (143) on Boddington Road. Due to the steep pitch of that humpback bridge, all visibility of the vehicles exiting Claydon Marina and joining Boddington Road would be obscured to oncoming traffic from Claydon. That would considerably increase potential for accidents. The Applicant’s statement that, “*the proposed marina therefore complies with local and national transport planning policy*,” would actually be funny if it were intended as a joke (see *Transport Statement July 2019*, p19, para 6.14 and paras 4.1(1) – (2) above). The only reason for that repositioned entrance is to take the proposed development away from flood-plain zones 2 and 3, to satisfy the Applicant’s own agenda – as is, in fact, the case with the whole proposed development.

5 Objection Reason

5.1 All of the above

- (1) It behoves the Local Planning Authority, Cherwell District Council, to ensure that they protect the interests of individuals, the community and the environment. A vast number of cogent arguments presented in opposition to this marina proposal from the public have demonstrated firstly, that a marina development in Claydon is not in the public interest; and secondly, that there are fundamental concerns in that proposition which remain a factor in terms of public enjoyment and viability in that utility demand on the Oxford Canal and its infrastructure. On these particular matters and numerous others, the public have declared a resounding “NO!”

Yours sincerely,

Iain Kirkpatrick

and written on behalf of Alison Payne.

CC Richard Parry (CEO for CRT)

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	Sue Hughes
Address	28 Manor Park, Claydon, Banbury, OX17 1HH
Type of Comment	Objection
Type	neighbour
Comments	<p>I am writing to formally register my objections to the proposed new marina at Claydon, Banbury - application number 20/02446/F. Claydon is a small village of 100 houses and working farms. A marina with 192 berths could potentially triple the population of the village. Although the marina is intended to be non-residential this is not enforceable as has been demonstrated by Cropredy Marina which is similarly supposedly non-residential but boat owners are registered with the local GP surgery - which is no longer able to accept any new patients due to over demand, and their children are enrolled at local schools. All of this despite them being exempt from Council Tax due to the non-residential status of the marina. There are no amenities in Claydon apart from the small parish church. There is no shop, school, GP surgery or pub; there is one bus per week which runs to Banbury, all of which means that the volume of traffic in and out of the village will increase substantially with marina users travelling to reach these facilities flouting Cherwell's Local Plan which states that "major generators of travel demand should be located in existing centres which are highly accessible by means other than private car." All of the roads in and around Claydon are narrow and poorly maintained with Boddington Road narrowing significantly past the houses where the speed limit changes; there are large pot holes and wide, deep cracks in the surface. It is single track and there are no designated passing places. Because of the nature of the road it is popular with cyclists, walkers and horse riders who would all be at risk from an increase in traffic, something which has been underestimated by the developers. There are blind bends and Hay Bridge which is just before the entrance to the proposed marina is very steep with oncoming vehicles unable to see each other until they reach the top. Any larger vehicles trying to use the bridge will often ground or become stuck, this would include emergency service vehicles. Claydon has no street lighting and the night skies are a rare, beautiful sight in these times of light pollution. The marina proposal of night lighting for safety reasons in addition to lights from occupied boats, will ruin this. It is also a very quiet place but that peace will be shattered by the noise of construction and ongoing noise from the clubhouse and associated facilities, marina residents going about their daily activities and maintenance of their boats. The design of the clubhouse building itself is described as "replicating a barn" but I have yet to see a working barn with a slate roof and red brick accents. The design would appear to resemble an aesthetically ugly, large modern house. There is an abundance of wild bird and animal life in the area proposed for the marina which will be disturbed and probably lost if this development is allowed to go ahead. The toxicity of oily bilge water, domestic grey water and inevitable oil spillages will further pollute the water of the marina and canal. The Environment Agency has already stated that the developer's revised plans to mitigate the risk to nature conservation are inadequate and that they are dissatisfied with the use of a non-mains foul drainage system in a publicly sewered area. Our unspoilt village also has wonderful, uninterrupted views over many miles and the construction of long bunds, the changes in ground height and embankments will ruin this. The developers have admitted in their revised landscape and visual impact report that the changes they have proposed would not make any discernible difference to the original plans. Cropredy Marina is already in the process of being substantially extended, adding further strain to already stretched local amenities and a new marina at Claydon is not necessary or desirable. Claydonians are not NIMBYs but we love our quaint, peaceful, small village. There will be absolutely no benefit to the resident villagers from the construction of a marina - quite the opposite. The response of the marina agent, Stephen Rice, to this point when the application was first submitted was "Well, you could moor your boat there for the appropriate fee" sums up the attitude of the developers and their total lack of consideration to the local community and surrounds and speaks volumes. I</p>

therefore wish to register my objections to this proposed development in the strongest terms possible and request that it be dismissed. Sue Hughes 28 Manor Park, Claydon. OX17 1HH 4th October 2020

Received Date

04/10/2020 12:55:24

Attachments

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Type of Comment	Objection
Type	neighbour
Comments	<p>I am writing to register my objections to the planning application for a proposed marina near Claydon 20/02446/F. The location is inappropriate for a development of this size. The access routes are largely single track rural lanes which are in a poor state of repair and unsuitable for use as a thoroughfare for potentially 142 vehicles at the marina. In addition the developers propose to increase the road traffic still further by hosting educational group trips to the site. The additional traffic will further add to the wear and tear on the road which will likely require more frequent and intensive repair, the cost of which would inevitably be born by the Council. Heavy traffic and speeding through the Claydon is already a problem. This is only likely to increase by the additional traffic flow to and from the marina. With 192 berths on the site, the marina populace could be more than double that of Claydon (which has approximately 100 houses). While, by the developers' own previous admission, the site will bring no benefit to Claydon or the surrounding area, marina occupants will be free to access locally-funded Council Tax services and amenities, not least medical care which is already under strain. Although the application is for a non-residential site there is no plan to enforce this, so boat owners could potentially reside there permanently while paying no Council Tax. As can be seen just down the road at Cropredy, marinas do not enhance the natural beauty of the landscape. The developers are keen to point out our area has already been blighted by the arrival of HS2. That surely should be sufficient reason not to permit a further blot on the landscape.</p>
Received Date	18/10/2020 10:42:45
Attachments	

From: Paul Crabb
Sent: 03 October 2020 12:56
To: DC Support <DC.Support@cherwell-dc.gov.uk>
Cc: Shona King <Shona.King@Cherwell-DC.gov.uk>
Subject: Planning Application objection- 20/02446/F

Hi Shona King

I am writing to you to formally object to the Glebe Farm Marina on Boddington Road, Claydon -20/02446/f

Grounds for the objection:

As a resident of Calidris, Fenny Compton road, currently a quiet road serving a few hundred people in the village, this planned site would double that without any additional access. This would clearly have a big impact on the volume of traffic using the roads in and out of the village, including Fenny Compton Road, which provides access to the A423. The village is very quiet and without street lights (very little light pollution), two qualities that stand to be impacted as a result of the development both during its construction and operation.

An impact would also be felt when using the Boddington Road to gain access to the Canal tow path on foot which myself and many in the village do regularly especially in the warmer months when traffic will be at its worst.

Apart from the obvious financial gain to be received from selling the land for development (to the land owner) I can see no tangible evidence of how the village stands to benefit from the introduction of the marina.

Regards

GLEBE FARM MARINA CLAYDON

Revised Application Ref. No. 20/02446/F

OBJECTION STATEMENT BY ROBERT ADAMS B.Sc. *Landscape Architect (retired)*

1.0 SUMMARY OF OBJECTION

1.1 Is there a need for a further marina on the Oxford Canal in this district when there are two marinas already – Fenny Compton and the recently increased Cropredy Marina? This development would constitute over-development.

1.2 Highways access along the Lower Boddington Road is very poor with a hump back bridge immediately before the entrance. The Lower Boddington Road from Claydon is within Oxfordshire and north of the site it is in Northamptonshire. Has there been any consultation with Northamptonshire by the applicants? Nothing advised to village.

1.3 Visual Impact would be caused by large earth bunds east of the Lower Boddington Road which would obliterate views over a traditional and historic landscape, also changing the nature of the views of the historic Canal. Current amenity values would be lost.

1.4 Landscape Impact would be extremely significant and severe. Land form amendments would introduce land forms that do not exist elsewhere in this local landscape. The former railway land, which is unaffected by the proposals, is level with the site. It is now a public footpath and the new marina embankment alongside it would completely change the views of the Canal and landscape from the footpath.

1.5 Impacts on the Canal and towpath would increase wear and tear significantly. Currently the northern bank is seriously eroding in a number of locations from increased local foot traffic. Local narrowboat owners object to the likely increase in boat traffic because it would cause greater congestion in the summer, increased flow of water through the Claydon Locks causing more water shortages and closures of the Canal, which would be exacerbated by the additional new moorings. These effects would lead to congestion at Claydon Locks, lower the amenity of the Canal for existing boat owners and would affect the peace and beauty of the Canal. They would reduce significantly the expected pleasure of the new boaters.

1.6 Ecology and Biodiversity Impacts would severely affect local wildlife which access the Canal for water. Aquatic birdlife would be affected (swan nesting, deer and badger access). To the west of the proposed lake there is a large badger sett using the Canal as its water source.

1.7 Flooding occurs periodically and the canal has overflowed. This has been basically ignored as no proposals are indicated to mitigate the effects of flooding into the marina.

1.8 Economic and Social Implications on the village of Claydon have also been basically ignored. Claydon would not benefit from the proposed marina during development or after

completion, because the marina is to be closed to villagers. Access during construction could lead to changes in the nature of the road through the village : lighting, kerbs, signs, etc. The amenity qualities of the quiet village would be downgraded significantly.

1.9 Planning law states that development in the countryside should include enhancement of the landscape. The proposed marina would alter the landscape but where would it enhance it, i.e. would not make it more attractive than now? The proposed embankments, the planting and the wildflower seeding attempt the impossible. The landscape proposals are for internal benefit, not external. No benefit would accrue to the general public, especially nothing for the local residents. The development of HS2 to the north should not be considered a precedent for the proposed marina, as they are totally different in character and in scale and in national need.

1.10 The Service Building seems to have been amended to appear more like a barn. These proposals have not been viewed by the village. Have drawings been issued to the Parish Council? Were they advised of the changes? Why was there no site visit when these changes could have been clarified to the village by the applicants? The light pollution that would arise from the building (and from the marina as well) would significantly harm the character of the landscape and its 'dark night' amenity.

1.11 Drawings for this project have been poor throughout because they are both difficult to read (levels, contours, etc.) and to understand (the scale of the proposed embankments and the reason for their inappropriately massive scale, etc.).

1.12 Farming alterations that would occur would include the loss of land and potential crops, both being usual matters resolved by compensation. The deterioration of the local countryside has not been compensated for by the proposals. In the instance of access from the applicant's farm across the stream along the north boundary, there are no details regarding bridging, structural matters including drainage, pollution monitoring, etc.

1.13 Regarding the lake proposals, would its water supply be from the Canal or from a local source? Would it be regular and permanent? What arrangements are there for times of drought, especially if its water might be used for local crop irrigation simultaneously? What details are there on what structures would be needed for such extraction and delivery?

1.14 Planning Conditions needed are considerable. Therefore, because there are so many significant shortages in information, the conditions should be discussed with the village in detail **before** any works start to ensure that they are fully understood by them and adhered to during construction and after completion. The village will surely monitor the works as they are to be excluded from it. This is very objectionable.

