

1. **Mooring Surplus** - Cropredy Marina currently hosts 249 moorings with planning for another 100 moorings but not constructed, due to the lack of demand. Another 50 berths are in Cropredy are currently under construction on another site in the area.
Fenny Marina currently hosts 100 berths which are not full either. 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. The lower South Oxford Canal is completely devoid of any sizable Offline Marinas.
2. The Kiddlington site is not needed, but would be more suitable than this application, due to it being further South, its location, and its road access. It would make more sense than putting a new Marina in an already saturated area.
3. **Social and Environmental 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 4.5 m 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

surplice 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:
5. 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 in order 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.
6. 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.
7. Heavy traffic on the already bad roads, which are full of potholes which are a huge concern to the locals.
8. More weight on the medical facilities – surgeries already closed in both Fenny Compton and Cropredy to taking on new patients. Who would facilitate medical treatment should a boater get ill on the boat and unable to return or if there is an emergency due to an accident on site?
9. Apparently, the OCC have imposed an undertaking of £10000.00 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.
10. 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 we cannot see the need for this application?