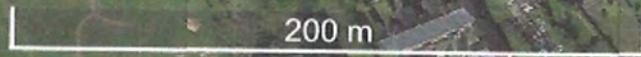
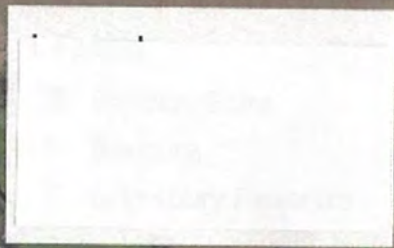


3.18 Site 10

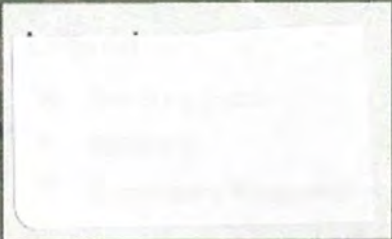


Google Earth

© 2018 Google

3.20 Site 12

Write a description for your map.



200 m



Unsettled 19/10
Site suggestion 1

kidlington

HERE



Google Earth

© 2018 Google

200 m



Site suggestion 2.

Grimsbury Reservoir
Grimsbury Reservoir



Google Earth

© 2018 Google

300 m



Comment for planning application 20/02446/F

Application Number	<input type="text" value="20/02446/F"/>
Location	<input type="text" value="Glebe Farm Boddington Road Claydon Banbury OX17 1TD"/>
Proposal	<input type="text" value="Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake - re-submission of 18/00904/F"/>
Case Officer	<input type="text" value="Shona King"/>
Organisation Name	<input type="text" value="Ruth Derbyshire"/>
Address	<input type="text" value="Field View House,Crossing Lane,Claydon,Banbury,OX17 1EX"/>
Type of Comment	<input type="text" value="Objection"/>
Type	<input type="text" value="neighbour"/>
Comments	<input type="text" value="I am amazed that this is rearing it's ugly head again given the applicant said they would not re apply for planning permission. I object hugely to this project which is unwanted and of no benefit to the local community at all. The road infrastructure is insufficient for the construction, never mind when all the extra cars start arriving, it barely copes with the traffic it has now with the road collapsing just near the proposed site. The noise for Claydon, especially during construction and then in the evenings will not be acceptable, we are a small quiet village with no noise or light pollution. Why should we have to put up with a boat site that has no benefit to our community in the slightest."/>
Received Date	<input type="text" value="01/10/2020 13:26:50"/>
Attachments	

Comment for planning application 20/02446/F

Application Number	20/02446/F
Location	Glebe Farm Boddington Road Claydon Banbury OX17 1TD
Proposal	Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake - re-submission of 18/00904/F
Case Officer	Shona King
Organisation Name	
Name	Greg Klaes
Address	Forge Farm, Clattercote Wharf, Claydon Road, Cropredy, Banbury, OX17 1QA
Type of Comment	Objection
Type	neighbour
Comments	<p>I own Clattercote Wharf below the Claydon Flight and Hay Bridge Wharf above the Claydon Flight on the summit pound North of Glebe Farm. this marina is NOT NECESSARY as the boat traffic on the Oxford Canal is already extremely high in the summer. the canals are fairly empty in the winter months. All the marinas (Cropredy, Fenny Compton, and the mini-marina in Cropredy plus the tow path moorings in Cropredy AND THE LARGE NUMBER OF BOATS BEING USED FOR RESIDENTIAL PURPOSES above Claydon Locks, in Broadmoore pound near the marina, and South of Cropredy moored at Pee Witt farm on the off side add to this general congestion. there is already significant damage being done by both hire and private boats insofar as going too fast and damaging the unprotected offside banks (further exacerbated by Mr. John Pearson at Pee Witt farm allowing his cattle to walk into the canal destroying the bank, drinking out of the canal-contrary to health and safety regulations, AND ALLOWING HIS ANIMALS TO DEFFICATE AND URINATE INTO THE CANAL (canal overflow water goes into the Cherwell River above where the drinking water reservoir feed stream is located. The main marinas are NOT FULL...they all have openings. The SINGLE TRACK ROAD TO THIS SITE IS TOTALY UNSUITABLE FOR A DEVELOPMENT LIKE THIS. There is a well established pattern of building marinas with no planning permission for residential use and then after a bit of time folks are living on their boats. i do not object to this but i do strongly object to them not paying council tax, using the local ammenities being paid for by the local residents, and filling up the local doctors surgery listings, etc, etc, etc. often as not the boat owner may have a house somewhere else rented out using the income to pay the mortgage and supporting the council tax free lifestyle of a live-a-board. if permission is granted then i strongly recommend all the local marinas be assessed for REINSTATEMENT OF BRIDGE 151- A LIFT BRIDGE NORTH OF CROPREDY THAT WOULD PROVIDE ACCESS FROM CROPREDY MARINA TO THE TOWPATH SO AS TO KEEP PEDISRIANS OFF THE HIGHWAY. The other evolution of marinas is build a marina, wait a few years and build holiday chalets for part year occupation, then move them to full time residentces and hay-presto we have the equivalent of another village without the attendant supporting infrastructure. A very close eye must be kept on the use of the terms "berth" as opposed to mooring place. there are lots of boats of sufficient size where two or more boats can be placed where one full length boat was intended. this must be taken into account when assesing business rates if permission is granted.</p>
Received Date	23/10/2020 14:44:30
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	Clare Blakemore
Address	Greenacre,Fenny Compton Road,Claydon,Banbury,OX17 1HA
Type of Comment	Objection
Type	neighbour
Comments	<p>1. POOR ROAD STRUCTURE. The roads in the surrounding area are mostly single track, twisty and in a poor state of repair. The road running from Claydon towards the Boddingtons on which the entrance to the marina would be situated is probably one of the worst. Currently it sees little traffic and is popular with cyclists, walkers and horse riders. Contrary to the Transport Statement supporting the planning application, it has no passing places and is only 2.75m wide for most of its length. There are several blind bends and the canal bridge adjacent to the site is particularly steep, especially on the North side. The Boddington Road is also not gritted in the winter which makes the bridge even more treacherous in winter conditions. Additional traffic arising from the marina will make this and other roads in the area much more dangerous. The condition of this road is very poor, with many potholes and a series of large cracks where a raised section appears to be slowly slipping down to the East. Extra marina traffic would no doubt exacerbate these defects. To alleviate these concerns, I would have thought that the road would have to be repaired and widened or at least have several passing places added. There is NO pedestrian footway along this road, it is barely fit for purpose as a single track road - so an increase in vehicles and foot traffic is not at all safe - there is no mention of developing/repairing/widening the single track lane - or providing pedestrian access in any direction from the entrance of the proposed marina.</p> <p>UNSAFE. 2 WILDLIFE. Otters have been observed around this area of the canal, and Kingfishers and nesting swans - no real mention of how the development will damage some protected species. 3 OVERDEVELOPMENT OF THE CANALS ALONG THIS 5-10 MILE STRETCH OF CANAL. Cropredy Marina - plus another planning application for more at Cropredy Marina and Fenny Compton Marina in Warwickshire in the opposite direction of Cropredy. Over population of a small village? 4 NO INFRASTRUCTURE to support the increase of population that this marina proposes to at least DOUBLE the population of Claydon Parish - no mention of GP infrastructure - Cropredy, Oxon, Byfield, Northants & Fenny Compton Surgery, Warwickshire - are closed to new applications almost all the time. Schools? No Bus service currently in this area. 5 SEWAGE AND WASTE WATER - there is no mention of how this will be managed in the application. This could propose a risk to health and safety and wildlife - needs more information here. The Sewage Treatment report is merely a sales brochure for a company who may / or may not be involved in the development - no mention of the details of how this will be managed.</p>
Received Date	08/11/2020 10:53:11
Attachments	

Comment for planning application 20/02446/F

Application Number	20/02446/F
Location	Glebe Farm Boddington Road Claydon Banbury OX17 1TD
Proposal	Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake - re-submission of 18/00904/F
Case Officer	Shona King
Organisation Name	
Name	Gary Denham
Address	Greenacre, Fenny Compton Road, Claydon, Banbury, OX17 1HA
Type of Comment	Objection
Type	neighbour
Comments	<p>I believe that planning application 20/02446/F - a marina at Glebe Farm, Claydon - should be rejected for the following reasons: 1. Road Safety. The roads in the surrounding area are mostly single track, twisty and in a poor state of repair. The road running from Claydon towards the Boddingtons on which the entrance to the marina would be situated is probably one of the worst. Currently it sees little traffic and is popular with cyclists, walkers and horse riders. Contrary to the Transport Statement supporting the planning application, it has no passing places and is only 2.75m wide for most of its length. There are several blind bends and the canal bridge adjacent to the site is particularly steep, especially on the North side. At present, approaching traffic can often be seen before you get to the bridge. See attachments 1.jpg and 2.jpg taken looking north and south respectively. Both show that the road on the far side is visible, but not in the immediate vicinity of the bridge. The marina exit is in a blind spot: cars leaving to go south will not see car approaching from the other side and cars travelling north will have no warning of the cars leaving the marina. See attachments 3.jpg and 4.jpg. The Boddington Road is also not gritted in the winter which makes the bridge even more treacherous in winter conditions. The condition of this road is very poor, with many potholes and a series of large cracks where a raised section appears to be slowly slipping down to the East. See attachments 4.jpg and 5.jpg. Extra marina traffic would no doubt exacerbate these defects. To alleviate these concerns, I would have thought that the road would have to be repaired and widened or at least have several passing places added. I don't think the taxpayer should be expected to foot the bill for this, but rather those seeking to make profit from this development. 2. Claydon is a quiet little village with around 100 dwellings and 250 inhabitants. The marina will nearly treble those numbers, utterly changing the nature of the village. Access to the nearest main roads will be via the centre of Claydon, ruining the tranquillity of the village which at present isn't on a through route to anywhere or anything. Interestingly, the Transport Statement uses traffic figures from the marina at Crick, but these figures are meaningless with regard to this development as Crick has pubs, restaurants, shops and other local businesses within easy walking distance of the marina. The Transport Statement considers people walking or cycling into Claydon, but this is utterly bogus as Claydon has nothing to offer any boaters making such a trip other than perhaps a church service on Sunday. We have no pubs, no shops and no cafes. Public transport is next to non-existent from Claydon, so the result will simply be more cars heading for Upper Boddington, Cropredy and Banbury by car. (The towpath to Cropredy is in very poor condition.) Plus we'll no doubt gain lorries and tankers making deliveries to the marina. Can we rule out boats being transported by road? Construction traffic is also likely going to come in through Claydon. Access for heavy earth moving equipment, however, is going to be through the farm: perhaps we could mitigate some of the impact on Claydon by disallowing access to the site from the Boddington Road altogether and make this route through the farm permanent? 3. As far as I can see the plans make no mention of the inevitable lighting for the marina which would impact on the beautiful dark skies the village the currently enjoys (we have no street lights in Claydon). 4. The influx of residents into what is essentially 192 new dwellings will place extra strains on already overstretched local services, such as the doctors' surgeries in Cropredy, which is nearly always fully subscribed and experiencing parking problems. 5. The plans include an open air maintenance dock. This will no doubt generate a lot of noise, bringing a semi-industrial activity into the area. I would also question how sustainable an open air facility is: surely this will be unworkable in the winter months and will inevitably end up covered at some point in the future. Surely this should be planned for up front. 6. I'm no expert on canals, but it seems likely there will be increased pressure on keeping the water levels up. With the marina at Fenny Compton, the</p>

new one at Cropredy and its impending expansion, plus the approved but not yet constructed second Cropredy marina has a detailed analysis been done of the impact of this new marina? Will we be seeing the wildlife-rich Wormleighton reservoir empty during the summer months? Kingfishers and otters are often seen along this stretch of canal and around the reservoir. 7. The plans also show a bund 4.5m higher than the Boddington Road, which combined with the marina itself will obliterate the fine views along the canal and the valley from that part of the road and negatively impact the landscape in what I thought was a conservation area. 8. The plans do not show any security fencing, but I would have thought there will be some. If so, the plans should be amended to show it. I urge the planning committee to refuse this planning application and any subsequent appeals as it is an entirely inappropriate site that will worsen the conditions of those living in and around Claydon for no benefit whatsoever.

