

SCANNED

W A Adams Partnership

**Glebe Farm (forming part of Springfield House Farm)
Boddington Road, Claydon, Banbury, Oxfordshire, OX17 1TD.**

Design and Access Statement

**Proposed Inland Waterways Marina with Ancillary Facilities Building, Car Parking,
Access and Associated Landscaping including the Construction of a New Lake**

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1.0 INTRODUCTION

- 1.1 This Design & Access Statement is in support of a detailed planning application seeking approval for the construction of a new inland waterways Marina at Glebe Farm (forming part of Springfield House Farm) in Oxfordshire, (hereinafter referred to as Glebe Farm).
- 1.2 Glebe Farm is located in Claydon in Oxfordshire. The site post code is OX17 1TD and the application will be considered by Cherwell District Council (CDC). W A Adams Partnership will be referred to as “the applicants” within the following Design and Access Statement (D&A).

2.0 PURPOSE OF THE DESIGN & ACCESS STATEMENT

- 2.1 The Design and Access Statement has been prepared as part of the suite of documents forming a full planning application for the proposed construction of an inland waterways Marina at Glebe Farm. The D&A illustrates that the applicants have fully considered the design issues associated with the proposed development. This is in accordance with section 9, part 3 of the Town and Country Planning (Development Management Procedure) (England) Order 2015.
- 2.2 The Act advises that the Statement should cover
- (a) The design principles and concepts that have been applied to the development;
 - (b) The steps taken to appraise the context of the development and how the design of the development takes that concept into account;
 - (c) The policy adopted as to access and how policies relating to access in relevant local development documents have been taken into account;
 - (d) What, if any, consultation has been taken on issues relating to access to the development and what account has been taken of the outcome of any such consultation;
 - (e) How any specific issues which might affect access to the development have been addressed.
- 2.3 This statement is structured in accordance with best practice guidance of Commission for Architecture and the Built Environment (CABE). It demonstrates the design process for the development and should be read in conjunction with the planning application, drawings and

accompanying documents.

3.0 ASSESSMENT

- 3.1 **Location** – Glebe Farm is located directly east of Boddington Road from which the site is accessed and north-east of the village of Claydon. Glebe Farm forms part of a larger mixed-use farming operation totalling around 580ha of arable land & livestock farmed under the ownership of W A Adams Partnership.
- 3.2 The site is not located within any Statutory Land Based Designation or the Green Belt, nor are there any statutory Designated Sites within 2km of the site boundary. The site falls within two SSSI Impact Risk Zones but based upon the trigger criteria for the Impact Risk Zones, Natural England will not need to be consulted due to the type of development proposed.
- 3.3 The site sits directly adjacent to the Oxford Canal which forms the site's southern boundary. The Oxford Canal is itself a Conservation Area.
- 3.4 The M40 motorway is 5.22km south-west as the crow flies.
- 3.5 A third party residential property, named 'Claydon Hay Farm House' lies approximately 530m north of the application site, while the northern most peripheral property of the Claydon Village settlement boundary lies approximately 710m south-east of the site. All these dwellings are separated from Glebe Farm by numerous field patterns, well-established field boundaries and topography.
- 3.6 Third party businesses, properties and facilities near to the proposed site include the Oxford Canal which lies directly south of the proposed site and forms its southern boundary, Haybridge Meadow, an equestrian property located 110m to the east on the other side of Boddington Road and Claydon Hay Farm, a residential property approximately 530m north.
- 3.7 The full site location plan at a scale of 1:1250 (drawing reference A05-005D) can be found included as **Appendix A**. An overview of the site in its surrounding geographical context can be viewed in a snapshot of the 1:25k OS map in **Fig 3.7** below.

