

# Comment for planning application 20/02446/F

<b>Application Number</b>	20/02446/F
<b>Location</b>	Glebe Farm Boddington Road Claydon Banbury OX17 1TD
<b>Proposal</b>	Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake - re-submission of 18/00904/F
<b>Case Officer</b>	Shona King
<b>Organisation Name</b>	Andrew Ferguson
<b>Address</b>	9 Bignolds Close, Claydon, Banbury, OX17 1ER
<b>Type of Comment</b>	Objection
<b>Type</b>	neighbour
<b>Comments</b>	<p>OBJECTION TO PLANNING APPLICATION FOR GLEBE FARM CLAYDON MARINA I have lived in Claydon with my wife Angela for 29 years and our three children were brought up here. I worked for Oxfordshire County Council for 10 years and my wife taught at local schools through her career, and we are both very committed to community life. As such we regard the consequences of the application as a threat to the quality of life for all who live or work in the area and those who visit. Our reasons are set out below. Andrew Ferguson 9 Bignolds Close Claydon BANBURY OX17 1ER Tel 01295 690367 24th November 2020</p> <p>1. Planning process. Firstly I must protest that this application is being made in the middle of the Covid national lockdown up until 2nd December 2020 which makes illegal direct contact between individuals. As such the community cannot meet to discuss a response. No-one can attend at Bodicote House to view the plans. Those people without access to online resources, or limited in their use of them, cannot seek help from family, friends or advisers. Also I think many villagers are under extra pressure to work and provide for their families and cannot respond as fully as they would want to the threat this development poses. The Cpril 2019anal and Rivers Trust state on their website that due to Covid they are only undertaking essential safety work and cannot respond within six weeks as they would usually want to. This is all very unfair and is skewed in favour of the applicant who already has far more resources than the individual local people who will be most impacted if the plan is smuggled through during covid restrictions.</p> <p>2. Pre-conditions for inland marinas are that they should be located near existing services. Looking at the Canal and Rivers Trust website , and the planning applications referenced there, there is a well-established practice that inland marinas are built near residential communities which have the personal services that a new marina development cannot provide, despite the fact that large numbers of people spend time within a marina. The only residential community nearby to Glebe Farm is Claydon, and this is a brisk 15 minute walk away with few pavements and no street lighting. The only personal services Claydon has are a church, post box and defibrillator. Getting to everything else - doctors, schools, shops, buses and pubs - requires the use of a car. Allowing this Glebe Farm development will mean up to 190 groups of people using their cars to travel along narrow unmaintained roads to obtain any services at all. There will be a bad impact on Claydon as the travel will be from the marina through Claydon to Cropredy. This is not how previous marinas have been allowed.</p> <p>3. Direct impact on Claydon village and its community.</p> <ul style="list-style-type: none"><li>o The village has about 100 dwellings and 300 residents. The marina has a proposed 192 boats, with multiple occupants, and at its beginning appears to take up more land than the village.</li><li>o The village has seen some brown field building in recent years replacing disused homes. However an application for a new single dwelling was refused on the basis it would cause extra traffic in the playing field area. This application was for a patch of community land behind No 7 Bignolds Close on the corner of Appletree Road and Cropredy Road. If the planning process decided that one property with maybe 2 cars will impact on the safety of the playing field, how can 200 extra cars in the area be a good idea?</li><li>o There is no information as to how leisure boats can be prevented from becoming residential boats. In planning terms, the only house on Appletree Road, half a mile outside the village, was a barn until about ten years ago when it was converted to a holiday home. It has become a permanent residence, with the consequent impact on traffic etc. The "Barn House" in Claydon was built inside a barn and then retrospective planning permission was applied for. It thus seems likely on available evidence that the arrival of 192 boats each up to 70 feet long and designed as living accommodation will result in a new, unapproved, housing estate which will develop over time with subsequent applications on what is currently green belt.</li><li>o This ad hoc housing collective will require school places which have not been budgeted for.</li></ul>

The nearest GP surgery is at Cropredy. I understand that Dr Tucker there has pointed out that the marina at Cropredy has resulted in habitation (without planning consent) requiring GP services which are not available. Further unapproved habitation at the proposed marina will further impact.

o I was from 1996 to 2000 a Service Manager for Oxfordshire Social Services covering the Banbury area. The experience of social services was that people living on boats were often more vulnerable than those in conventional housing. This was especially so for children and older adults. If this planning application is approved the possibility is created that families may live in a marina, where there are no services such as public transport, day care or domiciliary care. The consequent pressure for support for children in need, vulnerable adults or elderly people will be thrown onto social services departments in Daventry or Banbury who do not have the resources for this. I suggest that those making the planning decision consult their colleagues on the county councils about the possible unintended impacts.

