

W A Adams Partnership

**Glebe Farm (forming part of Springfield Farm) Boddington
Road, Claydon, Banbury, Oxfordshire, OX17 1TD.**

Design and Access Statement

**Proposed Inland Waterways Marina with Ancillary Facilities Building, Car Parking,
Access and Associated Landscaping including the Construction of a New Lake**

Prepared by:

SB Rice Ltd

September 2020

Contents

Section	Detail	Page No
1.0	INTRODUCTION	4
2.0	PURPOSE OF THE DESIGN & ACCESS STATEMENT	4
3.0	ASSESSMENT.....	5
4.0	INVOLVEMENT	10
5.0	EVALUATION.....	12
6.0	DESIGN.....	16
7.0	ACCESS.....	24

Appendices

- A:** Site Location Plan (AdamCM-1-5-001A)
- B:** Site Topographical Survey (AdamCM-1-1-001D)
- Ca:** Lower Boddington and Aston Le Walls HS2 Route Plan (C222-ATK-CV-DPP-020-000014)
- Cb:** HS2 Land Taken Plan (ADAMS-2019-02-EP-SP-LOWER BODDINGTON)
- D:** Canal & River Trust Expression of Interest Appraisal (August 2016)
- E:** Cherwell District Council Screening Opinion (Oct 2016)
- F:** Proposed PRow Access Plan (AdamCM-1-1-004)
- Ga1:** Flood Risk Assessment: Part 1 July 2019 (Rev B - July 2019)
- Ga2:** Flood Risk Assessment: Part 2 July 2019 (Rev B - July 2019)
- Ga3:** Flood Risk Assessment: Part 3 July 2019 (Rev C - August 2019)
- Gb1:** Flood Risk Assessment: Hydraulic Modelling Part 1 (Rev C - August 2020)
- Gb2:** Flood Risk Assessment: Hydraulic Modelling Part 2 (Rev C - August 2020)
- Gc:** Flood Risk Assessment and Drainage Strategy Addendum (August 2020)
- H:** *NOT SUBMITTED*
- I:** Cherwell District Council Design Guide Supplementary Planning Document (Oct 2017)
- J:** Proposed Facilities Building (A05-405B)
- K:** *NOT SUBMITTED*
- La:** Proposed Site Plan, Landscaping & Surfaces Plan (A05-020I)
- Lb:** Proposed Landscaping & Planting Spec: April 2018 (Rev B – July 2019)
- M:** Proposed Levels + Contours Plan (A05-022H)
- Na:** Proposed Marina Sections (A05-100I)
- Nb:** Proposed Detention Basin Sections (AdamCM-1-4-003A)
- Oa:** Proposed Transport Assessment: July 2019 (Final 6 - July 2019)
- Ob:** Proposed Highways Access Plan (AdamCM-1-1-005A)
- Oc:** Construction Traffic Routing Plan (AdamCM-1-1-006)
- P:** Proposed Marina Bridge (A05-601B)
- Qa:** Landscape & Visual Impact Assessment: Feb 2019

- Qa1:** Landscape & Visual Impact Assessment: Addendum: July 2019
- Qb1:** Landscape & Visual Impact Assessment Figures
- Qb2:** Landscape & Visual Impact Viewpoints A-D & 1-14
- Ra:** Sequential Test Report: Jan 2018 (Rev A – Feb 2019)
- Rb:** Sequential Test Plan
- S:** *NOT SUBMITTED*
- T:** The Economic Impact of Tourism on Oxfordshire (2017)
- Ua:** Preliminary Ecological Appraisal (April 2018)
- Ub:** Biodiversity Impact Assessment (Feb 2019)
- Uc:** Biodiversity Impact Assessment Follow Up Report (July 2019)
- V:** Agricultural Land Classification Report (March 2017)
- Wa:** Jetty/Walkway Lighting bollards
- Wb:** Facilities Building Lighting
- Wc:** Low Level Car Parking Lighting
- Xa:** Arboricultural Assessment: Jan 2018 (Rev A - Feb 2019)
- Xb:** Tree Removal Plan (AdamCM-1-1-002B)
- Ya:** Archaeological & Heritage Assessment (Feb 2019)
- Yb:** Archaeological & Heritage Assessment: Addendum (Sept 2019)
- Z:** Package Treatment Plant Specification
- AA:** School Responses (emails 08th – 29th Nov 2018)
- BB:** *NOT SUBMITTED*

©Copyright SB Rice Ltd. All rights reserved

This report (including any enclosures and attachments) has been prepared for the exclusive use and benefit of our client and in accordance with the scope of work agreed with the client. Unless we provide express prior written consent, no part of this report should be reproduced, distributed or communicated to any third party. We do not accept any liability if this report is used for an alternative purpose from which it is intended. SB Rice do not verify the content of any third-party reports which may be referred to in this report and we do not accept responsibility for the accuracy of the information or opinions provided by others. SB Rice Ltd has used reasonable skill, care and diligence in compiling this report and no warranty is provided as to the report's accuracy. This report does not account for any legislative or regulatory changes that may have occurred since the report was produced and SB Rice Ltd does not accept any responsibility or liability for loss whatsoever to any third party caused by, related to, or arising out of any use or reliance on this report.

1.0 INTRODUCTION

1.1 This Design & Access Statement is in support of a detailed planning application seeking approval for the construction of a new inland waterways Marina at Glebe Farm (forming part of Springfield Farm) in Oxfordshire, (hereinafter referred to as Glebe Farm).

1.2 Glebe Farm is located in Claydon in Oxfordshire. The site post code is OX17 1TD and the application will be considered by Cherwell District Council (CDC). W A Adams Partnership will be referred to as “the Applicants” within the following Design and Access Statement (D&A).

2.0 PURPOSE OF THE DESIGN & ACCESS STATEMENT

2.1 The Design and Access Statement has been prepared as part of the suite of documents forming a full planning application for the proposed construction of an inland waterways Marina at Glebe Farm. The D&A illustrates that the Applicants have fully considered the design issues associated with the proposed development. This is in accordance with section 9, part 3 of the Town and Country Planning (Development Management Procedure) (England) Order 2015.

2.2 The Act advises that the Statement should cover

- (a) The design principles and concepts that have been applied to the development;
- (b) The steps taken to appraise the context of the development and how the design of the development takes that concept into account;
- (c) The policy adopted as to access and how policies relating to access in relevant local development documents have been taken into account;
- (d) What, if any, consultation has been taken on issues relating to access to the development and what account has been taken of the outcome of any such consultation;
- (e) How any specific issues which might affect access to the development have been addressed.

2.3 This statement is structured in accordance with best practice guidance of Commission for Architecture and the Built Environment (CABE). It demonstrates the design process for the development and should be read in conjunction with the planning application, drawings and

accompanying documents.

