

<b><u>Consultee</u></b>	<b><u>Date Sent</u></b>	<b><u>Expires</u></b>	<b><u>Reply</u></b>
Claydon with Clattercote Parish Council	29.09.2020	20.10.2020	11.11.2020
Arboriculture CDC	29.09.2020	20.10.2020	
Archaeology OCC	29.09.2020	20.10.2020	
BBO Wildlife Trust	29.09.2020	20.10.2020	
Building Control CDC	29.09.2020	20.10.2020	
Canal and River Trust	29.09.2020	20.10.2020	02.11.2020
Conservation CDC	29.09.2020	20.10.2020	23.12.2020
Ecology CDC	29.09.2020	20.10.2020	
Environment Agency	29.09.2020	20.10.2020	18.11.2020
Environmental Health CDC	29.09.2020	20.10.2020	13.10.2020
Landscape Services CDC	29.09.2020	20.10.2020	16.10.2020
Natural England	29.09.2020	20.10.2020	08.10.2020
Oxfordshire County Council Major Planning Applications Team	29.09.2020	20.10.2020	20.10.2020
Planning Policy CDC	29.09.2020	20.10.2020	
Thames Valley Police Design Advisor	29.09.2020	20.10.2020	
Thames Water	29.09.2020	20.10.2020	
South Northants District Council	01.12.2020	22.12.2020	23.12.2020

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

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

The development proposed will 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 safety 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 Councillors and they are looking into the different options to try to alleviate this. All five routes into and out of Claydon are narrow, twisty, have constrictions or narrow or hump-back bridges. Clearly adding such a large development to the area will be counterproductive.

The road between Claydon and the proposed marina site is so narrow it is difficult for cyclists to pass cars travelling in the opposite direction and there are two blind bends. There are no official passing places. There is an area that 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.

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 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 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 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.*
- 5. The entrance at Springfield Farm shown in the picture immediately below should be the main entrance to the marina site.*



The area of this application is roughly  $\frac{3}{4}$  the size of the existing village. We believe this would be considerable overdevelopment and unsustainable development in this rural setting. Due to the height of the proposed development and associated planting/bunds the landscape would be greatly changed and will take away some of the pleasant views currently enjoyed by parishioners and visitors to the area.

There is already a large Marina nearby in Cropredy. Cropredy Marina are currently extending from 249 bays to 347 and they have 130 vacancies. There is also a Marina nearby in Fenny Compton and they have not been full since the Cropredy Marina was opened 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. Complete funding for a village hall in the village 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.*

The Parish Council do not believe that the drawings provide sufficient clarity in relation to levels, contours, layout and elevations.

The Parish Council do not believe that the estimates in relation to waste water are realistic. If the package treatment plant (PTP) is allowed to go ahead there appears to be nothing in place to prevent additional deterioration of Wormleighton Brook. The Environment agency has classed the brook as 'poor' partly due to elevated phosphate which is partly caused by suspected sewage discharge. None of the regulatory checks on the PTP are associated with phosphorous levels, thereby giving the applicant licence to pollute Wormleighton Brook even further. The facilities provided at the clubhouse have the potential to produce waste water far in excess of that estimated by the applicant. In order to allow for this eventuality the site should be on mains sewage.

The Parish Council object to the industrialisation of work in the dry dock in a conservation area. Policy ESD 16 states: *"The length of the Oxford Canal through Cherwell District is a designated Conservation Area and proposals which would be detrimental to its character or appearance will not be permitted."* *"Other than appropriately located small scale parks and picnic facilities new facilities for canal users should be located within or immediately adjacent to settlements."*



**Canal &  
River Trust**

Making life better by water

Cherwell District Council  
Bodicote House  
Bodicote  
Banbury  
Oxfordshire  
OX15 4AA

Your Ref 20/02446/F

Our Ref CRTR-PLAN-2020-30810

Thursday 29 October 2020

Dear Ms King

**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**

**Location: Glebe Farm, Boddington Road, Claydon, Banbury**

**Waterway: Oxford Canal**

Thank you for your consultation.

We are the charity who look after and bring to life 2000 miles of canals & rivers. Our waterways contribute to the health and wellbeing of local communities and economies, creating attractive and connected places to live, work, volunteer and spend leisure time. These historic, natural and cultural assets form part of the strategic and local green-blue infrastructure network, linking urban and rural communities as well as habitats. By caring for our waterways and promoting their use we believe we can improve the wellbeing of our nation. The Trust is a statutory consultee in the Development Management process.

The main issues relevant to the Trust as statutory consultee on this application are:

- a) The impact on the heritage, character and appearance of the waterway corridor
- b) The impact of the Marina entrance and towpath bridge
- c) The impact of the proposal on structural integrity and water quality
- d) The impact on the biodiversity of the waterway corridor.

Based on the information available our substantive response (as required by the Town & Country Planning (Development Management Procedure) (England) Order 2015 (as amended)) is to advise that suitably worded **conditions and/or a legal agreement are necessary** to address these matters. Our advice and comments follow:

The Trust can confirm that the proposals, as submitted for this planning application, are within the Trust's New Marinas application process and has successfully complied with our requirements at Expression of Interest and Feasibility stages.

We note that the submitted Planning Statement makes references to need and demand for marina facilities; we would comment that it is up to each developer/applicant to determine whether there will be demand for their mooring scheme.

#### **Canal & River Trust**

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The role of the Trust is to provide, on a consistent and fair basis, advice and a clear process for anyone thinking of developing a marina on its waterway network. The Trust has not provided any specific information on this matter for this scheme and we do not carry out studies into matters of need or demand for marinas on behalf of applicants. It is for the developer/applicant to deal with these matters if they consider it appropriate or if they are required to do so as part of their planning submission.

The Trust have assessed the water demands of the proposed 192 berth marina for private leisure boats and the likely impact on the water resource available to the Oxford Canal hydrological unit to which it will be connected. Screening reports have been undertaken by our Water Management Team to ascertain any water sensitivities. On the basis of these the Trust are satisfied sufficient water resource is available for the marina as proposed.

