

**From:**

**Sent:** 06 November 2020 16:22

**To:** Shona King

**Subject:** Objection to Planning Application Ref: 20/02446/F

Dear Shona King,

Please find attached our documentation supporting our objection for the above planning application for Claydon Marina - Glebe Farm, Boddington Road, Claydon, Banbury, OX17 1TD.

Should you have any queries, please do not hesitate to contact me.

Regards,  
Phil Dykes



.....  
FENNY MARINA  
STATION FIELDS  
SOUTHAM  
CV47 2XD



81 High Street Chatham, Kent ME4 4EE  
[REDACTED]  
[REDACTED]  
[REDACTED]

Ourref- 13/DN/DY00121

Shona King  
Cherwell District Council

By email

SOLICITORS LLF

Date 03 November 2020

Dear Sirs

**20/02446/F - Glebe Farm, Boddington Road, Claydon, Banbury - Marina and Ancillary Facilities plus New Lake**

We remain instructed by Mr Dykes of Fenny Marina, Station Fields, Southam CV47 2XD and refer to our letter and enclosures dated 26/6/18 which must still be taken into account.

As stated before, our client (like Braunston Marina) knows this area both geographically and in terms of the boating industry on the Oxford Canal better than most, including the LPA. He has already provided insight to the Canal water levels, over supply of moorings, alternative sites, and practical matters that are all material planning considerations. Another

Note, plus Mapping and annotated comment against the applicant's sequential alternative site analysis (given under flooding).

The applicant's submissions assert all concerns are overcome. They are not, for the reasons set out below. The primary concern remains that this proposal is fundamentally at odds with the Development Plan and the 2018 Framework [F18j] and there are no (or not adequate) material considerations that outweigh, so it must be refused, being unsustainable development as defined.

### Discussion

Policy R9 is clear and unambiguous. Policy ESD16 in the Cherwell Plan 2011 — 2031 is entirely consistent with R9. The key text is support for proposals that "use the Canal", but that "**new facilities for Canal users be located within or immediately adjacent to settlements**". The policy position clearly distinguishes using the canal and new facilities, which the applicant's submissions have still not grasped. It is not as if the Plan fails to make this clear, repeatedly throughout, as to what is "sustainable". The applicant now argues there are no alternative sites but its analysis is flawed (see below).

ESD16 states the canal is "*an iconic structure*" — a good image then appears on pg 121. The Plan "vision" A.9 refers to *improving vitality of settlements as hubs and protection of distinctive natural and built environment and rich heritage - that Cherwell will maintain its rural character where its landscapes, its vast range of natural and built heritage and market towns defines its*

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**distinctiveness**. (our underlining). We note the applicant's arguments, and landscapes submissions, but again, despite this, the conservation officer maintains objection and it is key the requirement to maintain or enhance, is neither met, nor can the cumulative effect overall be anything less than adverse, particularly given the loss of other landscape close by to HS2 (which is considerable).

A.11 shows *focus* for new development is not this remote rural land but those places identified - towns, with good reason - then directing the rest towards the larger more sustainable villages. In sequential terms, the application site performs badly. We note the arguments now since our last letter in 2018, but the assertion as to Banbury site is not credible. The scoping should be limited to a particular parcel but the land adjacent to the Canal. Banbury is an obvious alternative, very well served by public transport, high PTAL and other factors heavily directing a new marina here, not the applicant's remote site. There are no respectable arguments to contradict our client's previous submissions, the attached Note from client demonstrating the assertions regarding "need" are clear — there is no such demand, the scheme is so speculative that the LPA must disregard the misconceived claims otherwise, which proverbially holes the applicant's case below the water line .

A.21 refers to *improving social cohesion in towns and villages*, and A.25 to *cherishing distinctive natural and built environment*, and to *improving functioning of towns and villages*. This scheme fails on all counts and the applicant's arguments are flawed. It is not credible to assert any improvement will arise, as policy requires. The development will be private, there is no public benefit — it amounts to the equivalent of a private car park in the open countryside with major land raising with buildings on top of that.

To put it beyond any doubt, the Plan at SO12/13/14 & 15 is explicit as to what sustainability means and why development is directed away from remote countryside. B.44/45 and B.47 explain why this scheme is at direct odds with the Plan and F18 that directs new employment sites to those identified, so even the few new jobs mentioned (3Ft/3Pt) are not where the Plan directs them to be created. Departing from this undermines the Dynamic Town Centre policy SLE2 and tourism SLE3. It is antagonistic to ESD1.

The above policies are all consistent with F18. The applicant's arguments that it needs this development financially are also unjustified. In terms of growing crops that do not require subsidy, this is nothing to the point. TB is compensated and again, hardly a special circumstance at this farm. Assertions as to Brexit, HS2 and viability are also unjustified as Brexit is now by no means certain, a second referendum seems likely rendering the arguments on this footing premature. In any event no weight can be given to politics. Neither is there any proof from the applicant's that it would make any true difference as all business has to adapt. HS2 assertion regarding delayed compensation is unjustified — 90% advance payment is mandatory, paid on entry. As to more land to be acquired to replenish, this argument is the same for every landowner. The applicant has no special case, and has not provided any evidence it has been unable to acquire more land, or even tried. As for it needing to be

adjacent, this is also unjustified — it is common place for holdings to be spread.

Members will be advised by officers regarding financial/personal circumstance being irrelevant. If diversification means “any” land use or buildings the applicant might propose, anywhere under its control, on that basis they could build anything at all here — e.g. a power station or factory. Diversification does not change the simple point that planning permission has to be in accordance with adopted Plan policy, and assertion of unmet need is not made out.

It is a concern that the applicant could (and our client predicts would need to) sell/lease the site on to a marina developer for a significant profit, there is nothing that can be done to prevent that. Our client’s attached note confirms C&RT have just sold all 18 marinas and why, demonstrating the applicant's assertions as to viability are not made out. Such site disposal will leave the local community to look back as to why profit came at the expense of the public’s prized environment that should be preserved or enhanced according to policy. The definition of sustainability is to protect valued landscapes for this and future generations. Marinas are struggling in this region and more specifically, this locality. What will the LPA do if as our client predicts, a developer seeks change of use of the land having spent out on the engineering works? The danger is all too obvious. The application has to be considered on its own merits, for a hypothetical operator on the land edged red.

