

Shona King
Planning Department
Cherwell District Council
Bodicote House
Banbury OX15 4AA

5th November 2020

Dear Ms King

PLANNING APPLICATION NO 20/02445/F – Glebe Farm Marina, Claydon

So far as I can see, no changes have been made since the last submission of plans in 2019, and so my main objections remain the same. Two key things have changed – firstly, the state of the road to the north of Claydon (Boddington Road) has declined still further, with quite serious subsidence right near where the entrance of the proposed marina would be, and the construction of the 100 additional berths at Cropredy Marina has commenced.

1. The proposed marina will significantly increase road traffic and endanger pedestrians and horses

- a) A sat nav set to the location of the marina will bring marina visitors off the M40 and through Williamscot, Cropredy and Claydon.
- b) The traffic from visitors to the 192 boats could be considerable, particularly at weekends, as the proposed marina is likely to attract visitors from London and the South East, where marina space is at a premium.
- c) Marina visitors may also order food and supplies to be delivered, and those delivery vehicles will also add to congestion.
- d) The Boddington Road to the north of Claydon is currently in very poor condition. There are large, deep potholes; the road surfaces are breaking up. In fact, the state of the road has declined still further since the last submission of these plans in 2019.
- e) The Boddington Road to the north of Claydon is only single track; there are no proper passing places provided. When vehicles travelling in opposite directions meet, one or both has to drive onto the verge, either risking their car sustaining damage from the potholes, or becoming stuck on the boggy verges, and causing further damage to the edge of the road.
- f) The bridge over the canal to the north (Hay Bridge - just before the entrance to the proposed marina) falls steeply on the north side and the drop is about twice the height of the approach from the south. This means that southbound traffic approaching the bridge is not visible to northbound traffic. At its apex, the bridge is single track and two cars cannot pass one another.
- g) During winter, gritter lorries only grit the Boddington Road as far as the end of the village – the road between the proposed marina site and the village, including the steep Hay Bridge is left untreated. The bridge in particular is absolutely treacherous to negotiate in icy weather.

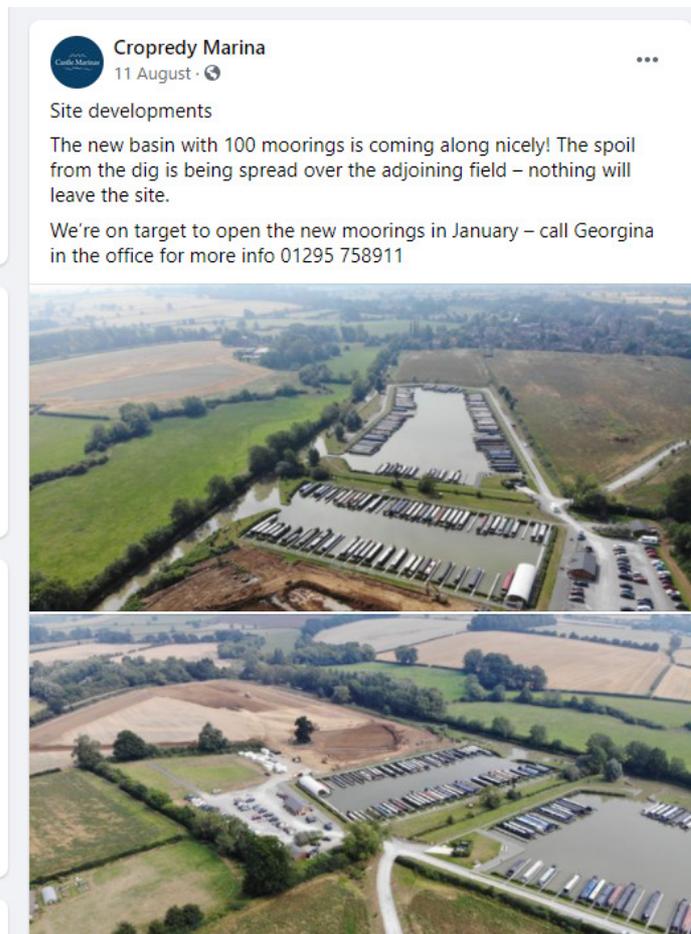
- h) On the Boddington Road to the north of the proposed marina site, there are few hedges and trees, and during snowy weather the snow drifts, so the road can be very difficult to even make out.
- i) Between the village and Hay Bridge are two blind bends offering little visibility of the road beyond. This section of road is used regularly by large agricultural vehicles which take up the entire width of the road. In addition to this, we regularly experience HGVs coming northbound through the village, despite signage declaring that they should not use that route. When HGVs reach Hay Bridge and find that they cannot cross it due to the camber and pitch, they then have to reverse backwards a quarter of a mile and around the two blind bends into the village where they are then able to turn and find a more suitable road. As most of these HGVs only have a single occupant (the driver), there is nobody to help them complete this reversing manoeuvre safely, or to provide a warning of their presence to any drivers heading north on the single track road. Most villagers are aware of these two aforementioned hazards and, although there is road signage declaring that stretch of Boddington Road to be the national speed limit, locals know to drive slowly; visitors may not. Eventually there will be a serious accident along this stretch of Boddington Road between the north of Claydon and Hay Bridge. The additional traffic going to and from the proposed marina is only likely to increase this risk.
- j) The Boddington Road between Claydon and Hay Bridge is regularly used by Claydon residents on foot, horses (from local equine centres), and cyclists. Each must share the road with cars as there is no pavement. This road is already very hazardous; potholes are downright dangerous for cyclists, who may get pushed into them by cars, vans and lorries trying to pass them on the single track road.
- k) The planning application underestimates the number of cyclists using this stretch of road. The route from Lower Boddington to Claydon and heading on to Cropredy is regularly used by cycle clubs and other groups of cyclists.
- l) To make Boddington Road safe and suitable for the additional traffic generated as a result of the proposed marina, the road will need to be rebuilt to a higher standard so as to eradicate subsidence and combat the incidence of potholes. In addition, the road width needs to be increased and/or incorporate suitable passing places. The speed limit also needs to be reduced along the section of road between the village to a point beyond the proposed marina entrance.
- m) The short videos below, made by myself and my husband Mike Ives, demonstrate some of the key road and traffic issues:
 - o <https://bit.ly/2v7asMh>
 - o <https://bit.ly/2XlkyFf>