With any development close/connected to the waterway there is the potential for adverse impacts on the infrastructure of the canal in terms of stability, drainage, pollution etc. The proposals include a new connection to the mainline of the Oxford Canal and works to the towpath and it must therefore be ensured that the works are carried out appropriately.

Any structural failure of the proposed marina could result in leakages or contamination adversely impacting on the water levels of the wider Oxford Canal network, navigational safety, water quality and biodiversity.

The Trust are satisfied that these construction details can be addressed by our Works Engineering Team and in accordance with the Canal & River Trust "Code of Practice for Works affecting the Canal & River Trust".

#### Impact on the heritage, character and appearance of the waterway corridor.

The site is located to the north-east of the Oxford canal, which is a designated conservation area. The canal in this area is passing through a very rural landscape and the proposed marina development will impact on the character and setting of the canal.

The proposed marina layout has been broken up into a series of 'lagoon bays' housing a number of boats and separated by landscaped peninsulas. This breaks up the waterspace, ensuring it is not a large and featureless waterbody, and aids in retaining the landscaped character of the canal corridor.

The design of the proposed clubhouse is acceptable and resembles a converted barn, or other agricultural building.

It is noted that an Elsan disposal point is provided within the facilities building, however, it is not clear from the submitted floor plans and site plan where general waste or recycling is to be stored. This should be clarified, and details provided as windblown waste and pollutants can not only have a detrimental impact on the visual amenity of the canal corridor but also be detrimental to wildlife.

#### Marina entrance and proposed towpath bridge

The Trust have considered the impacts of the location of the marina entrance in relation to navigational safety and access along the towpath. No details have been provided on the dimensions of the entrance turning circle and bank protection will be required opposite the entrance and for 30m either side of the marina entrance central line to prevent erosion and scour caused by the turning movement of boats entering and exiting the marina.

The overall approach to the new bridge design appears to be largely appropriate. The submission indicates a store will be included beneath the approach ramp for the storage of stop planks, and the doors to these should be designed to complement the bridge materials and colours. The bridge drawings indicate an epoxy resin bound finish on the metal bridge deck, and it needs to be demonstrated that this is slip proof and durable enough not to become delaminated over time. The ramp to the bridge should also be finished in the same material as the deck, to provide a seamless, high-quality finish.

The applicant must take full responsibility for maintenance of the bridge, and the decking finish.

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The submission indicates that the 'Geobag' retaining structure to the bridge will be covered by a mixture of grass embankment and brickwork. It is important to ensure that the retaining structure is not to be visible at all and we wish to see further details of the proposed brickwork. Further clarification of the bridge attributes will be required by the Trust through our Marina process however it should be noted that the bridge currently shows a clear span width of 2350mm however the Trust will require a minimum clear width of 2.5m.

Therefore, whilst the general design of the bridge is considered acceptable the final detailed design, including details on maintenance/management, should be required by condition. The Trust wish to be consulted on these details when they are available.

#### Impact on the structural integrity and water quality of the canal due to the drainage proposals.

The Application Form states surface water is to be discharged to a '*sustainable drainage system*' and foul to a '*package treatment plant*'.

The drainage methods of new developments can have significant impacts on the structural integrity, water quality and the biodiversity of waterways. It is important to ensure that no contaminants enter the canal from surface water or foul drainage and full details should be submitted and agreed. These details should also include details on petrol interceptors and maintenance regimes to ensure the systems continue to operate as intended.

The submitted Flood Risk Assessment considers the impacts of a breach from the nearby Wormleighton Reservoir. The applicant / developer is advised that it is their responsibility to consider the breach risk and that the breach modelled on the.gov.uk site may not be the worst case for the marina. It is noted that the FRA recommends a site-specific flood warning and evacuation plan be provided which would be implementable in the event of flooding from any source. It is recommended that this is required by means of a suitably worded condition.

#### Impact on the biodiversity of the waterway corridor

The waterways have a rich biodiversity, with many areas benefiting from SSSI, SAC, SLINC or CWS designations. Developments can have an adverse impact on the ecology of the waterways.

The submitted ecological report and proposed planting are considered acceptable though full details on the maintenance and management regimes for the proposed landscaping are required. This could be required by condition.

Potential contamination of the waterway and ground water from wind blow, seepage or spillage at the site should be avoided and details of pollution prevention measures should be provided. The canal and its users should be considered as a 'sensitive receptor' for noise and dust in any construction phase.

The method of construction should be set out to ensure that there would be no potential threat to the water environment of the adjoining canal and the wider network. The proposals include reprofiling of the existing land levels and it is important to ensure that any imported material is appropriate and free from contamination that may present a hazard to water quality and waterway users.

Works should also be carried out at appropriate times to avoid adverse impacts to nesting birds / bats etc. This could be addressed by the submission of a Construction and Environmental Management Plan.

The Trust advise that waterside lighting affects how the waterway corridor is perceived, particularly when viewed from the water, the towpath and neighbouring land, for example waterside lighting can lead to unnecessary glare and light pollution if it is not carefully designed. Any lighting should also not provide flood lighting to the canal corridor to show consideration for nocturnal species. The submitted lighting details appear appropriate though no details are provided regarding hours of operation or the maintenance / management regimes. These details should be clarified prior to determination to avoid the need for a condition requiring further information.

#### **Other matters**

##### **Canal & River Trust**

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The applicant / developer is advised that the bridge crossing and access points on to Trust owned land will require commercial Estates agreements from the Trust and the bridge crossing will require DEFRA consent. With regards to the proposed bridge crossing the Trust will not take on responsibility for the bridge or the long-term maintenance liabilities.