The scheme raises ground levels considerably, constituting significant irreversible development within open intrinsically beautiful countryside, a diminishing resource exemplified by HS2 adverse impacts. Additional harm to the setting of an “iconic” heritage asset that itself relies upon open undeveloped countryside for its intrinsic value backdrop, surely adds imperative to protect what remains?

The applicant, in order to satisfy the heritage test, would need to either prove that the development has neutral impact and therefore is harmless, or the degree of harm is offset by public benefit. Whilst the creation of a modest 3ft/3pt jobs may carry some limited weight, the assertions as to potential to boost tourism are contrived and miss the point — in this location F18 does not give unfettered encouragement to development. Nothing like. It is not previously developed land. It is virgin farm land. It is not well related to settlements. There is no real scope to make the site more sustainable avoiding use of cars — hence 150 car spaces. The scheme is not sensitive to its environment. It is highly insensitive, an unsustainable location, a worse choice than Banbury even if “need” is demonstrated (which it is not). The location choice is

because the applicant owns it, no different to any other owner e.g. seeking green field site homes, car park or a factory. To dismiss adjacent to Banbury the applicant fails to engage with the starting point that, in a search sequence one commences with towns, adjacent towns, then settlements - this remote spot is at the other end of the spectrum. Our client's Mapping and commentary upon the applicant's assertions as to alternative site show a very different picture in reality.

Good planning is about sensitive and sensible land use, applying well established policy principle of using green field last, striking a fair balance — and the adopted plan and F18 do not encourage new buildings car parks and land raising in open countryside side, as this scheme does not fall within a confined list of policy exceptions.

Alternative sites as client explains would have far greater community benefits. The scale of the development in the undeveloped setting, bigger than the nearby village, would not be other than significant adverse impact on canal users not just during construction, but for years after with HS2 behind, already a blight, on the applicant's own case. The search area in the flood risk assessment is still limited and inappropriate geographically, thus remaining flawed analysis as we set out in our last letter. The entire 78 mile Canal is a single structure, an icon from Coventry to Oxford. With the Cherwell river, the scoping for "alternative site" best located to be sustainable is not fixed by flood risk scoping or being dismissive of more sustainable sites. Our client's analysis attached suggested land south of Kidlington identified on his map page 24 — in fact the 5th page as it is an extracted document). There is no demand but it is still sustainable. Banbury is 'the' obvious nearby district location, being a highly sustainable town to which the Plan directs focus for development (see above).

It is crucial to assess all alternatives regardless of plan policy map areas, since the search sequence must be applied to the Canal "structure" (see above). It would be irrational to do otherwise, since if a canal straddles 3 LPA areas, it is the canal that is scoped in terms of demand and supply for mooring/tourism etc. It would otherwise mean that if one ignores canal in other plan areas, it would result not just in duplication but triplication of facilities (if 3 areas) when the demand is single. By limiting the search the applicant has ignored alternative sites such as Thrupp in the south, Kidlington right down to Oxford — as to the north, about 20 miles of relevant search area has been ignored, not least Rugby, Coventry and Wormleighton. It is striking the application site is in the far northern extremity of the district area, presumably in the belief the Council will not be bothered as it is far flung.

The applicant argues that the new building and facilities would be for non-residential boaters only. Whilst the planning authority could impose a condition or seek a legal agreement dealing with that, still no Section 106 Agreement has been submitted. This is a clear signal there must be a real risk that such a condition would either be unenforceable (failing the tests set out in NPPG) or the Council would face a very likely application to vary this condition in due course, perhaps based on viability concerns of the Applicant to boost turnover by visitors that would be overwhelmingly still be car-borne. At Cropredy the Council is investigating live-aboard/residential boating use, a sure sign the need is not present, that marina is struggling, a fate the application site is likely to face.

It is not difficult to look further afield to marinas elsewhere. The Council will be familiar with restaurant facilities in marinas being a substantial source of income for both the marina operator and franchises. Once a marina is approved here, in what is by any definition a remote rural site, the Council will find it very difficult to resist an open market facility, and indeed further buildings given it is such a large site e.g. as a tourist attraction, backed up by viability problems. The fact that the scheme is scaled down now demonstrates how easy it will be to revert to larger, later. It is also not hard to predict that a development of this scale and the investment would be a struggle to be viable except over a far longer term than 28 years as now submitted. It is noted that enlargements elsewhere as our client identifies attached have still not transpired and Braunston Marina verify this fact. Whilst there is clearly interest in leisure boating upon and thus use of Oxford Canal, even the applicant admits that it would only make a "small" contribution at best, assuming that the

scheme is eventually viable, for which there is in fact, no demonstration sufficient to justify the grant of planning permission.

The local roads are narrow and potholed, in a beautiful countryside location, so whilst the highway policy position is one thing, the impacts of the scheme overall must be weighed in the balance and since the facilities are for boaters only a realistic view must be taken by the Council now when assessing the principle of sustainable development.

The construction of this development is 'major', and will have a fundamentally adverse impact. It is irrational to argue that because part of the development will involve water, that that makes wide areas of concrete, roads, parking and manmade features, raising the ground levels anything other than extremely harmful to the setting of the heritage asset and the intrinsic beauty of this countryside.

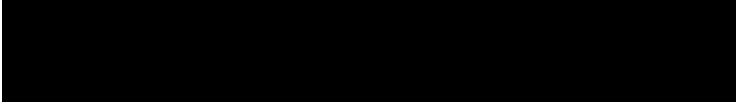
There is limited public transport hence 150 car spaces. The issue is not speed but again, the fundamental problem of unsustainable location.

Better access design and less hard surfacing in some places does not offset the harm from raising ground levels and high build floor plates plus a prominent bridge. The holistic flaw of unsustainability is key.