3.0 ASSESSMENT

- 3.1 **Location** – Glebe Farm is located directly east of Boddington Road from which the site is accessed and north-east of the village of Claydon. Glebe Farm forms part of a larger mixed-use farming operation totalling around 580ha of arable land & livestock farmed under the ownership of W A Adams Partnership.
- 3.2 The site is not located within any Statutory Land Based Designation or the Green Belt, nor are there any statutory Designated Sites within 2km of the site boundary. The site falls within two SSSI Impact Risk Zones but based upon the trigger criteria for the Impact Risk Zones, Natural England will not need to be consulted due to the type of development proposed.
- 3.3 The site sits directly adjacent to the Oxford Canal which forms the site’s southern boundary. The Oxford Canal is itself a Conservation Area.
- 3.4 The M40 motorway is 5.22km south-west as the crow flies.
- 3.5 A third-party owned residential property, named ‘Claydon Hay Farm House’ lies approximately 530m north of the application site, while the northern most peripheral property of the Claydon Village settlement boundary lies approximately 710m south-east of the site. All these dwellings are separated from Glebe Farm by numerous field patterns, well-established field boundaries and topography.
- 3.6 Third party businesses, properties and facilities near to the proposed site include the Oxford Canal which lies directly south of the proposed site and forms its southern boundary, Haybridge Meadow, an equestrian property located 110m to the east on the other side of Boddington Road and Claydon Hay Farm, a residential property approximately 530m north.
- 3.7 The full site location plan at a scale of 1:25000 (drawing reference AdamCM-1-5-001A) can be found included as **Appendix A**. An overview of the site in its immediate surrounding geographical context as well as the Applicants’ land ownership can be viewed in the snapshot in **Fig 3.7** below.

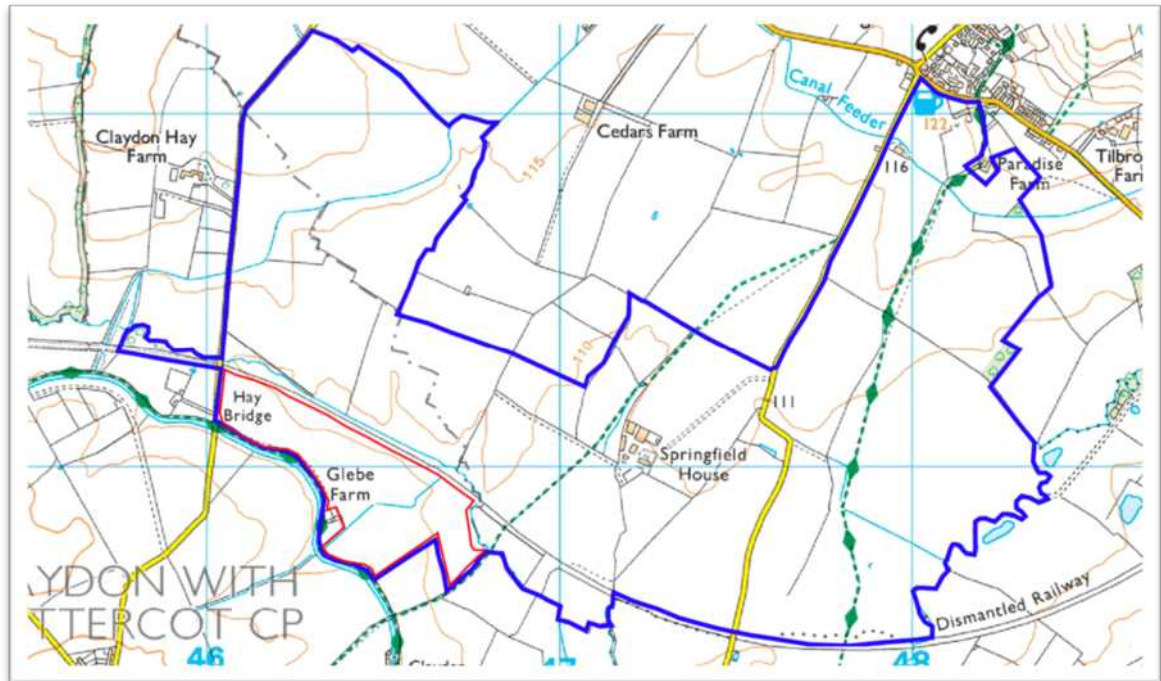


Fig 3.7.

Site is located 3.8km north of Cropedy and 8.2km north of Banbury. Daventry is 14.3km north-east of the application site. Claydon is in the SW corner and Boddington in the NE. The site is highlighted in red while the Applicants' land ownership is in blue. (Ordnance Survey database www.ordnancesurvey.co.uk/osmaps)

- 3.8 **Physical Context** – Glebe Farm forms part of a larger mixed-use farming operation totaling 580ha of arable land & livestock farmed under the ownership of W A Adams Partnership.
- 3.9 Boddington Road forms the western boundary of the site and is where the highways access to the site is located. The Oxford Canal forms the entire southern site boundary while established tree/hedge lined field boundaries form the sites northern and eastern boundaries.
- 3.10 Glebe Farm Cottage is located just off center of the site on the southern boundary and adjoins the Oxford Canal.
- 3.11 The Oxford Canal forms the entire southern boundary and is itself a Conservation Area. Boddington Road passes over a single carriageway width hump back canal bridge on the western corner of the application site.

3.12 Glebe Farm has two designated public rights of way (PROW) that run directly along the site's southern and eastern boundaries. According to the Oxfordshire Countryside Access Map, these are:

- Routecode 170/6/20

Routecode 170/3/20

Routecode 170/3/20 will not be affected by the proposal as it lies to the east of the site and outside of the application site boundary. Routecode 170/6/20 is the Oxford Canal Towpath that runs the full length of southern perimeter of the site. A short, circa 70m, section of this footpath will be affected as the new Marina entrance will cut through it. The Applicants are proposing a new footbridge crossing to facilitate continuation of the towpath and PROW. The footpaths running adjacent to Glebe Farm and in the immediate vicinity are shown below in **Fig 3.12**.