## Conditions

1. Notwithstanding the information indicated on the submitted plans prior to the commencement of any works to the marina entrance from the mainline of the Oxford Canal full details for the marina entrance and towpath bridge shall be submitted to and approved in writing by the Local Planning Authority. These details shall provide for:

- Surface finishes for the towpath bridge and approach ramps
- Brick finishes for the 'Geobag' retaining structure and details of the stop plank store door.
- Bank protection measures opposite the marina entrance and for 30m either side
- Maintenance and management regimes for the marina entrance and towpath bridge.

Thereafter the works shall be carried out wholly in accordance with the approved details.

Reason: In the interests of the visual amenities of the Oxford Canal conservation area and to ensure the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the Oxford Canal in accordance with Paragraph 178 of the NPPF.

2. Prior to the first use of the marina hereby approved details of the maintenance and management regimes for all landscaped areas shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the planting shall be maintained/managed in accordance with the approved details.

The planting indicated on the approved landscaping plans shall be completed in all respects within the first planting season following the first use of development hereby approved and the tree(s) and shrub(s) shall be planted within six months of that first use. Any tree(s) or shrub(s) removed, dying, or becoming in the opinion of the local planning authority seriously damaged, defective or diseased within five years from the substantial completion of the scheme shall be replaced within the next planting season by tree(s) or shrub(s) of similar size and species to those originally required to be planted. All hedging, tree(s) and shrub(s) shall be planted in accordance with British Standard BS4043 – Transplanting Root-balled Trees and BS4428 – Code of Practice for General Landscape Operations.

Reason: To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area

3. The development (including any works of remediation) shall proceed only in strict accordance with a Construction and Environmental Management Plan which has been submitted to and approved in writing by the local planning authority and thereafter the development shall be carried out in accordance with the approved details. The Plan shall include / provide for:

- a) the parking of vehicles of site operatives and visitors; the loading and unloading of plant and materials; the storage of plant and materials used in constructing the development.
- b) measures to control the emission of dust and dirt during construction.
- c) details of protective measures (both physical measures and sensitive working practises) to avoid impacts during construction.
- d) A timetable to show phasing of construction activities to avoid periods of the year when sensitive wildlife could be harmed (such as when badgers, reptiles and amphibians are active and during bird nesting seasons).
- e) Persons responsible for:
  - i) Compliance with legal consents relating to nature conservation.
  - ii) Compliance with planning conditions relating to nature conservation
  - iii) Installation of physical protection measures during construction.

## Canal & River Trust

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- iv) Regular inspection and maintenance of the physical protection measures and monitoring of working practices during construction.
- v) Provision of training and information about the importance of Environment Protection measures to all construction personnel on site.

Reason: To safeguard the environment and in the interests of the structural integrity of the waterway and to ensure the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the Oxford Canal.

4. Prior to the first use of the marina hereby approved details of an emergency plan which shall include details of a flood warning system and safe access and egress routes shall be submitted to and approved in writing by the Local Planning Authority. The plan shall be implemented prior to first use of the marina and remain in force throughout the operation of the marina.

Reason: To safeguard users of the marina and comply with paragraph 163(e) of the NPPF

For us to monitor effectively our role as a statutory consultee, please send me a copy of the decision notice and the requirements of any planning obligation.

Please do not hesitate to contact me with any queries you may have.

Yours sincerely,

**Jane Hennell MRTPI**  
Area Planner

Jane.Hennell@canalrivertrust.org.uk  
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<https://canalrivertrust.org.uk/specialist-teams/planning-and-design>

## **Canal & River Trust**

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20/02446/F

## **Setting of Listed Buildings and the Conservation Area**

### **Application Site**

Glebe Farm, Boddington Road, Claydon, Banbury, OX17 1TD

### **Understanding the heritage assets affected**

The application site is an area of agricultural land to the north of the Oxford Canal. The Oxford Canal is a canal conservation area that covers the length of the canal within the county of Oxfordshire. The site does not lie within the conservation area but is within the setting of the conservation area at this location. There are approximately nine Listed Buildings within the wider area; these are along the canal to the south, the closest at Top Lock and within the village of Claydon.

### **Significance**

The significance of the site lies in the association between this area of currently agricultural land and the canal conservation area.

### **Proposals**

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.

### **Appraisal of issues**

The proposed plans are not changed in terms of heritage impact from the previous proposals submitted in 2018. Therefore the comments and observations are not notably different from the previous consultation response provided.

As before it is considered that the Listed Buildings that are located within the canal conservation area and the village of Claydon are at such a distance from the proposed development site that the proposal will not affect their setting and therefore will not harm their significance.

The main consideration is the impact developing a marina in this location will have on the character of the area and as a consequence the canal conservation area in this location. The proposed marina will cover a substantial area of land which is currently a predominantly agricultural landscape, providing a rural setting for the conservation area. This rural setting is highlighted as enhancing the conservation area in the Oxford Canal Conservation Area Appraisal. Overall the cumulative impact of the buildings, hardstanding and marina itself will result in an intrusion into the landscape and the character of this section of the Oxford Canal will be notably altered.

The new pedestrian bridge over the canal and the entrance to the marina will also significantly alter the experience of the canal at this location; however it is possible that the impact of this could be mitigated with an appropriate design and suitable treatment of the area.

### **Level of harm**

The development is considered to result in less than substantial harm to the significance of the conservation area; however this harm should be weighed against the public benefits in line with paragraph 196 of the NPPF.

### **Policies**

The relevant local and national policies are as follows:

#### Cherwell District Council Local Plan Policy ESD15

This policy states that new development proposals should: Conserve, sustain and enhance designated and non-designated 'heritage assets' including buildings, features, archaeology, conservation areas and their settings, and ensure new development is sensitively sited and integrated, furthermore development should respect the traditional pattern of the form, scale and massing of buildings. The development is not considered to conserve or enhance the Conservation area and therefore does not comply with policy ESD15.

NPPF – Chapter 16

Paragraph 193 requires that when considering the impact of a proposed development on the significance of a designated heritage asset great weight should be given to the asset's conservation.

Paragraph 194 outlines that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

The development to create a marina is considered to result in less than substantial harm to the significance of the Oxford Canal conservation area and therefore is contrary to paragraphs 193 and 194 of the NPPF.