1.15 This is a very large project in a small scale landscape; totally out of character with it, both physically and functionally. To date there seems to be no understanding of the massive change that will take place in the name of tourism. The number of boats proposed would significantly affect local conditions, local amenity, local residents and not least a historic landscape. The quality of the submission leaves many questions to be resolved and should be objected to until resolved in public.

Lynne Baldwin

From: Robert Adams [REDACTED]
Sent: 15 November 2020 17:15
To: DC Support
Cc: 'Sylvia Ingram'
Subject: Glebe Farm Marina Ref 20/02446/F : Objection by Robert Adams Landscape Architect (retired)
Attachments: Glebe Farm Marina Objection 2020.docx

Dear Sirs,

Glebe Farm Marina Ref 20/02446/F : Objection by Robert Adams Landscape Architect (retired)

I have been advised by others that my objection, sent first in October by post (to be signed for) and my accompany letter including address, and my second submission by email a few days ago has still not been published on the Glebe Farm Marina web site.

I apologise for again submitting another copy in response these statements by others, if it has now been published, but if it has got lost for whatever reason, perhaps the attached copy, with my name and address, could be used? I hope that this will be last time I have to contact you about my 'missing' objection !!

Thank you for your kind attention.

Yours faithfully,

Robert Adams

OBJECTION TO GLEBE FARM MARINA CLAYDON

Revised Application Ref. No. 20/02446/F

OBJECTION BY ROBERT ADAMS B.Sc. *Landscape Architect (retired)*

1.0 OBJECTION

1.1 This proposed application for a marina off the Lower Boddington Road, north of the village of Claydon, is the third, the first and second applications having been withdrawn.

1.2 My objection is based on the following. One would have expected, with a new submission, there would be a considerable difference in the approach by the applicants in addressing many of the concerns expressed by resident and other objectors in the past. That this has not happened indicates the complete rejection by the applicants of any of the opinions of village residents to this totally out-of-scale over-development, the lack of understanding of the character of the local landscape and environment, the rejection of the value locals place on this landscape, and the massive obliteration of a section of an historic landscape, all within the curtilage and amenity of the historic Oxford Canal.

1.3 In addition, there has been no attempt to make the drawings more legible and therefore more understandable than previously. The clarity and legibility and the quality of the presentation of the proposals is no better than before, and all attempts to identify details on the drawings that are relevant to the construction and development of the project still have not been produced. These will be detailed below.

1.4 It is further surprising that Cherwell District Council has obviously not seen it appropriate to insist on further details previously identified as missing, and still remain absent, when they are the conservators of the environment and its historic character and value. They also have obviously not required amendments to mitigate the damage that the proposals will have on the character of the district and the massive change to the landscape. Where are there sensitive proposals to mitigate the visual and physical harm that will occur? The landscaping is shown in outline only. What guarantees have the public that the landscape proposals will be carried out properly, especially when the proposals for the Cropredy marina have still not been carried out properly, and this was approved many years ago? If these drawings and proposals were to be submitted to inspection at a public inquiry, they would be rejected out of hand by the inspectors because they are totally insufficient in providing the accurate information on what the proposals will entail. Why has Cherwell District Council not seen the need for such details and explanations? If there are so many questions that residents can identify, why have they not been requested by the local planning authority.

2.0 DRAWINGS, LAYOUT, PERSPECTIVES AND ELEVATIONS

2.1 I object to the standard of clarity of information on the drawings, with respect to levels, contours, accuracy of layout, accuracy of elevations/perspectives. I have previously objected to

the mounds created by the Lower Boddington Road and their obliteration of views over open countryside and their relation to the levels of the Lower Boddington Road and canal bridge. The levels on the road is 114.00 while on the detention basin drawing it is shown as 110.50, and its relationship with other site levels is not established. The relevant drawing is ADAMCM-1-4-003 dated 21/08/2019 where the adjacent earthworks to the south are not shown, which would help people's appreciation of the great height of the proposed earthworks.

2.2 The drawing of the Towpath Bridge – A05/601B 25/10/2018 – It does not show it in its context. There are no details of the landscape adjacent to the bridge, to enable an appreciation of its effect on its surroundings. It will rise to cross over the proposed marina entrance at a height of approximately 117.767 to which should be added the approximate height of pedestrians on the bridge, i.e. eye level will be at approximately 119.50m. This is 4 m above canal water level and will have no vegetation to screen it in views along the road, from both north and south. Mitigation from the north will not be possible as this land is not in the applicant's ownership, and from the south the planting on the proposed mound will have to reach at least 2 m. height before mitigation occurs. From the bridge over the canal the towpath bridge will be a major structure which in combination with the close by towpath bridge, will be a major intrusion into the landscape. Its colour is not specified. If white, which is so frequently used near water, this would make it appear even more visible from the Lower Boddington road.

3.0 SURVEYS AND LEVELS

3.1 Levels and contours are expressed in a different way on different maps and this leads to confusion when trying to assess how they work. Drawing ADAMCM-1-1-001 is incorrectly dates 2017 as title block includes survey date of Nov. 2019!

3.2 On the master site plan the contours are shown at 0.200m intervals whereas on other plans they are 2.50m apart. This makes the site plan very busy and full of unnecessary contours, giving an impression of very extensive attention to design works, which is not the case. These have been drawn by a computer with little understanding of the way contours work.

3.3 The density of contours causes difficulty in reading and understanding them, causing confusion and/or obfuscation of their purpose. There has been no attempt to correct this and again it is questionable why this has not been requested for clarity's sake by the local authority. In my previous objections, the contours are noted as inaccurate along the northern sector parallel to the stream and old railway line. For example, road levels between the roadway along the edge of the marina and the roadway at the foot of the northern embankment show a significant fall between the two roads and because the way the contours have been designed there will be a twist and sharp cross-fall on the road producing a poor camber. This has clearly not been designed by a highways engineer. Further, there still has been no redesign of levels and paths at the eastern end of the site where the cars are approximately 4 – 5 m. below the marina perimeter. No steps are indicated, only a steep ramp. Pedestrian ramps should be at a maximum slope of 1:15 for able-bodied people and these paths are approaching 1 : 5! The carrying of baggage/goods up and down these ramps would be almost impossible. It is insufficient too state that this is a matter for subsequent detailed drawings, when the drawings should show an understanding of what the scheme would look like. The current design is incorrect and gives an erroneous view to the public who may not recognise the inaccuracies.

4.0 SITE ACCESS DURING CONSTRUCTION, PUBLIC ACCESS and VILLAGE ACCESS

4.1 No drawings show the proposed site access through the farm to the site. The route from the farm would have to cross the stream and the old railway line. No location has been noted, no detailed survey of its location is available, no culverting is detailed, no mention of pollution control, including the deterioration that would occur to the stream were alien materials fall into it and no details showing required safety features, etc. This is a further example of the public being given totally inadequate information and would not be able to appreciate this project realistically.

4.2 I understand that access by residents of Claydon is to be discouraged.

4.3 The drawings indicate there is still a connection between towpath PROW 170/6/20 and the canal to the east of the site, when this is not available. The landowner has currently prevented this by shutting off this suggested connection still further. This should be on the drawing for clarity to the landowner and those likely to use the footpath. No opinion from the landowner through which PROW 170/6/20 passes has been sought or identified.

5.0 OVERSUPPLY

5.1 The Sequential Test site Plan (Adams-1-1-003 25/1/18) does not give the complete story about existing and potential marina location because it shows no sites to the north of the Claydon. It gives the wrong impression that the only alternative sites that are relevant are those to the south. Fenny Compton Marina is to the north and a significant marina, which together with this site and all the approved sites between Banbury and Fenny Compton would provide berths for 750 boats, over a short stretch of the Oxford Canal.

5.2 By promoting this further submission, it is clear that the applicants do not understand the density of boat traffic throughout the summer months over this section of canal. Waiting times at the Claydon Locks is already a problem in both directions, and the addition of a large number of additional berths disproportionate within this sensitive environment.

6.0 THE VALUE OF THE LANDSCAPE TO LOCAL PEOPLE

6.1 The proposed marina would cause the complete obliteration of an important area within this local landscape, the character of which relates to the historic canal and its adjacent countryside. The applicants seem to not understand at this area is much valued by residents. It is a rural area, not adjacent to any development – it is agricultural, typified by large open field sloping gradually towards a local stream, with woodlands and copses within the local topography, with nothing forced into the area. The former railway has been absorbed into the farmland and was never a major feature, altering the land in any significant way. The canal was strategic as it enabled goods to be transported between major centres in the past century. The proposed marina, with its vast embankments would not be natural in form and would be forced into a significant open agricultural space, completely negating the gently sloping topography and obliterating views.

6.2 The landform changes and planting have not been amended and the plans ignore the previous comments regarding the height of the central building, the lighting that would be

required for the building and the marina, the vast excavations of the lake for the soil for the embankments, the lack of calculations regarding permanence of the water source and the availability of sufficient volumes for the lake, the lack of appreciation of the effect of drought on the canal which occurs almost every year, causing the stranding of boats and addition of great areas of planting which are out of place in this open agricultural area.

7.0 ROAD CONDITION AND SAFETY

7.1 There is again no recognition of the very poor current quality of the Lower Boddinton Road. This road has deteriorated still further since second application, with wider cracks and increasing subsidence with increasing slopes falling towards the east. This sector caused a van about 10 years ago to skid off this road into the hedge during snow and it had to be rescued by a villager. Nowhere on the drawings are notes indicating the range of works required to be undertaken by the applicants.

7.2 As this road runs from Oxfordshire into Northamptonshire, it is assumed that both Highways departments have commented on this project. There is no reference to Northamptonshire being a consultee. Have they been approached? What conditions are either highway authority going to enforce? The public should be informed for an accurate view on the extent and appropriateness of the marina in this area. Also, are any services to run in future along this road and, if so, where? Are the public to be inconvenienced by any works to this road?

7.3 Further, there are no details of what road works associated with the development are required by Cherwell DC or Oxfordshire County Council. Are we to assume that no road works are required by them as well? That there will be no significant increase in traffic and no heavy good vehicles? This should be clarified too.

7.4 It has been suggested that access to the marina during construction will be through the applicant's farm. However, no details have been provided, no location has been noted on the farm and across the stream, and no conditions have been indicated by the local authority on the calibre of the stream crossing that would be required. Are no drainage structures required, no bridge crossing, nothing on potential pollution from spillage, no regulations regarding potential pollution or stream blockage, nothing still on the maintenance of the necessary drainage structures, and no levels have been provided. If the project should fail in the future, are the public liable to restore the landscape? What guarantees are in place for this?

7.5 If there is a failure of any associated structure within the adjacent property which presumably includes the stream, what guarantees are there that the developers will repair, restore, or correct them in perpetuity? It is anticipated that such regulations covering the above in 7.4 will be required Cherwell District Council, why have they not been dealt with by the applicants? Similarly, why are they not shown on the drawings?

8.0 CONDITIONS

8.1 Because there are so many gaps in the provision of accurate information in this third application for the proposed marina north of Claydon, it should be refused until all the usual details required by detailed planning are developed. A further application should be required covering all these deficiencies and they should be subject to normal planning law.

8.2 It is understood that the Government wishes to speed up the planning process, but it should not be at the cost to the local environment. The environment is increasingly of concern regarding climate change, pollution, etc., and yet this is not addressed by this application.