Received Date

10/11/2020 22:46:15

Attachments

The following files have been uploaded:

- 1.pdf
- 2.pdf
- 3.pdf
- 4.pdf
- 5.pdf











Comment for planning application 20/02446/F

Application Number	<input type="text" value="20/02446/F"/>
Location	<input type="text" value="Glebe Farm Boddington Road Claydon Banbury OX17 1TD"/>
Proposal	<input type="text" value="Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake - re-submission of 18/00904/F"/>
Case Officer	<input type="text" value="Shona King"/>
Organisation Name	<input type="text" value="Chris Griffiths"/>
Address	<input type="text" value="Greenways,Main Street,Claydon,Banbury,OX17 1EU"/>
Type of Comment	<input type="text" value="Objection"/>
Type	<input type="text" value="neighbour"/>
Comments	<input type="text" value="I have perused the renewed application relating to formation of inland waterways marina with ancillary facilities building, car parking, access etc (previous application 18/00904/F) and wish to strongly object to the proposals on the grounds as outlined in my previous correspondence, as attached. In addition, I consider my objection to the proposals to be reinforced by the work currently on-going for the extension of Cropredy Marina, rendering this application for yet another marina in the area totally unjustifiable."/>
Received Date	<input type="text" value="01/10/2020 14:05:50"/>
Attachments	The following files have been uploaded: <ul style="list-style-type: none">• Glebe Farm Marina.pdf• Glebe Farm Marina Revised Plan March 2019.pdf• Glebe Farm Marina Revised Plan April 2019.pdf

Greenways, Main Street, Claydon, Banbury, Oxon OX17 1EU

4th July 2018

Interim Director, Planning & Regeneration
Cherwell District Council
Bodicote House

Dear Sir / Madam

Re: Planning Application: 18/00904/F Glebe Farm Marina Project

My attempt to object online to the above application was unsuccessful; accessing the CDC site today, I discovered the deadline for doing so had passed. As the dates of the Planning Notices displayed beside the towpath have been obscured - (deliberately or otherwise) – and in view of the fact the Claydon Parish Council, offering a first opportunity for the details of the application to be discussed, only organised a public meeting to take place on 2 July 2018, I should be most grateful if the points below could be taken into account when the Council consider their decision on the above planning application.

In general, I am in total agreement and support all the objections currently lodged, in particular those of Michael Gentry, and wish to re-emphasise that:

- 1) Access to Boddington Road lies on a single track, badly maintained road, betwixt hump back bridge (blindspot) and railway bridge, i.e. high risk of traffic incident
- 2) Generation of increased traffic through Claydon, a village without any facilities whatsoever, totally unacceptable, necessitating significant increase in road maintenance budget in addition to impacting on other services e.g. refuse collection etc.
- 3) Effect on water levels in canal may result in queuing in high season as boats try to get through locks at peak times. Proximity of site to Braunston, with links to other canal networks, likely to prove popular with those berthing at proposed marina and add to canal congestion.
- 4) Increased pressure on services of Cropredy Surgery from those visiting / staying at proposed Marina. The highs and lows of temporary residents' demands for appointments cannot be catered for by Cropredy Surgery and it should be noted that availability of appointments is already a cause for concern to local residents.
- 5) It is a fallacy to suggest that there would be limited / no light or noise pollution as a result of the proposed marina. Its site lies within an area of productive farmland and the tranquillity of the bordering canal towpath has been enjoyed by many local residents largely because of the total absence of noise, light or litter.
- 6) The addition of a third marina within an area which already has spare capacity at Fenny Compton and possibly Cropredy Marinas is difficult to justify, particularly as the proposed marina would not offer any positive benefits whatsoever to the residents of Claydon.

Thanking you in anticipation of your consideration of the above.

Yours faithfully,

Chris Griffiths (Mrs)

Greenways, Main Street, Claydon, Banbury, Oxon OX17 1EU

13th March 2019

Mr Robert Jolley
Assistant Director of Economy & Regeneration
Cherwell District Council
Bodicote House
Banbury
Oxfordshire OX15 4AA

Dear Mr Jolley

Re: Planning Application: 18/00904/F Glebe Farm Marina Project

Further to my earlier objections outlined in my letter of 4th July 2018, I attended a meeting of Claydon with Clattercote PCC yesterday evening where it was disclosed that a hard copy of the revised plans for the above proposed marina had yet to be received by the PCC. **NB:** Revised plans accessible online do not permit clear view of overall site.

I understand from the notice displayed on the canal dated 7th March 2019, that any objections to the revised plans must be registered with the Council by 19th March 2019. However, as it is difficult to reach an informed opinion in the absence of sight of the revised plans, I wish to reinstate the objections outlined in my letter of 4th July 2018 on the grounds that, in my opinion, a reduction of approximately 60 berths will not result in a significant positive impact on the proposed marina.

It was agreed at the Claydon with Clattercote PCC of 12th March 2019, that a deferment of the closing date for objections be sought, pending receipt of the revised plans and the opportunity to call a further village meeting in order to reach an informed opinion.

I trust the Council will comply with requests to defer deadline for objections and supply a copy of revised plans to our PCC without delay.

Yours sincerely,

Chris Griffiths (Mrs)

Enc (1) Copy correspondence dated 4th July 2018

Greenways, Main Street, Claydon, Banbury, Oxon OX17 1EU

9th April 2019

Mr Robert Jolley
Assistant Director of Economy & Regeneration
Cherwell District Council
Bodicote House
Banbury
Oxfordshire OX15 4AA
Dear Mr Jolley

Re: Planning Application: 18/00904/F Glebe Farm Marina Project

Further to my earlier objections outlined in correspondence of 4th July 2018 and 13th March 2019, (copies attached), I attended an extraordinary meeting called by Claydon with Clattercote PC held on 2nd April 2019, at which sight of the revised plans relating to the above proposal were made available for the first time.

Having studied the revised plans, I now wish to reinforce the objections outlined in my previous correspondence (see above). In addition, may I make the following points:

- 1) With reference to the planning application dated 7th March 2019, submitted by Clare O'Hanlon and currently displayed on the canal towpath, I am in agreement with the Council's opinion that **the proposed development (a) affects the setting of a conservation area and (b) the character and appearance of a conservation area.**
- 2) The Boddington Road is single track, containing several hump back bridges along its route, without any recognised passing places, rendering it entirely unsuitable to cope with the increased traffic which would be generated by the proposed marina.
- 3) Planning permission has already been granted for an increase in the number of berths at Cropredy Marina (from 250 to 350, several of which are residential), offering multiple opportunities to those wishing to locate with their vessels to the area.
- 4) Further planning approval has been granted for a small marina on School Lane in Cropredy. **Robust evidence of the need for yet another marina within a small geographic area has yet to be provided** (i.e. Fenny Compton Marina and Cropredy Marina already in existence, with approval for further small marina in Cropredy granted).
- 5) The high banks described in the revised plans of the above planning application would obscure the rural views over a conservation area currently available.

I am grateful to Cherwell District Council for providing copies of the revised plans, as requested by Claydon with Clattercote PC and trust that in the light of the renewed objections from myself and others, yet further revisions of the what is basically the same planning application will be avoided. **For the reasons given above and as stated in previous correspondence, the proposed marina is not only unnecessary but would have a detrimental impact on the rural environment and local community.**

Yours sincerely,

Chris Griffiths (Mrs)

Enc (2) Copy correspondence dated 4th July 2018 and 13th March 2019

Copies to:

Cllrs George Reynolds and Douglas Webb, CDC (enclosing previous copy correspondence)

Comment for planning application 20/02446/F

Application Number	<input type="text" value="20/02446/F"/>
Location	<input type="text" value="Glebe Farm Boddington Road Claydon Banbury OX17 1TD"/>
Proposal	<input type="text" value="Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake - re-submission of 18/00904/F"/>
Case Officer	<input type="text" value="Shona King"/>
Organisation Name	<input type="text" value="Cathryn & Kieran Moulden"/>
Address	<input type="text" value="Hillview, Crossing Lane, Claydon, Banbury, OX17 1EX"/>
Type of Comment	<input type="text" value="Objection"/>
Type	<input type="text" value="neighbour"/>
Comments	<input "non-residential",="" (100="" (250="" (save="" (which="" -="" 150).="" a="" absolutely="" already="" amenities="" amenities;="" and="" another="" appreciate="" are="" as="" at="" be="" being="" benefit="" boats)="" boats,="" both="" brash="" brings="" can="" children="" choose="" chose="" claydon="" claydon)="" conditions="" course="" create="" cropredy="" current="" disregards="" do="" double="" eat,="" encourage="" etc="" etc,="" etc.="" even="" facilities="" fenny="" few="" find="" footpaths,="" for="" gentle="" gp="" granted="" green="" has="" have="" hazardous="" impact="" in="" increase="" inevitably="" inhabitants="" is="" it="" land."="" large="" light="" lighting,="" live="" local="" locally="" make="" marina="" marinas="" money="" more="" most="" motivated,="" nearby="" need="" negative="" negatively.="" no="" noise="" not="" of="" on="" only="" other="" our="" overwhelmed.="" peace="" peacefully="" permission="" places="" playground),="" pleasant="" pollution="" population="" practice,="" preserve="" promises="" proposal="" proposed="" pub="" quiet,="" ramblers="" rather="" regardless="" rely="" residents"="" roadside="" scale="" school="" schooling,="" shop="" shop,="" small="" so="" stretched,="" such="" sure="" surgery="" sustain="" that="" the="" there="" these="" these.="" this="" through="" to="" tolerant="" totally="" traffic="" travel="" two="" type="text" unenforceable,="" us="" vacancies="" value="Objections are as follows: The proposed route for construction traffic is totally unsuitable for vehicles of this size and weight. It is a SINGLE track road, with tight and blind corners and a very old humpback bridge. This road is used by dog walkers, farmers, cyclists and horse riders, and it is obvious to anyone who has used or surveyed this road that to allow the addition of construction vehicles would be an accident waiting to happen. In addition, construction workers and then " varied="" village="" village.="" villagers="" we="" whatsoever="" when="" why="" wildlife,="" will="" with="" without="" would=""/>
Received Date	<input type="text" value="09/11/2020 16:23:13"/>
Attachments	

Comment for planning application 20/02446/F

Application Number	<input type="text" value="20/02446/F"/>
Location	<input type="text" value="Glebe Farm Boddington Road Claydon Banbury OX17 1TD"/>
Proposal	<input type="text" value="Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake - re-submission of 18/00904/F"/>
Case Officer	<input type="text" value="Shona King"/>
Organisation	<input type="text"/>
Name	<input type="text" value="Keith Jones"/>
Address	<input type="text" value="Hillview,Crossing Lane,Claydon,Banbury,OX17 1EX"/>
Type of Comment	<input type="text" value="Comment"/>
Type	<input type="text" value="neighbour"/>
Comments	<input type="text" value="Notwithstanding the contention of 'minimum traffic effect' supporting the application I have concerns about any increase in traffic around this proposed development given that the roads in the vicinity are in a perpetual state of extremely poor repair. We have had two tyres replaced in the last 12 months with damaged caused by deep potholes. The road from Boddington is particularly problematic in this respect and there are also areas of road subsidence between Boddington and the proposed marina entrance. If you discount the 'pond dipping' opportunities highlighted there are zero benefits on offer to the residents of Claydon, only the likelihood of increased traffic through through the village where footpaths are sporadic."/>
Received Date	<input type="text" value="29/10/2020 11:11:28"/>
Attachments	