### **Conclusion**

The development is, very obviously, still in fundamental conflict with the long held development plan policy to protect, enhance and conserve both the heritage asset Canal and its setting from inappropriate development, and not to develop remote beautiful open countryside, already threatened by HS2. It is misconceived to argue that this proposal is anything other than a speculative money scheme with no evidence of unmet demand. The benefits are just 3ft/3pt jobs, at best, in a remote countryside location away from any sustainable settlement where policy commands it be located. Having to raise structural heights just makes its impact worse than when first submitted. This is not truly diversification of the kind F18 encourages, the claims made amounting to no more than illusion to cloak a very substantial marina incongruous within this beautiful countryside. Any benefits are of such limited weight to fall a long way short of successfully overcoming the fundamental policy conflicts identified; so, in accordance PSD1 and Section 38(6) PCPA 2004, planning permission must be refused. The Council's position is copper-bottomed by the development being "unsustainable" as defined by F18.

Yours faithfully



For and on behalf of Kingsley Smith Solicitors LLP



**All the comments highlighted **YELLOW** prepared by 'SB Rice Ltd' are the points I will discuss. All comments highlighted **BLUE** are of my own.**

**Please see the end of paper for further comments regarding the following and also suggestions of alternative suitable sites.**

**PREPARED BY PHIL DYKES OF FENNY MARINA LTD.**

**Ref: 20/02446/F**

W A Adams Partnership – Claydon

Marina Sequential Test: January 2018 (Rev A –

Feb 2019) W A Adams Partnership

Glebe Farm, Boddington Road, Claydon, Banbury,

Oxon, OX17 1TD

Sequential Test

Proposed Inland Waterways Marina with Ancillary Facilities

Building, Car Parking, Access and Associated Landscaping

including the Construction of a New Lake Prepared by:

SB Rice Ltd Abbey House

1650 Arlington

Business Park Theale

Reading

RG7 4SA

Contents

Section Detail Page No

1.0 INTRODUCTION .....	3
2.0 SEQUENTIAL TEST FOR FLOOD RISK. ....	3
3.0 SEQUENTIAL TEST FOR COMPLIANCE WITH POLICY ESD16 – THE OXFORD CANAL. ....	4

4.0 SUMMARY. ....8

Appendices

A: Sequential Test Site Plan (ADAMCM-1-1-003)

31.0 INTRODUCTION

- The purpose of this report is to apply a sequential test as required in the NPPF and the Technical Guidance that accompanies it with regard to the proposed development's impact on the flood risk.

- In doing so this sequential test also assesses alternative locations for a canal based marina in the District Council's region in the context of their compliance with policy ESD16 – The Oxford Canal in the Cherwell Local Plan 2011-2031 Part 1 (CLP2031 Part 1).

- The sequential test has only been applied over the Local Planning Authority (LPA) area.

- The following documents and sources of information have been referenced in carrying out the test:

- Environment Agency Flood Map;

- Magic Map;

- Ordnance Survey Maps.

- The authors of the report have also relied upon their specialist knowledge regarding inland waterway marina development.

- SEQUENTIAL TEST FOR FLOOD RISK

- A Flood Risk Assessment for the proposed development has been prepared and submitted with the application, a copy of the FRA can be found in Appendix G of the Design and Access Statement.

- A small area totaling approximately 2440m<sup>2</sup> of the proposed development site is located within Flood Zone 3.

- The loss of flood plain will be more than compensated within the proposed development site via the construction of a lake.

- In terms of the guidance set out in the NPPF a marina is defined as water compatible development so would be acceptable in Flood Zone 3.

- However, as the proposal also includes the construction of buildings associated with the operation of the proposed marina a sequential test may be required.

- Development in Flood Zones 2 and 3 will only be permitted if it can demonstrate that there are no reasonable alternative sites that would be appropriate for the proposed development in Flood Zones 1 or 2.
- Marinas are water compatible development and should therefore not be subject to a sequential test.
- The detailed assessment in section 3 below of alternative sites in the Cherwell District of Oxfordshire includes an assessment of the proposed sites in the context of potential flood risk and whether they are located within Flood Zones 1, 2 or 3.
- A canal based marina must be located adjacent to the canal. An assessment of the Oxford Canal as it passes through the Cherwell District confirms that many sections of the canal are canalized river (River Cherwell), as such many sections of canal/river are located within Flood Zone 3. The assessment has therefore excluded potential sites within Flood Zone 3. The assessment confirms that there are no reasonably available alternative sites located within Flood Zones 1 or 2 that would provide more suitable lower risk sites than that proposed in this application.
- The sequential test for flood risk has therefore concluded that there are no realistic alternative locations for the proposed marina development within the Cherwell District area with a lower flood risk and that compliance with the sequential test has therefore been demonstrated.
- SEQUENTIAL TEST FOR COMPLIANCE WITH POLICY ESD16 – THE OXFORD CANAL
- Policy ESD16 of the CLP 2031 Part 1 is intended to protect and enhance the Oxford Canal corridor as it passes through the Cherwell District.
- The policy recognizes that the canal operates as a green transport route, a major leisure facility which attracts significant numbers of tourists and contains a significant number of industrial heritage features.
- The canal is a designated Conservation Area and proposals which would be detrimental to its character or appearance will not be permitted.
- The policy confirms that Council will support proposals to promote transport, recreation, leisure and tourism related uses where appropriate.
- The policy also confirms that other than appropriate relocated small scale car park and picnic facilities, new facilities for canal users should be located within or immediately adjacent to settlements.
- A sequential test has been conducted to assess all potential marina sites within the district in order to evaluate whether a deviation from the policy should be permitted in order to allow a marina development that is not located within or immediately adjacent to a settlement.

- The criteria that have been used to assess suitability of a site for further marina development are
- Proximity to the canal;
- Highways access and access from the marina onto the canal;
- Flood plain;
- Green Belt;
- Geography, i.e. height of existing ground level adjacent to the canal;
- Proximity to sensitive ecological sites;
- Proximity to sensitive heritage features.
- Please refer to drawing reference ADAMCM-1-1-003 in Appendix A.
- Site 01 – Within Flood Zone 1 and currently forming part of Kirtlington Golf Club, therefore unavailable for use as marina.