8.3 The liability of the public should be clarified with respect to road works, stream crossing works, water sources for the lake, pollution control and monitoring, accidental failure of embankments, etc., etc. The absence so far in this third application of accurate details dealing with road works, landscape levels, the relationship of structures within the landscape, the heights of buildings related to lighting levels, visual obstruction, the obliteration of local valued views, the severe change to the nature of the landscape and the required large scale embankments and mounds to satisfy the applicant's design, will lead to a massive change locally. It is hoped that the local authority will require the applicants to satisfy sufficient conditions to achieve a development which enhances the locality, because any development in open countryside must enhance the district in which it is located.

9.0 OBJECTION

9.1 This is the third application for the proposed Claydon Marina, north of the village, to be submitted for full approval, the two previous applications having been withdrawn.

9.2 I have attempted to reflect on the application by discussing the differences between the former applications and this third one, only to find that the applicants have basically not understood the need for adjustments to their design, etc. to accomplish an enhancement of the landscape, not just its alterations and obliterations. That it would appear that the proposed application for marina and its associated works has not addressed some serious limitations evident in previous applications, indicates the rejection of these damaging effects by the applicants as minor and of little consequence.

9.3 The scale of the vast earthworks, the damage to the local canal environment, the potential oversupply of berths within a restricted length of the historic Oxford Canal, the creation of an additional large lake (as the source for spoil required) with no guarantee of water supply, quite apart from the water supply needed from the Oxford Canal which suffers from water shortage almost every year, climate change or not, have been regarded as of no consequence.. Little benefit would accrue to the village of Claydon, especially as no free access to the area by the village residents will result in separation between the two, not harmony.

9.4 If I could be persuaded that this project will offer enhancement and benefit to others than the marina I might consider it appropriate but that it doesn't in any way forces me to object.

9.5 Therefore, resulting from the above, trusting that Cherwell District Council will do the same, I strongly object to the proposed marina development north of the village of Claydon.

**Robert Adams (*Landscape Architect - retired*)
Clattercote House Claydon OX 17 1ES**

21/10/2020

From: Robert

Sent: 10 November 2020 11:46

To: DC Support <DC.Support@cherwell-dc.gov.uk>

Cc: 'Sylvia Ingram' **Subject:** Glebe Farm Marina Ref 20/02446/F

Dear Sirs,

Glebe Farm Marina Ref 20/02446/F : Objection by Robert Adams Landscape Architect (retired)

I sent my objection to the above proposed Marina by post, to be signed for, at the end of October 2020. I understand from others it has not been registered or is unavailable through the internet. I sent it in to be in by the original date for submissions.

I therefore attach my submission so that it will be on your Planning website.

Yours faithfully,

Robert Adams

Claydon Hay Barn
Boddington Road
Claydon
Banbury
Oxon
OX17 1HD

David Peckford
Assistant Director
Planning and Development
Bodicote House
Bodicote
Banbury
Oxon
OX15 4AA

17th October 2020

Dear Mr Peckford

RE: OBJECTION TO APPLICATION NUMBER: 20/02446/F

We are writing with regards to the above planning application and we detail our objections below as follows:

1. The local infrastructure particularly roads are not in a suitable state or size to support a development of this size once built. The current road does not have a proper sub base and road base and I do not believe that the usual infrequent patching of damaged areas will have the suitable impact that this scheme demands. I would strongly encourage anyone on the committee who is making a decision regarding this application, to visit the site and travel to it from Claydon and from the Boddington north side approach. It is a single-track road and there are no proper passing places and even with present day traffic, deep wheel ruts are created on the verges of the very narrow road in winter. To deal with a marina community almost the size of Claydon this road needs widening and rebuilding properly. Who will fund such a development? Claims that there are passing places are false. There are private driveways and gateways and unmaintained parts where the road is slightly wider. There are over 10 massive cracks in the road some 3 to 4 metres long which you can put your hand in, many close to the proposed entrance. Since I wrote to you in April 2019 no road improvements have been made and in fact the road has deteriorated further.

2. This road has never been gritted or salted from the crossroads on the Lower Boddington Road to the Claydon village in the 18 years I have lived here. Northants claim it is not their policy to maintain minor roads like this in snowy and icy conditions. In winter, two wheeled drive vehicles sometimes get stuck at the very steep, hump back canal bridge adjacent to the proposed marina. I have witnessed this on many occasions as it is my route out to Banbury and to schools for my children. The situation is exacerbated because the boundary between Northampton and Oxfordshire is along this road and neither council takes responsibility to grit and clear this road in icy and snowy conditions. Last winter, along this short stretch of road, 5 vehicles were abandoned in the snow, some blocking the road and the conditions could easily have been worse. I have witnessed cars stopping at the hump back bridge when another car has come from the other direction and then slide back on the icy surface out of control. I live along this road and I can testify that in cold icy conditions, there are times when normal 2 wheeled drive vehicles really struggle.
3. Claydon Village is not completely paved and currently children are forced to walk in the un lit road on the dark winter mornings and evenings to go to and from the school buses. This is already hazardous with the current level of traffic and will only increase the chances of an accident with pedestrians, if vehicle traffic is increased as a result of this development. Marina traffic will undoubtedly come through Claydon as the nearest shops and supermarkets are in Banbury. The direction from which marina access is made is not controllable by the Council or Highways authority.
4. HS2 will cross the same stretch of minor poorly maintained road one mile north of the proposed marina. This means that an extremely narrow country road will in the space of one mile have disruption from both the proposed marina and HS2. Claydon Hay Barn, Claydon Hay Farm and Three Shires Farm are located between these two proposed developments. For the local community and particularly the inhabitants of these three properties, they will experience an increase in noise, traffic, and infrastructure change that would undoubtedly negatively affect current quality of life. One of these developments will be hard to bear; but both in such close proximity would be a ridiculous imposition.
5. I note that one of the reasons the applicant has made as justification for submitting a planning application for a marina is to counter the loss of revenue that the impact of HS2 will cause their business. Interestingly there is no acknowledgement of the negative impact that HS2 will cause on the surrounding communities, including Claydon which will now be further negatively impacted by a 192-berth marina. I have sympathy for their financial loss but their issue should be with the Government and its compensation scheme. What sort of anarchy would we have if everyone who considers that HS2 has caused them some loss, (reduction in house prices to name but one) tried to compensate themselves at the expense of others in the surrounding community?
6. There are fewer and fewer unspoilt country spaces and unless the boats at the marina are residential, we are creating second holiday homes. There are already two large marinas within three miles of this proposed site at Fenny Compton and Cropredy. Both have vacancies which were confirmed when I rang this month. The proposed plans will spoil a beautiful far reaching view for the public because it is adjacent to the road and because of the construction of unnatural ugly bunds. I have

seen video footage and photographs I hope these will be scrutinised thoroughly so the full impact will be understood.

7. There have been issues with suitable supply and level of water for the canal and when Cropredy marina was built it impacted the water level of Boddington reservoir and its sailing club which is used by many.
8. In addition to encroaching on unspoilt countryside there will be further pollution from Canal boat diesel engines and wood burning stoves. The Government is phasing out the use of diesel vehicles for good reason as they are responsible the emission of Carbon Monoxide, Hydrocarbons, particulate matter and Nitrogen oxides. The International Agency for Research on Cancer (IARC) classifies diesel engines as carcinogenic to humans.

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5976105/>

The silent killer in our homes: Wood-burning stoves emit six times as much pollution as a diesel truck... and they're ruining your health even if you don't own one

- **Wood-burning stove may be doing the British atmosphere more harm than good**
- **Smoke they produce is almost invisible, particularly when compared with smog**
- **Scientists measuring air have proven that wood-burning is not a thing of the past**

Video of poor state of Boddington road.

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

Please see attached video

Yours sincerely

Ian and Jane West

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"/>
Name	<input type="text" value="Rebecca Meyrick"/>
Address	<input type="text" value="Claydon House, Mollington Road, Claydon, Banbury, OX17 1EN"/>
Type of Comment	<input type="text" value="Objection"/>
Type	<input type="text" value="neighbour"/>
Comments	<input type="text" value="Two major concerns: 1). Local infrastructure and road access is inadequate and dangerous given the extra traffic that would result. The verge damage would increase which is both hazardous and not eco-friendly. 2). The total lack of facilities in the village make it a highly unsuitable location for a leisure facility of this nature. Finally, granted the relative proximity of Cropredy Marina this application seems surplus to likely requirement."/>
Received Date	<input type="text" value="09/11/2020 08:43:16"/>
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 Braidley
Address	Cropredy Marina,Claydon Road,Cropredy,Banbury,OX17 1JP
Type of Comment	Objection
Type	neighbour
Comments	<p>Dear Sir As you will be aware, Cropredy Marina is currently building a new marina basin which will take its total capacity from 249 moorings up to 347 moorings. Our application was approved in 2017 and the construction will be completed by Christmas 2020. We currently have over 130 vacancies. There is no sound reason to allow the construction of another 250 berth marina within the locality, when the water resources on the South Oxford Canal are already being stretched to the limit, mainly by the addition of our new moorings at Cropredy. We had to make a substantial contribution towards the Canal and River Trust's cost of additional water monitoring equipment in the area, due to the concern over water levels in peak season. We are only adding 98 moorings, Claydon would add more than two and a half times that. It's also worth noting that The Canal and River Trust (CRT) granted permission in 2016 for Claydon Marina to proceed, but this permission only means that the applicant can apply to the CRT for a licence to join the canal, it is not an endorsement of the planning application itself. It is clear that allowing another 250 berth marina at Claydon would only lead to an oversupply of moorings in a very sensitive area, affecting canal water levels in the Summer, lock usage, traffic, wildlife, pollution levels. The simple arithmetic is that there will be 380 more boats on the canal if this application is successful and the marina is filled. This is too many for this delightful part of the countryside and the South Oxford canal. Mike Braidley. Cropredy Marina</p>
Received Date	27/10/2020 15:54:13
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	Phil Dykes
Address	Fenny Marina Ltd., Station Fields, Southam, Warwickshire, CV47 2XD
Type of Comment	Objection
Type	neighbour
Comments	<p>Dear Shona King, Please note our Objection to this Application, ref:20/02446/F, Glebe Farm OX17 1TD. We are strongly opposed to this application, as in previous years, ref:18/00904/F. Due to the following reasons: 1. Mooring Surplus Cropredy Marina currently hosts 249 moorings, which have many vacancies, with another 100 moorings due to open in January 2021. Another 50 berths in School Lane, Cropredy, are currently under construction as well - reference no.:11/01069/F. Fenny Marina currently hosts 100 berths, which have not been full since Cropredy opened. Now another 192 berths are being applied for in the same area. Within an 8 miles radius, should this application be passed, mooring would have gone from being 100 moorings to 692, in a space of 5 years. This would create a saturation of moorings in the area that already can't be filled, should the new site be passed. However, the lower South Oxford Canal is completely devoid of any sizable Offline Marinas, due to a surplus of moorings already in existence. 2. There is a more suitable site in Kiddlington (photograph no.1), which would be more practical than this application, due to it being further South, the level of the land is better to hold a basin without the construction of man-made bunds, and its roads are easier to access. This would make far more sense, than putting a Marina that requires massive Civil Engineering to create, in our already saturated area. 3. Social and Environmental Impact Any views of the fields would be lost to the village and its community due to the new site needing to rise 8m above the brook, 3m on the field to level with the canal, and 4.5m above Boddington road. Once buildings are built on top of the 8m bunds which would add another 6.5m, the site will rise to a total of 14.5m/47.6 ft higher than it currently is! The owners of Glebe farm seem to be more interested in constructing what they want in order to make money, disregarding the natural state of the area, and what would benefit the community. This new Marina would only detract from the natural beauty of the area. The Oxford canal is a conservation area, and this application would only create a negative impact on the environment. The negative environmental impact from this colossal construction would be enormous. I.e. Pollution from the diesel engines, huge concrete pads which is very environmentally damaging, the huge gravel trucks that will have to be driven to site, considering there is a surplus of moorings, why should the environment pay such a huge price for something that will only affect it in a negative manner? 4. As the marina would be closed to the public there would be no benefit to the village of Claydon, only causing negative issues such as: 4.1 Noise pollution - More people during the day, traffic horns due to Congestion over the narrow bridge which already is a hazard due to HGV's not reading signs, to not use these roads, then having to reverse these huge trucks a mile to turn back, negotiating two blind bends, which could quite easily cause a major accident requiring the trucks to blow their horns as a means of avoiding danger to anyone. There is also to be noise pollution from the maintenance and repair of boats. Even noise from small electrical hand held tools, carry hundreds of meters across the water, such as grinders, orbital sanders and drills. Grit blasters (used for cleaning hulls) by their very nature are excessively noisy, and are regularly used for the maintenance on a narrowboat hulls. 4.2 Light pollution - due to the height of the new site (14.5m/47.6ft) even lowlevel lighting, would be seen from a far distance. 4.3 Heavy traffic on the already bad roads, which are full of potholes are a huge concern to the locals. 4.4 More weight on the medical facilities - surgeries are already at full capacity in both Fenny Compton and Cropredy. Who would facilitate medical treatment should a boater get ill? 5. Apparently, the OCC have imposed an undertaking of 10,000.00 worth of piling works along the Canal bank, if the Marina application is approved. This in real terms would mean that approximately 17m worth of piling would be done! A drop in the ocean for what is needed. 6. Water levels - The Fenny Compton summit has suffered from lack of water in the peak seasons, since Cropredy Marina</p>