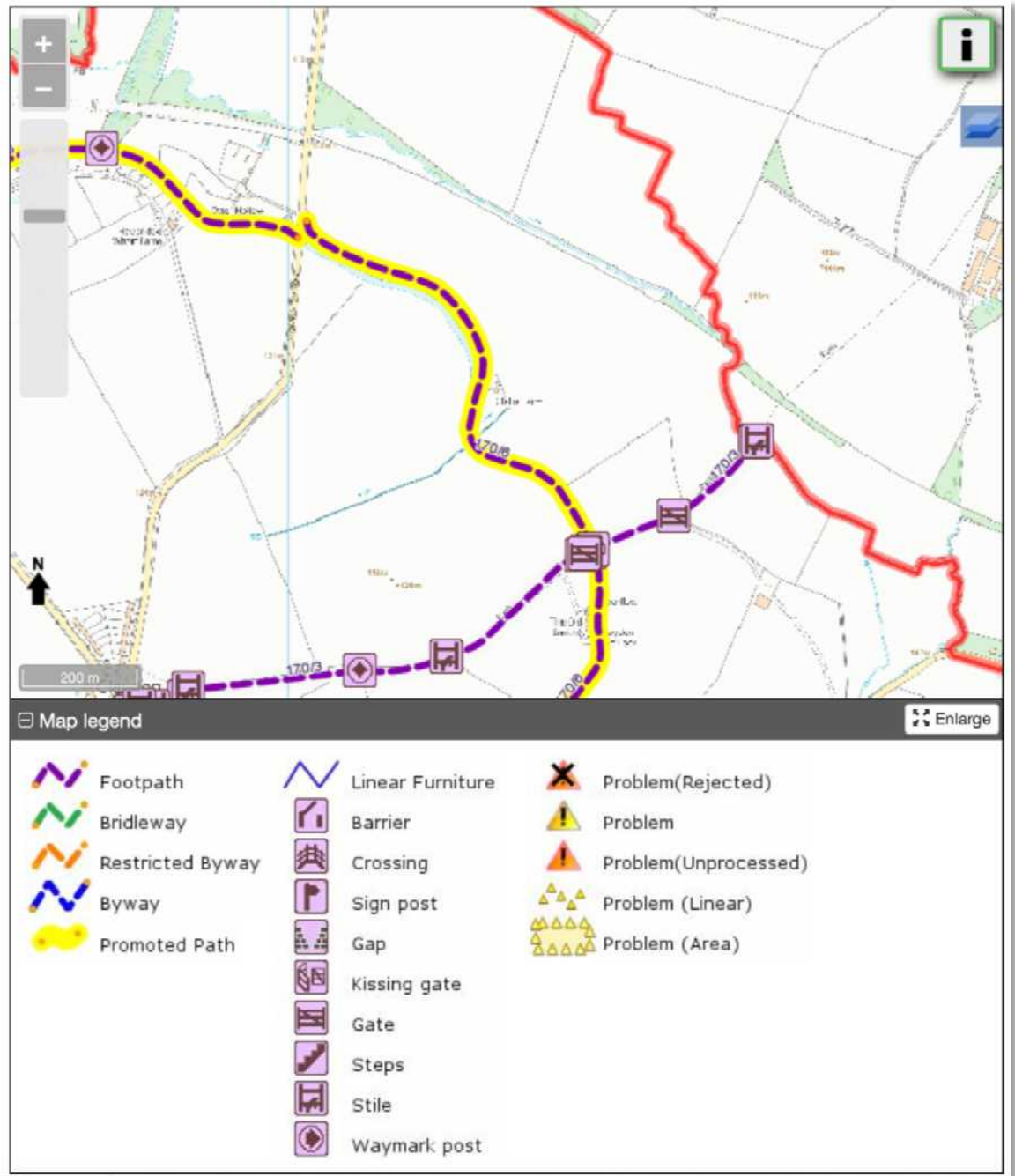


Fig 3.12.

Map of Glebe Farm and the surrounding area detailing the approximate number and position of the PROW's in context to Springfield Farm and the application site. The PROW's are shown in dashed purple. The red line on the above map is the very north-eastern tip of the Oxfordshire County District Boundary.

(Oxfordshire Definitive Maps service 2020: www.publicrightsofway.oxfordshire.gov.uk)

- 3.13 The existing topographical site plan depicting the location of the Glebe Farm Cottage, the site and both the adjacent Boddington Road and Oxford Canal can be seen in drawing ref AdamCM-1-1-001D, attached as **Appendix B** in this Design & Access Statement. A snapshot of this plan can be viewed below in **Fig 3.13**.

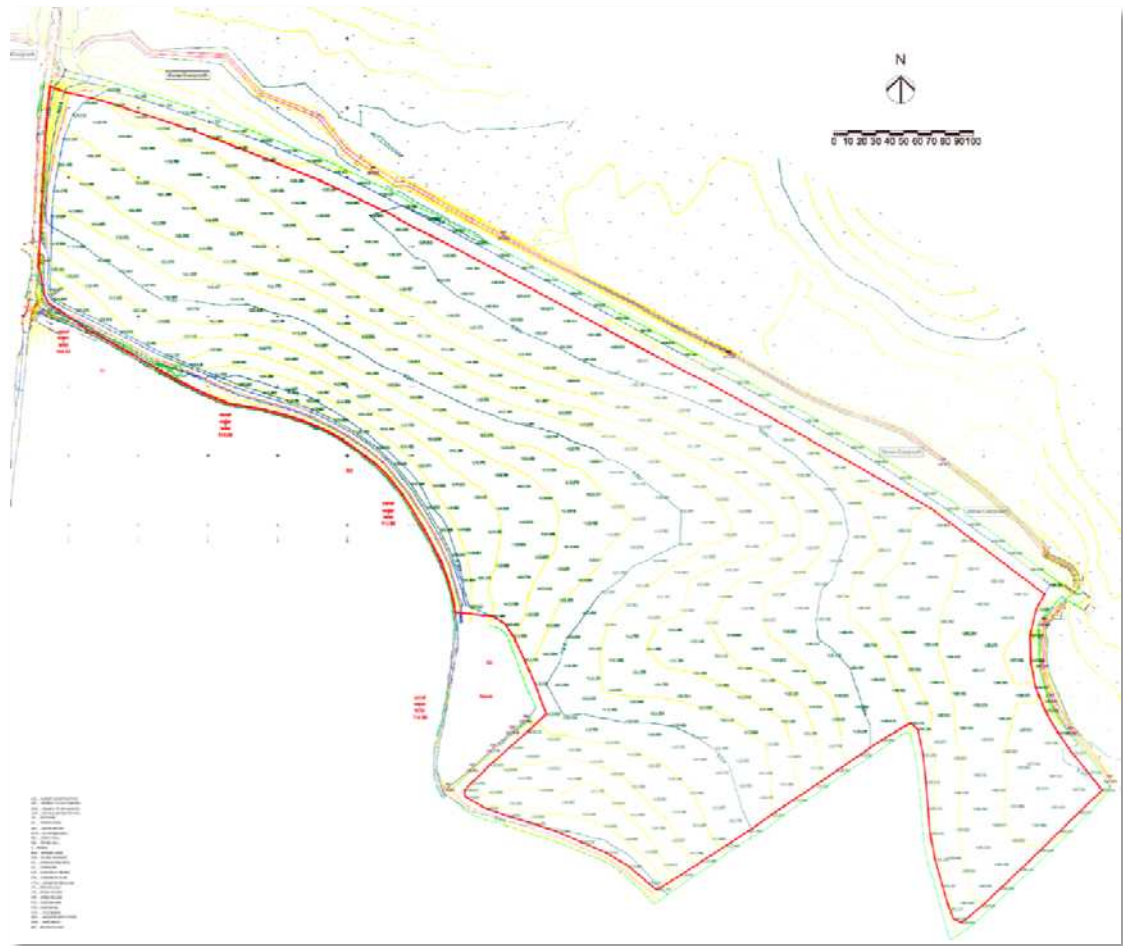


Fig 3.13.

*Topographical site plan of the field at Glebe Farm for which the proposed Marina is to be sited.
ECS Ltd (Jan 2016 & Nov 2019)*

- 3.14 Topographically the site sits at between circa +115.500AOD and +107.500AOD with a high point of +115.662AOD on the southern boundary and a low point of +107.343AOD at the far eastern corner.

- 3.15 The nearest site post code is OX17 1TD and the center of the site lies at ordnance survey coordinates X: 446426 Y:251003 or UK Grid Reference SP46426 51003.
- 3.16 Boddington Road runs north/south along the sites western boundary and is the nearest road access of which there are two existing field entrances into the proposed site/existing field.
- 3.17 In summary, the proposal comprises:
- Construction of a new 192 berth inland waterways Marina with facilities building, access road and parking.
 - 2.16ha lake to be used as an irrigation reservoir with associated landscaping.
- 3.18 **Social Context** – The land to which the proposed Marina is sited has been in the ownership of the Applicants since 1980.
- 3.19 The Applicants’ farm is currently within a Higher-Level Stewardship (HLS) agreement which demonstrates the Applicants’ commitment to encouraging biodiversity and ecological enhancement. All of the land farmed by the Applicants, apart from 82ha is within the HLS agreement.
- 3.20 This biodiversity and ecological enhancement is something the Applicants are keen to continue and extend through the proposed development through the creation of new habitats around the basin and new lake and the sensitively designed landscaping scheme.
- 3.21 The family farming business provides full time employment for 3 family members and one other employee as well as engaging various additional labour mainly at busy times of the year.
- 3.22 It’s estimated that construction of the 192 berth Marina could create another 3 full time jobs and a further 3 part-time positions.

