

# CLAYDON MARINA, CLAYDON, OXON

## Supplementary Heritage Assessment



JAC 23304  
Claydon Marina  
1  
5 September 2019

## REPORT

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### Quality Management

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### Heritage

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# 1 INTRODUCTION AND SCOPE OF STUDY

- 1.1 This Supplementary Heritage Assessment (SHA) has been prepared on behalf of W A Adams Partnership by RPS Heritage (formerly CgMs), in light of design changes made in response to comments on the application by the Environment Agency (EA) and the Canals and Rivers Trust. The focus of the SHA is on heritage assets cited in the Heritage Assessment prepared in February 2019.
- 1.2 The Heritage Assessment was undertaken to assess impact on two aspects of the historic environment. Firstly on the potential of the proposed marina development near Claydon (the 'Site') to retain archaeological evidence and, secondly, to assess the potential impact of the Marina due to development within the settings of heritage assets. The Heritage Assessment is was submitted in February 2019 as part of planning application Ref No: 18/00904/F (the 'Submitted Scheme'), and replaced a previous scheme which had been submitted in May 2018. Further changes to the design and layout of the proposed development (the 'Proposed Scheme') have now been made and are the subject of this Supplementary Heritage Assessment (SHA). The SHA outlines the differences between the current proposals and those submitted in February 2019 and sets out any differences in effect on archaeological features and the setting of designated assets. The SHA should be read in conjunction with the Heritage Assessment submitted in February 2019.
- 1.3 The assessment of the proposed scheme is based on the following submitted plans: A05/020F Proposed Site Plan; A05/022E, Proposed Levels Plan; and A05/100F Site Marina Sections.

## 2 COMPARISON OF THE DEVELOPMENT PROPOSALS

2.1 The following sets out the principal differences between the Proposed Scheme and the Submitted Scheme, relevant to the impact on heritage assets:

- access road entrance relocated to the centre of the western Site boundary, from the north;
- the northern part of the perimeter road located further to the south, higher up the northern marina embankment. Parking bays relocated to the south of the perimeter road, instead of the northern side, along the embankment;
- car park adjacent to the proposed building, split into two separate parking areas of 14 spaces and 10 spaces;
- removal of the 3m wide top road to the north of the marina, within the western part of the Site;
- minor variations to the west and east gradients of the marina embankments;
- retention of existing planting along the northern end of the western Site boundary, due to relocation of the entrance;
- additional tree planting on the northern marina embankment;
- scrub regeneration within and adjacent to the Local Wildlife Site along the northern Site boundary;

2.2 The majority of the changes set out above minimally affect the visual character of the proposed Marina. The site boundary remains the same and, therefore, the potential impact on below ground archaeology remains unchanged.

## 3 EFFECTS OF THE PROPOSED DEVELOPMENT ON HERITAGE ASSETS

### Introduction

- 3.1 The Heritage Assessment which was submitted in February 2019 divided the impact assessment into two, potential impact on below ground (archaeological) heritage assets and above ground heritage assets due to development within their settings.
- 3.2 The sections below follow the same pattern, describing the key features which have the potential to impact on the historic environment and reviewing the impact of the proposed scheme.

### Assessing the Implications of Development – Direct Impact on Below Ground Archaeology

- 3.3 The Heritage Assessment (February 2019) found that the Submitted Scheme proposal fell within that group of development sites where there is little evident potential for significant surviving archaeological evidence. It concluded that it was unlikely that further information regarding the history and archaeology of the site of more than local interest would be revealed by archaeological investigation. As a result the HA concluded that, although further evaluation was appropriate, the impact of development on the historic environment could be mitigated and that the effect of development will be neutral (no harm) in accordance with the purposes of the NPPF.

### The Proposed Scheme

- 3.4 The Proposed Scheme, as described above, retains the same development area, and involves the same processes of site construction as the Submitted Scheme. Differences in detail affect the location of the access road, and the design of car parking as well as the extent planting along the northern edge of the new marina. The waterbodies will remain the same, though the extent of landscaping will change slightly. The changes to the design are not sufficient to make any material difference to the effect on below ground deposits. In conclusion, therefore, the retention of the same development area boundary and a similar level of construction works within the boundary suggest that the impact on below ground heritage assets remains unchanged from the assessment in February 2019.

### Assessing the Impact of Development within the Settings of Heritage Assets.

- 3.5 The Submitted Scheme was re-designed, in relation to heritage impact, to address the concerns of the Conservation Officer and the Canal and River Trust in that the
- “four key factors which contributed to the perceived harm of the original scheme... had been amended to reduce the adverse impact by (1) has reducing the development in size from 250 to 192 berths; (2) moving the basin to the east, away from the canal bridge and Boddington Road; (3) reducing the extensive area of concrete hardstanding which was to have provided an area to work the boats; (4) redesign of the facilities buildings and bridge and (5) reduction in the scale of the facilities building”.*
- 3.6 The Proposed Scheme comprises amendments in light of the Environment Agency’s response to the Submitted Scheme so as to avoid development in all Flood Zones and the floodplain. This has resulted in a redesigned site plan primarily altering the site’s highway access, internal access road alignment and the northern marina bunds. These have all been moved outside the flood plain. In

addition changes have been made in respect to ecology and the brook, whilst the Proposed Scheme includes scrub regeneration to the path of the old railway line to the north, providing a further increased biodiversity net gain. The impact of these changes has been to soften the nature of the development along its northern margins, to extend the green landscaping and reduce the impact of car parking to the north as well as maintaining the improvements inherent in the design parameters of the Submitted Scheme. The changes to the design are not sufficient to make any material difference to the effect on the setting of the heritage assets cited in the Heritage Assessment (February 2019).

- 3.7 In summary the proposed marina by reducing the area of hard surfacing adjacent to the facilities building and reconfiguring the layout of the carparking, by maintaining the improved design of the facilities building, by retention of the re-designed basin and through the increased planting and provision for regeneration will ensure that the new marina is not seen as incongruous on this popular leisure way. The impact of the relocation of the access road is effectively neutral in bringing the road slightly south and allowing for further planting to the north. While it remains the case that development of the proposed marina will increase the level of activity and noise, the Proposed Scheme changes, will not increase this effect.



## 4 CONCLUSION

- 4.1 In conclusion RPS (former CgMs) has assessed the potential impact of development on heritage assets due to differences between the currently Proposed Scheme for the Claydon Marina and the Submitted Scheme of February 2019. The changes have been itemised above and considered in terms of their impact on below ground heritage assets (archaeology) and above ground on the settings of heritage assets.
- 4.2 Firstly it has been found that there will be no material difference of effect in relation to below ground archaeology in comparison to the impact identified in February 2019. Consequently there will be no harm to this asset class for the purposes of the NPPF.
- 4.3 Turning the effect on setting. The impact of the design changes were also found to be immaterial in relation to the assessment in February 2019. The new design of the Proposed Scheme represented a marginal improvement by softening further the green landscaping and general aspect of the marina. Moving the access road to the south was marginal in its effect due to the proximity of the junction to the canal Conservation Area, but in conclusion the effect of development remained less than-substantially-harmful in the terms of the NPPF with harm at the very lowest level of harm.





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