opened. The lack of water usually results in navigation restrictions for boaters, this year being particularly bad allowing boaters only to navigate for no more than 6 hours per day, due to water shortages. Each year only seems to get worse, due to longer dryer summers. 7. The Governing body of the Canal System, Canal and River Trust, had a subsidiary (British Waterways Marinas Ltd), who have recently deemed it fit to sell all 18 of their marinas, the largest Marina operator in the UK, to secure longterm revenue from a more reliable source. If there is such demand for Offline Narrowboat Moorings, why would they do this? Why did they offer such heavy discounts to fill their Marinas whilst they were trading? Therefore, with regards to the above issues, we cannot see the need for this application to be approved. We have further sent you an email with supporting documents to our objection. Regards, Phil Dykes Director Fenny Marina Ltd.

Received Date

06/11/2020 15:16:22

Attachments

From:

Sent: 18 November 2020 12:05

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

Subject: Objection: Refb 20/02446/F

Dear Shona,

Please find attached the maps that were left out of our objection documents. This shows alternative sites that would be far more suitable.

Should you have any queries, please do not hesitate to contact me.

Regards,

Phil Dykes

FENNY MARINA LTD

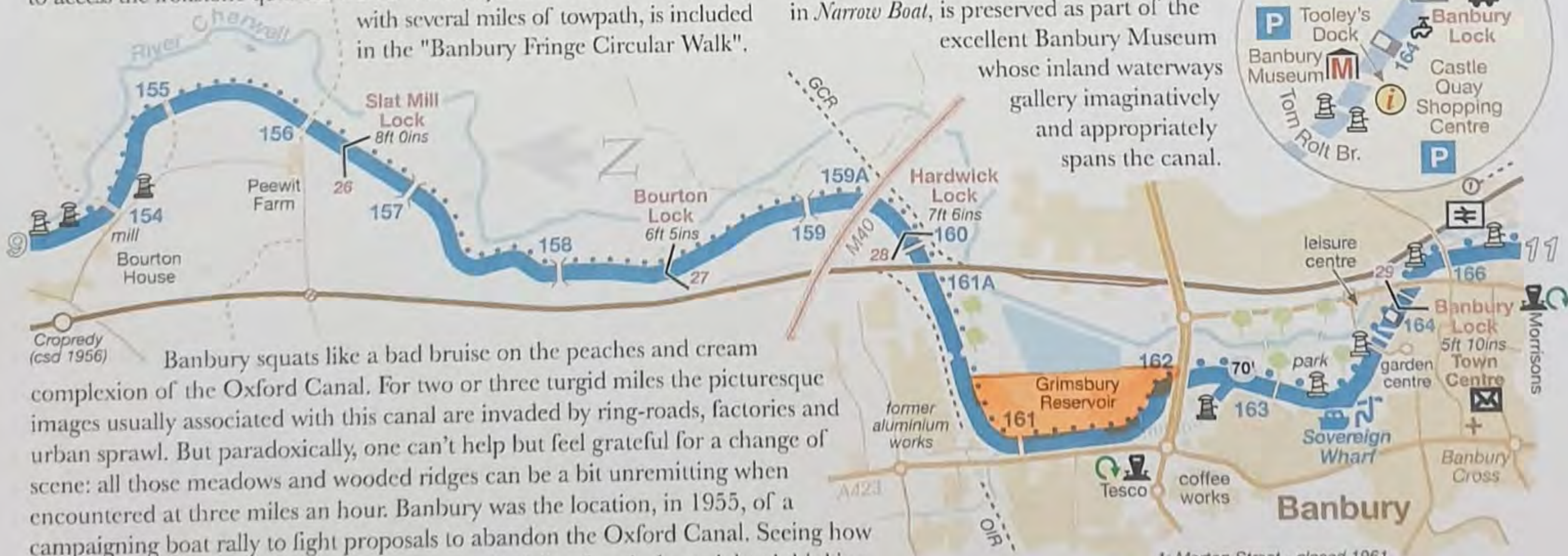
10 OXFORD CANAL Banbury 4.5mils/4lks/2.5hrs

AT Cropredy the Oxford Canal makes eye contact with the River Cherwell, but like all good bodice-rippers, the affair takes many twists and turns before consummation takes place. The canal company purchased Cropredy Mill and adapted the mill stream to provide the canal with water. Pass through the hole in the wall, brush past the nettles, and you'll come upon some of the old mill machinery and the water doing a disappearing trick beneath an old archway.

A new flood prevention scheme is evident in the vicinity of Bridge 159. By Hardwick Lock the M40 motorway makes its northernmost crossing of the canal. Below the lock the canal parallels the course of the Oxfordshire Ironstone Railway built by German prisoners of the First World War to access the ironstone quarries west of Banbury. Part of its trackbed, along with several miles of towpath, is included in the "Banbury Fringe Circular Walk".

Trade on the Oxford Canal petered out towards the end of the 1950s. Amongst the last regular cargoes were timber and tar. Up until this time Banbury supported its own canal community who were wont to congregate at a spit and sawdust pub called The Struggler. L. T. C. Rolt immortalised it in his *Inland Waterways of England*. The pub and the canal wharf were demolished in 1962 by the local council, who added insult to injury by building a bus station on the site. Now the whole area has been redeveloped into the Castle Quay Shopping Centre and Rolt may well be looking down from heaven and chuckling - with irony.

At least Tooley's drydock, also made famous by Rolt as the scene of *Cressy's* docking and re-fitting prior to the cruise of 1939 recounted in *Narrow Boat*, is preserved as part of the excellent Banbury Museum whose inland waterways gallery imaginatively and appropriately spans the canal.



Banbury squats like a bad bruise on the peaches and cream complexion of the Oxford Canal. For two or three turgid miles the picturesque images usually associated with this canal are invaded by ring-roads, factories and urban sprawl. But paradoxically, one can't help but feel grateful for a change of scene: all those meadows and wooded ridges can be a bit unremitting when encountered at three miles an hour. Banbury was the location, in 1955, of a campaigning boat rally to fight proposals to abandon the Oxford Canal. Seeing how busy the canal is now only serves to illustrate the folly of such short-sighted thinking.

1: Merton Street - closed 1961
 ⚠ Windlass required to operate lift bridge 164

OXFORD CANAL Twyford Wharf & Kings Sutton 4mils/2lks/2hrs

DRAW bridges abound, their functional looks disguising the economy of construction inherent in their design. Most of them will be chained 'open' (reminding one, somewhat tangentially, of rolled-up shirtsleeves) and thus of no hindrance to boaters. Another worthwhile cost-cutting measure south of Banbury was the provision of single bottom gates for each lock chamber instead of the more usual mitred pairs: less call for acrobats at the locks!

The rocket-like spire of Kings Sutton church soars above the watermeadows, finding a photogenic mirror image in the canal from certain angles. The village boasts a railway station, but it is - along with other facilities - a bit of a hike away on the far side of the Cherwell, which forms the boundary between Oxon and Northants. Just south of Twyford Wharf the canal curves past a spill weir protected by concrete posts emblazoned with Oxford Canal Company initials.

Kings Sutton Lock is delightful. The keeper's cottage is simply built of brick with stone facing. On the opposite bank stands a former blacksmith's forge and stable block decorated by the addition of the village station's old name board. South of here the canal momentarily sheds its man-made character. The branches of pollarded willows hang caressingly over the water and poplars whisper in the breeze as a belt

of woodland is encountered.

Into this exquisite landscape the M40 intrudes like a kick in the groin. When it was being constructed in the 1980s the *Sunday Times* ran a sequence of photographs looking out over the Cherwell Valley in the vicinity of Kings Sutton. It was a sobering illustration of the assassination of the Oxfordshire landscape. As hideous in its way as the sort of photographs they show of bodies in the streets after a military coup. As the Department of Transport used to boast, road schemes such as the M40 had their viability tested on a 'cost benefit basis'. Yes, we know: for the road lobby's benefit at the countryside's cost.

But how long before the motorway is outmoded like the canal itself and the now dismantled Banbury & Cheltenham Railway? The canal can be said to have functioned commercially for over a hundred and fifty years. The railway was relatively shortlived, opening in 1887 and closing to passengers in 1951, though surviving in goods use for another thirteen years. Its most celebrated train was the *Ports to Ports Express*, a service designed to effect the transfer of merchant seamen between Tyneside and South Wales. Did they, catching a glimpse of passing 'joshers', feel momentarily at home on their ten hour, landlocked journey?



12 OXFORD CANAL Aynho Wharf 4.5mils/3lks/2hrs

THE motorway bridge contrasts brutally with its neighbour, lift-bridge 183. It carries a dedication to a young civil engineering student fatally injured during construction of the road. Passing briefly into Northamptonshire, the canal shares much of this part of its journey with the adjoining railway, but loses little of its tranquillity in the process. Wharves past and present recall the canal's original purpose. The one at Aynho remains remarkably intact, its brick warehouse being home to a boatyard shop. Aynho's old railway station is of Brunellian design and dates from the inception of the original mixed gauge line between Oxford and Birmingham. When the Great Western Railway shaved twenty miles off their London to Birmingham route in 1910, Aynho marked the northern end of the 'cut off'. CART have a maintenance base at Nell Bridge.

Having played coquettishly with the canal's affections since Cropredy, the Cherwell acquires carnal knowledge by Aynho Weir Lock as the channel flows directly across the canal. The lock itself is shallow and diamond-shaped, Somerton being so deep that extra capacity had to be built into Aynho.

Somerton Deep Lock is, well, *very* deep. Overlooked by a rather over-shuttered cottage, it vies with Tardebigge on the Worcester & Birmingham for the honour of being the deepest narrowbeam chamber on the canal system. Certainly the steerer's eye view of things, when the lock is empty, is reminiscent of an elephant trap. Heaven knows how single-handed boat captains managed in the past. Tom Foxon hinted at his methods in *Number One*, also relating how it was his habit to swap lumps of coal with the lock-keeper in exchange for fresh laid eggs and rabbits.