4.0 INVOLVEMENT

- 4.1 In preparing the planning application, the Applicants have appointed a number of consultants including: Architectural Technicians, Chartered Surveyors/Planning Consultants, Ecological Consultants, Flood Risk & Transport Engineers and CAD Technicians. They have also consulted extensively with the Canal & Rivers Trust (CRT).

- 4.2 The results & conclusions, alongside any relevant mitigation resulting from the independent specialist consultants reports and assessments, have been fully detailed and submitted alongside this Design & Access Statement & Planning Statement as part of the full planning application.
- 4.3 Collectively, the multi-disciplinary team has considered the following elements:
- Planning policy framework and context.
 - Flood risk.
 - Landscape character and visual impact.
 - Enhancement of ecology and increased biodiversity.
 - Sustainable development.
 - Transport and access.
 - Heritage and regional impacts.
 - Environmental impact.
- 4.4 On the 06th November 2017, the Applicants met with three members of Claydon Parish Council. The Applicants presented the proposals to the Councilors and invited any questions they had relating to the development.
- 4.5 The Applicants and their agents presented the proposal to an open meeting organized by Claydon Parish Council on the 2 July 2018. The objective was to explain the proposal to local residents and to obtain feedback on the proposal. A number of minor changes were made to the design following the meeting.
- 4.6 A previous application for a proposed marina was submitted by the Applicants in May 2018 (Application No: 18/00904/F).
- 4.7 Following extensive consultation with the Local Authority and the Environment Agency throughout 2018 and 2019, this application was eventually withdrawn in Sept 2019.
- 4.8 The Applicants have continued dialogue with the Environment Agency and made further adjustments to the scheme accordingly.

5.0 EVALUATION

- 5.1 The Applicants farm circa 580ha of mixed-use livestock & arable farmland.
- 5.2 HS2 will have a severe adverse impact on the Applicants' farm. 118ac of land will be lost to the construction of the railway for a period of up to 10 years. It is not clear how much (if any) of this land may be returned following construction. In addition to the temporary and permanent loss of land, the railway bisects the farm and will have a significant adverse impact on the efficient management, with particular regard to movement and husbandry of livestock.
- 5.3 The UK decision to leave the EU will result in a reduction in agricultural subsidies paid to UK farmers. This will have a significant and damaging impact on the economic viability of the Applicants' farming business.
- 5.4 When the impact of HS2 and a reduction in subsidies are considered together, the financial viability of the Applicants' family farm is questionable.
- 5.5 In light of the significant challenges facing the business, the Applicants have taken professional advice to consider what options are available to them. Following extensive evaluation, there are 2 principle courses of action to be taken
- Diversify into a business that generates non-farming income.
 - Adapt their farming operation to produce crops that are not dependent on agricultural subsidies.
- 5.6 Owning land directly adjacent to the Oxford Canal has presented the Applicants with an opportunity to diversify and develop a non-agricultural business in the form of a canal based offline Marina.
- 5.7 The construction of an irrigation lake could allow the Applicants to produce crops such as potatoes and other high value crops that require irrigation. These crops are not dependent on subsidies for their viability.
- 5.8 The map showing the proposed HS2 route as it passes south of Lower Boddington and Aston Le Walls is included as **Appendix Ca**. The proposed Marina site is 1.7km south-west of Lower

Boddington while the proposed Marina would be only 1.1km away from the HS2 route and its infrastructure.

- 5.9 Further evaluation of the impact of HS2 on the Applicants' business, including plans & figures indicating the extent of the Applicants land lost through the HS2 development, is included within the accompanying Planning Statement. A plan depicting how much land the Applicant owns that will be lost the HS2 development is included as **Appendix Cb**.
- 5.10 Before any substantial planning or design work was initiated, the Applicants formally consulted with the Canal & Rivers Trust asking them to evaluate the proposal through the CRT's formal 'Expression of Interest' process.
- 5.11 In the received 04th August 2016 formal appraisal from the CRT, they confirmed that following a 'Stage 2 Water Resources Study' evaluation, the CRT have sufficient water resources on this stretch of the Oxford Canal to accommodate a new 250 berth inland waterways Marina. A copy of the Expression of Interest Appraisal is included as **Appendix D**.
- 5.12 A screening letter was then presented to Cherwell District Council in Oct 2016 to determine if the proposed development and forthcoming planning application would be subject to an Environmental Impact Assessment (EIA).
- 5.13 In the Council's reply of 24th Oct 2016, they confirmed that the application would not be subject to an EIA. A copy of this formal reply and confirmation is included as **Appendix E**.
- 5.14 As part of the further consultation process and a more detailed evaluation from the CRT, a formal 'Feasibility Submission' was submitted to the CRT. The results of CRT's formal Feasibility Submission Appraisal provided further technical and planning guidance that the Applicants have considered and incorporated into design, proposals and planning application.
- 5.15 Following correspondence and further evaluation from the EA during the 2018 application (18/00904/F), alterations were made to the design & layout of the marina infrastructure and all EA objections to the proposed marina were overcome, with the exception of determining whether or not the proposed development would have an adverse impact upon the flood plain by the embankments required occupying flood storage volume in a 1 in 100 year plus 35% climate change

event.

- 5.16 The Environment Agency Flood Map indicates that the site lies in Flood Zones 1, 2 and 3, however is not based upon detailed hydraulic modelling and topographic survey. This is shown in the Flood Map for Planning overlay in **Fig 5.16**.



Fig 5.16

*Snapshot of the proposed site with the Flood Map for Planning services overlaid.
(EAS July 2019)*

- 5.17 The Applicants formally withdrew the application in Sept 2019 so that a formal pre-application discussion with the Environment Agency could take place and extensive flood risk & hydraulic modelling of the nearby brook/watercourse could be completed in order to determine the predicted water levels during a 1 in 100 year fluvial flood event with a 35% allowance for climate change.
- 5.18 The results concluded that the extent of the modelled 1 in 100 year +35% CC flood event is much reduced compared to that depicted on the Flood Map for Planning services website. The results indicate that part of the potential flood water would encroach further south into the site than

previously expected. The design has responded to this and following steepening part of the northern embankment to move the toe of the proposed batter further south, no part of the main marina development, its embankments, buildings, infrastructure or raised ground encroaches into the hydraulically modelled 1 in 100yr +35% climate change flood event line (**Fig 5.19**).

- 5.19 Following the hydraulic modelling, the only aspect of the proposed planning application/development that falls within this flood footprint is a section of the proposed lake which involves ground lowering rather than raising, thus has no adverse impact upon flood storage but instead provides a benefit (**Fig 5.19**).



Fig 5.19

The proposed contours & levels plan following the Hydraulic Modelling report showing the 1 in 100yr +35% climate change flood line having accounted for detailed hydraulic modelling of the brook/watercourse & site topography.