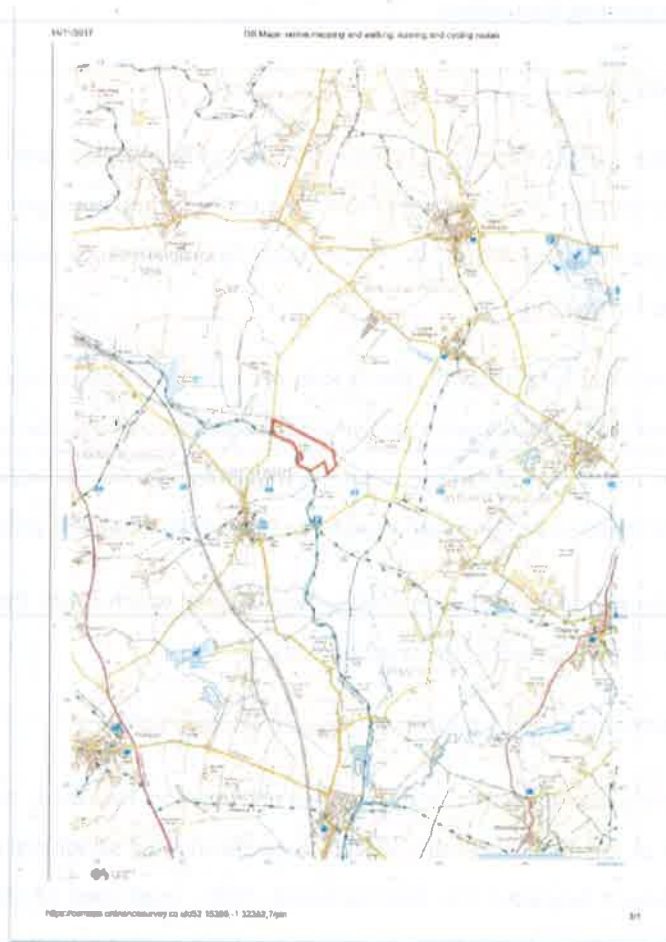


Fig 3.7.

*Site is located 3.8km north of Cropedy and 8.2km north of Banbury. Daventry is 14.3km north-east of the application site. The site is highlighted in red in the middle of the map.
(Ordnance Survey database www.ordnancesurvey.co.uk/osmaps)*

3.8 **Physical Context** – Glebe Farm forms part of a larger mixed-use farming operation totaling 580ha of arable land & livestock farmed under the ownership of W A Adams Partnership.

3.9 Boddington Road forms the western boundary of the site and is where the highways access to the site is located. The Oxford Canal forms the entire southern site boundary while established

tree/hedge lined field boundaries form the sites northern and eastern boundaries.

- 3.10 Glebe Farm Cottage is located just off center of the site on the southern boundary and adjoins the Oxford Canal.
- 3.11 The Oxford Canal forms the entire southern boundary and is itself a Conservation Area. Boddington Road passes over a single carriageway width hump back canal bridge on the western corner of the application site.
- 3.12 Glebe Farm has two designated public rights of way (PROW) that run directly along the site's southern and eastern boundaries. According to the Oxfordshire Countryside Access Map, these are:

- Routecode 170/3/20
Routecode 170/6/20

Routecode 170/6/20 will not be affected by the proposal as it lies to the east of the site and outside of the application site boundary. Routecode 170/3/20 is the Oxford Canal Towpath that runs the full length of southern perimeter of the site. A short, circa 70m, section of this footpath will be affected as the new Marina entrance will cut through it. The applicants are proposing a new footbridge crossing to facilitate continuation of the towpath and PROW. The footpaths running adjacent to Glebe Farm and in the immediate vicinity are shown below in **Fig 3.12**.