Summary of Facilities

THE PIG PLACE - Adderbury (Nell Bridge). Tel: 0789 287 9447. Peripatetic boaters, the Wherrys (appropriate name) moored-up here in 2007 and haven't looked back. Still living afloat, they run this beguiling canalside small-holding specialising in pigs, poultry and sheep. The fruits of their labour of love are for sale - as are an esoteric range of facilities: overnight moorings with hook up; bottled gas, campsite, laundry room and hot tub hire! OX17 3NU

GREAT WESTERN ARMS - Aynho Wharf. Tel: 01869 338288. Congenial country pub - located between the canal and the old railway station and suitably decorated with memorabilia relating to both modes of transport. Hook Norton ales, bar and restaurant food, accommodation. OX17 3BP

AYNHO WHARF - Tel: 01869 338483. Small shop canalside selling gifts and basic groceries and newspapers. OX17 3BP



Down Somerton way the towpath becomes more of a gated footpath, a pleasant change for walkers, but cyclists can forget it!



13 OXFORD CANAL The Heyfords 5mils/2lks/2hrs

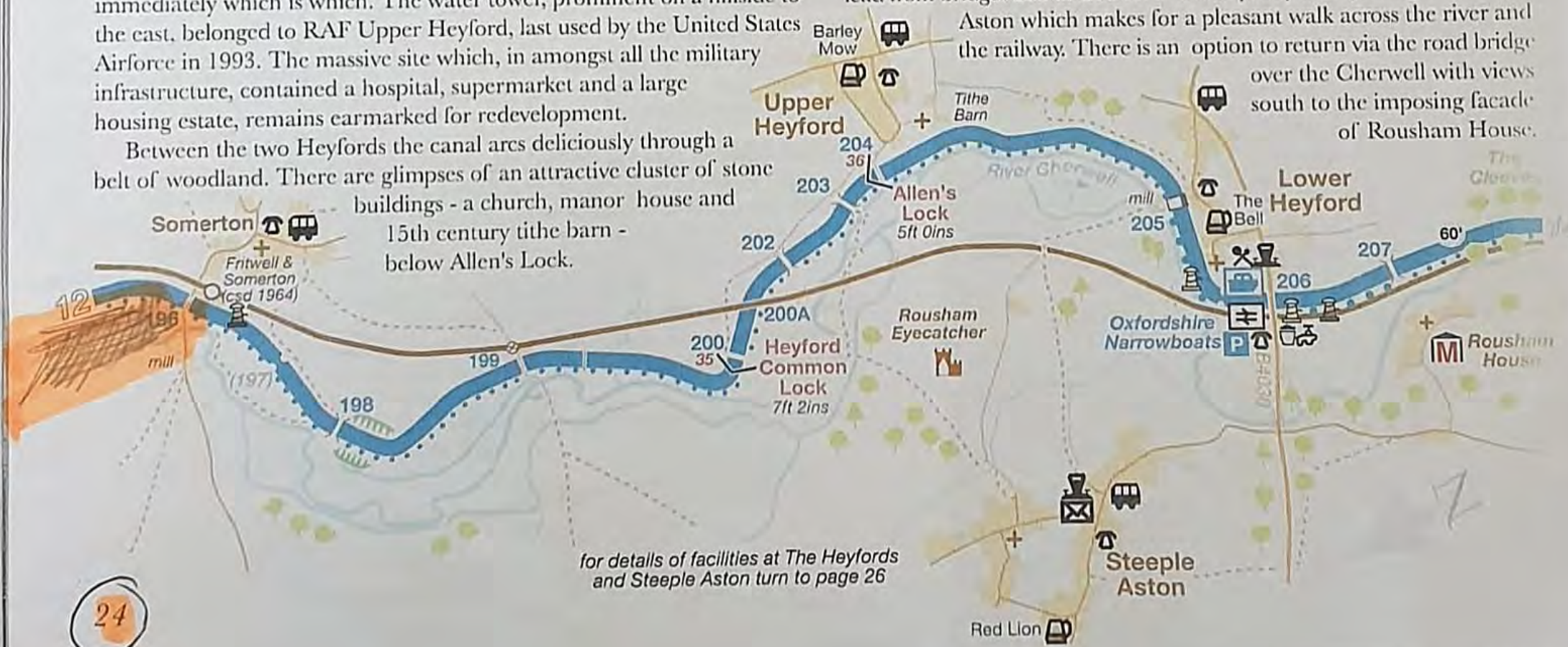
CANAL, railway and river saunter companionably along the valley floor, but the roads keep cautiously to the shoulders of the hills. When the Cherwell bursts its banks, the escaping water forms an inland sea and wildfowl find this a conducive wintering ground. In spring the meadows seem full of lapwings carrying out their dizzy courtship; later, the sky is still filled with lark-song; one May morning we distinctly heard the trilling tones of a curlew.

From Somerton to Heyford the canal assumes the character of a river. The towpath loses its formality, becoming more of a track through the adjoining fields. Pollarded willows line the canal's banks, just as they do the Cherwell's, so that seen from a passing train, it is often difficult to tell immediately which is which. The water tower, prominent on a hillside to the east, belonged to RAF Upper Heyford, last used by the United States Airforce in 1993. The massive site which, in amongst all the military infrastructure, contained a hospital, supermarket and a large housing estate, remains earmarked for redevelopment.

Between the two Heyfords the canal arcs deliciously through a belt of woodland. There are glimpses of an attractive cluster of stone buildings - a church, manor house and 15th century tithe barn - below Allen's Lock.

Lower Heyford Mill ceased working at the end of the Second World War. The towpath has the air of an isthmus about it with the canal on one side and the river on the other. Lift-bridge 205 is said to have been built of iron to take the weight of the miller's traction engine. Nearby, a charmingly precarious tree house juts over the water.

Heyford Wharf is very similar to Aynho (Map 12), but on this occasion the warehouse is built of local stone. Nowadays it is in use as a vibrant hire base and offers useful additional facilities as well. A short walk from here lies Rousham House and its famous gardens, the work of William Kent. Kent's 'Rousham Eyecatcher' can be seen over the brow of the hill from Heyford Common lock or more closely from the paths which lead from bridges 203 or 205 towards the pretty hilltop village of Steeple Aston which makes for a pleasant walk across the river and the railway. There is an option to return via the road bridge over the Cherwell with views south to the imposing facade of Rousham House.



From:

Sent: 06 November 2020 16:22

To: Shona King

Subject: Objection to Planning Application Ref: 20/02446/F

Dear Shona King,

Please find attached our documentation supporting our objection for the above planning application for Claydon Marina - Glebe Farm, Boddington Road, Claydon, Banbury, OX17 1TD.

Should you have any queries, please do not hesitate to contact me.

Regards,
Phil Dykes



.....
FENNY MARINA
STATION FIELDS
SOUTHAM
CV47 2XD



81 High Street Chatham, Kent ME4 4EE
[REDACTED]
[REDACTED]
[REDACTED]

Ourref- 13/DN/DY00121

Shona King
Cherwell District Council

By email

SOLICITORS LLF

Date 03 November 2020

Dear Sirs

20/02446/F - Glebe Farm, Boddington Road, Claydon, Banbury - Marina and Ancillary Facilities plus New Lake

We remain instructed by Mr Dykes of Fenny Marina, Station Fields, Southam CV47 2XD and refer to our letter and enclosures dated 26/6/18 which must still be taken into account.

As stated before, our client (like Braunston Marina) knows this area both geographically and in terms of the boating industry on the Oxford Canal better than most, including the LPA. He has already provided insight to the Canal water levels, over supply of moorings, alternative sites, and practical matters that are all material planning considerations. Another

Note, plus Mapping and annotated comment against the applicant's sequential alternative site analysis (given under flooding).

The applicant's submissions assert all concerns are overcome. They are not, for the reasons set out below. The primary concern remains that this proposal is fundamentally at odds with the Development Plan and the 2018 Framework [F18j] and there are no (or not adequate) material considerations that outweigh, so it must be refused, being unsustainable development as defined.

Discussion

Policy R9 is clear and unambiguous. Policy ESD16 in the Cherwell Plan 2011 — 2031 is entirely consistent with R9. The key text is support for proposals that "use the Canal", but that "**new facilities for Canal users be located within or immediately adjacent to settlements**". The policy position clearly distinguishes using the canal and new facilities, which the applicant's submissions have still not grasped. It is not as if the Plan fails to make this clear, repeatedly throughout, as to what is "sustainable". The applicant now argues there are no alternative sites but its analysis is flawed (see below).

ESD16 states the canal is "*an iconic structure*" — a good image then appears on pg 121. The Plan "vision" A.9 refers to *improving vitality of settlements as hubs and protection of distinctive natural and built environment and rich heritage - that Cherwell will maintain its rural character where its landscapes, its vast range of natural and built heritage and market towns defines its*

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A list of members may be inspected at 81 High Street, Chatham, Kent ME4 4EE, its registered office. All members of Kingsley Smith Solicitors LLP are solicitors.

distinctiveness. (our underlining). We note the applicant's arguments, and landscapes submissions, but again, despite this, the conservation officer maintains objection and it is key the requirement to maintain or enhance, is neither met, nor can the cumulative effect overall be anything less than adverse, particularly given the loss of other landscape close by to HS2 (which is considerable).

A.11 shows *focus* for new development is not this remote rural land but those places identified - towns, with good reason - then directing the rest towards the larger more sustainable villages. In sequential terms, the application site performs badly. We note the arguments now since our last letter in 2018, but the assertion as to Banbury site is not credible. The scoping should be limited to a particular parcel but the land adjacent to the Canal. Banbury is an obvious alternative, very well served by public transport, high PTAL and other factors heavily directing a new marina here, not the applicant's remote site. There are no respectable arguments to contradict our client's previous submissions, the attached Note from client demonstrating the assertions regarding "need" are clear — there is no such demand, the scheme is so speculative that the LPA must disregard the misconceived claims otherwise, which proverbially holes the applicant's case below the water line .

A.21 refers to *improving social cohesion in towns and villages*, and A.25 to *cherishing distinctive natural and built environment*, and to *improving functioning of towns and villages*. This scheme fails on all counts and the applicant's arguments are flawed. It is not credible to assert any improvement will arise, as policy requires. The development will be private, there is no public benefit — it amounts to the equivalent of a private car park in the open countryside with major land raising with buildings on top of that.

To put it beyond any doubt, the Plan at SO12/13/14 & 15 is explicit as to what sustainability means and why development is directed away from remote countryside. B.44/45 and B.47 explain why this scheme is at direct odds with the Plan and F18 that directs new employment sites to those identified, so even the few new jobs mentioned (3Ft/3Pt) are not where the Plan directs them to be created. Departing from this undermines the Dynamic Town Centre policy SLE2 and tourism SLE3. It is antagonistic to ESD1.

The above policies are all consistent with F18. The applicant's arguments that it needs this development financially are also unjustified. In terms of growing crops that do not require subsidy, this is nothing to the point. TB is compensated and again, hardly a special circumstance at this farm. Assertions as to Brexit, HS2 and viability are also unjustified as Brexit is now by no means certain, a second referendum seems likely rendering the arguments on this footing premature. In any event no weight can be given to politics. Neither is there any proof from the applicant's that it would make any true difference as all business has to adapt. HS2 assertion regarding delayed compensation is unjustified — 90% advance payment is mandatory, paid on entry. As to more land to be acquired to replenish, this argument is the same for every landowner. The applicant has no special case, and has not provided any evidence it has been unable to acquire more land, or even tried. As for it needing to be

adjacent, this is also unjustified — it is common place for holdings to be spread.