(Langton Architecture, July 2019 (Revised SBRice Ltd, August 2020)

- 5.20 The full Flood Risk Assessment (FRA) including all proposed SuDS drainage design and surface water run off calcs is included as **Appendices Ga1, Ga2 & Ga3**. Extensive hydraulic modelling of the brook/watercourse and the results of the updated modelled flood plain area within the site is submitted as **Appendices Gb1 & Gb2**.
- 5.21 An addendum and summary report of the final Flood Risk Assessment and Drainage Strategy

following the additional hydraulic modelling is submitted as **Appendix Gc**.

6.0 DESIGN

6.1 The application seeks: Construction of a

- New 192 berth inland waterways Marina.
- Associated yard area with wet dock/maintenance bay.
- Facilities & clubhouse building.
- New road access off Boddington Road.
- Internal access roads and parking.
- Pedestrian footbridge continuing a towpath/PROW link over the Marina entrance.
- Wildlife peninsular, comprehensive landscaping scheme and enhanced ecological features.
- Irrigation lake.

6.2 The design of the Marina basin is intended to replicate a natural body of water with soft edge margins & shallows on the perimeter that is large enough to safely accommodate 192 private narrowboats & moorings.

6.3 As part of the Applicants' liaison with the CRT throughout the design & planning process, a formal pre-planning application design appraisal was requested from the CRT in November 2017.

6.4 CRT formally responded on the 24th January 2018 and a subsequent on-site meeting was arranged between the Applicants, the CRT Area Planner (West Midlands) and the CRT Infrastructure Services Team Regional Manager (South) for the 12th February 2018 to discuss the design, planning, technical issues & queries arising from the 24th January CRT appraisal.

6.5 Following the site meeting, the Applicants made a number of design changes & alterations to the proposed scheme which are now reflected & incorporated into the current planning submission.

6.6 The design of the clubhouse/facilities building has been carefully considered to provide a typical level of modern services required while reflecting the vernacular of a converted farm building.

6.7 The designed appearance of the facilities building has been guided by both the CRT's formal pre-application consultation process & subsequent responses, as well as referencing the Cherwell Design Guide Supplementary Planning Document (Oct 2017). Whilst this document is not yet adopted and also heavily biased towards residential development, it still contains valid design

principals and outlines general good practice in the expected building design details & materials typical of the region and character, that should be incorporated in any new development. A copy of Cherwell Design Guide SPD (Oct 2017) is included as **Appendix I** for reference.

- 6.8 The clubhouse/facilities building is designed to replicate a two storey barn with a single storey wing/extension. Its main elevations are characterized by horizontally laid timber cladding and local stone. Accents & details are provided via red brick quoin and red brick soldier course detailing. External glazing and openings have been proportioned to provide adequate natural light & ventilation as well as replicate traditionally styled 'large scale' openings typically associated with functional agricultural barns & buildings. The windows and doors are to be stained hardwood. The pitched roofs will be finished in slate.
- 6.9 The typical elevational treatment of the clubhouse/facilities building is depicted in **Figs 6.9a & 6.9b** below, while the full scaled elevations are included as **Appendix J**.



Fig 6.9a.
Southern elevation of the proposed facilities/clubhouse building.
(Langton Architecture – Jan 2019)



Fig 6.9b.

*Eastern gable elevation of the proposed facilities/clubhouse building.
(Langton Architecture – Jan 2019)*

- 6.10 The design of the proposed Marina has been carefully considered to avoid increasing surface water run off and/or increased flood risk to the site and the surrounding area. All the surface finish materials, where feasible, have been chosen to be porous and this includes all access roads and parking.
- 6.11 The yard area and perimeter surface surrounding the maintenance bays are to be concrete. This catchment area is located inside the Marina basin clay dam and to avoid perforating the dam with pipework, it is proposed to drain this area via laid to falls surface gradients into the Marina basin.
- 6.12 Where impermeable surface material is to be used (new road entrance/access off Boddington Road) outside the perimeter of the clay dam, the surface is to be laid to falls with French drains proposed to catch surface water & provide adequate attenuation via internal weirs and an orifice plate, before the restricted flow outfall gets fed into the existing watercourse that runs to the north of the proposed site.
- 6.13 Design calculations for the surface water/greenfield run-off rates and proposed SuDS drainage design have been completed within the FRA and included as **Appendices Ga1-Ga3**.
- 6.14 **Use** - The purpose of the proposed Marina is to provide a safe secure environment in which to moor 192 private narrowboats while providing modern, safe facilities that boaters need to

maintain their boats.

- 6.15 The provision of 192 private berths will provide ‘offline’ moorings on this section of the Oxford Canal that will provide a facility to aid in the relocation of current ‘online’ moorings thereby freeing up the canal network and reducing congestion.
- 6.16 The proposed Marina provides the Applicants with an opportunity to diversify their farming business following the loss of land for the construction of HS2 and the impact of Brexit which is likely to significantly impact on farming revenue.
- 6.17 **Layout** – The layout of the proposed Marina basin has been largely dictated by the requirements to safely accommodate 192 private moorings. The rest of the layout, including its infrastructure and access, has been considered against the sites existing topography and boundary features, including the Oxford Canal and Boddington Road, as well as the hydraulically modelled Flood Zone areas that exist on part of the site.
- 6.18 The full scaled copy of the proposed site layout plan is provided as drawing ref A05-020I and included as **Appendix La** within this application. A snapshot of the proposed layout is shown below in **Fig 6.18**.



Fig 6.18.

Part snapshot of the proposed Glebe Farm Marina site plan
(Langton Architecture, July 2019 (Revised SBRice Ltd, August 2020)

- 6.19 The proposed facilities building has been located to provide the Marina office with an unrestricted view of the Marina canal entrance and new road access. This will ensure maximum visibility from the facilities building to the main key operational areas ensuring operational site safety and security are maintained.
- 6.20 A snapshot of the facilities/clubhouse building floor plan layout is included in **Fig 6.20** below. The full scaled building floor plans are included in the application as **Appendix J**.

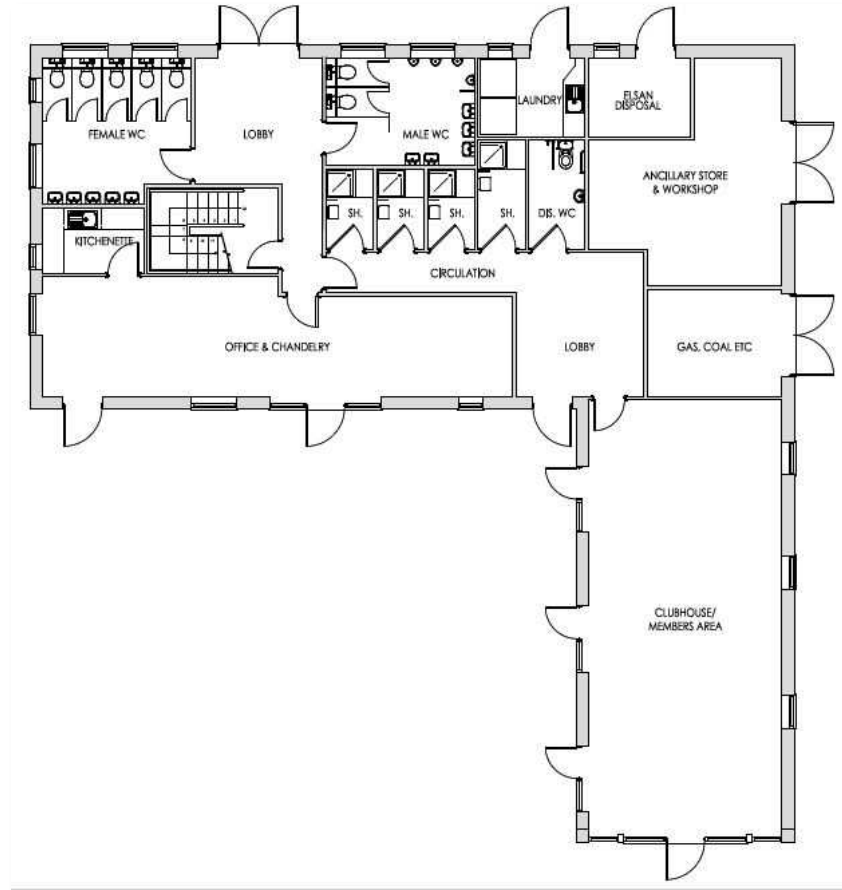


Fig 6.20.