**Please refer to section 3.9 (In reference to Site 01) – The document states that the Kirtlington Golf Club is liable to flooding (Flood Zone 1). However, after speaking with an employee at the Golf Club, they quoted that the Golf Club is not liable to flooding.**

- Site 02 – Within Flood Zone 1. No suitable highways access; located immediately next to a SSSI; the site is heavily wooded with ground rising steeply from the canal and therefore unsuitable for a marina without significant excavation; the site is not adjacent to an existing settlement.
- Site 03 – Within Flood Zone 1. No suitable highways access; the canal is in a cutting with land rising steeply from the canal and therefore unsuitable for a marina without significant excavation; the site is not adjacent to a settlement.
- Site 04 – Within Flood Zone 1. Highways access may be possible subject to land owner's agreement and highways approval; however the land rises steeply from the canal so deep excavations will be required with likely significant environmental impact as it is unlikely that the spoil would be placed onsite due to landscaping issues and would therefore have to be exported via road for disposal elsewhere; the site is located adjacent to Lower Heyford, however this is a very small settlement with no facilities other than a public house; this site is unlikely to be suitable for a marina.

**Please refer to section 3.12 (In reference to Site 04) – The Lower Heyford site is also flat land. The area demonstrates several facilities, including local restaurants and a railway station. According to the text written, it says there is only a public house.**

- Site 05 – Within Flood Zone 1. Vehicular access may be possible subject to highways approval; the site is small, the land rises from the canal and

therefore the spoil would have to be exported offsite resulting in significant environmental impact; the site is located immediately adjacent to residential on its southern boundary and a sewage works on its northern boundary; the site is not adjacent to an existing settlement; this site is unlikely to be suitable for a marina.

**Please refer to section 3.13 (In reference to Site 05) – Located below Upper Heyford, the land suggested is flat land, there wouldn't be any need to relocate the spoil 'offsite'. There is existing vehicle access via Somerton road which is parallel to the site.**

- Site 06 – Within Flood Zone 1. Highways access may be difficult; the land rises steeply from the

canal resulting in a need for deep excavation to form the basin; an existing access track separate

the site from the canal and it is therefore only possible to connect the basin to the canal via the

construction of a new highways bridge over the entrance, this is very expensive and is likely to

have an adverse impact on the Canal Conservation Area. It is highly unlikely that this site would

be suitable for a marina.

**Please refer to section 3.14 (In reference to Site 06) – Located above Upper Heyford, the land suggested is flat land, there wouldn't be any need to relocate the spoil 'offsite'. There is existing vehicle access via the bridge which is already in place by Allen's Lock.**

- Site 07 – Within Flood Zone 1. Vehicular access to the site is only possible via an existing

agricultural bridge over the railway, this is unlikely to be suitable for marina traffic; the site is in

close proximity to a Site of Special Scientific Interest; the site is not adjacent to an existing

settlement; it is unlikely that this site would be suitable for a marina. South Northamptonshire District Council have no problem with Glebe Farm application at Claydon, therefore there should be no issue with this.

**Please refer to section 3.15 (In reference to site 07) – This area is flat land; it can also be accessed via Water Street. It is located only 500 yards away from the nearest village. There are also local amenities including a shop and a Pub.**

- Site 08 – Within Flood Zone 3. Any vehicular access would have to cross land within the county of Northamptonshire and would therefore be subject to approval by South Northamptonshire District Council; most of the site lies within Flood Zone 3 and safe access and egress to the marina would be difficult, if not impossible, without a serious impact on the flood plain; the site is not adjacent to an existing settlement; this site would be unsuitable for a marina.

**Please refer to section 3.16 (In reference to site 08)- A gate on to the road (B4031) allows access. Near to bridges 190. As it is so big you could dig in to the suggested land creating a wider entrance. There is a settlement, Ahnyo Boats. There is also a local pub just 20 yards away from the site 'The Great Western'.**

- Site 09 – Within Flood Zone 1. This site currently forms part of Banbury Golf Club and is therefore not available for use as a marina.

**Please refer to section 3.17 (In reference to site 09)- Banbury Golf Club owners could apply for a change use to a Marina.**

- Site 10 – Within Flood Zone 1. Vehicular access to the site is only possible via a bridge over the

M40 constructed for agricultural purposes only, it is unlikely that this bridge would be suitable for

use by marina traffic; the site is also located in very close proximity to the M40 and therefore

subject to significant road noise; the marina entrance would be very close to a lock and may not

therefore be approved by the Canal and River Trust; the site would be highly visible in the

landscape from the village of Kings Sutton which includes a Grade I Listed Church of St Peter and

St Paul which is recognized as having one of the most important church spires in the UK; the site

is not adjacent to an existing settlement; this site is unlikely to be suitable for a marina.

**Please refer to section 3.18 (In reference to site 10) –The vehicle access via the bridge over the M40 is a single-track road, however passing points can be added either side of bridge. Sources state that you would not be able to see the site from King Sutton Village, unless you went up the Church Tower. Regarding the M40 being within proximity, it is much better than having the HS2 running right through the site.**

- Site 11 – Within Flood Zone 1. Vehicular access is only possible via an existing bridge over the M40 Motorway built for agricultural purposes, this is

unlikely to be suitable for use by a marina; the site is also extremely close to the M40 and would be subject to significant road noise, the M40 is partially elevated as it passes the site; the marina would be highly visible in the landscape from the village of Kings Sutton and is not adjacent to an existing settlement; this site is unlikely to be suitable for a marina.