Members will be advised by officers regarding financial/personal circumstance being irrelevant. If diversification means “any” land use or buildings the applicant might propose, anywhere under its control, on that basis they could build anything at all here — e.g. a power station or factory. Diversification does not change the simple point that planning permission has to be in accordance with adopted Plan policy, and assertion of unmet need is not made out.

It is a concern that the applicant could (and our client predicts would need to) sell/lease the site on to a marina developer for a significant profit, there is nothing that can be done to prevent that. Our client’s attached note confirms C&RT have just sold all 18 marinas and why, demonstrating the applicant’s assertions as to viability are not made out. Such site disposal will leave the local community to look back as to why profit came at the expense of the public’s prized environment that should be preserved or enhanced according to policy. The definition of sustainability is to protect valued landscapes for this and future generations. Marinas are struggling in this region and more specifically, this locality. What will the LPA do if as our client predicts, a developer seeks change of use of the land having spent out on the engineering works? The danger is all too obvious. The application has to be considered on its own merits, for a hypothetical operator on the land edged red.

The scheme raises ground levels considerably, constituting significant irreversible development within open intrinsically beautiful countryside, a diminishing resource exemplified by HS2 adverse impacts. Additional harm to the setting of an “iconic” heritage asset that itself relies upon open undeveloped countryside for its intrinsic value backdrop, surely adds imperative to protect what remains?

The applicant, in order to satisfy the heritage test, would need to either prove that the development has neutral impact and therefore is harmless, or the degree of harm is offset by public benefit. Whilst the creation of a modest 3ft/3pt jobs may carry some limited weight, the assertions as to potential to boost tourism are contrived and miss the point — in this location F18 does not give unfettered encouragement to development. Nothing like. It is not previously developed land. It is virgin farm land. It is not well related to settlements. There is no real scope to make the site more sustainable avoiding use of cars — hence 150 car spaces. The scheme is not sensitive to its environment. It is highly insensitive, an unsustainable location, a worse choice than Banbury even if “need” is demonstrated (which it is not). The location choice is

because the applicant owns it, no different to any other owner e.g. seeking green field site homes, car park or a factory. To dismiss adjacent to Banbury the applicant fails to engage with the starting point that, in a search sequence one commences with towns, adjacent towns, then settlements - this remote spot is at the other end of the spectrum. Our client's Mapping and commentary upon the applicant's assertions as to alternative site show a very different picture in reality.

Good planning is about sensitive and sensible land use, applying well established policy principle of using green field last, striking a fair balance — and the adopted plan and F18 do not encourage new buildings car parks and land raising in open countryside side, as this scheme does not fall within a confined list of policy exceptions.

Alternative sites as client explains would have far greater community benefits. The scale of the development in the undeveloped setting, bigger than the nearby village, would not be other than significant adverse impact on canal users not just during construction, but for years after with HS2 behind, already a blight, on the applicant's own case. The search area in the flood risk assessment is still limited and inappropriate geographically, thus remaining flawed analysis as we set out in our last letter. The entire 78 mile Canal is a single structure, an icon from Coventry to Oxford. With the Cherwell river, the scoping for "alternative site" best located to be sustainable is not fixed by flood risk scoping or being dismissive of more sustainable sites. Our client's analysis attached suggested land south of Kidlington identified on his map page 24 — in fact the 5th page as it is an extracted document). There is no demand but it is still sustainable. Banbury is 'the' obvious nearby district location, being a highly sustainable town to which the Plan directs focus for development (see above).

It is crucial to assess all alternatives regardless of plan policy map areas, since the search sequence must be applied to the Canal "structure" (see above). It would be irrational to do otherwise, since if a canal straddles 3 LPA areas, it is the canal that is scoped in terms of demand and supply for mooring/tourism etc. It would otherwise mean that if one ignores canal in other plan areas, it would result not just in duplication but triplication of facilities (if 3 areas) when the demand is single. By limiting the search the applicant has ignored alternative sites such as Thrupp in the south, Kidlington right down to Oxford — as to the north, about 20 miles of relevant search area has been ignored, not least Rugby, Coventry and Wormleighton. It is striking the application site is in the far northern extremity of the district area, presumably in the belief the Council will not be bothered as it is far flung.

The applicant argues that the new building and facilities would be for non-residential boaters only. Whilst the planning authority could impose a condition or seek a legal agreement dealing with that, still no Section 106 Agreement has been submitted. This is a clear signal there must be a real risk that such a condition would either be unenforceable (failing the tests set out in NPPG) or the Council would face a very likely application to vary this condition in due course, perhaps based on viability concerns of the Applicant to boost turnover by visitors that would be overwhelmingly still be car-borne. At Cropredy the Council is investigating live-aboard/residential boating use, a sure sign the need is not present, that marina is struggling, a fate the application site is likely to face.

It is not difficult to look further afield to marinas elsewhere. The Council will be familiar with restaurant facilities in marinas being a substantial source of income for both the marina operator and franchises. Once a marina is approved here, in what is by any definition a remote rural site, the Council will find it very difficult to resist an open market facility, and indeed further buildings given it is such a large site e.g. as a tourist attraction, backed up by viability problems. The fact that the scheme is scaled down now demonstrates how easy it will be to revert to larger, later. It is also not hard to predict that a development of this scale and the investment would be a struggle to be viable except over a far longer term than 28 years as now submitted. It is noted that enlargements elsewhere as our client identifies attached have still not transpired and Braunston Marina verify this fact. Whilst there is clearly interest in leisure boating upon and thus use of Oxford Canal, even the applicant admits that it would only make a "small" contribution at best, assuming that the

scheme is eventually viable, for which there is in fact, no demonstration sufficient to justify the grant of planning permission.

The local roads are narrow and potholed, in a beautiful countryside location, so whilst the highway policy position is one thing, the impacts of the scheme overall must be weighed in the balance and since the facilities are for boaters only a realistic view must be taken by the Council now when assessing the principle of sustainable development.

The construction of this development is 'major', and will have a fundamentally adverse impact. It is irrational to argue that because part of the development will involve water, that that makes wide areas of concrete, roads, parking and manmade features, raising the ground levels anything other than extremely harmful to the setting of the heritage asset and the intrinsic beauty of this countryside.

There is limited public transport hence 150 car spaces. The issue is not speed but again, the fundamental problem of unsustainable location.

Better access design and less hard surfacing in some places does not offset the harm from raising ground levels and high build floor plates plus a prominent bridge. The holistic flaw of unsustainability is key.

Conclusion

The development is, very obviously, still in fundamental conflict with the long held development plan policy to protect, enhance and conserve both the heritage asset Canal and its setting from inappropriate development, and not to develop remote beautiful open countryside, already threatened by HS2. It is misconceived to argue that this proposal is anything other than a speculative money scheme with no evidence of unmet demand. The benefits are just 3ft/3pt jobs, at best, in a remote countryside location away from any sustainable settlement where policy commands it be located. Having to raise structural heights just makes its impact worse than when first submitted. This is not truly diversification of the kind F18 encourages, the claims made amounting to no more than illusion to cloak a very substantial marina incongruous within this beautiful countryside. Any benefits are of such limited weight to fall a long way short of successfully overcoming the fundamental policy conflicts identified; so, in accordance PSD1 and Section 38(6) PCPA 2004, planning permission must be refused. The Council's position is copper-bottomed by the development being "unsustainable" as defined by F18.

Yours faithfully



For and on behalf of Kingsley Smith Solicitors LLP

All the comments highlighted **YELLOW** prepared by 'SB Rice Ltd' are the points I will discuss. All comments highlighted **BLUE** are of my own.

Please see the end of paper for further comments regarding the following and also suggestions of alternative suitable sites.

PREPARED BY PHIL DYKES OF FENNY MARINA LTD.

Ref: 20/02446/F

W A Adams Partnership – Claydon

Marina Sequential Test: January 2018 (Rev A –

Feb 2019) W A Adams Partnership

Glebe Farm, Boddington Road, Claydon, Banbury,

Oxon, OX17 1TD

Sequential Test

Proposed Inland Waterways Marina with Ancillary Facilities

Building, Car Parking, Access and Associated Landscaping

including the Construction of a New Lake Prepared by:

SB Rice Ltd Abbey House

1650 Arlington

Business Park Theale

Reading

RG7 4SA

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Appendices

A: Sequential Test Site Plan (ADAMCM-1-1-003)

31.0 INTRODUCTION

- The purpose of this report is to apply a sequential test as required in the NPPF and the Technical Guidance that accompanies it with regard to the proposed development's impact on the flood risk.

- In doing so this sequential test also assesses alternative locations for a canal based marina in the District Council's region in the context of their compliance with policy ESD16 – The Oxford Canal in the Cherwell Local Plan 2011-2031 Part 1 (CLP2031 Part 1).

- The sequential test has only been applied over the Local Planning Authority (LPA) area.

- The following documents and sources of information have been referenced in carrying out the test:

- Environment Agency Flood Map;

- Magic Map;

- Ordnance Survey Maps.

- The authors of the report have also relied upon their specialist knowledge regarding inland waterway marina development.

- SEQUENTIAL TEST FOR FLOOD RISK

- A Flood Risk Assessment for the proposed development has been prepared and submitted with the application, a copy of the FRA can be found in Appendix G of the Design and Access Statement.

- A small area totaling approximately 2440m² of the proposed development site is located within Flood Zone 3.

- The loss of flood plain will be more than compensated within the proposed development site via the construction of a lake.

- In terms of the guidance set out in the NPPF a marina is defined as water compatible development so would be acceptable in Flood Zone 3.

- However, as the proposal also includes the construction of buildings associated with the operation of the proposed marina a sequential test may be required.

- Development in Flood Zones 2 and 3 will only be permitted if it can demonstrate that there are no reasonable alternative sites that would be appropriate for the proposed development in Flood Zones 1 or 2.
- Marinas are water compatible development and should therefore not be subject to a sequential test.
- The detailed assessment in section 3 below of alternative sites in the Cherwell District of Oxfordshire includes an assessment of the proposed sites in the context of potential flood risk and whether they are located within Flood Zones 1, 2 or 3.
- A canal based marina must be located adjacent to the canal. An assessment of the Oxford Canal as it passes through the Cherwell District confirms that many sections of the canal are canalized river (River Cherwell), as such many sections of canal/river are located within Flood Zone 3. The assessment has therefore excluded potential sites within Flood Zone 3. The assessment confirms that there are no reasonably available alternative sites located within Flood Zones 1 or 2 that would provide more suitable lower risk sites than that proposed in this application.
- The sequential test for flood risk has therefore concluded that there are no realistic alternative locations for the proposed marina development within the Cherwell District area with a lower flood risk and that compliance with the sequential test has therefore been demonstrated.
- SEQUENTIAL TEST FOR COMPLIANCE WITH POLICY ESD16 – THE OXFORD CANAL
- Policy ESD16 of the CLP 2031 Part 1 is intended to protect and enhance the Oxford Canal corridor as it passes through the Cherwell District.
- The policy recognizes that the canal operates as a green transport route, a major leisure facility which attracts significant numbers of tourists and contains a significant number of industrial heritage features.
- The canal is a designated Conservation Area and proposals which would be detrimental to its character or appearance will not be permitted.
- The policy confirms that Council will support proposals to promote transport, recreation, leisure and tourism related uses where appropriate.
- The policy also confirms that other than appropriate relocated small scale car park and picnic facilities, new facilities for canal users should be located within or immediately adjacent to settlements.
- A sequential test has been conducted to assess all potential marina sites within the district in order to evaluate whether a deviation from the policy should be permitted in order to allow a marina development that is not located within or immediately adjacent to a settlement.