*A snapshot of the proposed facilities/clubhouse building floor layout.
(Langton Architecture - Jan 2019)*

- 6.21 **Amount** – The proposal is for a new 192 berth inland waterways Marina. The proposal also includes a two-storey clubhouse/facilities building.
- 6.22 **Scale** – The proposed development red line application boundary which includes all associated landscaping and infrastructure encapsulates an area of circa 17.79ha.
- 6.23 Of this, the Marina basin encompasses circa 3.20ha and the new irrigation lake 2.16ha. Between the Marina basin and the lake, approximately 30.1% of the proposed development is for water space.
- 6.24 The proposed facilities building footprint equates to 281.40sqm. When viewed as a percentage of

- the whole application site, the proposed building only accounts for 0.15% of the entire development area.
- 6.25 The site layout plan, showing the proposed building in context with the Marina basin, lake and immediate surroundings, is provided as drawing ref A05-020I and included as **Appendix La** within this application. A snapshot of the proposed layout showing the scale of the development is shown above in **Fig 6.18**.
- 6.26 **Landscaping** – A landscaping & surface finishes scheme has been included as part of the proposed development and can be viewed as **Appendix La**. A detailed breakdown of species lists & percentages with regard to the proposed landscaping is presented separately in **Appendix Lb**.
- 6.27 The landscaping scheme includes proposals for a sympathetic arrangement of and appropriately planted scheme that is reflective of the local landscape character. Incorporated within this scheme are new seeded grassed areas, a mixture of indigenous trees & shrubs, retention of existing road and canal side hedgerows and substantial aquatic planting & marginal shallows.
- 6.28 The design of the Marina basin has incorporated an isolated peninsular/wildlife peninsular that will be closed to Marina users to encourage biodiversity. This isolated peninsular also includes a significant area of wetland planting and marginal shallows to further encourage colonization from aquatic species of flora & fauna.
- 6.29 An irrigation lake is to be created to the east of the Marina development. At just under 2.16ha in size and incorporating similar marginal shallows & wetland areas as the Marina basin, this lake will provide further opportunities for biodiversity and ecological enhancements.
- 6.30 The Applicants have also considered the effect of the development upon the local landscape character and a comprehensive Landscape & Visual Impact Assessment (LVIA) has been compiled by an independent specialist consultant to assess the potential impact on the immediate & surrounding landscape character. The LVIA is included as **Appendices Qa, Qa1, Qb1 & Qb2**.
- 6.31 **Appearance** – The existing topographical land form slopes away, from a highpoint in the southern boundary adjacent the Oxford Canal, to a low point at the sites north-eastern corner. The height difference and change in levels across the site equates to around 7m.

- 6.32 The Oxford Canal sits at circa +115.000AOD at the site's location, meaning the proposed Marina basin and connected water space must also replicate this level. As such, the proposed Marina will have to be built up above existing ground levels and therefore introduce new embankments into the site.
- 6.33 The Applicants have produced a proposed contour plan that details the new embankments and changes in ground level following the proposed development. The scaled contour plan is included as **Appendix M**.
- 6.34 Full site cross sections for the proposed development have been produced as part of the planning application to depict the proposed appearance of the Marina and show the change in ground levels.
- 6.35 A typical example cross section can be viewed in **Fig 6.35** below, while the full suite of existing and proposed site cross sections is included as **Appendix Na**. Some additional cross sections showing the SuDS detention basins in context the existing & proposed ground levels are included as **Appendix Nb**.

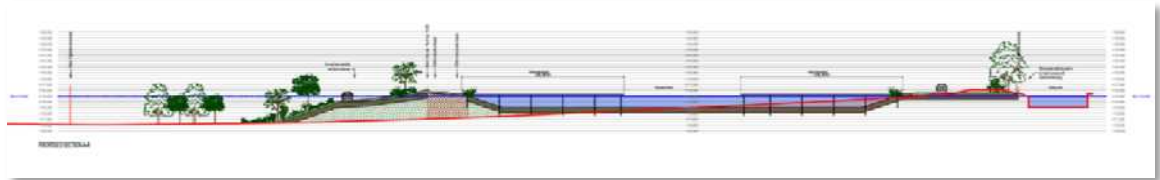


Fig 6.35.

A snapshot of site section AA. The red line indicates existing ground level, with the Oxford Canal shown at the far right.

(Langton Architecture, Jan 2019 (Revised SBRice Ltd, August 2020)

- 6.36 The Applicants have also commissioned a professional visual artist who has created a computer-generated image (CGI) of the proposed marina once constructed and the landscaping established. This can be seen in **Fig 6.36** below



Fig 6.36

Computer generated image of the proposed marina as looking north-east from an elevated/birds-eye position.

(Peter Urmston – Nov 2018)

7.0 ACCESS

- 7.1 Boddington Road runs north/south along the site's western boundary. An existing gated agricultural field access currently forms the main entrance into the site (**Fig 7.1a**).
- 7.2 The Applicants are not including this access within the proposed development in order to retain a separate agricultural access into the field and the rest of the farm holding. By omitting this access and providing a new purpose-built access that wholly serves the Marina, the Applicants will ensure that agricultural vehicles and the ongoing farming operations are completely separated from the Marina & members of the general public, thereby preventing interaction between the two and mitigating any potential danger.



Fig 7.1a.

*Photo looking north bound up Boddington Road as viewed from the location of the proposed marina vehicular access.
(September 2018)*



Fig 7.1b.

*Photo looking south bound down Boddington Road towards the Canal Bridge as viewed from the location of the proposed marina vehicular access.
(September 2018)*

- 7.3 The proposed Marina road access has been assessed by an independent transport consultant who has concluded that the proposed entrance position is satisfactory and that the required highways visibility splays can be achieved.
- 7.4 Although Boddington Road is a 60mph limited highway, due to the presence of the existing single file hump back canal bridge and the carriageway not suitable for overtaking at only circa 3m wide, average traffic speeds are much less than 30 mph. A traffic speed survey has confirmed that the 85th percentile speeds range from 25.4 to 28 mph, with only one recorded incident of a vehicle travelling in excess of 35mph.
- 7.5 With the 85th percentile speeds well below the 35mph design speed in both directions, the 82m

visibility splay achievable to the south of the proposed access is in excess of the requirement based on the measured speeds.

