

20th October 2020

Dear Shona King,

I once again write to express my objection to the proposed marina development detailed above for the following reasons and still unanswered questions;

- 1) The roadways in and out of Claydon and the marina are ultimately unsuitable for any increased traffic. Furthermore, there are no pavements in Claydon from my street to the school bus stop, this is a walk I do twice a day with my daughter and it is already narrow and dangerous without any increase in traffic. Also, I have had my wing mirrors clipped by motorists who fail to slow down and move over enough whilst leaving the village on Mollington Road. It will become a sad case of when an accident happens not if. The right turn from Main Street into Mollington Road is frequently cut by drivers, which is already dangerous enough, the risk will only increase if we are to expect a car every 3 – 5.5 minutes a day, plus there are no pavements along Mollington road. Boddington Road at the marina site is simply slipping down the bank, not suitable for the traffic it takes now, let alone any increased traffic. All the roads to the site and Claydon are single track would not cope with much more traffic; potholes, subsidence, floods (both Mollington Road and Fenny Compton Road are impassable after heavy rains).

- 2) The marina is unnecessary there are already a plethora of moorings available along this stretch of canal; Napton, Ventnor, Calcutt, Braunston, Barby, Wigrams Turn, Fenny Compton and Cropredy, which is currently being expanded by 100 births (so that would be almost an additional 300 boats along this part of the canal when you add this application). During the summer months Top Lock in the Claydon flights is often closed each evening to attempt to maintain water levels. The Met office recorded the 9th driest January in over 100 years in 2019, the reservoirs were not full. From the Canal and River Trust website last September *“We’re keeping a close eye on water levels across the south of the country, where the dry weather is continuing to cause us concerns. On the South Oxford Canal, water levels at the Boddington Reservoir remain very low, and we’re proposing to close Marston Doles and Claydon lock flights overnight from 7 October to preserve water over the Oxford summit, unless significant changes occur. We’ll also be maximising the amount of water we can recover via the pumps at Napton.”* This year, as you would expect from months of not being used during lockdown water levels are normal, but imagine where they would be if there had been no lockdown and then where they would be next year with all these extra boats on this part of the canal. How are the Canal and River Trust (CRT) going to maintain the water levels with the extra boats? Does this proposed marina have an “acceptable impact on the existing water supply” to quote the CRT’s website? I do not think it will, boaters get quite upset with queuing to use the locks as it is, let alone without the potential numbers this marina, plus the additional 100 at Cropredy will add. Are there even enough hours in the day (before the lock is closed) to get all the boats to where they want to go? There weren’t last year, when the water levels forced Top Lock to

be closed and boaters weren't happy about being prevented from continuing their journeys for the evening.

- 3) **One bus a week** as additional access to the site doesn't fit my idea of being in keeping with a development plan that will help reduced greenhouse gases and reduce congestion. Journeys will be made to and from the marina and then in order to catch that single bus to Banbury the boaters will have to walk into the village along single-tracked Boddington Road which has no pavements and blind corners. Then there will be supermarket home delivery vans too, catering for the holidaymakers. I note that the application has stated that cycling along the tow path is another option to access the site, oh how I wish this were true, as a family we would very much love to have access to Cropredy on bikes along the tow path! Indeed, cycling maybe permitted along the Oxford canal towpath, but I would love to see someone other than a skilled mountain biker attempt it and not end up in the canal. In some places it is only just passable on foot as the towpath is slipping into the canal.
- 4) I live 0.66KM as the crow flies from the canal (only 100m less than the closest village property to the proposed marina; according to my rudimentary Google Maps measurement) and I know from past experience how easily noise travels in the open countryside (let alone when the source of the sound is raised a few metres above ground level), I have been woken by loud music coming from the canal in the early hours of the morning, canal boat users simply aren't aware that there is a village so close and how easily their sound can travel. There simply can't be a guarantee that there will be no impact to the village from noise or light **pollution**.
- 5) We are a very small, rural, dark skies loving village and to have such a large development built so close to us will be **appalling**. It is tantamount to building a housing estate and burying us. This village is without street light pollution and the size of the marina, so close, even with downlights would affect the very character of the village.
- 6) The development is **excessive** in size and dwarves our little village, ruins the landscape that gives us such beautiful views and threatens our wildlife. Once the development has been built it cannot be undone, the countryside, its beauty and serenity (the reason why I imagine boaters like it here) will be gone forever. Are there no brownfield sites along the canal where this development would be better suited so as not to damage the appeal of the beautiful countryside canals? A site that has better, existing transport infrastructure?
- 7) I have lived in the village for six years and I have seen in that time how quickly Banbury has been swamped by housing estates on all sides, we need to preserve what remaining beautiful natural areas we have left. Especially those that fall within a **conservation area** as the canal does.
- 8) There is **no benefit** to the local area or Claydon with this proposed marina. I am not convinced that even if there were any possible benefits, they would

outweigh the negative impact on the area. There are no shops or pubs in Claydon so our village would gain no benefit from this oversized development.

In short, my main fears are the increased traffic through our narrow, village roads and the impact that will have on the **safety** of not only my seven-year-old daughter but all the villagers. And the overall affect that this proposed marina will have on the canal (it's water, wildlife and general beauty), our small village (noise and light pollution, along with the traffic).

Yours sincerely,

Thomasina Birkin

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Claydon