

Sutherland  
Main Street  
Claydon.

Dear Sir.

**Planning application 20/02446/F Glebe Farm Boddington Road Claydon**

I wish to register my strong objection to the granting of the above application on the following grounds:

1. With the location of two other marina developments in the immediate area there can be no commercial justification in proposing another. Cropredy Marina has already been granted permission to extend and yet is still not up to capacity at its original location. Fenny Compton Marina has likewise plenty of spare berths available as has Calcutt and Napton.

2. This development will radically change the surrounding environment forever causing the permanent loss of wildlife and wider scale pollution from services on site as a result of inevitable fuel/oil/effluent spills. Despite the assurances of the applicants environmental surveys suggesting these issue have been considered, they do not take into account the obvious "human factor" in running a business. Regardless of the best efforts of greedy developers to convince us mitigating measure will be taken we must remember it's impossible to return the countryside back to its original state once gone. In the words of a canny local farmer, "they ain't makin anymore green boy! once it's gone its gone"

The nature of Claydon as a quite medieval village will be permanently damaged by increased traffic, noise and light pollution with no significant benefit to its residents. Is it right that regardless of the hardships of the applicant, his priorities on a personal basis outweigh the rights of many?

3. The road system around Claydon is sub standard at best. Most are single track unclassified lanes already struggling to cope with existing traffic. The applicant states a traffic management system will be introduced to direct cars away from the village, however, as there are no facilities in Claydon (shops or pubs) marina user will inevitably take the shortest route to Cropredy (where the next nearest shop is), taking them directly through the centre of Claydon. The applicant states construction traffic will be directed via his farm property to minimise disruption, a more suitable long term solution to the access issue would be to permanently send all future traffic

following construction along the same route by the installation of a permanent metalled road via the farm.

The increase in traffic would be unacceptable in terms of noise, disruption and safety of walkers, horse riders and cyclist who regularly use the roads. I would urge the Planning Committee to pay a site visit to gain a full appreciation of the roads issue (which is a common concern in all objection correspondence) rather than take the disingenuous and biased conclusions of the applicants traffic surveys.

4. The National Planning Policy Framework document section 6 states "the diversification of agricultural land may be enabled but Local Authorities **must** consider that any developments do not have an unacceptable impact on local roads, and should be sensitive to the surroundings."

I suggest this development has unacceptable consequences for both these issues and therefore must be rejected.

Yours faithfully,

Peter Tonks