

Comment for planning application 20/02446/F

Application Number	20/02446/F
Location	Glebe Farm Boddington Road Claydon Banbury OX17 1TD
Proposal	Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake - re-submission of 18/00904/F
Case Officer	Shona King
Organisation Name	
Name	Peter Braybrook
Address	122 Coopers Gate, Banbury, OX16 2WD
Type of Comment	Objection
Type	neighbour
Comments	<p>I object to the Planning Application on the basis of loss of amenity, increase in traffic density and disturbance to the life and wellbeing of the adjacent village. The Oxford Canal is a popular leisure cruising amenity and is very well used during the Summer cruising season. The pattern of drier winters and warmer summers has put pressure on the water supplies available to the canal. Water is fed into the canal from the Boddington Reservoir on the top level very close to the proposed marina. All movements of boats from this marina, whether going north or south, would deplete the water supply by at least two lock fulls (approximately 150 m³) when leaving and returning from their journeys. The locks at Napton and Claydon have historically been put under restricted hours of operation in the Summer to enable the top level to recover some depth overnight. These restrictions would be increased by the addition of new berths and craft to this area. Queues to use the locks which are common each summer would be increased decreasing the pleasurable experiences of the boaters in both good and bad weather. Additional or increased restrictions would restrict the use of the canal by boats from outside of the locality and impede its use as part of a two week holiday cruising ring as it is an integral part of the Grand or Thames ring. This is a very popular route used by hirers and holiday makers. The Oxford Canal provides the link between the Midlands and the Thames and hence London. The time constraints on locking through Claydon and Napton flights in the summer result in the inability for any craft to navigate both flights in one day. For boats on passage from the Grand Union Canal to the Thames this means an additional day is spent on the top level between Marston Doles and Claydon. For those boats on return trips from marinas and hire bases in Warwick, Calcutt, Napton and Braunston there is an addition of a day in each direction. This is a reduction in amenity for all boaters. The Oxford Canal is a shallow canal and navigational problems have occurred by water depletion in the Summers of the last three years, particularly in 2020 it experienced a low level in the pound below Cropredy lock and the pound below Grants Lock. The low water level can only be attributed to the weight of traffic and the inability of the water being replenished from the River Cherwell at Cropredy Mill Bridge because of low levels in the river and at Hanwell Brook because of low flow in that source. I was held up for over an hour by a boat with a draft of over 30 inches (762mm) which had considerable difficulty making headway through the Cropredy pound. These navigational problems represent a loss of amenity for local and visiting boaters. Apart from being an inconvenience these problems in trip scheduling might discourage boaters from spending their time in Cropredy or Banbury with a reduction in the use of shops, pubs and restaurants with resulting loss to the local economy. With the additional capacity already with planning approval for Cropredy Marina and School Lane Marina the canal will be very close to its operational limit, in my opinion. The designation of the marina as non-residential does not mean that the boats will remain unoccupied. In effect the boats will become second homes to the owners who are not restricted in the amount of time that they spend on their boats. There is no compulsion to move out of the marina to enjoy the quiet of a country retreat. The "non-residents" will undoubtedly put pressure on the local services such as the surgeries at Cropredy or Fenny Compton, even if only as casual patients. Some may wish to register if they intend using their second home for the whole of the summer. Traffic on the very narrow and difficult access lane (Boddington Road) would be increased considerably by visits to the commercial centres of Banbury or the pubs in Fenny Compton or Cropredy. Everybody needs to eat and get supplies. There is no public transport so all access and egress will be by private vehicle. This increase in the activity in the local economy might offset the deficiency caused by the impediments to navigation cited above. But do we really need this impetus at the expense of the loss of character and quiet of a traditional Oxfordshire village?</p>

Received Date

08/10/2020 13:47:14

Attachments