2. Access by emergency services may prove to be difficult

- a) The Boddington Road is narrow and twisty both north and south of the marina, making high speeds dangerous.
- b) The sharply humped and single track canal bridge may cause issues for larger emergency vehicles.
- c) The gritting lorries currently stop at the last house in Claydon on Boddington Road leaving the remaining route to the marina untreated. The lack of hedgerows along the road to the north of the marina make this stretch particularly susceptible to snow drifts.

3. There are issues associated with water supply and water pollution

- a) There are already water shortage issues along this stretch of canal. Most years during the summer, navigation hours have to be restricted and boats are commonly held up all day waiting to use the locks at Claydon. This problem will be exacerbated by additional canal traffic and its use of canal water as a result of the construction of this proposed marina.
- b) The proposed marina would bring the number of marina-based boats on a 5 mile stretch of canal to nearly 700. Cropredy Marina holds 250 boats and Fenny Compton Marina about 100. A further 100 berths are currently being constructed at Cropredy Marina – *see screenshot from their Facebook page on the right*. There is also another marina at Cropredy, of about 50 berths, under construction. As well as increasing demand for a finite supply of canal water, an additional 192 boats will cause congestion on the canal in the local area.
- c) The planning application indicates that the proposed marina will be supplied with water from the canal and that the lake will fill through precipitation. Oily bilge water and grey water (from domestic use) discharged from boats in combination with inevitable spillages of diesel fuel during refuelling will, owing to the lack of flow, pollute the water contained in the marina.



4. The marina will put pressure on local health services

- a) At least one GP at Cropredy Surgery has objected to the planning application for this proposed marina at Claydon, on the basis that although Cropredy Marina is supposedly non-residential, in fact people are living there and have signed on with Cropredy Surgery. Cropredy Surgery's Dr Barry Tucker was quoted in the Banbury Guardian (13 April 2019 - <https://www.banburyguardian.co.uk/news/claydon-marina-plan-still-heavily-opposed-1-8888994>) as saying, "Our experience has been that a marina within the area does put increased workload pressures on the practice, even if the marina is non-residential it makes no difference as people can and will still register at this surgery when our list reopens, also, many of these people are retired with complex health issues. I also feel that local amenities and bus services are not keyed up to deal with an influx of people, especially those requiring public transport."
- b) The proposed marina is supposed to be non-residential, but there is no means of enforcement, as the situation in Cropredy has clearly demonstrated. Where will boat owners and visitors to the proposed marina obtain health care whilst staying at the proposed marina?

5. The proposed development will spoil the character of Claydon, a rural village

- a) The proposed development would take up an area equivalent to three quarters of the size of the entire space currently occupied by Claydon village – see plan below superimposed on a Google Maps satellite image. Claydon currently has 306 residents (2011 Census) and around 120 houses within the village itself – so the marina would effectively more than double the number of dwellings within the immediate area.



- b) The Oxford Canal is a conservation area and this development will not contribute positively to the conservation of the canal locally. Indeed, at present, the canal infrastructure is not well maintained. With sections of the canal banks already collapsing in various places, the additional boating traffic generated by the marina is likely to cause that to increase and make the towpath more hazardous to negotiate. The Oxfordshire County Council has imposed an undertaking on the planning applicant of £10k of piling works along the canal bank, if planning for the marina is approved. This, along with the marina's construction, will disrupt the waterfowl that nest along the canal's north margin between Boddington Road and Appletree Road.
- c) There is likely to be noise pollution also from the maintenance and repair of boats (e.g. the use of industrial pressure washers and grinding tools in preparation of steelwork). This will carry across the canal and fields to Claydon because of the height of the proposed marina (4.5m above Boddington Road and 3m above the canal).

- d) The landscape would be spoiled by the development of long bunds (to contain the marina) parallel to the disused railway line. The application does not make it clear that the change in level from the brook parallel with the disused railway line and rising to the water level of the proposed marina involves a change in level of 8m. The security fencing atop the bunds, and the 6.7m building will add to the overall height. The proposed marina would rise above the surrounding landscape and form a very unnatural profile that is not in keeping with the natural landscape.
- e) The marina will introduce light pollution. It will be necessary for the marina to provide lighting at night for safety reasons; but even the proposed downlights will create a reflective glare from their surroundings.
- f) The proposed lake to the east of the marina will lie at the bottom of a slope of 7m. At a level 2m above the lake there will be an access road for marina visitors arriving by vehicle. From here, there is a slope of 5m rising up to the marina itself (up which boat owners will need to ascend with their luggage). This entire embankment will be visible from the public footpath (170/6/20) and will obliterate existing views to the west of the marina.

Yours sincerely

Emma Ives

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Cc: Councillor George Reynolds, Councillor Doug Webb, Councillor Phil Chapman