

JRC Mutch
Long Hedge, Boddington Road
Claydon OX171HB

Shona King
Planning and Development
Cherwell DC.

Re Planning Application: 20/02446/F

I register my very strong objection to this application:-

I am disturbed to find that this application has been submitted AGAIN without any changes being made to the two previous attempts to dramatically change the local landscape.

I would also draw your attention to the timing of this application. Most, if not all residents of Claydon are intent on STAYING SAFE or even for the older and more vulnerable, STAYING ALIVE. I can't imagine that you (working from home, part time) or other members of the planning committee can give this application your "normal" level of examination and thereby efficient and well judged decision. This is not a valid reason to refuse the application but it is a reason to delay the proposal as the applicant should have done. This is a social development therefore not essential at this time of far more pressing decisions.

Now for valid reasons for finally rejecting this application.

The population of Claydon has remained the same for the last four hundred years. Passing this application will have the effect of DOUBLING THE POPULATION, resulting in a major increase in road traffic, air and light pollution.

All roads in and out were gated farm tracks and three are still the same width including Boddington Road, particularly in the vicinity of this proposed development. For this reason I would stress that it will be essential for all members of the planning committee to drive down Boddington Road and visit the site. I do not consider it possible for the correct decision to be made without a visit.

There is considerable damage to the road structure over the whole length of Boddington Road with wide splits in the road surface which are several centimetres deep. Any increase in traffic will cause more damage which I am sure will remain so for many more years. There has been a considerable increase in the number of cyclists who use the road which is already dangerous due to the speed of many motorists. A speed of 60mph has been registered going through Claydon on Main Street and Boddington Road (with no pavements).

There are no facilities in the village and the only benefit is the lack of noise, air and light pollution. All three could be at risk if the application is agreed. There will be an increase in traffic and vehicle fumes. There will be light pollution when at present we have a clear image of the night sky.

We do not have a bus service. No street lights. Only a very short length of foot path (200 yds.) on one side of the road and people are compelled to walk in the road.

Medical facilities in the area are stretched (particularly at this time). There is a further development planned for Fenny Compton and Cropredy surgery was not accepting new registrations. Not helped by the existing marina at Cropredy where planning conditions made on approval have been ignored. The existing marina was not planned or passed for permanent habitation. The road structure and layout at Cropredy allows traffic leaving the marina to access the A423 without going through the village causing no impact on the residents of the village. ANY development at Claydon will cause a dramatic increase in traffic through the centre of the village.

This is still very much a farming village and farm vehicles are increasing in size and weight and already cause some acceptable disruption to traffic. Due partly to poor road signs we have also had fully loaded car transporters stuck on Boddington Road resulting in the need for drivers to reverse the whole length of Main Street in order to be able to leave the village.

Climate change. The Met Office is launching a tool to help planners prepare for further extremes of rainfall and high temperatures. Wild weather likely to place increasing challenges on health infrastructure and services. Projections follow

a year of UK extremes, wettest February on record, sunny May and wettest ever day on the 3rd of October. We do suffer from reduced water flow to the canal and have also suffered flooding to fields in extreme conditions and according to the Met Office can expect more unpredictable weather.

All of the boats use diesel engines and pollute the air. Concentration of over 200 in this area will produce an unacceptable level. There is a considerable risk of fire on narrow boats and the delay to fire appliances due to location and road conditions could result in danger to life.

Currently and for far into the future we are advised to keep 2mtrs. Apart. Impossible on the walk ways between boats particularly in the area where boats are moored bow to stern.

Currently many rely on supermarkets delivering their weekly food shopping. We have four supermarkets making deliveries that will increase should this be passed. There will also be a need for other service vehicles. It is not possible for CDC refuse vehicles to access all properties in the village which necessitates the use of a smaller vehicle. This vehicle is used to service properties opposite the proposed marina due to the humpback bridge over the canal.

4983 boats passed through Claydons three locks last year needing 32,887,800 gallons of water. In drought conditions, which we are told will be more frequent, all boat movement will be stopped. Boats are already backed up waiting to pass through at busy times and any new developments in this area will make the problem worse.

There are marinas at Cropredy and Fenny Compton and agreeing to this new proposal will cause an unnecessary and unwelcome concentration in this rural area. The financial gain will be that much greater

The main reason for the choice of this site is the acquisition of the land through family not that it is ideal or well suited for the purpose or need, which it certainly is not. In the area around Banbury more and more agricultural land is being lost. Development is resulting in more surface water run off. More consideration should be focussed on future implications of damage to the environment and

this proposal falls into that category. The planting of a few shrubs on high banking will not improve what will be an impeded view over this area.

Although there is a weight restriction on the humpback canal bridge adjacent to the proposal it is largely ignored as can be seen by the ruts cut into the road surface, as will be seen when members of the committee visit the site.

Kieron Mallon recently refused a plan for 49 homes at Bretch Farm for the reason that residential traffic would be entering and exiting through Easington on the Busy Broughton Road. The Marina application should be rejected for a similar reason in that vehicles from more than 200 (not 49) boat owners will be entering and leaving the marina on a very narrow country lane and then travelling, still on single track country lane through the village of Claydon.

The Cropredy marina is largely screened from public view. This proposal will be clearly seen as a blot on the quiet rural landscape.

The banks of the canal between Banbury and Fenny Compton are lined with moored boats at various points. They are near facilities, pubs, shops or places of interest. The proposed site has none of these. Claydon does not have a pub, shop or public transport.

Development in Claydon is designated by Cherwell District Council as INFILL. How does the proposal for the marina come into this category when it falls well out of the village boundary.

My list is long but to summarise:

Proposal is too large.

In the wrong place.

Not needed as moorings are already too numerous.

Road structure and condition not suitable for any more or heavier traffic.

Would add to air pollution levels.

Location would cause difficult access for service and fire and rescue vehicles.

Would increase hazard level for cyclists, walkers, horses and villagers.

Could add to canal pollution levels from oil and waste water.

Increase hazard for old and very young who are compelled to walk in Claydons roads due to lack of pavements.

I fail to see how this proposal could be passed by a full planning committee on these grounds, particularly after members have visited the site.

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