- The criteria that have been used to assess suitability of a site for further marina development are
- Proximity to the canal;
- Highways access and access from the marina onto the canal;
- Flood plain;
- Green Belt;
- Geography, i.e. height of existing ground level adjacent to the canal;
- Proximity to sensitive ecological sites;
- Proximity to sensitive heritage features.
- Please refer to drawing reference ADAMCM-1-1-003 in Appendix A.
- Site 01 – Within Flood Zone 1 and currently forming part of Kirtlington Golf Club, therefore unavailable for use as marina.

Please refer to section 3.9 (In reference to Site 01) – The document states that the Kirtlington Golf Club is liable to flooding (Flood Zone 1). However, after speaking with an employee at the Golf Club, they quoted that the Golf Club is not liable to flooding.

- Site 02 – Within Flood Zone 1. No suitable highways access; located immediately next to a SSSI; the site is heavily wooded with ground rising steeply from the canal and therefore unsuitable for a marina without significant excavation; the site is not adjacent to an existing settlement.
- Site 03 – Within Flood Zone 1. No suitable highways access; the canal is in a cutting with land rising steeply from the canal and therefore unsuitable for a marina without significant excavation; the site is not adjacent to a settlement.
- Site 04 – Within Flood Zone 1. Highways access may be possible subject to land owner's agreement and highways approval; however the land rises steeply from the canal so deep excavations will be required with likely significant environmental impact as it is unlikely that the spoil would be placed onsite due to landscaping issues and would therefore have to be exported via road for disposal elsewhere; the site is located adjacent to Lower Heyford, however this is a very small settlement with no facilities other than a public house; this site is unlikely to be suitable for a marina.

Please refer to section 3.12 (In reference to Site 04) – The Lower Heyford site is also flat land. The area demonstrates several facilities, including local restaurants and a railway station. According to the text written, it says there is only a public house.

- Site 05 – Within Flood Zone 1. Vehicular access may be possible subject to highways approval; the site is small, the land rises from the canal and

therefore the spoil would have to be exported offsite resulting in significant environmental impact; the site is located immediately adjacent to residential on its southern boundary and a sewage works on its northern boundary; the site is not adjacent to an existing settlement; this site is unlikely to be suitable for a marina.

Please refer to section 3.13 (In reference to Site 05) – Located below Upper Heyford, the land suggested is flat land, there wouldn't be any need to relocate the spoil 'offsite'. There is existing vehicle access via Somerton road which is parallel to the site.

- Site 06 – Within Flood Zone 1. Highways access may be difficult; the land rises steeply from the

canal resulting in a need for deep excavation to form the basin; an existing access track separate

the site from the canal and it is therefore only possible to connect the basin to the canal via the

construction of a new highways bridge over the entrance, this is very expensive and is likely to

have an adverse impact on the Canal Conservation Area. It is highly unlikely that this site would

be suitable for a marina.

Please refer to section 3.14 (In reference to Site 06) – Located above Upper Heyford, the land suggested is flat land, there wouldn't be any need to relocate the spoil 'offsite'. There is existing vehicle access via the bridge which is already in place by Allen's Lock.

- Site 07 – Within Flood Zone 1. Vehicular access to the site is only possible via an existing

agricultural bridge over the railway, this is unlikely to be suitable for marina traffic; the site is in

close proximity to a Site of Special Scientific Interest; the site is not adjacent to an existing

settlement; it is unlikely that this site would be suitable for a marina. South Northamptonshire District Council have no problem with Glebe Farm application at Claydon, therefore there should be no issue with this.

Please refer to section 3.15 (In reference to site 07) – This area is flat land; it can also be accessed via Water Street. It is located only 500 yards away from the nearest village. There are also local amenities including a shop and a Pub.

- Site 08 – Within Flood Zone 3. Any vehicular access would have to cross land within the county of Northamptonshire and would therefore be subject to approval by South Northamptonshire District Council; most of the site lies within Flood Zone 3 and safe access and egress to the marina would be difficult, if not impossible, without a serious impact on the flood plain; the site is not adjacent to an existing settlement; this site would be unsuitable for a marina.

Please refer to section 3.16 (In reference to site 08)- A gate on to the road (B4031) allows access. Near to bridges 190. As it is so big you could dig in to the suggested land creating a wider entrance. There is a settlement, Ahnyo Boats. There is also a local pub just 20 yards away from the site 'The Great Western'.

- Site 09 – Within Flood Zone 1. This site currently forms part of Banbury Golf Club and is therefore not available for use as a marina.

Please refer to section 3.17 (In reference to site 09)- Banbury Golf Club owners could apply for a change use to a Marina.

- Site 10 – Within Flood Zone 1. Vehicular access to the site is only possible via a bridge over the

M40 constructed for agricultural purposes only, it is unlikely that this bridge would be suitable for

use by marina traffic; the site is also located in very close proximity to the M40 and therefore

subject to significant road noise; the marina entrance would be very close to a lock and may not

therefore be approved by the Canal and River Trust; the site would be highly visible in the

landscape from the village of Kings Sutton which includes a Grade I Listed Church of St Peter and

St Paul which is recognized as having one of the most important church spires in the UK; the site

is not adjacent to an existing settlement; this site is unlikely to be suitable for a marina.

Please refer to section 3.18 (In reference to site 10) –The vehicle access via the bridge over the M40 is a single-track road, however passing points can be added either side of bridge. Sources state that you would not be able to see the site from King Sutton Village, unless you went up the Church Tower. Regarding the M40 being within proximity, it is much better than having the HS2 running right through the site.

- Site 11 – Within Flood Zone 1. Vehicular access is only possible via an existing bridge over the M40 Motorway built for agricultural purposes, this is

unlikely to be suitable for use by a marina; the site is also extremely close to the M40 and would be subject to significant road noise, the M40 is partially elevated as it passes the site; the marina would be highly visible in the landscape from the village of Kings Sutton and is not adjacent to an existing settlement; this site is unlikely to be suitable for a marina.

- **Site 12 – Within Flood Zone 1. Vehicular access may be possible subject to highways approval; land to the west of the site is currently being developed for residential purposes; the land rises steeply from the canal and construction of the marina basin would therefore require significant excavation; the site may however have potential for marina development.**

Please refer to section 3.20 (In reference to Site 12) – Again the land is flat and should not require

as much excavation as it states in this paragraph. There is a road already there which can be used,

located of the tramway road. (unnamed running parallel with the canal) an extension of this road would make a suitable vehicular entrance.

- Site 13 – Within Flood Zone 1. Vehicular access would be extremely difficult to achieve as the site is located between the railway and the canal and some distance from the closest public highway; there is insufficient distance between the canal bridge and the lock to construct an access to the marina; there is also likely to be a cumulative impact as the site is located in close proximity to a site that is already permitted for the construction of a small marina; the site is not adjacent to an existing settlement and it is therefore an unsuitable site for a marina.

- Site 14 – there is insufficient distance between the locks to create a marina entrance onto the canal; the site is in close proximity to Grade II Listed Clattercote Priory Farmhouse and outbuildings; there is no public footpath access from the site to Claydon village, pedestrian access is only possible via the public highway which has no public footpath; this site is unlikely to be suitable for a marina.

- **SUMMARY**

- A sequential test has been completed to assess all other potential marina sites within the Cherwell District for the purposes of compliance with the NPPF and policy ESD16 of the CLP 2031 Part 1.

- Although a very small area of the proposed development site is located within Flood Zone 3, the proposed development is listed within those that are deemed “water compatible”.

- The proposal involves the loss of approximately 2,440m² of Flood Zone 3 which is compensated via the construction of a lake forming part of the

development. This more than replaces the 4,880m³ of volume within Flood Zone 3 that would be lost to the development.

- Large sections of the Oxford Canal passing through the district are canalised river. The result is that many sections of canal are located within the flood plain and it is almost inevitable that any marinas built on the Oxford Canal will be either entirely or partially located within the flood plain.
- As detailed above, the proposed marina at Glebe Farm is able to fully compensate for the loss of land in Flood Zone 3.
- The sequential test confirms that there are no other suitable sites that lie outside the flood plain that would satisfy the criteria of reasonably available alternative sites.
- The proposed site at Glebe Farm therefore passes the sequential test for flood risk.
- This sequential test has also assessed potential alternative sites in the context of the criteria within policy ESD16 of the CLP 2031 Part 1.
- A total of 14 alternative sites have been assessed using the criteria identified in section 3 above. These criteria include an assessment of the potential site's proximity to a settlement. Only one of the potential sites assessed meets all the criteria and is adjacent to a settlement. This site is located to the south of Banbury and appears to be located immediately adjacent to a site that has been allocated for residential development. The Planning Statement that accompanies the application provides a more detailed assessment of the proposed development's compliance with local and national planning policies and refers to the results contained within this sequential test report.

Additional Notes added

In reference to each of these comments regarding boat navigation in to the marina, the boat entrances to the proposed sites can be easily achieved by cutting in to the land in which the site will exist. This will create a very accessible widened boat entrance.

In addition to this, in reference to any sites that are flat or have large amounts of excavated spoils could possibly be spread around the perimeter of the site creating a bund. It can also be removed from the site via canal which minimises the environmental impact, in comparison to removing the excavated spoils via the roadway. Spoils could also be spread across the existing site, raising the ground level slightly or even across neighbouring fields.

Please refer to the site suggestion Maps as suitable alternative sites. Located at; Map: 'Site Suggestion 1' Kidlington via Yarnton

**Road and Map: 'Site Suggestion 2' Banbury, off Southam Road,
Parallel to the canal, assuming the bridge is strengthened.**

PLANNING OBJECTIONS – 20/02446/F

Glebe Farm OX17 1TD

1. Mooring Surplus - Cropredy Marina currently hosts 249 moorings, which have many vacancies, with another 100 moorings due to open in January 2021.

Another 50 berths in School Lane, Cropredy, are currently under construction as well - reference no.:11/01069/F.

Fenny Marina currently hosts 100 berths, which have not been full since Cropredy opened.

Now another 192 berths are being applied for in the same area.

Within an 8 miles radius, should this application be passed, mooring would have gone from being 100 moorings to 692, in a space of 5 years.

This would create a saturation of moorings in the area that already can't be filled, should the new site be passed. However, the lower South Oxford Canal is completely devoid of any sizable Offline Marinas, due to a surplus of moorings already in existence.

2. There is a more suitable site in Kiddlington (photograph no.1), which would be more practicle than this application, due to it being further South, the level of the land is better to hold a basin without the construction of man made bunds, and its roads are easier to access.

This would make far more sense, than putting a Marina that requires massive Civil Engeneeing to create, in our already saturated area.

3. Social and Enviromental Impact - Any views of the fields would be lost to the village and its community due to the new site needing to

rise 8m above the brook, 3m on the field to level with the canal, and 4.5m above Boddington road. Once buildings are built on top of the 8m bunds which would add another 6.5m, the site will rise to a total of 14.5m/47.6 ft higher than it currently is! The owners of Glebe farm seem to be more interested in constructing what they want in order to make money, disregarding the natural state of the area, and what would benefit the community. This new Marina would only detract from the natural beauty of the area. The Oxford canal is a conservation area, and this application would only create a negative impact on the environment.