- **Site 12 – Within Flood Zone 1. Vehicular access may be possible subject to highways approval; land to the west of the site is currently being developed for residential purposes; the land rises steeply from the canal and construction of the marina basin would therefore require significant excavation; the site may however have potential for marina development.**

**Please refer to section 3.20 (In reference to Site 12) – Again the land is flat and should not require**

**as much excavation as it states in this paragraph. There is a road already there which can be used,**

**located of the tramway road. (unnamed running parallel with the canal) an extension of this road would make a suitable vehicular entrance.**

- Site 13 – Within Flood Zone 1. Vehicular access would be extremely difficult to achieve as the site is located between the railway and the canal and some distance from the closest public highway; there is insufficient distance between the canal bridge and the lock to construct an access to the marina; there is also likely to be a cumulative impact as the site is located in close proximity to a site that is already permitted for the construction of a small marina; the site is not adjacent to an existing settlement and it is therefore an unsuitable site for a marina.
- Site 14 – there is insufficient distance between the locks to create a marina entrance onto the canal; the site is in close proximity to Grade II Listed Clattercote Priory Farmhouse and outbuildings; there is no public footpath access from the site to Claydon village, pedestrian access is only possible via the public highway which has no public footpath; this site is unlikely to be suitable for a marina.
- SUMMARY
- A sequential test has been completed to assess all other potential marina sites within the Cherwell District for the purposes of compliance with the NPPF and policy ESD16 of the CLP 2031 Part 1.
- Although a very small area of the proposed development site is located within Flood Zone 3, the proposed development is listed within those that are deemed “water compatible”.
- The proposal involves the loss of approximately 2,440m<sup>2</sup> of Flood Zone 3 which is compensated via the construction of a lake forming part of the

development. This more than replaces the 4,880m<sup>3</sup> of volume within Flood Zone 3 that would be lost to the development.

- Large sections of the Oxford Canal passing through the district are canalised river. The result is that many sections of canal are located within the flood plain and it is almost inevitable that any marinas built on the Oxford Canal will be either entirely or partially located within the flood plain.
- As detailed above, the proposed marina at Glebe Farm is able to fully compensate for the loss of land in Flood Zone 3.
- The sequential test confirms that there are no other suitable sites that lie outside the flood plain that would satisfy the criteria of reasonably available alternative sites.
- The proposed site at Glebe Farm therefore passes the sequential test for flood risk.
- This sequential test has also assessed potential alternative sites in the context of the criteria within policy ESD16 of the CLP 2031 Part 1.
- A total of 14 alternative sites have been assessed using the criteria identified in section 3 above. These criteria include an assessment of the potential site's proximity to a settlement. Only one of the potential sites assessed meets all the criteria and is adjacent to a settlement. This site is located to the south of Banbury and appears to be located immediately adjacent to a site that has been allocated for residential development. The Planning Statement that accompanies the application provides a more detailed assessment of the proposed development's compliance with local and national planning policies and refers to the results contained within this sequential test report.

### **Additional Notes added**

**In reference to each of these comments regarding boat navigation in to the marina, the boat entrances to the proposed sites can be easily achieved by cutting in to the land in which the site will exist. This will create a very accessible widened boat entrance.**

**In addition to this, in reference to any sites that are flat or have large amounts of excavated spoils could possibly be spread around the perimeter of the site creating a bund. It can also be removed from the site via canal which minimises the environmental impact, in comparison to removing the excavated spoils via the roadway. Spoils could also be spread across the existing site, raising the ground level slightly or even across neighbouring fields.**

**Please refer to the site suggestion Maps as suitable alternative sites. Located at; Map: 'Site Suggestion 1' Kidlington via Yarnton**



**Road and Map: 'Site Suggestion 2' Banbury, off Southam Road,  
Parallel to the canal, assuming the bridge is strengthened.**

## **PLANNING OBJECTIONS – 20/02446/F**

### **Glebe Farm OX17 1TD**

1. Mooring Surplus - Cropredy Marina currently hosts 249 moorings, which have many vacancies, with another 100 moorings due to open in January 2021.

Another 50 berths in School Lane, Cropredy, are currently under construction as well - reference no.:11/01069/F.

Fenny Marina currently hosts 100 berths, which have not been full since Cropredy opened.

Now another 192 berths are being applied for in the same area.

Within an 8 miles radius, should this application be passed, mooring would have gone from being 100 moorings to 692, in a space of 5 years.

This would create a saturation of moorings in the area that already can't be filled, should the new site be passed. However, the lower South Oxford Canal is completely devoid of any sizable Offline Marinas, due to a surplus of moorings already in existence.

2. There is a more suitable site in Kiddlington (photograph no.1), which would be more practicle than this application, due to it being further South, the level of the land is better to hold a basin without the construction of man made bunds, and its roads are easier to access.

This would make far more sense, than putting a Marina that requires massive Civil Engeneeing to create, in our already saturated area.

3. Social and Enviromental Impact - Any views of the fields would be lost to the village and its community due to the new site needing to

rise 8m above the brook, 3m on the field to level with the canal, and 4.5m above Boddington road. Once buildings are built on top of the 8m bunds which would add another 6.5m, the site will rise to a total of 14.5m/47.6 ft higher than it currently is! The owners of Glebe farm seem to be more interested in constructing what they want in order to make money, disregarding the natural state of the area, and what would benefit the community. This new Marina would only detract from the natural beauty of the area. The Oxford canal is a conservation area, and this application would only create a negative impact on the environment.

The negative environmental impact from this colossal construction would be enormous. I.e. Pollution from the diesel engines, huge concrete pads which is very environmentally damaging, the huge gravel trucks that will have to be driven to site, considering there is a surplus of moorings, why should the environment pay such a huge price for something that will only affect it in a negative manner?

4. As the marina would be closed to the public there would be no benefit to the village of Claydon, only causing negative issues such as:

4.1 Noise pollution – More people during the day, traffic horns due to Congestion over the narrow bridge which already is a hazard due to HGV's not reading signs, to not use these roads, then having to reverse these huge trucks a ¼ mile to turn back, negotiating two blind bends, which could quite easily cause a major accident requiring the trucks to blow their horns as a means of avoiding danger to anyone.

There is also to be noise pollution from the maintenance and repair of boats.

Even noise from small electrical hand held tools, carry hundreds of meters across the water, such as grinders, orbital sanders and drills. Grit blasters, by their very nature are excessively noisy, for cleaning off Hulls, prior to painting, is considered general maintenance on a narrowboat.

4.2 Light pollution – due to the height of the new site (14.5m/47.6ft) even low-level lighting, would be seen from a far distance.