Comment for planning application 20/02446/F

Application Number	20/02446/F
Location	Glebe Farm Boddington Road Claydon Banbury OX17 1TD
Proposal	Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake - re-submission of 18/00904/F
Case Officer	Shona King
Organisation	
Name	Emma Gallagher
Address	Latham, Main Street, Claydon, Banbury, OX17 1EZ
Type of Comment	Objection
Type	neighbour
Comments	<p>I am writing to object regarding the proposed Marine development at Claydon. My principle objection is the sheer scale of the marina in such a small rural village. We are a village with mostly single track roads, no street lighting with approx. 100 houses. The proposed development on the outskirts of the village will overshadow the local community and put undue pressure on the local roads and villagers. There are a lot of pedestrians, horse riders and dog walkers in the village.. there are no footpaths and it is a quiet village. The development will create additional traffic on roads that have not been built for large vehicles, a fact you are most probably aware of as the village regularly complains about large vehicles getting stuck on the Boddington Road. The access roads are not maintained.. they are full of potholes and are not gritted in bad weather. In extremes of weather, heavy rain, ice and snow cars regularly get stranded and may be there for several days making the roads impassable. There are limited passing points on route out of the village towards the proposed marina and the increase in traffic will churn up the grass verges as cars will attempt to pass. I struggle to see how large vehicles delivering to the site will access.. we already know emergency vehicles are rerouted the back way to the canal. The 1st application stated that construction traffic would access through Boddington and Glebe Farm, the 2nd to a new entrance on the Boddington Road. None of the roads surrounding the site are suitable for construction traffic or indeed holiday/residential traffic. The development will spoil the undisturbed beauty of the countryside. The proposed banks and subsequent buildings will raise the land significantly. the development will dwarf the road and tower over the countryside. The Oxford Canal is a conservation area and this development will not contribute positively to the conservation of the canal locally. The canal infrastructure is not well maintained, with collapsed sections and holes in the tow path making pedestrian access difficult in places. The canal water levels are impacted every year with restrictions on lock usage. The increase in boats and water traffic is huge and high volumes of additional boats will add further pressure to the water levels. Pollution from the boats, both to the water and the environment through noise and light are a concern. Noise already carries from the canal to the Main Street and the houses (we can hear faint talking and music resonating from the canal at times just from boats passing by, as the canal runs parallel with the main street in the village.. the maintenance of the boats will generate considerable noise at times which will be clearly heard in the village. The additional boating traffic generated by the marina is likely to cause that to increase and make the towpath more hazardous to negotiate. With a marina either side of Claydon servicing over 300 boats I fail to see how this application is viable. In my opinion the applicant is purely looking at this from a financial perspective to alleviate farming pressures rather than being concerned about the village, the parishioners or the network infrastructure. I request that the Planning department seriously consider the complaints from parishioners and rule against this application. Kind regards Emma Gallagher</p>
Received Date	10/11/2020 23:34:38
Attachments	

Comment for planning application 20/02446/F

Application Number	<input type="text" value="20/02446/F"/>
Location	<input type="text" value="Glebe Farm Boddington Road Claydon Banbury OX17 1TD"/>
Proposal	<input type="text" value="Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake - re-submission of 18/00904/F"/>
Case Officer	<input type="text" value="Shona King"/>
Organisation	<input type="text"/>
Name	<input type="text" value="Nicola Del Mastro"/>
Address	<input type="text" value="Lavender House,Crossing Lane,Claydon,Banbury,OX17 1EX"/>
Type of Comment	<input type="text" value="Objection"/>
Type	<input type="text" value="neighbour"/>
Comments	<input type="text" value="I would like to object against this application, mainly due to the fact that the roads running through Claydon (and particularly this exact location) are just not suitable for any further traffic. They are already in a very bad state of repair and barely suitable for the current traffic."/>
Received Date	<input type="text" value="28/10/2020 13:29:43"/>
Attachments	

Comment for planning application 20/02446/F

Application Number	20/02446/F
Location	Glebe Farm Boddington Road Claydon Banbury OX17 1TD
Proposal	Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake - re-submission of 18/00904/F
Case Officer	Shona King
Organisation Name	
Name	James Stothard
Address	Leys Farm, Main Street, Claydon, Banbury, OX17 1EP
Type of Comment	Objection
Type	neighbour
Comments	<p>FAO:- David Peckford, Shona King. My observations and concerns about this development remain unchanged from the clients previous application. Please see below:- I write to object to the above proposed Marina development at Claydon based on the following grounds. 1. There is no need for this development. Marina's already exist 2 miles to the north at Fenny Compton and 2 miles to the south at Cropredy. The Cropredy Marina is relatively newly constructed and has also recently been given permission to expand by 100 berths negating the need to construct another new marina at Claydon. 2. Roads. Access to and from the marina in either direction is totally unsuitable. The roads in either direction are poorly maintained single lane tracks. When considering how unsuitable the roads and access are it must also be realised that not only will these roads be used by boat users, but by maintainance and support vehicles, grocery delivery vans and food delivery services too. 3. Claydon has no facilities to support a new marina. Whereas the marina in Cropredy is supported by a shop, a pub, cafe, Doctors surgery, primary school and cricket, football and tennis clubs. Claydon has none of these. Therefore users of the proposed marina will need to drive to Cropredy. More cars on unsuitable single lane tracks having to pass through the village of Claydon. 4. Scale is inappropriate. The size of the proposed development is similar to that of the existing village of Claydon. The population of the Marina could be greater than the actaul village. The village is nearly 1000 years old. To cause such a transformation with a simple planning application approval it to have no regard to the village, its setting or history and would be irresponsible and reckless to the existing village and the wider environment. 5. The proposed Marina is a short cut to achieve what is effectively a residential development without having to follow the usual planning guidelines or having any regard to Cherwell Local Plan or planning policy that would be applicable to any other large scale residential development. 6. Applicants. While it is possible to sympathise with the applicants if they are being impacted by a potential HS2 line and a potential Brexit and wish to diversify. However, they are not unique in being impacted and does not justify proposing an inappropriate development situated in an inappropriate place. 7. Construction. The proposed Marina requires the construction of some significant bunds and embankments. The scale of these appear out of keeping with the existing landscape and would therefore dramatically alter the appearance of the existing landscape. I'm sure it has not been overlooked by the planning committe that the canel is a conservation area. 8. Light and noise pollution. I have thought carefully about this. Claydon is quite unique in both these aspects. Having no street lighting in the village, any development nearby where lighting will be a requirement will cause light pollution. Perhaps more significant is noise. Claydon can be silent and completely still at many times of the day, except for birdsong. This is not something that can be bought or created once lost. Traffic from vehicles and the associated movements (see 2 above), maintainance of boats and the Marina, together with significant increase in movements of boats and people would all combine to destroy some of this unique environment. Yours sincerely, James Stothard Leys Farm Claydon Banbury Oxfordshire OX17 1EP</p>
Received Date	12/10/2020 15:33:04
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	Suzanne Craven
Address	Little Nell, Crossing Lane, Claydon, Banbury, OX17 1EX
Type of Comment	Objection
Type	neighbour
Comments	<p>Please accept this as my objections to this application for the following reasons: 1) Increased Traffic Levels - Claydon is not a busy through village which is evident from the traffic reports provided in Transport Statement from the applicant. As a consequence, there are very few roadside footpaths throughout the village, and none on roads leading in and out the village, including Fenny Compton Road and Boddington Road. Both of these roads are regularly used by villagers and ramblers to gain access the public footpaths around the village on a daily basis. Although the applicant suggests they can send guidance to visitors and contractors to take alternative routes, you cannot guarantee or physically enforce that, and satnav routes from the North and South take you straight through the village. Therefore, with the increased traffic which will inevitably occur from the development of this marina and with no suitable roadside footpaths, you are decreasing the safety of all villages and visitors who currently walk along the roads to access the local footpaths. In addition, the roads themselves are of very poor quality, with pot holes and uneven ground everywhere. Mollington Road, one of the main roads into the village, has a very narrow and blind corner just as you enter the village. Even with a passing point, this is already hazardous area and so with increased traffic it will only get worse. 2) The Canal Tow Path on the stretch from Boddington Bridge to the Claydon Locks is of very poor quality for the majority of the stretch with holes, steep slopes, and even falling in at places. The increase in footfall you would see from 192 berths will put more pressure on this and decrease the safety of it further. 3) Claydon is a small village with approx. 100 houses - no school, no doctors, no amenities apart from a small playing field. To build a marina with 192 berths will more than double the size of this village without the infrastructure to support it. In addition, it will bring absolutely no economic or environmental benefit to a single resident of the village. While Villages pay their council tax to support the local infrastructure as it is, the users of this marina will be able benefit from the area without providing a single financial benefit. Only the applicant is set to see any benefit from this marina. Villages are not even allowed to use the clubhouse if they wanted to. 4) There are already 2 other marinas either side of Claydon, with Cropredy being expanded currently and not at full capacity. The queues for the Locks in Claydon during the weekends and in the summer months are evident. Is there even a need for another marina in such a short stretch of the canal. Surely this is over development of this type of facility. 5) This village is the northernmost village of the county and is currently unspoiled. This marina is almost 75% the size of Claydon and will completely destroy the area aesthetically. There is no justification for taking this away for everyone enjoying it now and in the future. All because of one person/entity wanting to financially gain. 6) The applicant references PROW 170/6/20 as an option for villagers to have access to the canal. This footpath is already 'accessible' however the fields are often water logged and also regularly have cattle in - therefore are not safe or useable for many dog walkers or ramblers. There are also stiles in place making it inaccessible for dog walkers unless you can lift your dog over. 7) I don't think their information provided concerning how they will manage Sewage is clear enough. It looks like a brochure from another company rather than a detailed description of how they intend manage this to an acceptable level in their exact scenario.</p>
Received Date	02/11/2020 18:59:20
Attachments	

JRC Mutch
Long Hedge, Boddington Road
Claydon OX171HB

Shona King
Planning and Development
Cherwell DC.

Re Planning Application: 20/02446/F

I register my very strong objection to this application:-

I am disturbed to find that this application has been submitted AGAIN without any changes being made to the two previous attempts to dramatically change the local landscape.

I would also draw your attention to the timing of this application. Most, if not all residents of Claydon are intent on STAYING SAFE or even for the older and more vulnerable, STAYING ALIVE. I can't imagine that you (working from home, part time) or other members of the planning committee can give this application your "normal" level of examination and thereby efficient and well judged decision. This is not a valid reason to refuse the application but it is a reason to delay the proposal as the applicant should have done. This is a social development therefore not essential at this time of far more pressing decisions.

Now for valid reasons for finally rejecting this application.

The population of Claydon has remained the same for the last four hundred years. Passing this application will have the effect of DOUBLING THE POPULATION, resulting in a major increase in road traffic, air and light pollution.

All roads in and out were gated farm tracks and three are still the same width including Boddington Road, particularly in the vicinity of this proposed development. For this reason I would stress that it will be essential for all members of the planning committee to drive down Boddington Road and visit the site. I do not consider it possible for the correct decision to be made without a visit.

There is considerable damage to the road structure over the whole length of Boddington Road with wide splits in the road surface which are several centimetres deep. Any increase in traffic will cause more damage which I am sure will remain so for many more years. There has been a considerable increase in the number of cyclists who use the road which is already dangerous due to the speed of many motorists. A speed of 60mph has been registered going through Claydon on Main Street and Boddington Road (with no pavements).

There are no facilities in the village and the only benefit is the lack of noise, air and light pollution. All three could be at risk if the application is agreed. There will be an increase in traffic and vehicle fumes. There will be light pollution when at present we have a clear image of the night sky.

We do not have a bus service. No street lights. Only a very short length of foot path (200 yds.) on one side of the road and people are compelled to walk in the road.

Medical facilities in the area are stretched (particularly at this time). There is a further development planned for Fenny Compton and Cropredy surgery was not accepting new registrations. Not helped by the existing marina at Cropredy where planning conditions made on approval have been ignored. The existing marina was not planned or passed for permanent habitation. The road structure and layout at Cropredy allows traffic leaving the marina to access the A423 without going through the village causing no impact on the residents of the village. ANY development at Claydon will cause a dramatic increase in traffic through the centre of the village.