Planning (Listed Buildings and Conservation Areas) Act 1990

Section 72 of the Act requires that 'with respect to any buildings or other land in a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area'.

**Recommendation**

As a result of the changes to the conservation area in this location there are objections to the proposals to develop a marina.

**Officer / Date**

Emma Harrison

23/12/2020

Ms Shona King  
Cherwell District Council  
Planning & Development Services  
Bodicote House White Post Road  
Bodicote  
Banbury  
OX15 4AA

**Our ref:** WA/2020/128350/01-L01  
**Your ref:** 20/02446/F  
**Date:** 16 November 2020

Dear Ms King

**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**

**Glebe Farm, Boddington Road, Claydon, Banbury, OX17 1TD**

Thank you for consulting us on the above application on 01 October 2020. Please accept my apologies for the delay in responding.

**Environment Agency position**

The proposed development will be acceptable if the following conditions are included on the planning permission's decision notice. Without these conditions we would object to the proposal due to its adverse impact on the environment.

As you are aware, the discharge and enforcement of planning conditions rests with your authority. You must therefore be satisfied that the proposed conditions meet the requirements of the 6 tests in paragraph 55 of the National Planning Policy Framework.

Please notify us immediately if you are unable to apply our suggested conditions to allow further consideration and advice.

Flood risk

Hydraulic modelling undertaken by the applicant has been used to determine the pre and post development flood risk. We have reviewed the model and can confirm it is acceptable as a basis to inform the flood risk assessment. The model indicates that the site would be at risk of flooding during a 1% annual probability flood event with allowances for climate change. The submitted details confirm that no buildings will be located, and no land raising will occur within the area at risk of flooding. Therefore there will be no increased flood risk as a result of this development.

Cont/d..

## **Condition 1**

The development shall be carried out in accordance with the submitted flood risk assessment (ref 1319/2019 Rev B dated 26/07/2019) and the Hydraulic Modelling Report 2420 Rev C August 2020 and following mitigation measures it details:

- There shall be no land raising within the 1% annual probability flood extent with a 35% allowance for climate change as shown in Appendix 14 of the modelling report August 2020

These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

## **Reason**

To reduce the risk of flooding to the proposed development and to prevent flooding elsewhere by ensuring that storage of flood water is provided.

## Biodiversity

Development that encroaches on watercourses and riparian corridors can have a potentially severe impact on their ecological value.

Networks of undeveloped buffer zones might also help wildlife adapt to climate change and will help restore watercourses to a more natural state as required by the river basin management plan.

The proposed development will therefore be acceptable if a planning condition is included requiring a scheme to be agreed to protect and enhance a 10 metre wide ecological buffer zone along the Wormleighton Brook

## **Condition 2**

No development shall take place until a scheme for the provision, protection and management of a 10 metre wide ecological buffer zone alongside the Wormleighton Brook has been submitted to, and approved in writing by, the local planning authority.

Thereafter, the development shall be carried out in accordance with the approved scheme and retained and maintained thereafter throughout the lifetime of the development. Any subsequent variations shall be agreed in writing by the local planning authority, in which case the development shall be carried out in accordance with the amended scheme. The buffer zone scheme shall be free from built development including lighting, domestic gardens and formal landscaping.

The scheme shall include:

- plans showing the extent and layout of the ecological buffer zone (measured from the top of the bank)
- details of any proposed planting scheme (for example, native species)
- details demonstrating how the buffer zone will be protected during development and managed over the longer term including adequate financial provision and named body responsible for management plus production of detailed management plan
- details of any proposed footpaths, fencing, lighting, etc.
- confirmation that any headwalls along the brook will be sized appropriately to the

discharge and that the localised impact will be mitigated for.

### **Reason**

Land alongside watercourses is particularly valuable for wildlife and it is essential this is protected. This Condition will ensure that the ecological value of the brook and its corridor will be protected during the construction phase and management in perpetuity for the benefit of local wildlife.

This approach is supported by Cherwell Local Plan policies ESD8 and ESD10, and paragraphs 170 and 175 of the National Planning Policy Framework (NPPF) which recognise that the planning system should conserve and enhance the environment by minimising impacts on and providing net gains for biodiversity. If significant harm resulting from a development cannot be avoided, adequately mitigated, or as a last resort compensated for, planning permission should be refused.

This condition is also supported by legislation set out in the Natural Environment and Rural Communities Act 2006 and Article 10 of the Habitats Directive which stresses the importance of natural networks of linked corridors to allow movement of species between suitable habitats, and promote the expansion of biodiversity.

### **Informatives**

#### Foul drainage

The foul drainage method associated with this development will require an environmental permit under the Environmental Permitting (England & Wales) Regulations 2016, from the Environment Agency, unless an exemption applies. The applicant is advised to contact the Environment Agency on 03708 506 506 for further advice and to discuss the issues likely to be raised. You should be aware that there is no guarantee that a permit will be granted. Additional 'Environmental Permitting Guidance' can be found at: <https://www.gov.uk/environmental-permit-check-if-you-need-one>.

#### Works affecting main rivers

The Environmental Permitting (England and Wales) Regulations 2016 require a permit or exemption to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culverted main river (16 metres if tidal)
- on or within 16 metres of a sea defence
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission

For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits> or contact our National Customer Contact Centre on 03708 506 506 (Monday to Friday, 8am to 6pm) or by emailing [enquiries@environment-agency.gov.uk](mailto:enquiries@environment-agency.gov.uk).



The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

**Closing comments**

In accordance with the planning practice guidance (determining a planning application, paragraph 019), please notify us by email within two weeks of a decision being made or application withdrawn. Please provide us with a URL of the decision notice, or an electronic copy of the decision notice or outcome.

Should you require any additional information, or wish to discuss these matters further, please do not hesitate to contact me on the number below.