4.3 Heavy traffic on the already bad roads, which are full of potholes are a huge concern to the locals.

4.4 More weight on the medical facilities – surgeries are already at full capacity in both Fenny Compton and Cropredy. Who would facilitate medical treatment should a boater get ill?

5. Apparently, the OCC have imposed an undertaking of £10,000.00 worth of piling works along the Canal bank, if the Marina application is approved. This in real terms would mean that approximately 17m worth of piling would be done! A drop in the ocean for what is needed.

6. Water levels - The Fenny Compton summit has suffered from lack of water in the peak seasons, since Cropredy Marina opened. The lack of water usually results in navigation restrictions for boaters, this year being particularly bad allowing boaters only to navigate for no more than 6 hours per day, due to water shortages. Each year only seems to get worse, due to longer dryer summers.

7. The Governing body of the Canal System, Canal and River Trust,

had a subsidiary (British Waterways Marinas Ltd), who have recently deemed it fit to sell all 18 of their marinas, the largest Marina operator in the UK, to secure long-term revenue from a more reliable source. If there is such demand for Offline Narrowboat Moorings, why would they do this? Why did they offer such heavy discounts to fill their Marinas whilst they were trading?

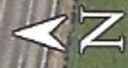
Therefore, with regards to the above issues, we cannot see the need for this application to be approved.

Ref: 20/02446/F

road

dir

R

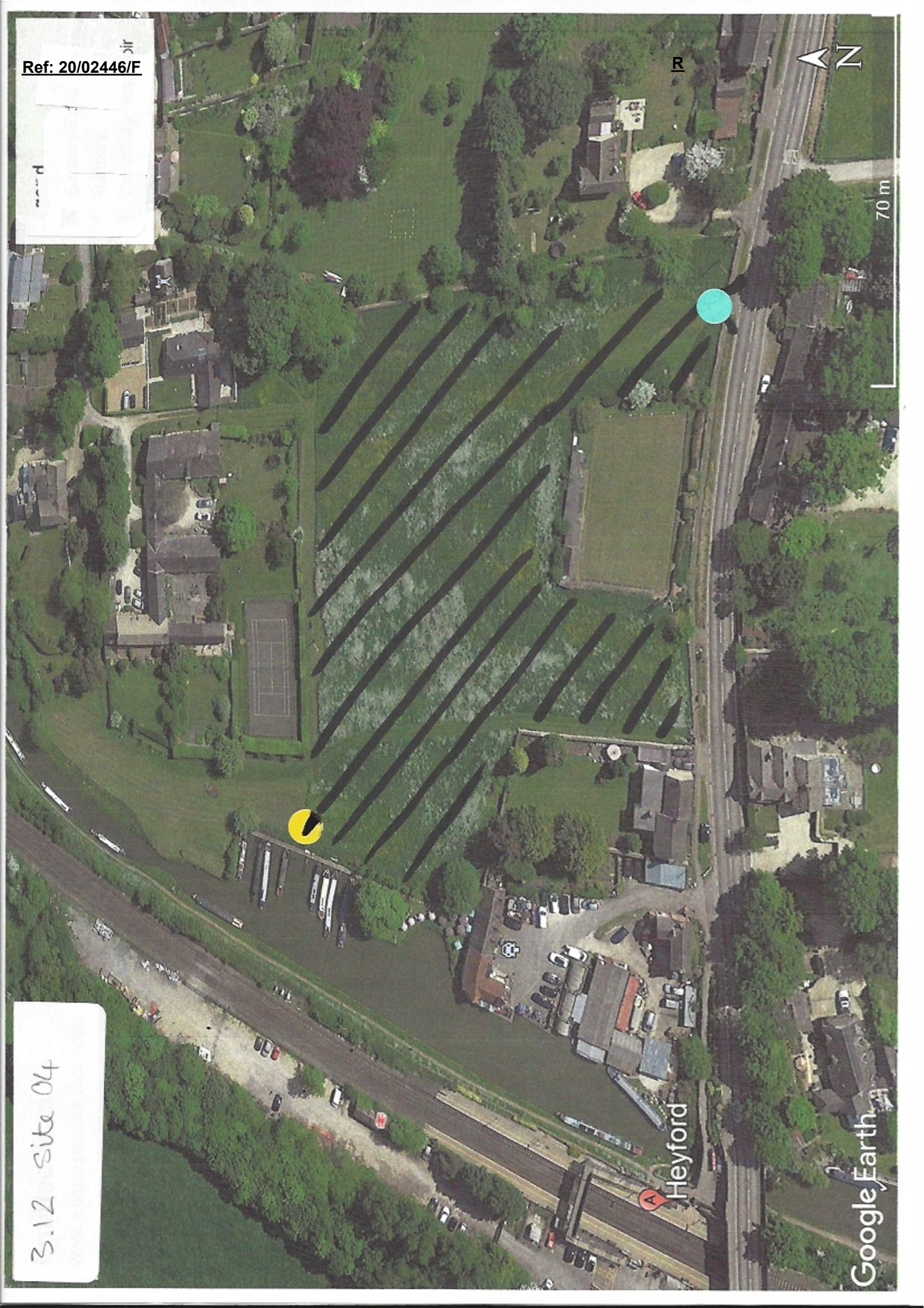


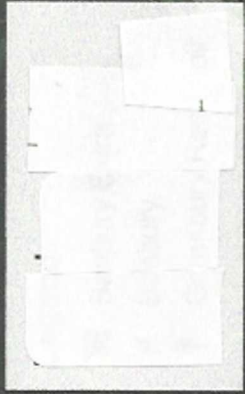
70 m

3.12 site 04

Heyford

Google Earth





100 m



3.13 site 05.