This is still very much a farming village and farm vehicles are increasing in size and weight and already cause some acceptable disruption to traffic. Due partly to poor road signs we have also had fully loaded car transporters stuck on Boddington Road resulting in the need for drivers to reverse the whole length of Main Street in order to be able to leave the village.

Climate change. The Met Office is launching a tool to help planners prepare for further extremes of rainfall and high temperatures. Wild weather likely to place increasing challenges on health infrastructure and services. Projections follow

a year of UK extremes, wettest February on record, sunny May and wettest ever day on the 3rd of October. We do suffer from reduced water flow to the canal and have also suffered flooding to fields in extreme conditions and according to the Met Office can expect more unpredictable weather.

All of the boats use diesel engines and pollute the air. Concentration of over 200 in this area will produce an unacceptable level. There is a considerable risk of fire on narrow boats and the delay to fire appliances due to location and road conditions could result in danger to life.

Currently and for far into the future we are advised to keep 2mtrs. Apart. Impossible on the walk ways between boats particularly in the area where boats are moored bow to stern.

Currently many rely on supermarkets delivering their weekly food shopping. We have four supermarkets making deliveries that will increase should this be passed. There will also be a need for other service vehicles. It is not possible for CDC refuse vehicles to access all properties in the village which necessitates the use of a smaller vehicle. This vehicle is used to service properties opposite the proposed marina due to the humpback bridge over the canal.

4983 boats passed through Claydons three locks last year needing 32,887,800 gallons of water. In drought conditions, which we are told will be more frequent, all boat movement will be stopped. Boats are already backed up waiting to pass through at busy times and any new developments in this area will make the problem worse.

There are marinas at Cropredy and Fenny Compton and agreeing to this new proposal will cause an unnecessary and unwelcome concentration in this rural area. The financial gain will be that much greater

The main reason for the choice of this site is the acquisition of the land through family not that it is ideal or well suited for the purpose or need, which it certainly is not. In the area around Banbury more and more agricultural land is being lost. Development is resulting in more surface water run off. More consideration should be focussed on future implications of damage to the environment and

this proposal falls into that category. The planting of a few shrubs on high banking will not improve what will be an impeded view over this area.

Although there is a weight restriction on the humpback canal bridge adjacent to the proposal it is largely ignored as can be seen by the ruts cut into the road surface, as will be seen when members of the committee visit the site.

Kieron Mallon recently refused a plan for 49 homes at Bretch Farm for the reason that residential traffic would be entering and exiting through Easington on the Busy Broughton Road. The Marina application should be rejected for a similar reason in that vehicles from more than 200 (not 49) boat owners will be entering and leaving the marina on a very narrow country lane and then travelling, still on single track country lane through the village of Claydon.

The Cropredy marina is largely screened from public view. This proposal will be clearly seen as a blot on the quiet rural landscape.

The banks of the canal between Banbury and Fenny Compton are lined with moored boats at various points. They are near facilities, pubs, shops or places of interest. The proposed site has none of these. Claydon does not have a pub, shop or public transport.

Development in Claydon is designated by Cherwell District Council as INFILL. How does the proposal for the marina come into this category when it falls well out of the village boundary.

My list is long but to summarise:

Proposal is too large.

In the wrong place.

Not needed as moorings are already too numerous.

Road structure and condition not suitable for any more or heavier traffic.

Would add to air pollution levels.

Location would cause difficult access for service and fire and rescue vehicles.

Would increase hazard level for cyclists, walkers, horses and villagers.

Could add to canal pollution levels from oil and waste water.

Increase hazard for old and very young who are compelled to walk in Claydons roads due to lack of pavements.

I fail to see how this proposal could be passed by a full planning committee on these grounds, particularly after members have visited the site.

JRC Mutch

Lynne Baldwin

From: Planning
Sent: 13 November 2020 12:03
To: DC Support
Subject: FW: Proposal No. 02/02446/F
Attachments: Proposed Marina fireengine.docx

From: clive.mutch [REDACTED]
Sent: 12 November 2020 18:56
To: Planning <Planning@Cherwell-DC.gov.uk>
Subject: Proposal No. 02/02446/F

Attention of Shona King.

I strongly object and submit the attachment in support.

JRC Mutch. Long Hedge, Boddington Road Claydon

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

20/02446/FJRC Mutch
Long Hedge, Boddington Road
Claydon, OX171HB

Shona King
Planning and Development
Cherwell District Council

Re: Applications 02/02446/F
18/00904/F

I strongly object to these proposals and submit the following evidence in support.

The proposed lake is a consequence of removing earth to create the surrounding bunds. It will create a hole which will need a supply of water in order to become a lake. It has no surface feed in or facility to account for overflow and water runoff.

The following photographs are of a pond approximately 1 mile south of the proposal. It does not contain any water for on average 8 months of the year. During adverse weather it floods. The lower area was viewed as a pond 30 years ago and contained fish, frogs, toads, newts and even snakes. Today only water snails. For 7 months when dry flies feed off the dead snails that are left. The bottom of the "pond" is 3 mtrs. below the surrounding field and road level and currently has 60 cm. of water even after the recent rainfall.

This is a valid indication of what could result by allowing this application.

The first is the situation today:



The original area of the "pond" was approximately 20% of that shown in the next photograph.



The first was taken looking east and second from the south as the bank was under water.

This pond is shown on maps from 1700 but these photographs support the effects of climate change in this area and advice being given by the Met Office. I claim that it would be wrong to allow the marina proposal particularly on the grounds of congestion on what is already a very busy stretch of this historic stretch of the canal.

There is another pond in the village at Sundial Farm showing identical variation in water levels throughout the year on a scale never seen before.

It would be wrong on the grounds of changes in the environment and its affect on annual water levels.

JRC Mutch

Proposed Marina, Claydon

This photograph was taken in the second week of November 2020 and show the problems experienced in Claydon due to its typical small village structure. This is in Main Street, 50 mtrs south of the junction of Boddington and Fenny Compton Roads.

The farm vehicle on the left makes regular trips through this road, particularly in summer months when we could expect increased traffic from any development on Boddington Road, particularly from anything as irresponsible as a 290 berth marina.

The farm vehicle has mounted one of the very small areas of kerbing in the village and the fire engine is on the drive of a house opposite effectively blocking the road.

Any attempt to get a fire appliance to a marina on Boddington Road would be very hazardous for the appliance, any vehicles from the opposite direction and for and people that the fire engine was attempting to reach.



Comment for planning application 20/02446/F

Application Number	<input type="text" value="20/02446/F"/>
Location	<input type="text" value="Glebe Farm Boddington Road Claydon Banbury OX17 1TD"/>
Proposal	<input type="text" value="Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake - re-submission of 18/00904/F"/>
Case Officer	<input type="text" value="Shona King"/>
Organisation	<input type="text" value=""/>
Name	<input type="text" value="Graham Page"/>
Address	<input type="text" value="Orchard House,Main Street,Claydon,Banbury,OX17 1EZ"/>
Type of Comment	<input type="text" value="Objection"/>
Type	<input type="text" value="neighbour"/>
Comments	<input type="text" value="I and my family object to this development on the following grounds: 1. The development is in an inappropriate place, which will result in unsafe traffic on narrow and poorly kept access roads. This will result in danger to the users of the marina and to local residents, as all the access roads are single tracks and used by farm machinery and horses. 2. Road access issues will be exaggerated by HS2 development which will cross one of the access roads (lower Boddington Road). All access for heavy machinery during the construction of the marina will likely therefore come through the village, which will significantly add to dangers to road users and livestock, especially given all roads in the village are unlit. This danger will persist after the construction of the marina as the development will effectively double the size of Claydon village, thus greatly increasing traffic. 3. The development is unnecessary as there is already a marina a few miles away at Cropredy, which is also currently being expanded by 100 berths. 4. The marina will add to local environmental pollution as foul water will be released into the environment, both during construction and during the operation of the marina. Likewise, local air quality will be affected by the continuous use of hundreds of dirty diesel engines on the barges. 5. The marina will also compromise local flood mitigation areas, increasing the risk of flooding to the wider area. 6. The construction of the marina will cause significant nuisance to local residents, compounding the issues generated by the construction of HS2, which is less than 2km from the village and from the proposed site. 7. The size and position of the development means that the quiet character of Claydon village will be deeply affected - which is again particularly concerning at a time when HS2 will already compromise this."/>
Received Date	<input type="text" value="28/10/2020 11:30:17"/>
Attachments	

Comment for planning application 20/02446/F

Application Number	<input type="text" value="20/02446/F"/>
Location	<input type="text" value="Glebe Farm Boddington Road Claydon Banbury OX17 1TD"/>
Proposal	<input type="text" value="Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake - re-submission of 18/00904/F"/>
Case Officer	<input type="text" value="Shona King"/>
Organisation Name	<input type="text" value="Helen Stephenson"/>
Address	<input type="text" value="Owl End Cottage,Owl End Lane,Lower Boddington,NN11 6XZ"/>
Type of Comment	<input type="text" value="Objection"/>
Type	<input type="text" value="neighbour"/>
Comments	<input type="text" value="I object to the proposal to construct a marina on land north of Claydon. The plans show that construction traffic will be routed through Lower Boddington a choice of routes designed to make the proposal more appealing to the residents of Claydon but that uses country lanes completely unsuitable for any form of construction traffic. The single track road running south out of Lower Boddington includes an old humpback railway bridge as well as two blind tight corners. The road is used by pedestrians, dog walkers, horse riders, cyclists and farmers and this road is is completely unsuitable for construction vehicles."/>
Received Date	<input type="text" value="05/11/2020 23:03:23"/>
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	Janice Hamilton
Address	Rose Cottage, Crossing Lane, Claydon, Banbury, OX17 1EX
Type of Comment	Objection
Type	neighbour
Comments	<p>We strongly object to any planning application in respect of the above-proposed marina at Glebe Farm for the following reasons: 1 The road approaching Glebe Farm from both Claydon and Boddington is single track with very few passing places. Lorries have on occasions been grounded on the narrow canal bridge and needed recovery. The road is full of potholes, some hazardous and, in bad weather, the verges become deep and rutted and even 4 x 4 vehicles find it challenging. When it snows the road from Claydon to Boddington is not gritted or cleared. The bridge is treacherous to negotiate in icy weather. The proposed marina will significantly increase traffic on a road which already is deteriorated and precarious. 2. There are already two marinas in the near vicinity i.e. Fenny Compton, which holds 100 boats and Cropredy which holds 250 at the moment with permission for another 150. In the summer there is a water shortage and navigation hours are restricted. Sometimes boats are held up all day at Claydon to use the locks. This proposed marina would certainly exacerbate the problem. 3. Boats in nearby Cropredy marina often stay for indefinite periods even though the marina is intended to be non residential. This proposal is meant to be non residential too but, as in Cropredy, there would be no way of enforcement. There has been enormous pressure put on Cropredy's infrastructure such as the village school and the medical centre, which is unable to take on new patients. Where will the boat owners and visitors obtain their health care and education for their children? 4. Areas of rich and varied wildlife surround Claydon and this will suffer significantly with this new development from light and toxic pollution. At a time when we are trying to preserve and sustain our planet, wildlife, and eco systems, is it wise and farsighted to allow a project with such detrimental consequences? 5. This planning application will be of no advantage to local people, in fact it will be damaging to the village of Claydon. The only advantage will be that of financial gain to Glebe Farm. We therefore reiterate our strong objection to this proposal.</p>
Received Date	06/11/2020 15:26:42
Attachments	

Comment for planning application 20/02446/F

Application Number	<input type="text" value="20/02446/F"/>
Location	<input type="text" value="Glebe Farm Boddington Road Claydon Banbury OX17 1TD"/>
Proposal	<input type="text" value="Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake - re-submission of 18/00904/F"/>
Case Officer	<input type="text" value="Shona King"/>
Organisation Name	<input type="text" value=""/>
Name	<input type="text" value="Amy Spencer"/>
Address	<input type="text" value="St Kew Cottage, Church Lane, Claydon, Banbury, OX17 1EW"/>
Type of Comment	<input type="text" value="Objection"/>
Type	<input type="text" value="neighbour"/>
Comments	<input type="text" value="I do not believe that a small village like claydon, which is very much based off community spirit, would enjoy or like a large and unappealing marina. Also the amount of construction lorry's it would take to build this, would destroy the county roads which are already damaging cars. It would ruin the complete serenity of the village and I'm sure many of the older population who spend there time at home would not enjoy the noise."/>
Received Date	<input type="text" value="07/10/2020 16:04:27"/>
Attachments	

Sutherland
Main Street
Claydon.