- 7.6 A 101m visibility splay to the north of the proposed access is suitable for a 40mph design speed based on DMRB standards.
- 7.7 The full Transport Assessment is included within the submitted planning application documentation as **Appendix O**. The results of the Transport Assessment, including the calculated visibility splay requirements, swept paths and geometry of the proposed new access are all detailed on plan ref AdamCM-1-1-005A, included as **Appendix Oa**. A brief snapshot is shown below as **Fig 7.7**.

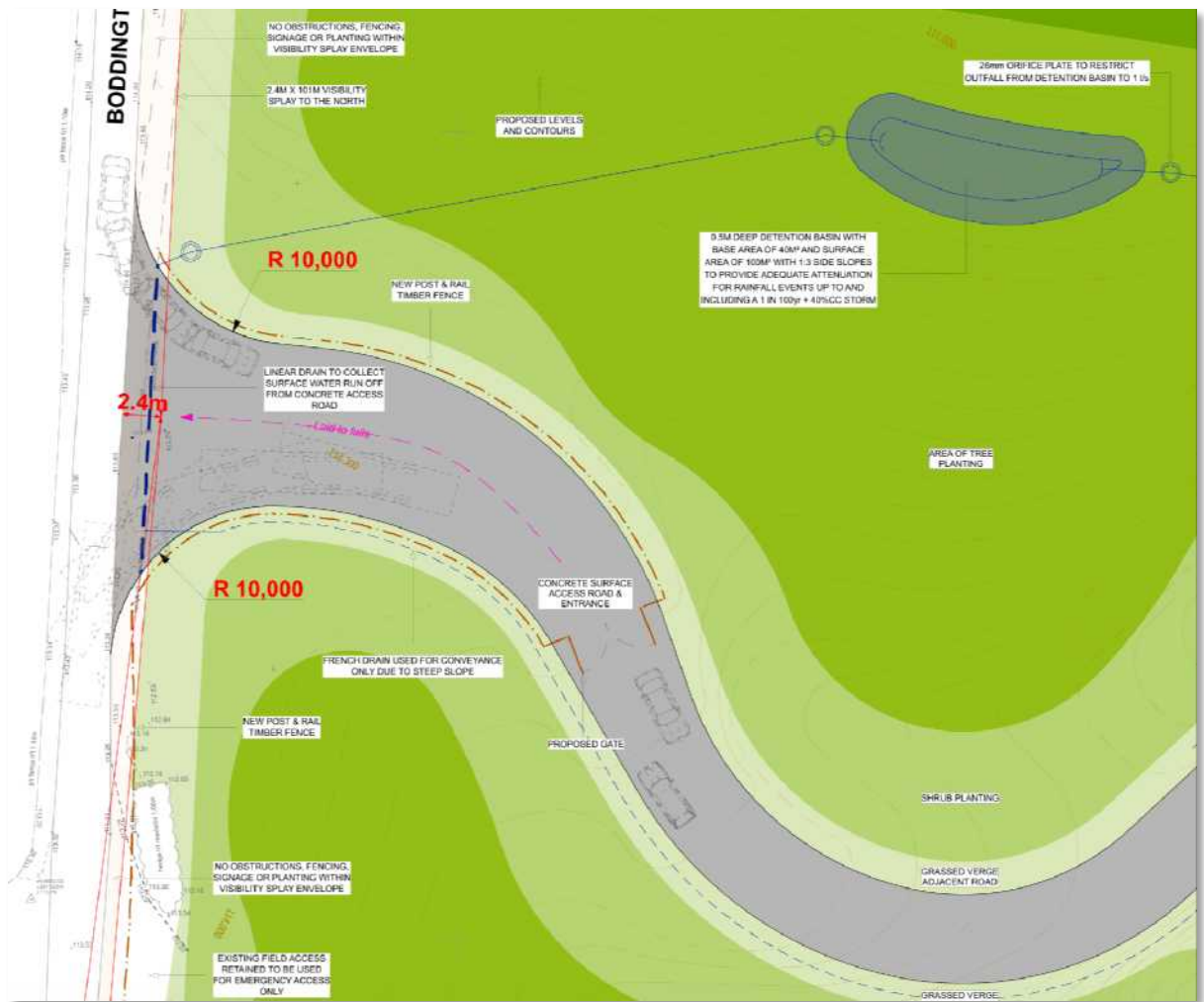


Fig 7.7.

A visibility splay assessment of the proposed new highways access located off Boddington Road concluded that a 101m splay to the north and an 82m splay to the south could be achieved which both exceed the requirement based on measured speeds.

- 7.8 The Applicants have considered the construction traffic route and in an effort to alleviate as much impact on the local highway network as possible, have produced a routing plan which proposes to bring all construction traffic associated with the proposed development through their farmland. The proposed scaled routing plan can be seen as **Appendix Ob**. A snapshot is shown below as **Fig 7.8**.

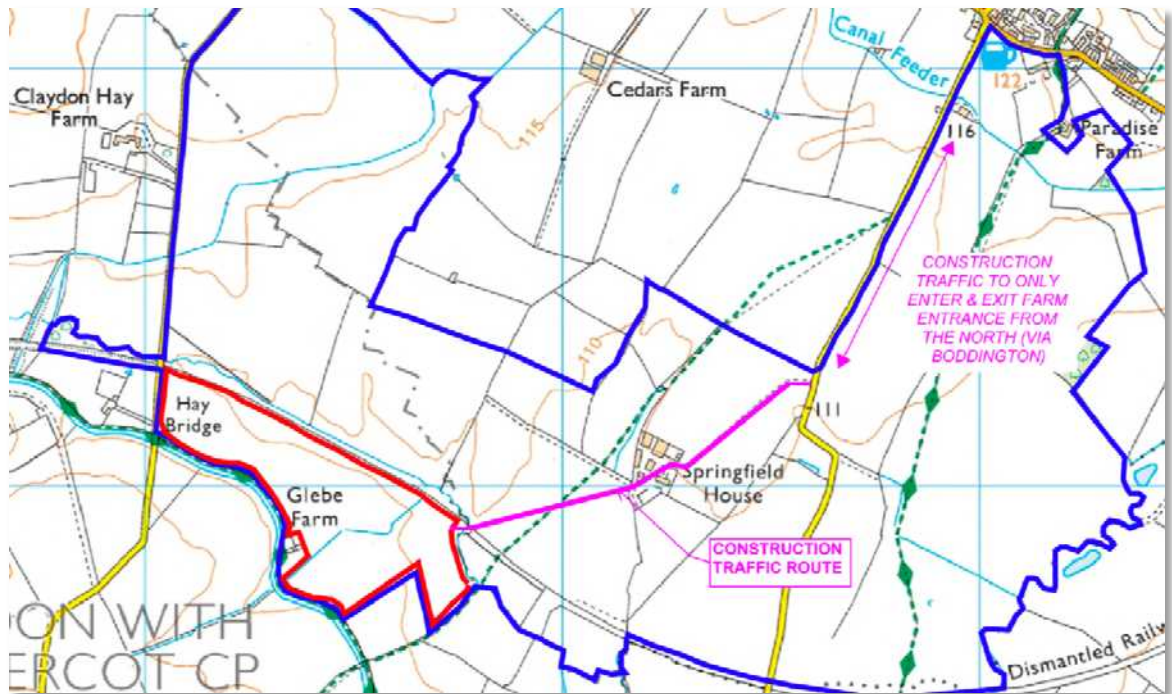


Fig 7.8.