Google Earth

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Project:  
14. Ecology Lab  
15. Ecology  
16. Greenway Subwatershed

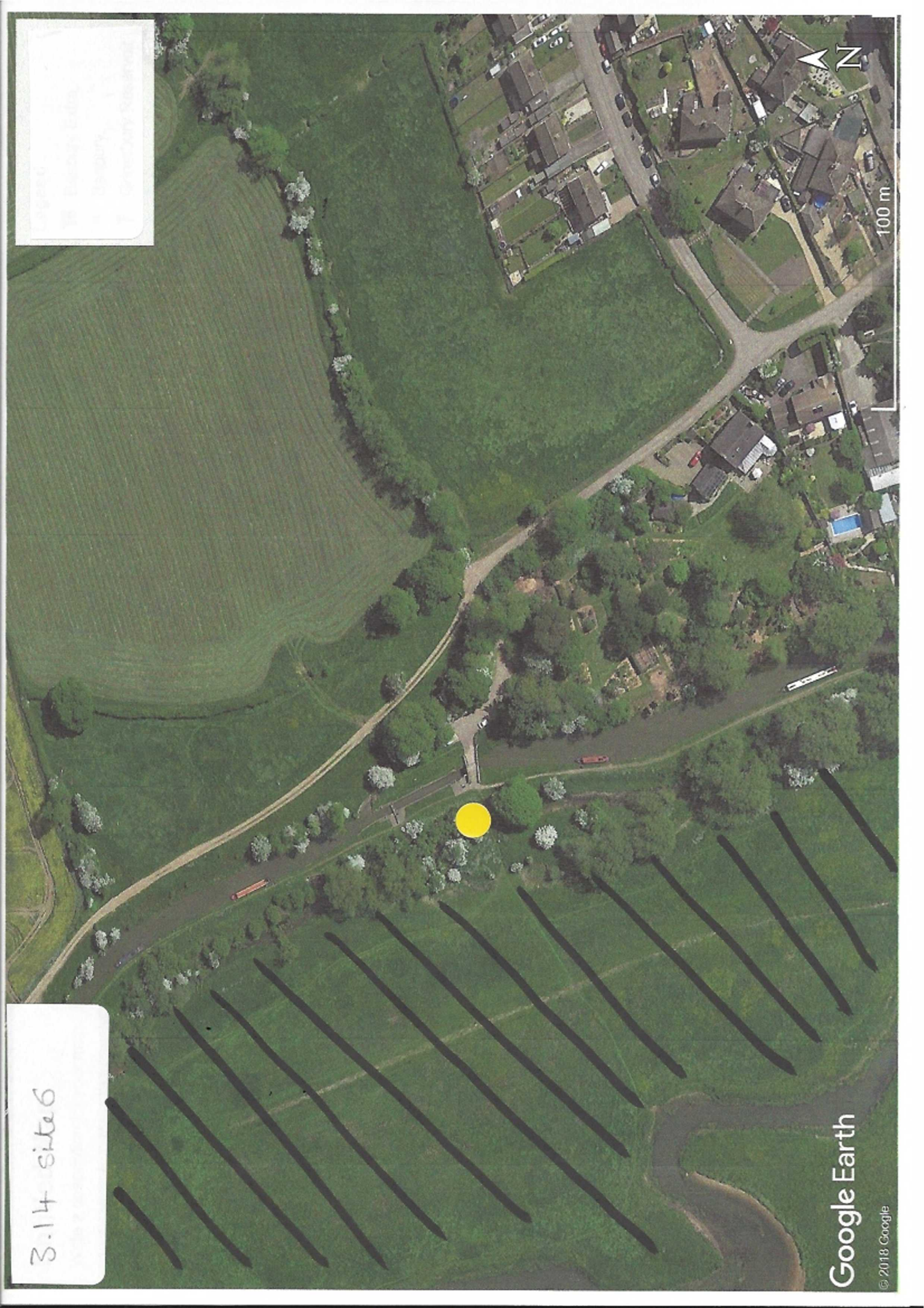


100 m

3.14 site 6

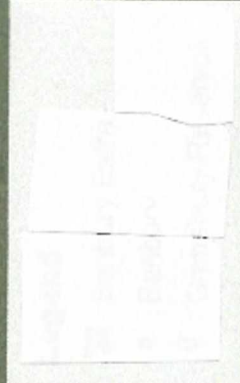
Google Earth

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3.15 site 07

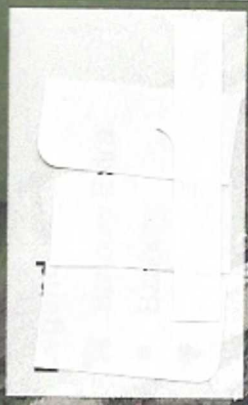


30 m

Google Earth



3.16 Site 08



70 m



Google Earth