Dear Sir.

Planning application 20/02446/F Glebe Farm Boddington Road Claydon

I wish to register my strong objection to the granting of the above application on the following grounds:

1. With the location of two other marina developments in the immediate area there can be no commercial justification in proposing another. Cropredy Marina has already been granted permission to extend and yet is still not up to capacity at its original location. Fenny Compton Marina has likewise plenty of spare berths available as has Calcutt and Napton.

2. This development will radically change the surrounding environment forever causing the permanent loss of wildlife and wider scale pollution from services on site as a result of inevitable fuel/oil/effluent spills. Despite the assurances of the applicants environmental surveys suggesting these issue have been considered, they do not take into account the obvious "human factor" in running a business. Regardless of the best efforts of greedy developers to convince us mitigating measure will be taken we must remember it's impossible to return the countryside back to its original state once gone. In the words of a canny local farmer, "they ain't makin anymore green boy! once it's gone its gone"

The nature of Claydon as a quite medieval village will be permanently damaged by increased traffic, noise and light pollution with no significant benefit to its residents. Is it right that regardless of the hardships of the applicant, his priorities on a personal basis outweigh the rights of many?

3. The road system around Claydon is sub standard at best. Most are single track unclassified lanes already struggling to cope with existing traffic. The applicant states a traffic management system will be introduced to direct cars away from the village, however, as there are no facilities in Claydon (shops or pubs) marina user will inevitably take the shortest route to Cropredy (where the next nearest shop is), taking them directly through the centre of Claydon. The applicant states construction traffic will be directed via his farm property to minimise disruption, a more suitable long term solution to the access issue would be to permanently send all future traffic

following construction along the same route by the installation of a permanent metalled road via the farm.

The increase in traffic would be unacceptable in terms of noise, disruption and safety of walkers, horse riders and cyclist who regularly use the roads. I would urge the Planning Committee to pay a site visit to gain a full appreciation of the roads issue (which is a common concern in all objection correspondence) rather than take the disingenuous and biased conclusions of the applicants traffic surveys.

4. The National Planning Policy Framework document section 6 states "the diversification of agricultural land may be enabled but Local Authorities **must** consider that any developments do not have an unacceptable impact on local roads, and should be sensitive to the surroundings."

I suggest this development has unacceptable consequences for both these issues and therefore must be rejected.

Yours faithfully,

Peter Tonks

Comment for planning application 20/02446/F

Application Number	<input type="text" value="20/02446/F"/>
Location	<input type="text" value="Glebe Farm Boddington Road Claydon Banbury OX17 1TD"/>
Proposal	<input type="text" value="Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake - re-submission of 18/00904/F"/>
Case Officer	<input type="text" value="Shona King"/>
Organisation Name	<input type="text" value="Renate Nahum"/>
Address	<input type="text" value="The Barnhouse, 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="This scheme would be disasterous to the surroundings and environment. The access road is totally unsuitable. Visitors would park along the verges and probably leave rubbish. Traffic would increase on all feeder roads through villages etc."/>
Received Date	<input type="text" value="29/10/2020 11:32:37"/>
Attachments	

Comment for planning application 20/02446/F

Application Number	<input type="text" value="20/02446/F"/>
Location	<input type="text" value="Glebe Farm Boddington Road Claydon Banbury OX17 1TD"/>
Proposal	<input type="text" value="Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake - re-submission of 18/00904/F"/>
Case Officer	<input type="text" value="Shona King"/>
Organisation Name	<input type="text" value="Peter Nahum"/>
Address	<input type="text" value="The Barnhouse, 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="I object strongly to this planning application. The existing roads and bridge to the site will not support any form of extra traffic and will cost the council millions of pounds to upgrade them, if that were possible, as it would mean replacing the bridge and widening the road. Even the more major roads which are likely to be used, such as the Mollington Road from Claydon, have been filled and not fully resurfaced, which is fine for the present traffic load, but not for extra traffic. If this application to the canal was accessible from a major road such as the A361 and the developer was building their own access road, that would be acceptable, but relying on totally inadequate public roads to carry its traffic is outrageous."/>
Received Date	<input type="text" value="06/11/2020 10:37:43"/>
Attachments	The following files have been uploaded: <ul style="list-style-type: none">• Claydon Marina objection.pdf

I object strongly to this planning application. The existing roads and bridge to the site will not support any form of extra traffic and will cost the council millions of pounds to upgrade them, if that were possible, as it would mean replacing the bridge and widening the road. Even the more major roads which are likely to be used, such as the Mollington Road from Claydon, have been filled and not fully resurfaced, which is fine for the present traffic load, but not for extra traffic. If this application to the canal was accessible from a major road such as the A361 and the developer was building their own access road, that would be acceptable, but relying on totally inadequate public roads to carry its traffic is outrageous.

Peter Nahum
The Barnhouse
Mollington Road
Claydon
Oxfordshire OX17 1EN

**The Brambles,
Claydon,
Banbury,
OX17 1EZ**

20- October 2020

Cherwell District Council,

Dear sirs,

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

Claydon with Clattercote Parish Council I **object** to this proposal for the following reasons:

1. The scale of the development.

In a rural area of North Oxfordshire the size and scale of this development is wholly inappropriate. The documentation provided to you as the planners is difficult to access but it appears to be a marina with berths for c.240 boats.

The reduction of the number of moorings is noted in the amended plans from the original but the scale of the proposed development is disproportionate for the area. The size of the pound and the moorings appears to be greater than the size of the whole of Claydon village. This is not appropriate, or in keeping with the quality of the environment of north Oxfordshire.

2. Traffic issues

The number of moorings in the proposal will still create a significant increase in general traffic volume on the local network. The Parish Council are concerned about the impact this will have on the roads in the village which already have issues with large vehicles attempting to drive through the village and getting stuck. On the Fenny Compton Road large vehicles ignore the weight limit on the railway bridge which has resulted in damage to the bridge. These issues have been raised numerous times with the County and District Councilors and they are looking into the different options to try to alleviate this. Clearly adding such a large development to the area will be counterproductive.

There are several roads into Claydon, but there are three narrow lanes into the village with limited passing places, particularly those closest to the proposed development. One of these passing places is a parishioner's driveway which we do not believe should be considered a passing place as it is their land and they have every right to block this space should they wish, therefore the long term availability of this passing place is not guaranteed. Another passing place is not an official passing place and has been created over time by vehicles having to pull

over to the left before the bridge when leaving the village to allow enough room for vehicles coming into the village over the bridge to pass. This 'passing place' is regularly used by fishermen as a parking space therefore is not available as a passing space for most of the year.

3. Safety issues for road users

The road is so narrow it is difficult for cyclists to pass cars travelling in the opposite direction so the road is clearly not wide enough to accommodate the additional traffic that would be created by this application. As a regular cyclist I am very much aware of the current issues of mixing cars and cyclists on narrow roads. I have in fact been knocked over by a car driver who did not allow enough room when passing. He did not strike me but I am a careful cyclist and had left as much room as I could.

The 'proposed access arrangement with visibility splays' document states that the width of the track is 2.4m whereas in the Transport Statement (pg 6, paragraph 3.1) it states that the track is 3m wide. We have measured the width at various points of the track and believe it to be 2.75m wide.

The proposal shows a new entrance being created for the use of construction vehicles and marina users. We do not see why an additional entrance is required when the existing farm has an entrance which is suitable for use by vehicles (Please see photo below of existing entrance).

4. Stress on local services

I would like also to echo the concern of the local GP, Dr Barry Tucker, about residential use of moorings. The recently developed Cropredy Marina has led to an increase in registrations at the GP practice, and reportedly to the increase in roll of the village school. These are strongly indicative of residential not leisure users.

The planning consent for the Cropredy marina stated that people cannot reside in the moorings, yet they do so. There seems little enforcement of the conditions attached to planning applications here. We do not wish further strain to be placed on local services by further developments along the canal. The services are under particular strain for reasons of diminishing budgets. I do not have faith the Cherwell DC are able to enforce restrictions on residential use. Hence I object for this reason as well.

5. Wildlife

I am a keen bird watcher and have been resident in Claydon for more than 10 years. There has been an increase in the avian biodiversity according to my experience. There are a number of birds on this stretch of canal, which are not common locally.

In particular there have been breeding pairs of

1. Tawny Owls close nearby, that feed in the proposed development Area
2. I have also seen Barn Owls in the area of the development for the last two years after a break of 9 years

3. Kingfisher breed nearby the bridge on the Boddington-Claydon road
4. Ravens in the old house which is right by the canal and the development.
5. And we have regular sitings of otters

All of these species are susceptible to disturbance. None of these are nationally exceptional but all are unusual for this part of Cherwell. With so many threats to wildlife in Oxfordshire this information should be taken into account. These birds will not simply move elsewhere. Once the breeding site has been disturbed or damaged the species will be lost.

6. Other related issues.

Although we hope that the application will not be approved, if it is approved we believe the following will be required to remedy the problems caused to the local roads:

1. *That the Lower Boddington Road would be properly surveyed, its structure analysed and its capacity examined and repaired and/or reconstructed where necessary to take the up-to-date predicted usage by all forms of traffic during and after construction for a period of five years.*
2. *That the route of the construction traffic through the applicants' farm be appraised as to its suitability as the permanent route of all transport and other traffic to and from the marina, thus making sure that conflicts with pedestrians and vehicles on the Lower Boddington Road are avoided and that Claydon is not on the exit route from the marina.*
3. *If that is not agreed by the applicants, that safe routes then will be provided for pedestrians and cyclists. The applicant also will ensure that all marina residents and travellers will give priority, and give way, to pedestrians and cyclists on the Lower Boddington Road.*
4. *That all routes into and through Claydon will be inspected for their suitability for the passage of whatever vehicles will be used to construct and supply and maintain the marina. Where unsuitable, the applicants will ensure that vehicle sizes will be modified to ensure no risk of damage, etc. to people or property will occur. Where this is not possible, or damage or injury occurs, relevant compensation will be payable firstly to the Parish Council or then as relevant. Where amendments to the roads within Claydon or a structure, property or service is unavoidably altered, compensation will be sought to carry out any necessary works, etc. The applicant will therefore carry public liability insurance as agreed with the local authority.*

We would also like to highlight the following points:

Planning permission has been approved for an extension to the nearby Cropredy Marina. There is a considerable oversupply of moorings in the central Midlands so we do not believe there is a need/demand for further moorings in this area.