The proposed construction traffic routing plan aims to keep construction traffic associated with the proposed development off of Boddington Road and instead through the Applicants' own farmland.

- 7.9 The new canal entrance has been positioned and designed following consultation with and in accordance with the CRT's requirements.
- 7.10 The CRT provide guidance on a standardized entrance structure and opening splay to ensure that all new Marina developments provide an entrance that is safe and allows all craft to navigate into and out of the new Marina freely.

- 7.11 The entrance structure also contains facilities to hydrologically isolate the Marina basin from the connecting canal network should the need arise.
- 7.12 The location of the Marina canal entrance can be viewed on the proposed site plan which is included as **Appendix La**.
- 7.13 Due to the Marina canal entrance cutting through a short section of the existing towpath, the proposals include a new canal entrance footbridge to facilitate continuation of the towpath and PROW.
- 7.14 This footbridge has also been designed following formal consultation with the CRT and has been designed to incorporate their current requirements. The proposed footbridge is to contain non-slip surfacing and with 1:20 ramped gradients.
- 7.15 The full scaled bridge elevations and section are included as **Appendix P**, but a snapshot of the typical bridge design is included below as **Fig 7.14**.

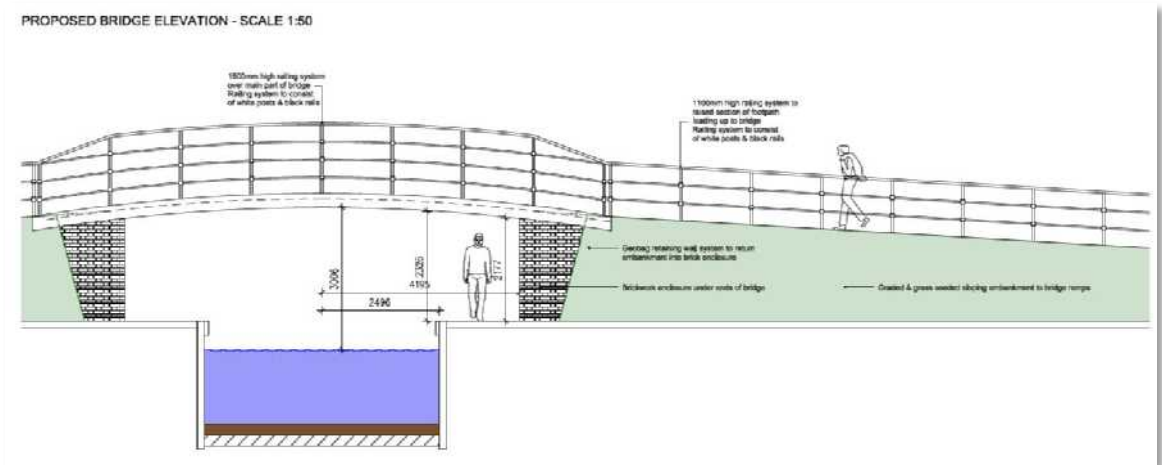


Fig 7.15.

Typical elevation of the proposed new footbridge over the new canal entrance.

(Langton Architecture - Oct 2018)

- 7.16 Users of the Marina will be able to access the nearby adjacent PROW (route code 170/6/20) and walk directly into Claydon Village.

- 7.17 Access to this PRoW will be for patrons of the marina only and is located in the eastern corner of the marina site.
- 7.18 Users will be able to exit from the very eastern corner of the marina site, head NE into the adjacent field (owned by the Applicants), immediately turn SE and pick up the existing PRoW (route code 170/6/20) as it heads SW past the marina site and into Claydon Village.
- 7.19 The total walking distance from the marina site into Claydon Village is approximately 1050m with the route detailed on **Fig 7.19** below. The orange dashed line exiting from the sites eastern corner depicts the short section of route across the Applicants' privately-owned land which will be available & accessible for the marina users. The blue dashed line then highlights the rest of the route into Claydon Village via the existing ProW. A large-scale copy of this plan is included as **Appendix F**.

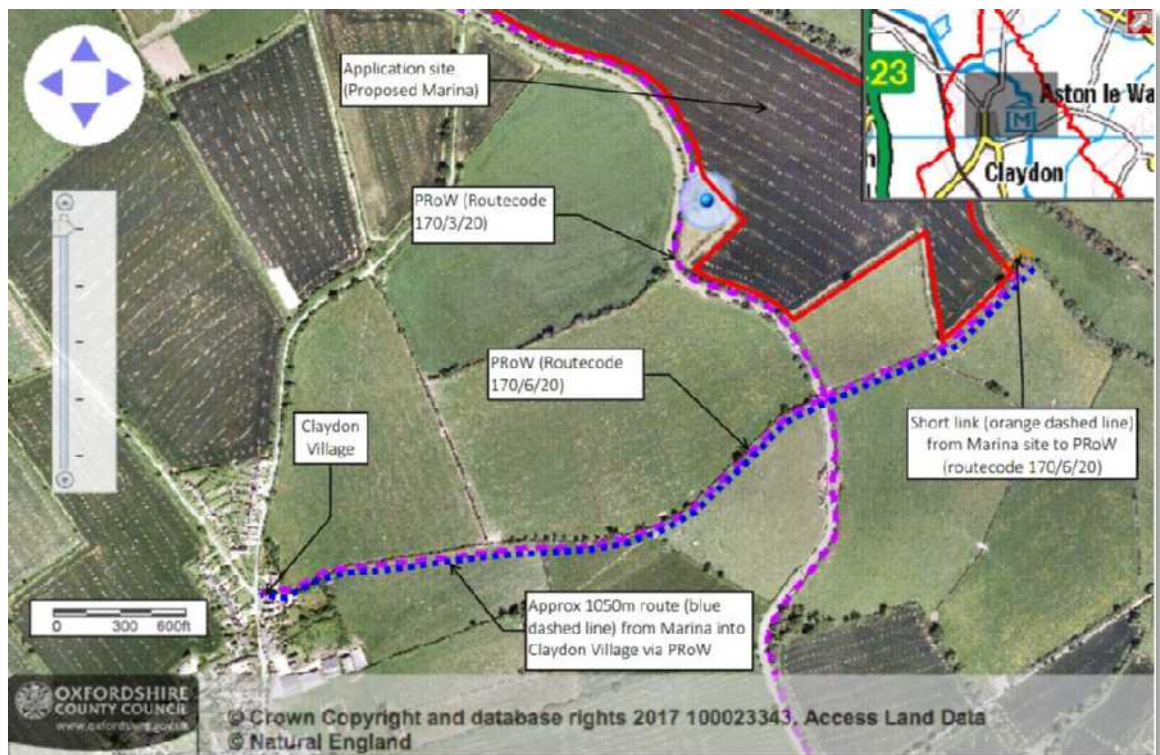


Fig 7.19.

PRoW plan depicting the route (dashed orange line & dashed blue line) that patrons of the marina can use to walk directly into Claydon Village

(Oxfordshire County Council (www.oxfordshire.gov.uk) - November 2018)

- 7.20 The proposed yard area around the maintenance bays has been kept to a minimum to allow access for pump-out, refueling & light boat maintenance by marina staff and boat owners.
- 7.21 This concludes the Design and Access Statement.