2. Impact on canal users.

o The proposed marina is located above the Claydon flight of 5 locks, which takes a single boat up to an hour to navigate. There are already often queues of boats waiting, with diesel engines running, to pass through. In recent years summer travel through locks has been subject to water conservation measures such as disallowing boat travel after 8pm. The impact of dozens of boats attempting to travel down to Oxford, or return to the marina, will be devastating to the canal. It is conceivable that at weekends boats may be unable to travel down the canal at all. It has also been established that there is no spare water to fill and maintain a marina.

o The canal water is already so filthy that canoeists at the nearby Cropredy Canoe Club are instructed to be cautious in using the canal, and my vet's advice is to not let dogs swim in the water. The addition of hundreds of diesel engines to this small length of water will be to worsen the water purity. This will be added to by the grey water produced, from kitchen sinks, pressure washers to clean boats and associated chandlery activity.

o The canal bridges between Cropredy and Fenny Compton are mostly in a state of poor repair. Bridge No 145 on the Appletree Road from Claydon to Lower Boddington will be used in the construction of the marina as it accesses Glebe Farm. Despite the 5 ton weight limit, heavier vehicles (often driven by sat Nav) already cross it unlawfully. I have seen HGV vehicles cross the bridge and touch ground on it as it is a hump back. The road surface on it is damaged by this. Further damage will be caused if this planning application is agreed, and other bridges are in a similar state. Any bridge collapse or repair will jeopardise travel on the canal and road use.

o I have spoken recently on the canal to two staff who work for the Canal and River Trust, a privatised body who took over from the British Waterways Authority who managed the canal for years. They stated that resources for maintenance are very limited and work must be prioritised and rationed. This can be seen in the leaking lock gates and poor state of the tow path. Further boat traffic on the canal has not apparently been budgeted for.

3. Impact on road traffic.

o I have lived in Claydon for 29 years and seen the volume and speed of traffic increase in this time. There is real danger of a serious accident due to the factors listed below which will be worsened by the increased traffic caused by 192 boat users and their vehicles, plus boat transporters and maintenance and support vehicles.

o There are 5 roads into Claydon and all are narrow and not suitable for large vehicles (two have as a consequence weight limits and one a height limit). Vehicles leaving the M40 at Junction 11 and heading to the proposed marina are directed by Sat Nav along the Cropredy / Claydon Road.

o It can be seen that this narrow road as it enters Claydon is not wide enough for two vans to pass and has a blind S bend and no pavement nor street lighting, like many of the roads in the village. The school bus to Cropredy hit a tree here on the bend and children were injured. Two winters ago a vehicle left the road and hit a tree, being written off. This road is also used by the horses and riders from nearby Clattercote stables. This road is just one example of how more cars and the heavier vehicles associated with canal boats will be a threat to safety.

o Claydon roads are already less safe than those in neighbouring villages. For instance Fenny Compton, the nearest Warwickshire village, has a 20 mph speed limit. In Claydon the limit is 30mph. In fact it can be worse than this, as the Claydon children's playing field is accessed by pedestrians and cars from the Appletree Road, where the limit is 60mph. There are no traffic calming measures in place in Claydon, despite neighbouring villages such as Cropredy having chicanes on through roads, and the nearby Southam A423 having a 50mph limit. I walk my dog every day along these Claydon village roads and am very worried at the large number of vehicles and the high speed they travel at.

o I regularly use the Boddington Road, where the access for the proposed development is. Heavy agricultural vehicles on the narrow lane are already a real danger to all. I understand that the developer claims that vehicles will slow because the road is between bridges. This is not true, every day dozens of vehicles travel at excessive speeds on this road, especially courier delivery vans directed by Sat Nav and 4 x 4 s who ride high enough to speed over the bridges. Has any traffic survey been undertaken? If not I ask that members of the planning committee take a walk along this road and reach their own conclusion.

4. Impact on the environment

Other respondents have pointed out the current situation where the village has minimal light and noise pollution. This situation is already threatened by the fortunately small number of canal boats which live along the nearby canal bank and when stationary run diesel motors to charge batteries, and show bright lights at night. The proposed marina will worsen this. Has any projection of light pollution been provided?

o In recent years the 250

boat marina at Cropredy has added to the Fenny Compton marina in polluting the canal with diesel and other effluent and the air with noise and light. I have visited both marinas this week and they currently have many vacant spaces. There are further mooring spaces in nearby Banbury Town. It is hard to see how more boat spaces are needed. The developers estimate that the impact will be that of four houses seems unreal. Even before the Glebe Farm marina opens there will still be environmental impact from the building of the marina and passage of vehicles to maintain it. o Both Northamptonshire and Oxfordshire County Councils have complex strategic plans for environmental protection, including reducing diesel usage, which is a large part of canal boat use. Many narrowboats for canal use were built more than 30 years ago and do not have modern emissions controls, but rather have old diesel engines, for instance the Perkins diesel is commonly used which was developed for taxis fifty years ago. Many boats I see with engines running are emitting dense black smoke now. The government has this month announced that only electric engines will be permitted in new motor vehicles from 2030. Even the buses in Banbury are increasingly electric; what undertakings can the proposed marina owners give about the emissions of engines in their development? How can it be sensible that Cherwell District Council is getting rid of its own diesel engine vehicles as soon as possible and then considering allowing at least 192 extra diesel engines to set up in the District for leisure purposes? o There are also restrictions for environmental reasons on building houses on green belt land, yet the experience of the Cropredy marina is that boats will become homes for people who chose to do this in the absence of enforcement. As such this 192 boat marina represents a building of homes on green belt without roads, services or agreement of the local community, all of which is against good environmental practice. o The applicant states that uncertainty over Brexit necessitates diversity. This has not been evidenced and is it not likely that if this application is allowed the applicant will then follow up with further requests to industrialise the countryside with the same excuse? "Planning creep" is a real danger when permission is given for large scale developments (this marina is bigger than the village it neighbours) which duplicate nearby provision. Experience of failed speculative business developments is that the owner will then apply to turn it, again speculatively, into something else. Will the Council sanction in the near future the underused marina being added to by a caravan park or warehousing? Surely not, so why allow this huge development at all? -----  
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**Attachments**