The parish council cannot see any benefit to the community, particularly as the application states that the public will not be allowed access to the marina. If the application is approved we believe that the following conditions should be included to provide some small benefit to the parishioners:

1. *That the applicants and any subsequent owners of the farm and marina in their entirety will agree to free public access to the marina by residents of Claydon. They will also confirm compliance to this free access in the future by the owners and any subsequent owners of the*

- marina, its buildings, facilities, etc., and that any security requirements made for the marina residents, employees, etc. do not affect the rights of the people of Claydon when visiting the site.*
- 2. That the proposed footpath that is to connect with PROW 170/6/20 will be maintained in perpetuity for use by local walkers, etc. and by villagers from Claydon.*
 - 3. Some funding should be provided to the parish to allow the creation of a village hall (potentially by conversion of an existing building within the parish) with suitable facilities for disabled access which the village currently lacks.*

The proposal is detrimental to the setting, character and appearance of the canal conservation area. Claydon is currently a very rural village with no street lighting. There will of course be a need for lighting at the proposed marina which will create light pollution and will dramatically change the character of the area. Also, with the lack of street lighting in Claydon and there being only one footpath in the village, the additional traffic will increase the danger posed to parishioners walking in the village as in most places they have to walk on grass verges or on the road which is particularly dangerous at night time. Should the application be approved we ask that the following be included as a condition:

- 1. That all lighting will be designed to ensure that the dark night sky of this area is not affected and that all lighting that is not required for safety will be extinguished by a time agreed with the local authority, appropriate to the relevant season.*

Yours sincerely,

Mrs Frederica Bull



Banbury Sailing Club



Head of Planning Control
Cherwell District Council
Bodicote House,
Bodicote,
Banbury,
Oxfordshire,
OX15 4AA

18th October 2020

Dear Sir/Madam,

Re: Objection to Planning Application ref 20/02446/F: Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake, Glebe Farm Boddington Road Claydon Banbury OX17 1TD – re-submission of 18/00904/F

I am writing to you on behalf of the Officers and Committee of Banbury Sailing Club, Boddington Reservoir, Byfield, NN11 6XU to register our objection to this planning application. Our position is the same as our objection to the original application.

Banbury Sailing Club operates on Boddington Reservoir, a Canal and Rivers Trust owned reservoir which is a primary supply of water to the Oxford Canal as it runs between Banbury and Napton. The club provides an important amenity for the area for 70 years; over 350 people are involved with the club which provides sailing and racing for all ages and abilities. The club is a Recognised Training Centre and affiliated to the Royal Yachting Association (sailing's National Governing Body) and provides a comprehensive training programme for both adults and children delivered by 57 volunteer instructors. The youth section is the largest in the area teaching up to 65 children aged 7-18 to sail and race with some progressing to compete at national and international level while others become sailing instructors. Over the last 5 years we have provided introductory sailing sessions for over 500 young people from local youth organisations including scouts, guides, schools, brownies and cubs. In 2017 the club was selected to host the National Schools Sailing Association team racing championships which saw 80 sailors compete in 130 races over 2 days.

While the Canal and Rivers Trust's Report – appraisal of Expression of interest Ref: NM_585 dated 15th December 2015 suggests that sufficient water resources are available to support the proposed marina; we feel this is purely focussed on the canal requirements and does not take account of the potential impact to water levels and sailing at Banbury Sailing Club. Boddington and Clattercote reservoirs both feed this stretch of canal but we know from conversations with the trust that their preference is to draw water from Boddington due to its larger size and speed of refill; unfortunately our direct experience each summer is the water drawn by the canal system has a significant effect on water levels and the proportion of the reservoir which can be used for sailing. Boddington is a relatively small area of water for sailing and progressive silting of the reservoir and drier summers have meant that in the last 5 years by June/July there is a large island/shallow water area in the middle which progressively links to the bank, the sailable area has been reduced by over 60% and some types of boats can no-longer race at all due to their depth. The reservoir may be faster to refill than Clattercote, but in recent years this has not occurred until October and sometimes November/December which is too late for the main sailing and training season; the photo

*ANDREW RIMMER – President
The Cottage, Field Way, Helmdon, Northamptonshire, NN13 5QN*

overleaf was taken on 11th December 2018 showing birds standing on the central island and therefore this northern half of the reservoir was still not useable for racing by this date. In 2011 water levels reduced so much that all racing had to cease from July and the first rain to provide a sufficient increase in level to re-start sailing was not until February 2012. This resulted in a substantial loss of amenity for the local area, members leaving and a significant adverse financial effect on the club.

Any increase in usage of the canal and locks has a direct, adverse effect on water levels at Boddington. We are aware of planning approval which has already been granted for a substantial increase in the Cropredy marina (additional 100 moorings) and do not believe any measures are planned to increase water supplies in the area to compensate for the increased lock usage or decreased capacity at Boddington due to silting. We therefore strongly object to this application for the marina at Claydon which would cause a loss of amenity for sailing at Boddington due to the increase in canal usage and water draw which would result from such a large facility.

Yours sincerely,



Andrew Rimmer
President
Banbury Sailing Club

cc. Duncan Syme, Commodore, Banbury Sailing Club, Ginetta Best, Secretary, Banbury Sailing Club



11th December 2018: Photo of northern half of reservoir showing water level not recovered and shallows in middle evidenced by birds standing.

Comment for planning application 20/02446/F

Application Number	20/02446/F
Location	Glebe Farm Boddington Road Claydon Banbury OX17 1TD
Proposal	Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake - re-submission of 18/00904/F
Case Officer	Shona King
Organisation Name	Andrew Rimmer
Address	The Cottage,3 Field Way,Helmdon,Northamptonshire
Type of Comment	Objection
Type	neighbour
Comments	<p>Head of Planning Control Cherwell District Council Bodicote House, Bodicote, Banbury, Oxfordshire, OX15 4AA 2nd October 2020 Dear Sir/Madam, Re: Objection to Planning Application ref 20/02446/F: Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake, Glebe Farm Boddington Road Claydon Banbury OX17 1TD - re-submission of 18/00904/F I am writing to you on behalf of the Officers and Committee of Banbury Sailing Club, Boddington Reservoir, Byfield, NN11 6XU to register our objection to this planning application. Our position is the same as our objection to the original application. Banbury Sailing Club operates on Boddington Reservoir, a Canal and Rivers Trust owned reservoir which is a primary supply of water to the Oxford Canal as it runs between Banbury and Napton. The club provides an important amenity for the area for 70 years; over 350 people are involved with the club which provides sailing and racing for all ages and abilities. The club is a Recognised Training Centre and affiliated to the Royal Yachting Association (sailing's National Governing Body) and provides a comprehensive training programme for both adults and children delivered by 57 volunteer instructors. The youth section is the largest in the area teaching up to 65 children aged 7-18 to sail and race with some progressing to compete at national and international level while others become sailing instructors. Over the last 5 years we have provided introductory sailing sessions for over 500 young people from local youth organisations including scouts, guides, schools, brownies and cubs. In 2017 the club was selected to host the National Schools Sailing Association team racing championships which saw 80 sailors compete in 130 races over 2 days. While the Canal and Rivers Trust's Report - appraisal of Expression of interest Ref: NM_585 dated 15th December 2015 suggests that sufficient water resources are available to support the proposed marina; we feel this is purely focussed on the canal requirements and does not take account of the potential impact to water levels and sailing at Banbury Sailing Club. Boddington and Clattercote reservoirs both feed this stretch of canal but we know from conversations with the trust that their preference is to draw water from Boddington due to its larger size and speed of refill; unfortunately our direct experience each summer is the water drawn by the canal system has a significant effect on water levels and the proportion of the reservoir which can be used for sailing. Boddington is a relatively small area of water for sailing and progressive silting of the reservoir and drier summers have meant that in the last 5 years by June/July there is a large island/shallow water area in the middle which progressively links to the bank, the sailable area has been reduced by over 60% and some types of boats can no-longer race at all due to their depth. The reservoir may be faster to refill than Clattercote, but in recent years this has not occurred until October and sometimes November/December which is too late for the main sailing and training season; the photo overleaf was taken on 11th December 2018 showing birds standing on the central island and therefore this northern half of the reservoir was still not useable for racing by this date. In 2011 water levels reduced so much that all racing had to cease from July and the first rain to provide a sufficient increase in level to re-start sailing was not until February 2012. This resulted in a substantial loss of amenity for the local area, members leaving and a significant adverse financial effect on the club. Any increase in usage of the canal and locks has a direct, adverse effect on water levels at Boddington. We are aware of planning approval which has already been granted for a substantial increase in the Cropredy marina (additional 100 moorings) and do not believe any measures are planned to increase water supplies in the area to compensate for the increased lock usage or decreased capacity at Boddington due to silting. We therefore strongly object to this application for the marina at Claydon which would cause a loss of amenity for sailing at Boddington due to the increase in</p>

canal usage and water draw which would result from such a large facility. Yours sincerely,
Andrew Rimmer President Banbury Sailing Club

Received Date

30/10/2020 07:32:28

Attachments

The following files have been uploaded:

- Cherwell District Council_Planning Application ref 20-02446-F .pdf

Rachel Tibbetts

From: Shona King
Sent: 19 October 2020 08:34
To: DC Support
Subject: FW: REFERENCE 20/02448/F

To go on DEF please

Shona King
Senior Planning Officer – General Developments Planning Team Place and Growth Directorate Cherwell District Council Direct Dial 01295 221643 Ext 1643 shona.king@cherwell-dc.gov.uk www.cherwell.gov.uk

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

Coronavirus (COVID-19): In response to the latest Government guidance and until further notice, the Planning Service has been set up to work remotely, from home. Customers are asked not to come to Bodicote House but instead to phone or email the Planning Service on 01295 227006: planning@cherwell-dc.gov.uk . For the latest information about how the Planning Service is impacted by COVID-19, please check the website: www.cherwell-dc.gov.uk .

-----Original Message-----

From: Sylvia Ingram [REDACTED]
Sent: 14 October 2020 18:23
To: Shona King <Shona.King@Cherwell-DC.gov.uk>
Subject: REFERENCE 20/02448/F

Objection proposed Marina above reference

I think all has been said that can be said it never ceases to amaze me that in a so called democracy that ordinary people have to make a stand against those they put in power - to protect their lifestyle.

AND TO WHOM IT MAY CONCERN

Better to have protested and lost than never to have protested at all.

Maybe as a last resort MOTHER NATURE MAY TAKE A HAND.....

R. C. Ingram
The Furze
Fenny Compton Road
Claydon. OX17 1HA

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OBJECTION PROPOSED MARINA. GLEBE FARM OX17 1TD
20/02446/F

I think all has been said that can be said, It never ceases to amaze me that - in a so called democracy that the ordinary people have to make a stand against those they put in power. To defend their lifestyle.

AND TO WHOM IT MAY CONCERN.

BETTER TO HAVE PROTESTED AND LOST THAN NEVER HAVE PROTESTED AT ALL.

Re the above same reference. Many thanks to all those objectors who have actually used this section of the canal as their knowledge is "Hands On ".

Concerning use of Marinas I think it has been proven that only about two percent of boaters use these for touring the system.

I leave it to the reader to draw their own conclusions.

R. C. Ingram

The Furze

Fenny Compton Road

Claydon

OX171HA

Rachel Tibbetts

From: Lucinda Babij
Sent: 29 October 2020 15:42
To: DC Support
Subject: FW: Proposed Marina Glebe Farm OX171TD. Planning ref 20/02446/F

Hello

Do you put these onto DEF?

Kind Regards

Lucy

-----Original Message-----

From: Nathanael Stock <Nathanael.Stock@Cherwell-DC.gov.uk>
Sent: 28 October 2020 21:57
To: DC Scanning <DCScanning@Cherwell-DC.gov.uk>
Subject: FW: Proposed Marina Glebe Farm OX171TD. Planning ref 20/02446/F

-----Original Message-----

From: Sylvia Ingram [REDACTED]
Sent: 26 October 2020 17:27
To: Nathanael Stock <Nathanael.Stock@Cherwell-DC.gov.uk>
Subject: Proposed Marina Glebe Farm OX171TD. Planning ref 20/02446/F

I OBJECT TO THIS CONSTRUCTION- THIS IS MY THIRD ATTEMPT TO GET THIS POINT ON THE SYSTEM.
PLEASE NOTE

Regards to this ill thought out ill planned - physical plans (ie on paper) updated current plans - it seems from what I can gather there are no precise measurements - so cannot be checked with a slide rule, I believe.
So, with Claydon village looking down the barrel of this monstrosity being built, messing up the environment- including the night sky,

More objections this time it seems, from people with hands on experience, when using this 200year old canal - with I believe to the best of my knowledge- there are 33,300 approx Narrowboat on the Canal System (I stand to be corrected) All with aged Diesel engines, that I believe they have to use to charge their batteries (once again I stand to be corrected),

Canals and Rivers Trust (ah there's an outfit) Who own Toddbrook Reservoir Whaley Bridge- if you remember had great problems with the Spillway some while ago - the helicopters putting in bags of spoil to hold it.....