3.18 Site 10

200 m



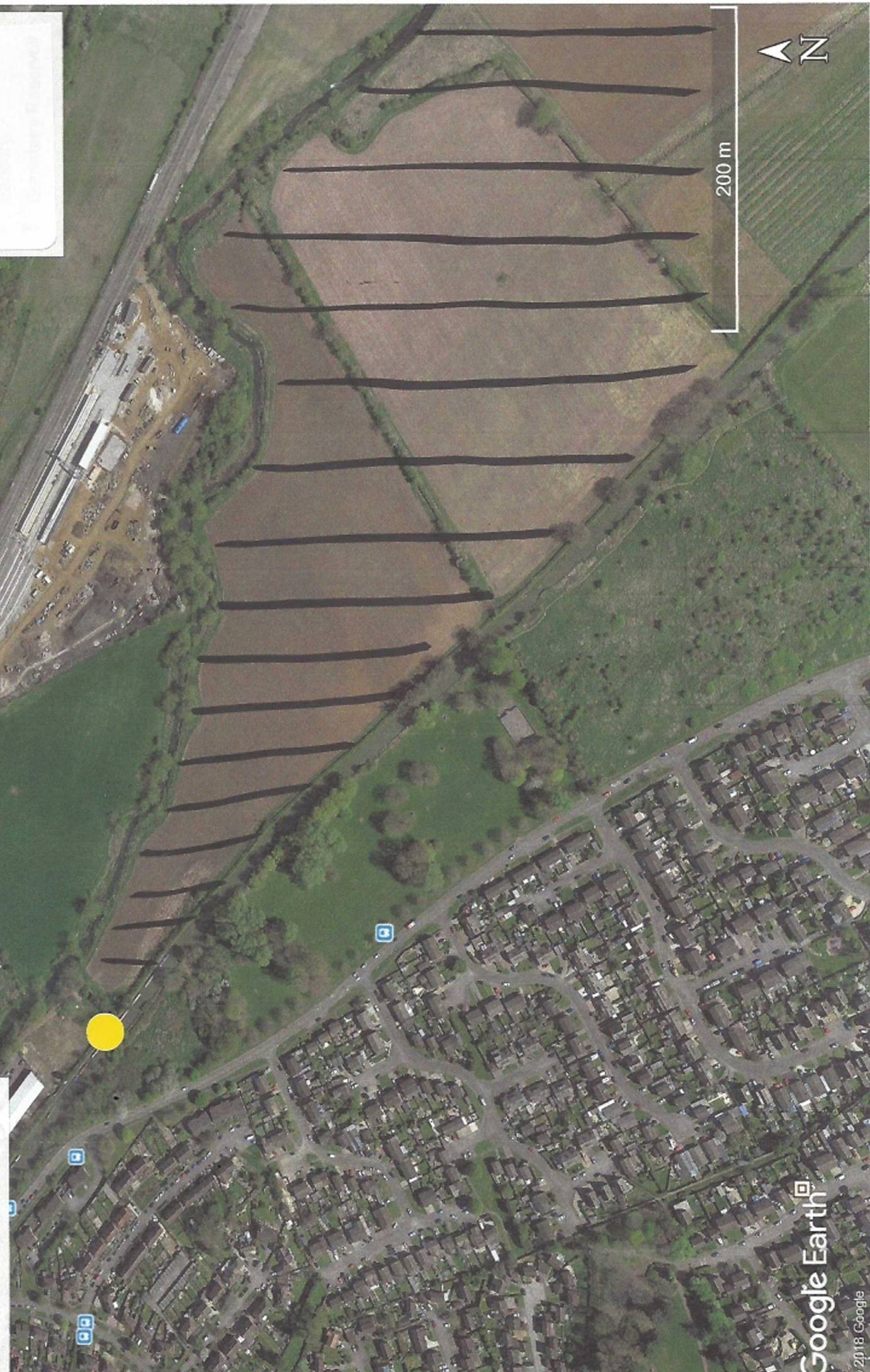
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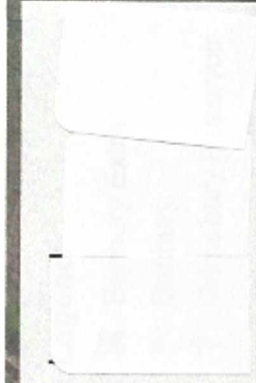
### 3.20 Site 12

Write a description for your map.



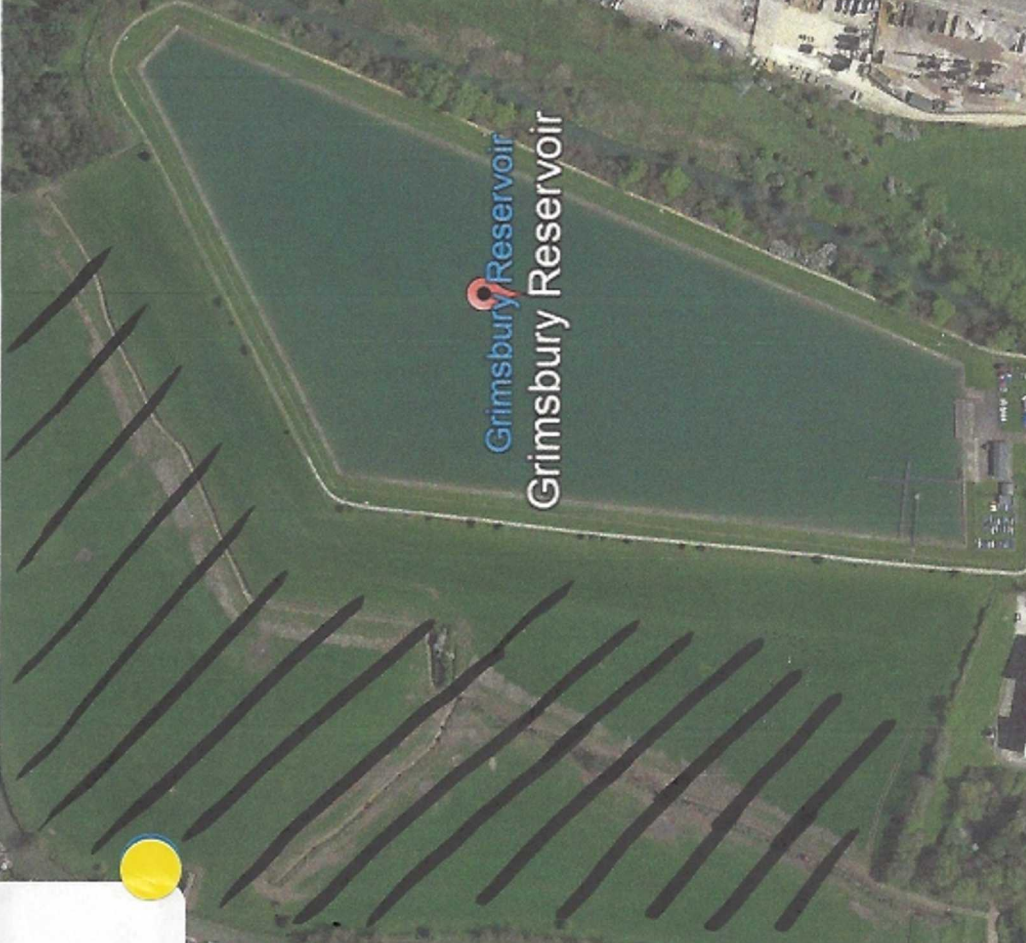
Unzoned map  
Site suggestion 1





300 m

Grimsbury Reservoir  
Grimsbury Reservoir



Site suggestion 2

Google Earth

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