Yours sincerely

**Miss Sarah Green**  
**Sustainable Places - Planning Advisor**

Direct dial 0208 474 9253

Direct e-mail [planning\\_THM@environment-agency.gov.uk](mailto:planning_THM@environment-agency.gov.uk)

cc SBRice Ltd

Rachel Tibbetts

---

**From:** Trevor Dixon  
**Sent:** 13 October 2020 15:32  
**To:** Shona King  
**Cc:** DC Support  
**Subject:** 20/02446/F - Glebe Farm, Boddington Road, Claydon, Banbury

Shona,

There are no objections to this application with regard to noise, air quality, contaminated land, odour, light.

**Trevor Dixon**  
**Environmental Protection & Licensing Manager**  
**Regulatory Services and Community Safety**  
**Cherwell District Council**  
Direct dial: 01295 227948  
Mobile: 07725 781321  
Visit us online [www.cherwell.gov.uk](http://www.cherwell.gov.uk)  
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## Rachel Tibbetts

---

**From:** Jim Guest  
**Sent:** 26 January 2021 15:35  
**To:** Shona King  
**Cc:** DC Support  
**Subject:** 20/02446/F

This department has the following response to this application as presented:

**Noise:** No comments

**Contaminated Land:** No comments

**Air Quality:** Measures should be in place to encourage the uptake of low emission transport including the provision of Electric Vehicle (EV) charging infrastructure. We would like to see EV charge points to allow for the future uptake of EV's by residents and visitors to maximise opportunities for sustainable transport in accordance with Government guidance contained within the National Planning Policy Framework.

**Odour:** No comments

**Light:** No comments

If you wish to deviate from the suggested conditions then this should be discussed with the officer making these comments to ensure the meaning of the condition remains and that the condition is enforceable and reasonable.

**Jim Guest**  
**Environmental Protection Officer**

**Regulatory Services & Community Safety**

**Cherwell District Council**

Direct dial: 01295 221799

[jim.guest@cherwell-dc.gov.uk](mailto:jim.guest@cherwell-dc.gov.uk)

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## Rachel Tibbetts

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**From:** Shona King  
**Sent:** 19 October 2020 08:37  
**To:** DC Support  
**Subject:** FW: 20/02446/F - Glebe Farm, Boddington Road, Claydon, Banbury

For 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](mailto:shona.king@cherwell-dc.gov.uk)

[www.cherwell.gov.uk](http://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](mailto: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](http://www.cherwell-dc.gov.uk) .

---

**From:** Tim Screen <Tim.Screen@Cherwell-DC.gov.uk>

**Sent:** 16 October 2020 10:25

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

**Subject:** 20/02446/F - Glebe Farm, Boddington Road, Claydon, Banbury

Hi Shona

Hope you are well (and sorry for the delayed response)

I have commented on this planning application previously. I agree with the conclusion of the LVIA Addendum:

### **4 CONCLUSION**

4.1 TLP have assessed the differences in the proposed changes that form part of this submission (which this Addendum referred to as the Proposed Scheme) and the proposed development that was assessed as part of the LVIA prepared in February 2019 (referred to as the Submitted Scheme). We have assessed the effects, and find that there would be little difference in terms of effect on landscape features, landscape character and views, between the Proposed Scheme and the Submitted Scheme.

I look forward to detailed hard and soft landscaping for the amended scheme (tree pit details and root protection zones to be clarified).

Best regards

Tim

**Tim Screen CMLI**

Landscape Architect

Environmental Services

Cherwell District Council

 Direct Dial 01295 221862 Mobile 07854 219751

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**Cherwell**

**DISTRICT COUNCIL  
NORTH OXFORDSHIRE**

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**From:** SM-NE-Consultations (NE)  
**Sent:** 08 October 2020 10:28  
**To:** Planning <Planning@Cherwell-DC.gov.uk>  
**Subject:** FAO Ms Shona King REF: 20/02446/F Glebe Farm, Boddington Road, Claydon, Banbury, OX17 1TD.

Dear Ms King

**Application Ref:** 20/02446/F  
**Our Ref:** 329376

Natural England has **no comments** to make on this application.

Natural England has not assessed this application for impacts on protected species. Natural England has published [Standing Advice](#) which you can use to assess impacts on protected species or you may wish to consult your own ecology services for advice.

Natural England and the Forestry Commission have also published standing advice on [ancient woodland and veteran trees](#) which you can use to assess any impacts on ancient woodland.

The lack of comment from Natural England does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes. It is for the local planning authority to determine whether or not this application is consistent with national and local policies on the natural environment. Other bodies and individuals may be able to provide information and advice on the environmental value of this site and the impacts of the proposal to assist the decision making process. We advise LPAs to obtain specialist ecological or other environmental advice when determining the environmental impacts of development.

We recommend referring to our SSSI Impact Risk Zones (available on [Magic](#) and as a downloadable [dataset](#)) prior to consultation with Natural England. Further guidance on when to consult Natural England on planning and development proposals is available online at <https://www.gov.uk/guidance/local-planning-authorities-get-environmental-advice>.

Yours sincerely

Paul Scott

Consultations Team  
Operations Delivery, Natural England  
County Hall, Spetchley Road, Worcester, WR5 2NP.



**From:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** Consultations Response - 20/02446/F - Glebe Farm, Boddington Road, Claydon, Banbury, OX17 1TD  
**Date:** 20 January 2021 15:27:20  
**Attachments:** [eCon \(2\).pdf](#)

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Please find Natural England's response in relation to the above mentioned consultation below.

Dear Ms King,

Application ref: 20/02446/F

Our ref: 339225

Thank you for your consultation.

Natural England has previously commented on this proposal and made comments to the authority in our letter dated 08 October 2020

The advice provided in our previous response applies equally to this amendment although we made no objection to the original proposal.

The proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment than the original proposal.

Should the proposal be amended in a way which **significantly** affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again. Before sending us the amended consultation, please assess whether the changes proposed will materially affect any of the advice we have previously offered. If they are unlikely to do so, please do not re-consult us.