Also their maintenance of canals seem a bit vague. ..

I believe boaters are still seeking answers over the breach on the Middlewich Branch of the Shropshire Union canal in 2018 emptied out onto nearby countryside- putting 20 boats into the mud.

See what Wear and tear on a 200 year old canal does.

Have a look on line and check. Very explanatory pictures...

Regarding Marinas themselves I have read in Waterways World Magazine, an article entitled MARINA MADNESS which was published May 2014, that no more than 20% of boaters actually use facilities and tour the system.

I leave the reader to drawer their own conclusions as to what use the other 80% are using it for.

In closing I think all has been said that can be said, it never ceases to amaze me that, in a so called democracy that the ordinary people have to make a stand against those they put in power - to defend their life style.

AND TO WHOM IT MAY CONCERN.
BETTER TO HAVE PROTESTED AND LOST. THAN NOT PROTESTED AT ALL

This will be sent by email AND post
This email sent 1726. 26th October 2020
Robert C Ingram
Via my wife's iPad
The Furze. Fenny Compton Road
Claydon. OX171HA

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From: Sylvia Ingram
Sent: 02 November 2020 16:11
To: Nathanael Stock <Nathanael.Stock@Cherwell-DC.gov.uk>
Cc: Shona King <Shona.King@Cherwell-DC.gov.uk>
Subject: Objection Glebe Farm OX171TD. OBJECTION. 20/02446/F

My objections to the above proposed development are as follows :

“Three Passing Places “. Stated on Boddington Road. - ARE NOT PASSING PLACES BUT - PRIVATE DRIVEWAYS TO PRIVATE RESIDENTIAL PROPERTIES.

The plans have been processed in a way where they are difficult to read, and NOT to scale.

On previous application following an article in local paper (Banbury Guardian) (I was contacted by Radio Oxford (in my capacity at the time as Chair on Parish Council) broadcast on 19th May 2019, at 7.00am and 8.00am news the broadcast also included Mike Goode and his replies on the same subject. stating ‘there are not many Marinas in this area’ he didn’t agree with increase in traffic, but next breath ‘Yes there would be an increase - but no where near the amount of traffic thought.’
??????

Also stated that if you had a boat - you would use it occasionally - traffic journeys would be occasional’

So we will have all the noise whilst this monstrosity is under construction. And if it is constructed - we will have 14foot bunds now supported by Gabions (2high rock filled baskets all around the base of this mud pie) along with a two storey building block on top.

Surely on viewing Mr Goode’s Marina Developments, this seems to be the only one of this type of construction. Shon where views across the countryside will be totally lost for ever.

Artist impressions of ‘how it Will Look’ show hedges and trees fully grown, surely you realise it takes a few years for a mature tree to grow - to cover THIS BLOT ON THE LANDSCAPE.

Sylvia Ingram

The Furze. Fenny Compton Road
Claydon. OX17 1HA

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-----Original Message-----

From: Sylvia Ingram

Sent: 03 November 2020 11:19

To: Nathanael Stock <Nathanael.Stock@Cherwell-DC.gov.uk>

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

Subject: PROPOSED MARINA GLEBE FARM OX171TD 20/02446/F

I object to this construction, of a Marina, the third in our area, as I regard it to be ill thought out and l'll planned.

Measurements of plans are vague-

Regards the people who are behind all these Marina constructions, The Canals and Rivers Trust, who help people in these situations. They are responsible for Toddbrook Reservoir near the village of Whaley Bridge. If you remember the helicopters on tv hovering over the spillway dumping builders bags trying to make it safe.

Concerning this 200year old Canal System - which I am lead to believe, there are 33,300 (approx) Narrowboats travelling it. Most of, to nearly all, have aged Diesel engines - which I believe they use to charge their batteries. (Diesel spills ??)

In Waterways World Magazine published May 2014, 2 page article entitled "MARINA MADNESS" which , at the time, that no more than 20% of boaters actually use facilities and tour the system.

I leave the reader to drawer their own conclusions as to what the other 80% are using it for....

in closing I would suggest the reader view the photos on line - of the Breech on the Middlewich Branch of the Shropshire Union Canal.

R. C. Ingram

11.12am 3rd November 2020

The Furze. Fenny Compton Road

Claydon OX171HA

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Threeways End
Main Street
Claydon
Banbury OX17 1EZ

25th October 2020

Reference to proposed Marina at Claydon – Application No. 20/02446/F

Good morning all,

Trust this finds you safe and well in these uncertain times.

This letter is in regard to the proposed new marina at Claydon (20/02446/F), again I wish to register my objection to its build for the below reasons.

Having read the resubmitted plans for the proposed marina and noting that nothing seems to have changed from the original submittal over a year ago. It would seem that there has been absolutely **no** attempt from the proposal party to address any concerns raised by any of the objectors to this original plan.

Please understand that this is not just a 'nimby' objection; we already have 2 perfectly good and large marinas located either side at Fenny Compton (100+ berths) and Cropredy (250 berths). To add to this, there has been recent approval to considerably expand the marina at the Cropredy site (another 100 berths) and an additional new site in Cropredy with 50 berths under construction.

Just how many marinas do we need in this small stretch of waterway covering approximately 7 miles?

Also, while I realise that there is a considerable amount of money proposed in this project. Sadly, we are all too aware that in this day, money often overrides common sense, the environment as well as local people's concerns and genuine objections. Especially, when there is absolutely **no** benefit to the local people whatsoever.

Main Objections

1. The sheer size of the proposed marina is immense. The Oxford Canal is a conservation area, and this development will not contribute positively to the conservation of the canal locally. The impact to the local wildlife, which is constantly being 'moved on' due to developments like this, will be considerable. The area is a major hunting ground for at least 3 types of owl (Tawny, Little and Barn) as well as buzzards, hawks, kestrels, and kites. Not to mention nesting areas for countless birds and waterfowl that live throughout the area.
2. Most years during the summer, navigation hours have to be restricted and boats are commonly held up all day waiting to use the locks at Claydon. This problem will be exacerbated by additional canal traffic and its use of canal water as a result of the construction of this proposed marina.
3. The planning application indicates that the proposed marina will be supplied with water from the canal and that the lake will fill through precipitation. Oily bilge water and grey water (from domestic use) discharged from boats in combination with inevitable spillages of diesel fuel during refuelling will, owing to the lack of flow, pollute the water contained in the marina. The lake, if it dries out during a period of drought, will not serve the Applicants stated purpose as an irrigation lake for crops of potatoes.

4. There will be an increased pressure on the local services like Cropredy Surgery which cannot take on any more patients. This is largely due to the uncontrolled number of 'residential boats' at the new Cropredy marina. Despite the planner's assurances to the contrary, just like at Cropredy, they will not be able to or care to police this.
5. The increased road traffic through the village will also be considerable too. Let us be under no illusions here that putting up a few signposts to direct traffic along an intended route will divert this problem. It won't have the slightest effect. Especially when most people rely on their 'Sat Nav' instead. So much so that if the Sat Nav told them to drive over a precipice, they would sadly do so...
6. The actual road through the village to the proposed site is in appalling condition as it is. It is single lane with little room for passing and is mostly used by farm vehicles. Claydon has enough trouble with HGV car transporters coming through to the Apple Tree estate. Again, following their Sat Nav to the humpback bridge before realising, too late, that they need to reverse all the way back to, and through, the village out the other side again before they can turn round. The council were supposed to do something about this by putting up road signs warning HGVs that this is a 'No Through' road for them, but nothing has been done in 3 years despite our constant appealing.

Apart from cars there will be an increase in support vehicles for the marina too, including construction, food and fuel.

Even the emergency services (fire especially) have objected to the marina build due to its inaccessibility.

7. Lastly and by no means least; the marina will spoil the natural, beautiful landscape many of us moved here in the first place to enjoy. While I realise that there will always be projects going on; this is sadly a consequence of our times. But as I've stated before, we already have two very substantial marinas in the local area. We really don't need yet another one. The local environment just can't take it in the long run. At some point we have to say 'STOP' and apply some common sense.

However, if this marina does get pushed through for whatever reason, then there must be a couple of conditions that need adding to the proposal.

- 1) The walkways along the canal banks must be rebuilt and constantly maintained by the development. Independent Inspections should be done twice a year and all repairs legally enforced within an appropriate time frame. After all, this will still be a PUBLIC access point.
- 2) The road from Claydon to the proposed marina must be rebuilt with a proper substructure designed to take the high quantity of traffic and include proper passing points along its route.
- 3) Proper meaningful road signs should be put up before entry into the village, discouraging any marina bound traffic from using the village as a rat run. They should be directed to the route through Glebe Farm.
- 4) Independent Water testing must be done once a year to ensure that the water is within safety limits for the local wildlife. Filtering and cleaning methods must be legally enforced if the standards fall short.

Yours sincerely

Michael Ives

I have sent this by both post and email.

Comment for planning application 20/02446/F

Application Number	<input type="text" value="20/02446/F"/>
Location	<input type="text" value="Glebe Farm Boddington Road Claydon Banbury OX17 1TD"/>
Proposal	<input type="text" value="Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake - re-submission of 18/00904/F"/>
Case Officer	<input type="text" value="Shona King"/>
Organisation Name	<input type="text" value="Emma Ives"/>
Address	<input type="text" value="Threeways End,Main Street,Claydon,Banbury,OX17 1EZ"/>
Type of Comment	<input type="text" value="Objection"/>
Type	<input type="text" value="neighbour"/>
Comments	<input type="text" value="I am objecting for all the same reasons as last time - nothing has changed, except that the road that would be used for accessing the marina has fallen further into disrepair, and the additional 100 berths at Cropredy have now been built. See attached."/>
Received Date	<input type="text" value="05/11/2020 20:06:31"/>
Attachments	The following files have been uploaded: <ul style="list-style-type: none">• Comments document Emma Ives on Planning Application Glebe Farm marina 5 November 2020.pdf

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

5th November 2020

Dear Ms King

PLANNING APPLICATION NO 20/02445/F – Glebe Farm Marina, Claydon

So far as I can see, no changes have been made since the last submission of plans in 2019, and so my main objections remain the same. Two key things have changed – firstly, the state of the road to the north of Claydon (Boddington Road) has declined still further, with quite serious subsidence right near where the entrance of the proposed marina would be, and the construction of the 100 additional berths at Cropredy Marina has commenced.

1. The proposed marina will significantly increase road traffic and endanger pedestrians and horses

- a) A sat nav set to the location of the marina will bring marina visitors off the M40 and through Williamscot, Cropredy and Claydon.
- b) The traffic from visitors to the 192 boats could be considerable, particularly at weekends, as the proposed marina is likely to attract visitors from London and the South East, where marina space is at a premium.
- c) Marina visitors may also order food and supplies to be delivered, and those delivery vehicles will also add to congestion.
- d) The Boddington Road to the north of Claydon is currently in very poor condition. There are large, deep potholes; the road surfaces are breaking up. In fact, the state of the road has declined still further since the last submission of these plans in 2019.
- e) The Boddington Road to the north of Claydon is only single track; there are no proper passing places provided. When vehicles travelling in opposite directions meet, one or both has to drive onto the verge, either risking their car sustaining damage from the potholes, or becoming stuck on the boggy verges, and causing further damage to the edge of the road.
- f) The bridge over the canal to the north (Hay Bridge - just before the entrance to the proposed marina) falls steeply on the north side and the drop is about twice the height of the approach from the south. This means that southbound traffic approaching the bridge is not visible to northbound traffic. At its apex, the bridge is single track and two cars cannot pass one another.
- g) During winter, gritter lorries only grit the Boddington Road as far as the end of the village – the road between the proposed marina site and the village, including the steep Hay Bridge is left untreated. The bridge in particular is absolutely treacherous to negotiate in icy weather.