The negative environmental impact from this colossal construction would be enormous. I.e. Pollution from the diesel engines, huge concrete pads which is very environmentally damaging, the huge gravel trucks that will have to be driven to site, considering there is a surplus of moorings, why should the environment pay such a huge price for something that will only affect it in a negative manner?

4. As the marina would be closed to the public there would be no benefit to the village of Claydon, only causing negative issues such as:

4.1 Noise pollution – More people during the day, traffic horns due to Congestion over the narrow bridge which already is a hazard due to HGV's not reading signs, to not use these roads, then having to reverse these huge trucks a ¼ mile to turn back, negotiating two blind bends, which could quite easily cause a major accident requiring the trucks to blow their horns as a means of avoiding danger to anyone.

There is also to be noise pollution from the maintenance and repair of boats.

Even noise from small electrical hand held tools, carry hundreds of meters across the water, such as grinders, orbital sanders and drills. Grit blasters, by their very nature are excessively noisy, for cleaning off Hulls, prior to painting, is considered general maintenance on a narrowboat.

4.2 Light pollution – due to the height of the new site (14.5m/47.6ft) even low-level lighting, would be seen from a far distance.

4.3 Heavy traffic on the already bad roads, which are full of potholes are a huge concern to the locals.

4.4 More weight on the medical facilities – surgeries are already at full capacity in both Fenny Compton and Cropredy. Who would facilitate medical treatment should a boater get ill?

5. Apparently, the OCC have imposed an undertaking of £10,000.00 worth of piling works along the Canal bank, if the Marina application is approved. This in real terms would mean that approximately 17m worth of piling would be done! A drop in the ocean for what is needed.

6. Water levels - The Fenny Compton summit has suffered from lack of water in the peak seasons, since Cropredy Marina opened. The lack of water usually results in navigation restrictions for boaters, this year being particularly bad allowing boaters only to navigate for no more than 6 hours per day, due to water shortages. Each year only seems to get worse, due to longer dryer summers.

7. The Governing body of the Canal System, Canal and River Trust,

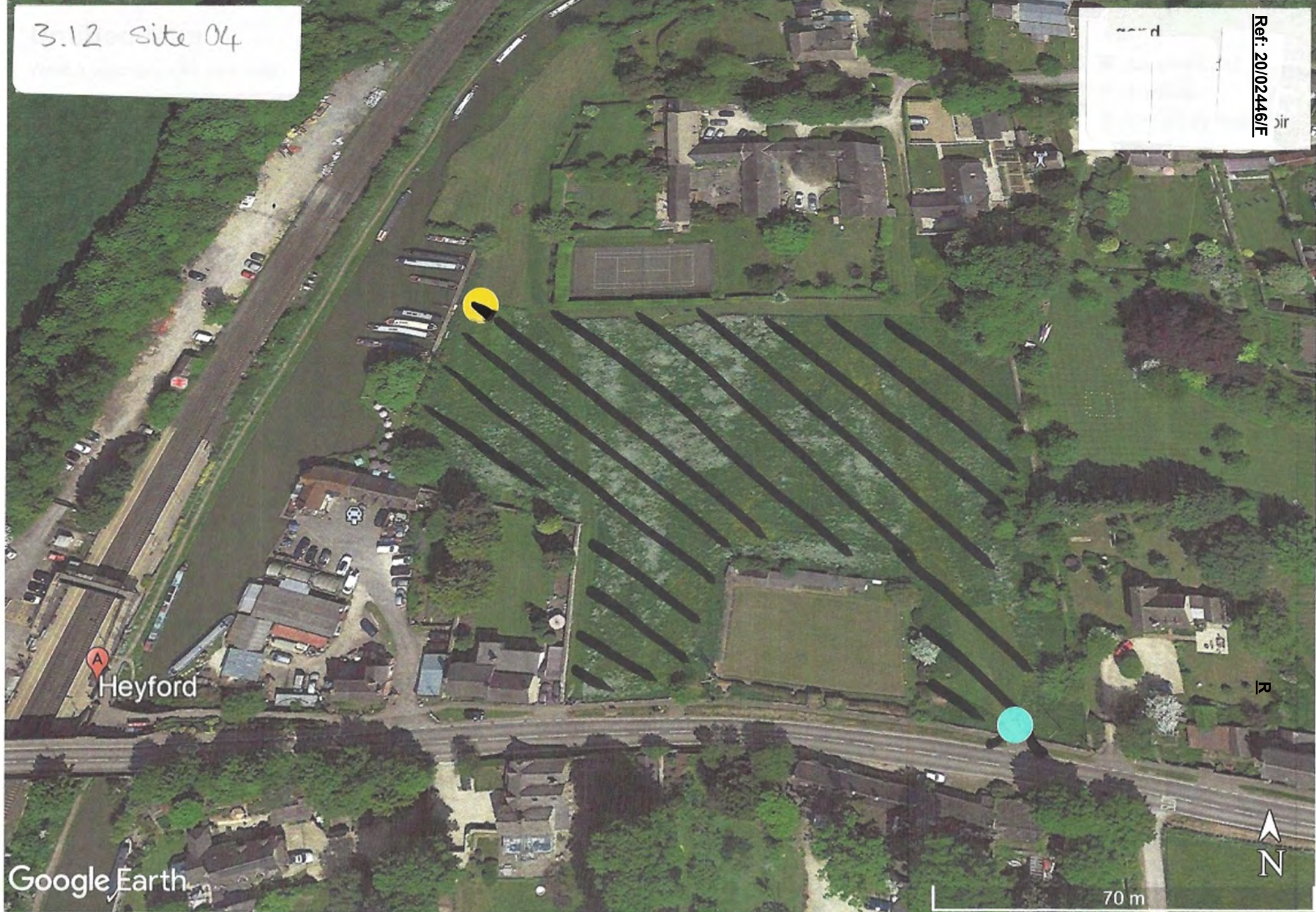
had a subsidiary (British Waterways Marinas Ltd), who have recently deemed it fit to sell all 18 of their marinas, the largest Marina operator in the UK, to secure long-term revenue from a more reliable source. If there is such demand for Offline Narrowboat Moorings, why would they do this? Why did they offer such heavy discounts to fill their Marinas whilst they were trading?

Therefore, with regards to the above issues, we cannot see the need for this application to be approved.

3.12 site 04

Ref: 20/02446/F

Plan



Heyford

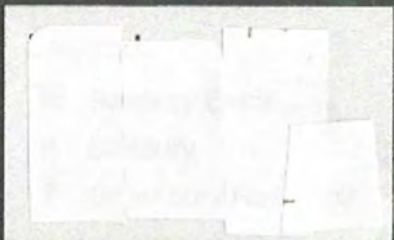
Google Earth

R



70 m

3.13 site 05.



Google Earth

© 2018 Google

100 m



3.14 site 6

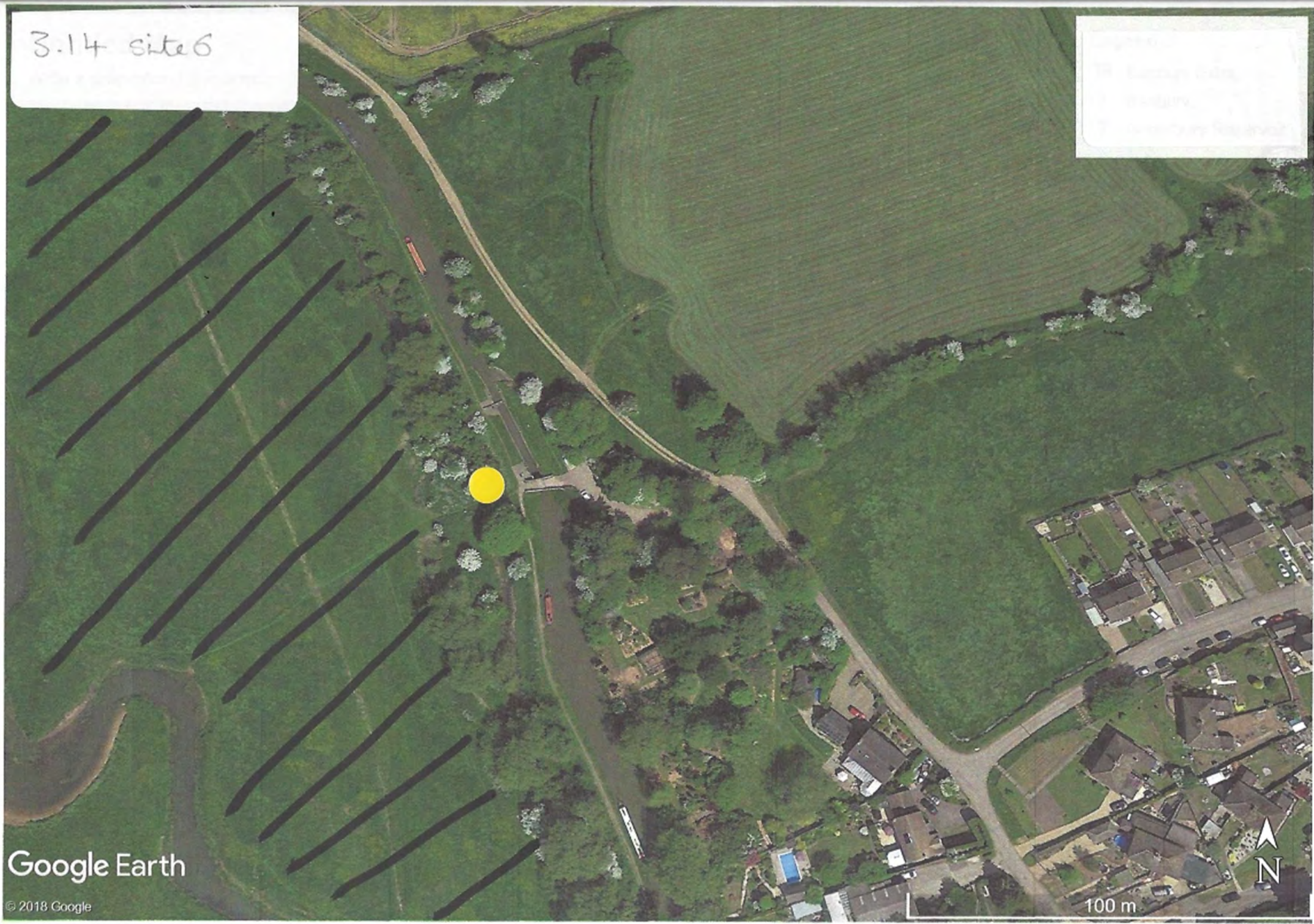
3.14 site 6
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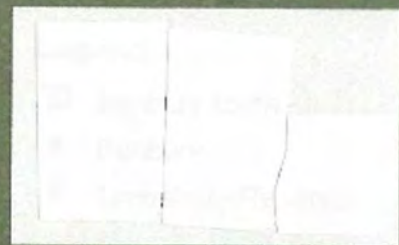
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100 m



3.15 site 07



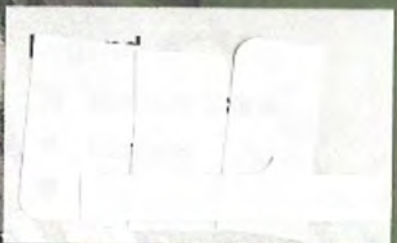
Google Earth



30 m



3.16 Site 08



Google Earth



70 m