Yours sincerely,

Beth Seale

**Beth Seale**  
Operations Delivery  
Consultation Team  
Natural England, County Hall, Spetchley Road, Worcester, WR5 2NP  
[Tel:03000603900](tel:03000603900)

[www.gov.uk/natural-england](http://www.gov.uk/natural-england)

<mailto:consultations@naturalengland.org.uk>

-  
-

**We are here to secure a healthy natural environment for people to enjoy, where**

**wildlife is protected and England's traditional landscapes are safeguarded for future generations.**

In an effort to reduce Natural England's carbon footprint I will, wherever possible, avoid travelling to meetings and attend via audio, video or web conferencing.

Natural England offers two chargeable services – the Discretionary Advice Service, which provided pre-application and post-consent advice on planning/licensing proposals to developers and consultants, and the Pre-submission Screening Service for European Species mitigation licence applications. These services help applicants take appropriate account of environmental considerations at an early stage of project development, reduce uncertainty, the risk of delay and added cost at a later stage, whilst securing good results for the natural environment.

For further information on the Discretionary Advice Service see [here](#)

For further information of the Pre-submission Screening Service see [here](#)

---

**From:** CDC Development Management <[planning@cherwell-dc.gov.uk](mailto:planning@cherwell-dc.gov.uk)>

**Sent:** 06 January 2021 17:56

**To:** SM-NE-Consultations (NE) <[consultations@naturalengland.org.uk](mailto:consultations@naturalengland.org.uk)>

**Subject:** Planning notification for application reference: 20/02446/F

Please see the attached letter for details. Regards Development Management Cherwell District Council Direct Dial 01295 227006 [planning@cherwell-dc.gov.uk](mailto:planning@cherwell-dc.gov.uk)  
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# **COUNTY COUNCIL'S RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL**

**District:** Cherwell

**Application No:** 20/02446/F

**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

**Location:** Glebe Farm, Boddington Road, Claydon, Banbury

**Response date:** 20<sup>th</sup> October 2020

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This report sets out the officer views of Oxfordshire County Council (OCC) on the above proposal. These are set out by individual service area/technical discipline and include details of any planning conditions or informatives that should be attached in the event that permission is granted and any obligations to be secured by way of a S106 agreement. Where considered appropriate, an overarching strategic commentary is also included. If the local County Council member has provided comments on the application these are provided as a separate attachment.

---

**Application no: 20/02446/F**

**Location:** Glebe Farm, Boddington Road, Claydon, Banbury

---

### **Strategic Comments**

Attached are comments from Transport and Lead Local Flood Authority. Also attached are Local Member views concerning flood and traffic matters.

**Officer's Name: Jonathan Wellstead**

**Officer's Title:** Principal Planner

**Date:** 20/10/2020

---

**Application no: 20/02446/F**

**Location:** Glebe Farm, Boddington Road, Claydon, Banbury

---

## **General Information and Advice**

### **Recommendations for approval contrary to OCC objection:**

IF within this response an OCC officer has raised an objection but the Local Planning Authority are still minded to recommend approval, OCC would be grateful for notification (via [planningconsultations@oxfordshire.gov.uk](mailto:planningconsultations@oxfordshire.gov.uk)) as to why material consideration outweigh OCC's objections, and given an opportunity to make further representations.

### **Outline applications and contributions**

The number and type of dwellings and/or the floor space may be set by the developer at the time of application, or if not stated in the application, a policy compliant mix will be used for assessment of the impact and mitigation in the form of s106 contributions. These are set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by the developer a matrix (if appropriate) will be applied to assess any increase in contributions payable. The matrix will be based on an assumed policy compliant mix as if not agreed during the s106 negotiations.

Where unit mix is established prior to commencement of development, the matrix sum can be fixed based on the supplied mix (with scope for higher contribution if there is a revised reserved matters approval).

### **Where a S106/Planning Obligation is required:**

- **Index Linked** – in order to maintain the real value of s106 contributions, contributions will be index linked. Base values and the index to be applied are set out in the Schedules to this response.
- **Security of payment for deferred contributions** – An approved **bond** will be required to secure payments where the payment of S106 contributions (in aggregate) have been agreed to be deferred to post implementation and the total County contributions for the development exceed £1m (after indexation).
- **Administration and Monitoring Fee - TBC**  
This is an estimate of the amount required to cover the extra monitoring and administration associated with the S106 agreement. The final amount will be based on the OCC's scale of fees and will adjusted to take account of the number of obligations and the complexity of the S106 agreement.
- **OCC Legal Fees** The applicant will be required to pay OCC's legal fees in relation to legal agreements. Please note the fees apply whether an s106 agreement is completed or not.

**Application no: 20/02446/F**

**Location: Glebe Farm, Boddington Road, Claydon, Banbury**

---

## **Transport Schedule**

### **Recommendation:**

#### **No objection subject to:**

- **S106 Contributions** as summarised in the table below and justified in this Schedule:
- **An obligation to enter into a S278 agreement for highway improvements** as detailed below.
- **Planning condition(s)** as listed below.

### **Legal agreement required to secure:**

#### S106 Contributions

<b>Contribution</b>	<b>Amount £</b>	<b>Price base</b>	<b>Index</b>	<b>Towards (details)</b>
Public Rights of Way	10,000	June 2018	Baxter	Footpath improvement works
<b>Total</b>	10,000			

An agreement will be required under Section 106 of the Town and County Planning Act 1990 to:

- Mitigate the developments local highway impact under Section 278 of the Highways Act 1980 to enable completion of off-site highway improvements. This includes identifying places within highway to provide at least passing places along Boddington Road.

### **S278 Highway Works:**

An obligation to enter into a S278 Agreement will be required to secure mitigation/improvement works along Boddington Road by provision of about three passing bays in suitable locations within Oxfordshire County Council jurisdiction.

This is secured by means of S106 restriction not to implement development (or occasionally other trigger point) until S278 agreement has been entered into. The trigger by which time S278 works are to be completed shall also be included in the S106 agreement.