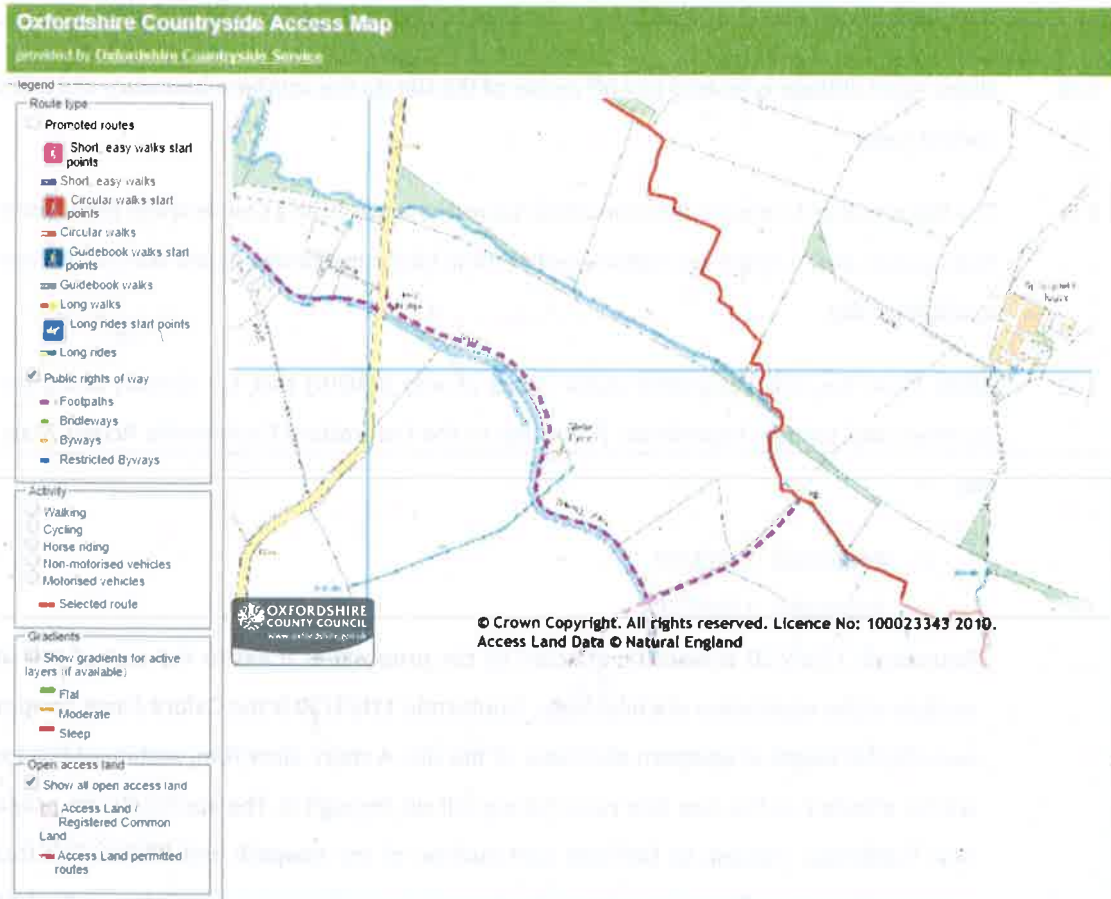


Fig 3.12.

Map of Glebe Farm and the surrounding area detailing the approximate number and position of the PROW's in context to Springfield Farm and the application site. The PROW's are shown in dashed purple. The red line on the above map is the very north-eastern tip of the Oxfordshire County District Boundary. (Oxfordshire Definitive Maps service: www2.oxfordshire.gov.uk/countryside-map/)

- 3.13 The existing topographical site plan depicting the location of the Glebe Farm Cottage, the site and both the adjacent Boddington Road and Oxford Canal can be seen in drawing ref AdamCM-1-1-001C, attached as **Appendix B** in this Design & Access Statement. A snapshot of this plan can be viewed below in **Fig 3.14**.