- h) On the Boddington Road to the north of the proposed marina site, there are few hedges and trees, and during snowy weather the snow drifts, so the road can be very difficult to even make out.
- i) Between the village and Hay Bridge are two blind bends offering little visibility of the road beyond. This section of road is used regularly by large agricultural vehicles which take up the entire width of the road. In addition to this, we regularly experience HGVs coming northbound through the village, despite signage declaring that they should not use that route. When HGVs reach Hay Bridge and find that they cannot cross it due to the camber and pitch, they then have to reverse backwards a quarter of a mile and around the two blind bends into the village where they are then able to turn and find a more suitable road. As most of these HGVs only have a single occupant (the driver), there is nobody to help them complete this reversing manoeuvre safely, or to provide a warning of their presence to any drivers heading north on the single track road. Most villagers are aware of these two aforementioned hazards and, although there is road signage declaring that stretch of Boddington Road to be the national speed limit, locals know to drive slowly; visitors may not. Eventually there will be a serious accident along this stretch of Boddington Road between the north of Claydon and Hay Bridge. The additional traffic going to and from the proposed marina is only likely to increase this risk.
- j) The Boddington Road between Claydon and Hay Bridge is regularly used by Claydon residents on foot, horses (from local equine centres), and cyclists. Each must share the road with cars as there is no pavement. This road is already very hazardous; potholes are downright dangerous for cyclists, who may get pushed into them by cars, vans and lorries trying to pass them on the single track road.
- k) The planning application underestimates the number of cyclists using this stretch of road. The route from Lower Boddington to Claydon and heading on to Cropredy is regularly used by cycle clubs and other groups of cyclists.
- l) To make Boddington Road safe and suitable for the additional traffic generated as a result of the proposed marina, the road will need to be rebuilt to a higher standard so as to eradicate subsidence and combat the incidence of potholes. In addition, the road width needs to be increased and/or incorporate suitable passing places. The speed limit also needs to be reduced along the section of road between the village to a point beyond the proposed marina entrance.
- m) The short videos below, made by myself and my husband Mike Ives, demonstrate some of the key road and traffic issues:
 - o <https://bit.ly/2v7asMh>
 - o <https://bit.ly/2XlkyFf>

2. Access by emergency services may prove to be difficult

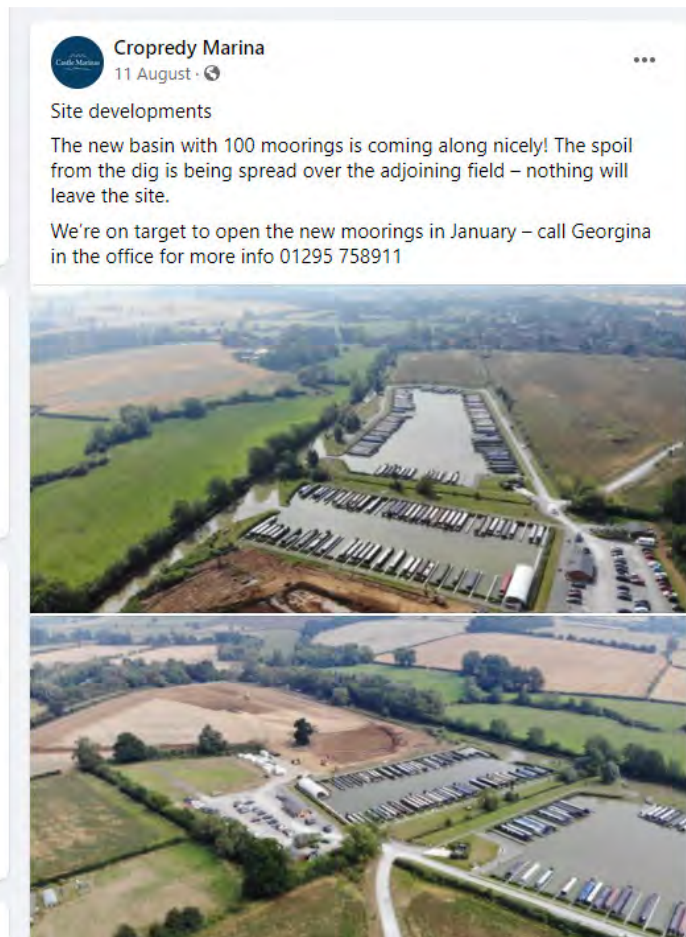
- a) The Boddington Road is narrow and twisty both north and south of the marina, making high speeds dangerous.
- b) The sharply humped and single track canal bridge may cause issues for larger emergency vehicles.
- c) The gritting lorries currently stop at the last house in Claydon on Boddington Road leaving the remaining route to the marina untreated. The lack of hedgerows along the road to the north of the marina make this stretch particularly susceptible to snow drifts.

3. There are issues associated with water supply and water pollution

a) There are already water shortage issues along this stretch of canal. Most years during the summer, navigation hours have to be restricted and boats are commonly held up all day waiting to use the locks at Claydon. This problem will be exacerbated by additional canal traffic and its use of canal water as a result of the construction of this proposed marina.

b) The proposed marina would bring the number of marina-based boats on a 5 mile stretch of canal to nearly 700. Cropredy Marina holds 250 boats and Fenny Compton Marina about 100. A further 100 berths are currently being constructed at Cropredy Marina – see screenshot from their Facebook page on the right. There is also another marina at Cropredy, of about 50 berths, under construction. As well as increasing demand for a finite supply of canal water, an additional 192 boats will cause congestion on the canal in the local area.

c) The planning application indicates that the proposed marina will be supplied with water from the canal and that the lake will fill through precipitation. Oily bilge water and grey water (from domestic use) discharged from boats in combination with inevitable spillages of diesel fuel during refuelling will, owing to the lack of flow, pollute the water contained in the marina.



4. The marina will put pressure on local health services

a) At least one GP at Cropredy Surgery has objected to the planning application for this proposed marina at Claydon, on the basis that although Cropredy Marina is supposedly non-residential, in fact people are living there and have signed on with Cropredy Surgery. Cropredy Surgery's Dr Barry Tucker was quoted in the Banbury Guardian (13 April 2019 - <https://www.banburyguardian.co.uk/news/claydon-marina-plan-still-heavily-opposed-1-8888994>) as saying, "Our experience has been that a marina within the area does put increased workload pressures on the practice, even if the marina is non-residential it makes no difference as people can and will still register at this surgery when our list reopens, also, many of these people are retired with complex health issues. I also feel that local amenities and bus services are not keyed up to deal with an influx of people, especially those requiring public transport."

b) The proposed marina is supposed to be non-residential, but there is no means of enforcement, as the situation in Cropredy has clearly demonstrated. Where will boat owners and visitors to the proposed marina obtain health care whilst staying at the proposed marina?

5. The proposed development will spoil the character of Claydon, a rural village

- a) The proposed development would take up an area equivalent to three quarters of the size of the entire space currently occupied by Claydon village – see plan below superimposed on a Google Maps satellite image. Claydon currently has 306 residents (2011 Census) and around 120 houses within the village itself – so the marina would effectively more than double the number of dwellings within the immediate area.



- b) The Oxford Canal is a conservation area and this development will not contribute positively to the conservation of the canal locally. Indeed, at present, the canal infrastructure is not well maintained. With sections of the canal banks already collapsing in various places, the additional boating traffic generated by the marina is likely to cause that to increase and make the towpath more hazardous to negotiate. The Oxfordshire County Council has imposed an undertaking on the planning applicant of £10k of piling works along the canal bank, if planning for the marina is approved. This, along with the marina's construction, will disrupt the waterfowl that nest along the canal's north margin between Boddington Road and Appletree Road.
- c) There is likely to be noise pollution also from the maintenance and repair of boats (e.g. the use of industrial pressure washers and grinding tools in preparation of steelwork). This will carry across the canal and fields to Claydon because of the height of the proposed marina (4.5m above Boddington Road and 3m above the canal).

- d) The landscape would be spoiled by the development of long bunds (to contain the marina) parallel to the disused railway line. The application does not make it clear that the change in level from the brook parallel with the disused railway line and rising to the water level of the proposed marina involves a change in level of 8m. The security fencing atop the bunds, and the 6.7m building will add to the overall height. The proposed marina would rise above the surrounding landscape and form a very unnatural profile that is not in keeping with the natural landscape.
- e) The marina will introduce light pollution. It will be necessary for the marina to provide lighting at night for safety reasons; but even the proposed downlights will create a reflective glare from their surroundings.
- f) The proposed lake to the east of the marina will lie at the bottom of a slope of 7m. At a level 2m above the lake there will be an access road for marina visitors arriving by vehicle. From here, there is a slope of 5m rising up to the marina itself (up which boat owners will need to ascend with their luggage). This entire embankment will be visible from the public footpath (170/6/20) and will obliterate existing views to the west of the marina.

Yours sincerely

Emma Ives

Threeways End
Main St
Claydon
OX17 1EZ

Cc: Councillor George Reynolds, Councillor Doug Webb, Councillor Phil Chapman

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	Louisa Smith
Address	Walnut House,2 Walnut Gardens,Claydon,Banbury,OX17 1NA
Type of Comment	Objection
Type	neighbour
Comments	<p>1) There is already a substantial marina in Cropredy just a few miles away which has already been enlarged. Unlike Cropredy, Claydon does not have any facilities or services to offer. 2) Strain on local services including G.P Surgery: Although the marina users are classed as 'non-residential', it is likely that many will end up residing on their boats, as has happened in Cropredy and this would put great strain on local services including the GP surgery in Cropredy. It is already a very busy surgery with a 2 week wait for non-urgent appointments. Potential new patients from the marina would increase demand for appointments. 3) Traffic impact: Increased traffic in a small, quiet village where the roads are single track, already in poor condition and in some places have no pavements. Roads used by pedestrians including those with young children, elderly residents, dog walkers and horse riders. I have 2 children under 8 years old and we are often walking or biking along Main Street and down to the canal on the Boddington Road (the road nearest the proposed marina). Also we walk back from the school bus that stops at Manor Park and have to cross Main Street daily along with other primary school and secondary school children (many of the latter walk home alone). In the opposite direction, heading towards Cropredy on Main Street, there is a blind bend (no pavement) followed by another sharp bend just as you leave the village, right by the village playground and playing field. Drivers that know the village, know to slow down at this point. This would be more dangerous with increased traffic, especially vehicles that don't know the road such as those making deliveries to and from the proposed marina. 4) Traffic impact on a road already in poor condition. Increased traffic including construction vehicles, on an unsuitable, single track road that is already in poor condition with pot-holes, broken edges, cracks etc. could worsen the state of the road and weaken the canal bridge. Any future road repairs needed would be paid by the tax payer i.e. Claydon residents not marina users who would not be deemed 'residents'. 5) Traffic impact would effect natural environment. Increased traffic over the steep canal bridge (Hay Bridge). This is a challenge to navigate safely as traffic is not visible when approaching so more traffic could endanger other road users and pedestrians at this section. The approach is single track on both sides of the bridge, requiring vehicles to pull onto the grass verge or roadsides which are already full of potholes to enable passing. Increased traffic will damage these verges and roadsides even further and could put pedestrians and other road users at risk. 6) Increased traffic through the village. Unlike Cropredy which has 3 roads into the village. Most of the traffic to the marina will choose to come through Claydon rather than going north on the Boddington Road to Welsh Road/Banbury Road and onto the main roads (A361 or A423) as sat nav will advise this route. 7) Potential environmental damage. Increased canal traffic will further damage the canal banks which are already severely eroded in some places making the tow path unpassable spoiling the enjoyment of it for local residents. 8) The proposed development will spoil the landscape especially due to it being 4.5m above road level on what is currently a flat stretch of land. 9) To conclude, the proposed marina will be no advantage to Claydon and bring no benefit to the local residents. Our area is already subject to HS2 works, a project changing our local landscape and not being of any benefit to local residents. Thank you for your time. I hope you will consider my views.</p>
Received Date	05/10/2020 21:37:15
Attachments	