## **Planning Condition(s):**

### **Construction Traffic Management Plan (CTMP)**

Prior to development; a CTMP shall be submitted to and approved by the Local Planning Authority. Throughout development the approved plan must be adhered to. NB: The CTMP is likely to require the construction of the access prior to commencement of development. A CTMP will also need to incorporate the following in detail:

- The CTMP must be appropriately titled, include the site and planning permission number.
- Routing of construction traffic and delivery vehicles is required to be shown and signed appropriately to the necessary standards/requirements. This includes means of access into the site.
- Details of and approval of any road closures needed during construction.
- Details of and approval of any traffic management needed during construction.
- Details of wheel cleaning/wash facilities – to prevent mud etc, in vehicle tyres/wheels, from migrating onto adjacent highway.
- Details of appropriate signing, to accord with the necessary standards/requirements, for pedestrians during construction works, including any footpath diversions.
- The erection and maintenance of security hoarding / scaffolding if required.
- Contact details of the Project Manager and Site Supervisor responsible for on-site works to be provided.
- The use of appropriately trained, qualified and certificated banksmen for guiding vehicles/unloading etc.
- No unnecessary parking of site related vehicles (worker transport etc) in the vicinity – details of where these will be parked and occupiers transported to/from site to be submitted for consideration and approval. Areas to be shown on a plan not less than 1:500.
- Layout plan of the site that shows structures, roads, site storage, compound, pedestrian routes etc.
- A before-work commencement highway condition survey and agreement with a representative of the Highways Depot – contact 0845 310 1111. Final correspondence is required to be submitted.

*Reason - In the interests of highway safety and to mitigate the impact of construction vehicles on the surrounding highway network, road infrastructure and local residents.*

## **Comments:**

### **Access**

The proposed site access would be taken off Boddington Road. The access detail is illustrated by Drawing No: **ADAMCM-1-1-005 Rev A** shown to benefit from 101m and 82m visibility splays to the north and south respectively along Boddington Road. The splays are considered suitable for 40mph design speed to the north and 35mph to the south.

A 10m wide access mouth, with a 10m kerbing radius would lead to a gate set back by about 30m is suitable for HGV access or a few waiting vehicles without hindering movement on the highway.

Vehicular and pedestrian access to the berths would be provided by a new road that would run adjacent to the marina banks, curving around the whole of the marina basin.

Notwithstanding the above, it is acknowledged that Boddington Road being the strategic access to the wider network from Banbury Road is not without constraints such as width of carriageway, winding nature and dilapidated surfacing. The above factors exacerbated by the site being remote draws attention to safety along the route.

In order to improve accessibility to the site discussions between the OCC and the applicant agreed that it is reasonable to provide at least three passing places at suitable locations along Boddington Road (within Oxfordshire County's jurisdiction). As such, the applicant will identify areas along Boddington Road for localised widening north of the site that would ensure that safe passage of vehicles in opposite directions can be achieved. This will be subject to a S278 agreement of the Highways Act 1980 secured through a S106 obligations of the same Highways Act.

### **Parking**

The Road Traffic Generation and Car Parking Requirements of Marinas Briefing Note (November 2008) issued by British Waterways indicates that during peak times (1pm to 4pm Sunday afternoon) a 100 berth marina would require 64 parking spaces for the whole marina. Using this ratio, a 192 berth marina would require approximately 123 parking spaces. In light of this, the proposed number of parking spaces at the marina is in excess of what is considered as sufficient to accommodate the parking demand generated by a facility of this size.

Parking for vehicles would be available at numerous points on the access road surrounding the basin.

### **Traffic Impact**

The application proposes a development of up to 192 narrow boats. This would include a clubhouse building and ancillary facilities with parking for 142 vehicles.

The proposed development is aimed at boaters with their vehicles and not envisaged to generate any HGV's as part of the development traffic but operational only such as weekly refuse collections and during construction.

Data extracted from TRICS database on marinas possessing similar characteristics such as this one show that they are busiest during bank holiday weekends, generating about one vehicle every 3 minutes during the busiest hour. It is not expected for such a development to generate significant movements during the local network peak hours. Although this would still be additional movements on the network, in view of the nature of development and location, this is not likely to result in a significant detriment to highway safety and/or traffic flow.

Para 5.15 of the Transport Statement asserts that in view of Boddington Road being lightly trafficked and because the predicted traffic from the site shall not have an impact on local junctions, no mitigation measures are required. I would like to remind the applicant that because of the constraints along Boddington Road, mitigation measures need to be put in place in order that safe passage of vehicles is provided for.

It is understood that construction vehicles will be limited to those required in the process of spoil excavation in order to create a basin. The excavated spoil on-site is intended to be used for the construction of the Marina. Therefore, construction traffic will be limited to bringing in earth excavating and digging plant at the start and end of the build and those that would occasionally bring in materials for the clubhouse and car parking/yard areas.

Acknowledgement is made of the applicant's willingness to enter into a routeing agreement that will require the construction vehicles to arrive and eventually leave via Springfield Farms, the adjacent land to the north of the site. This is illustrated on drawing ref: **AdamCM-1-5-006 (Transport Routing Plan)**. This would ensure that the construction related traffic avoids the use of Boddington Road but rather utilise access to Springfield Farm which is under the applicant's ownership. This is acceptable and should be clearly stated as part of the routeing structure in the Construction Traffic Management Plan.

The proposed marina would have little impact upon Oxfordshire County Council roads, although it is requested that should permission be granted the Authority has sight of any routeing agreement.

## **PROW**

The proposed footbridge should be constructed to DMRB standards, or to Canal and River Trust (C&RT) public towpath standard. This structure must be maintainable by the applicant or C&RT and OCC accepts no liability for its construction, public liability or future maintenance. The footpath/towpath will need to be closed to enable construction and a temporary closure needs to be applied for from OCC. Note that there is normally a 12 week lead time for this. It is expected that the footpath/towpath will be protected from plant damage and repaired to same or higher standard after the works have been completed.