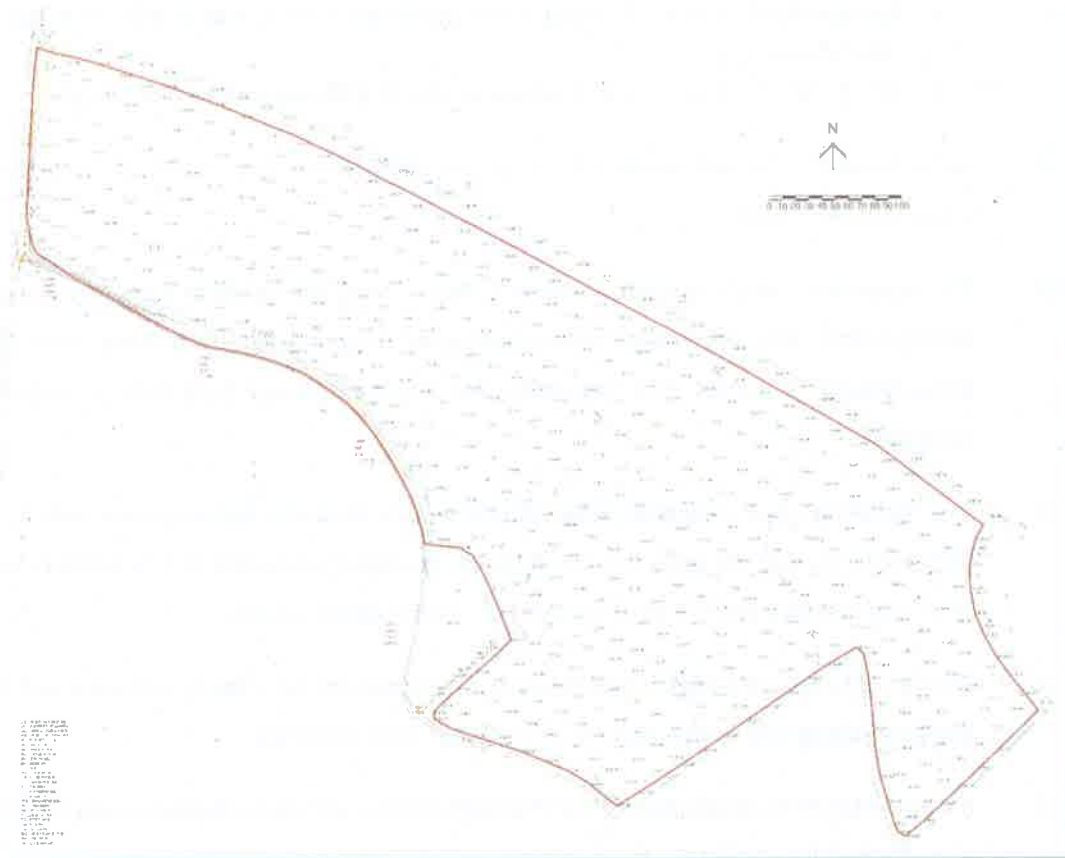


Fig 3.14.

Topographical site plan of the field at Glebe Farm for which the proposed Marina is to be sited.

- 3.14 Topographically the site sits at between circa +115.000AOD and +108.000AOD with a high point of +115.662AOD on the southern boundary and a low point of +107.343AOD at the far eastern corner.
- 3.15 The nearest site post code is OX17 1TD and the center of the site lies at ordnance survey coordinates X: 446426 Y:251003 or UK Grid Reference SP46426 51003.
- 3.16 Boddington Road runs north/south along the sites western boundary and is the nearest road access of which there are two existing field entrances into the proposed site/existing field.
- 3.17 In summary, the proposal comprises:

- Construction of a new 250 berth inland waterways Marina with facilities building, access road and parking.
- 2.16ha lake to be used as an irrigation reservoir with associated landscaping.

3.18 **Social Context** – The land to which the proposed Marina is sited has been in the ownership of the applicants since 1980.

3.19 The applicants farm is currently within a Higher Level Stewardship (HLS) agreement which demonstrates the applicants' commitment to encouraging biodiversity and ecological enhancement. All of the land farmed by the applicants, apart from 82ha is within the HLS agreement.