The applicant should fund improvements for the footpath to Claydon to enable visitors/residents to gain access. A sum of £10k is considered appropriate for spot surface, furniture (stile to gate replacement) and vegetation management works

Other than this the following PROW standard measures must apply:

### Standard measures

1. **Temporary obstructions.** No materials, plant, temporary structures or excavations of any kind should be deposited / undertaken on or adjacent to the Public Right of Way that obstructs the public right of way whilst development takes place. Reason: To ensure the public right of way remains available and convenient for public use.

2. **Route alterations.** No changes to the public right of way direction, width, surface, signing or structures shall be made without prior written permission by Oxfordshire County Council or appropriate temporary diversion. Reason: To ensure the public right of way remains available and convenient for public use.
3. **Vehicle access (construction):** No construction / demolition vehicle access may be taken along or across a public right of way without prior written permission and appropriate safety/mitigation measures approved by Oxfordshire County Council. Reason: To ensure the public right of way remains available and convenient for public use.
4. **Vehicle access (Occupation):** No vehicle access may be taken along or across a public right of way to residential or commercial sites without prior written permission and appropriate safety and surfacing measures approved by Oxfordshire County Council. Reason: To ensure the public right of way remains available and convenient for public use
5. **Gates / right of way:** Any gates provided in association with the development shall be set back from the public right of way or shall not open outwards from the site across the public right of way. Reason: To ensure that gates are opened or closed in the interests of public right of way user safety

**Improvements to routes:** Public rights of way through the site should be integrated with the development and improved to meet the pressures caused by the development whilst retaining their character where appropriate. No improvements may be implemented without prior approval of Oxfordshire County Council. For this site it is recommended that the applicant funds and undertakes appropriate improvements to the canal towpath in the vicinity of the site in order to give residents/visitors more options for walking. Reason: To ensure the public right of way through the development retains character and use as a linear corridor and is able to integrate with the development

**Officer's Name: Rashid Bbosa**

**Officer's Title:** Senior Transport Planner

**Date:** 16 October 2020

---

**Application no: 20/02446/F**

**Location:** Glebe Farm, Boddington Road, Claydon, Banbury

---

## **Lead Local Flood Authority**

### **Recommendation:**

No objection subject to conditions and EA approval

### **Key issues:**

- Proposals also require Environment Agency approval
- Treatment of runoff from Service area before discharge to Marina needs to be confirmed.

### **Conditions:**

*Development shall not begin until a detailed surface water drainage scheme for the site, in accordance with the approved flood risk assessment and Drainage Strategy, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:*

- *a compliance report to demonstrate how the scheme complies with the 'Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire'*
- *full microdrainage calculations for all events up to and including the 1 in 100 year plus 40% climate change*
- *a Flood Exceedance Conveyance Plan*
- *detailed design drainage layout drawings of the SuDS proposals including cross section details*
- *detailed maintenance management plan in accordance with Section 32 of CIRIA C753 including maintenance schedules for each drainage element; and*
- *details of how water quality will be managed during construction.*

### **Detailed comments:**

The submitted drainage strategy in the EAS Flood Risk Assessment addresses the main concerns that were raised previously by the LLFA. The proposals also require approval from the Environment Agency.

Treatment of runoff from any trafficked areas before they discharge to the marina may need to be confirmed through detailed design. A water quality assessment should be provided in line with the SuDS Manual C753 to demonstrate how water quality requirements are being met through the design.

**Officer's Name: Richard Bennett**

**Officer's Title: Flood Risk Engineer**

**Date: 16 October 2020**

---

**District: Cherwell**

**Application No: 20/02446/F**

**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

**Location:** Glebe Farm, Boddington Road, Claydon, Banbury

---

## **LOCAL MEMBER VIEWS**

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**Cllr: George Reynolds**

**Division: Wroxton and Hook Norton**

### **Comments:**

These comments are made in my capacity as County Councillor concerning flood and traffic matters.

This will be a major development in a rural area in low lying land next to the canal. It will be essential despite the virus restrictions and the previous application the a site visit is made to assess the highway network in the area. It will be seen that the site is accessed by a minor rural road containing a humpback bridge and another bridge that has been scheduled for major repair for a number of years.

It is my opinion that no traffic should access the site from Claydon due to the narrowness of the road and the bridge let alone the rural roads that access Claydon itself. It is absolutely essential that no works traffic uses the Claydon access as I believe irreparable damage will be done to the road.

I also understand that there will be HS2 works in the vicinity that may affect the highway network.

As flood authority OCC need to ensure that any development does not increase the flood risk for the surrounding areas.

**George Reynolds**

**OCC Councillor for the Wroxton and Hook Norton Division.**

**Date: 01 October 2020**

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# Consultee Comment for planning application 20/02446/F

<b>Application Number</b>	<input type="text" value="20/02446/F"/>
<b>Location</b>	<input type="text" value="Glebe Farm Boddington Road Claydon Banbury OX17 1TD"/>
<b>Proposal</b>	<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"/>
<b>Case Officer</b>	<input type="text" value="Shona King"/>
<b>Organisation</b>	<input type="text" value="South Northants Council"/>
<b>Name</b>	<input type="text"/>
<b>Address</b>	<input type="text" value="The Forum, Moat Lane Towcester NN12 6AD"/>
<b>Type of Comment</b>	<input type="text" value="Comment"/>
<b>Type</b>	<input type="text"/>
<b>Comments</b>	<input type="text" value="Dear Shona King I have no comments to make on the above application. Regards Peter Gittins DipTP MRTPI NAPE Principal Planning Officer Development Management- General Developments Planning Team Place and Growth Directorate South Northants Council &amp; Cherwell District Council Direct Dial 01327 322198 peter.gittins@southnorthants.gov.uk"/>
<b>Received Date</b>	<input type="text" value="23/12/2020 11:37:17"/>
<b>Attachments</b>	