3.20 This biodiversity and ecological enhancement is something the applicants are keen to continue and extend through the proposed development through the creation of new habitats around the basin and new lake and the sensitively designed landscaping scheme.

3.21 The family farming business provides full time employment for 3 family members and one other employee along with further part time employees when required.

3.22 It's estimated that construction of the 250 berth Marina will create approximately 4 full time jobs and a further 4 part-time positions, bringing the total employment figure to 8.

4.0 **INVOLVEMENT**

4.1 In preparing the planning application, the applicants have appointed a number of consultants including: Architectural Technicians, Chartered Surveyors/Planning Consultants, Ecological Consultants, Flood Risk & Transport Engineers and CAD Technicians. They have also consulted extensively with the Canal & rivers Trust (CRT).

4.2 The results & conclusions, alongside any relevant mitigation resulting from the independent specialist consultants reports and assessments, have been fully detailed and submitted alongside this Design & Access Statement & Planning Statement as part of the full planning application.

4.3 Collectively, the multi-disciplinary team has considered the following elements:

- Planning policy framework and context.
- Flood risk.
- Landscape character and visual impact.
- Enhancement of ecology and increased biodiversity.
- Sustainable development.
- Transport and access.
- Heritage and regional impacts.
- Environmental impact.

4.4 On the 06th November 2017, the applicants met with three members of Claydon Parish Council. The applicants presented the proposals to the Councilors and invited any questions they had relating to the development.

5.0 EVALUATION

5.1 The applicants farm circa 580ha of mixed use livestock & arable farmland.

5.2 HS2 will have a severe adverse impact on the applicant's farm. 130ac of land will be lost to the construction of the railway for a period of up to 10 years. It is not clear how much (if any) of this land may be returned following construction. In addition to the temporary and permanent loss of land, the railway bisects the farm and will have a significant adverse impact on the efficient management, with particular regard to movement and husbandry of livestock.

5.3 The UK decision to leave the EU is likely to result in a reduction in agricultural subsidies paid to UK farmers. This will have a significant and damaging impact on the economic viability of the applicants' farming business.

5.4 When the impact of HS2 and a reduction in subsidies are considered together, the financial viability of the applicants' family farm is questionable.

5.5 In light of the significant challenges facing the business, the applicants have taken professional

advice to consider what options are available to them. Following extensive evaluation, there are 2 principle courses of action to be taken

- Diversify into a business that generates non-farming income.
- Adapt their farming operation to produce crops that are not dependent on agricultural subsidies.

5.6 Owning land directly adjacent to the Oxford Canal has presented the applicants with an opportunity to diversify and develop a non-agricultural business in the form of a canal based offline Marina.

5.7 The construction of an irrigation lake will allow the applicants to produce crops such as potatoes, carrots, onions and other high value crops that require irrigation. These crops are not dependent on subsidies for their viability.

5.8 The map showing the proposed HS2 route as it passes south of Lower Boddington and Aston Le Walls is included as **Appendix C**. The proposed Marina site is 1.7km south-west of Lower Boddington while the proposed Marina would be only 1.1km away from the HS2 route and its infrastructure.

5.9 Before any substantial planning or design work was initiated, the applicants formally consulted with the Canal & Rivers Trust asking them to evaluate the proposal through the CRT's formal 'Expression of Interest' process.

5.10 In the received 04th August 2016 formal appraisal from the CRT, they confirmed that following a 'Stage 2 Water Resources Study' evaluation, the CRT have sufficient water resources on this stretch of the Oxford Canal to accommodate a new 250 berth inland waterways Marina. A copy of the Expression of Interest Appraisal is included as **Appendix D**.

5.11 A screening letter was then presented to Cherwell District Council in Oct 2016 to determine if the proposed development and forthcoming planning application would be subject to an Environmental Impact Assessment (EIA).

5.12 In the Councils reply of 24th Oct 2016, they confirmed that the application would not be subject to



an EIA. A copy of this formal reply and confirmation is included as **Appendix E**.

- 5.13 As part of the further consultation process and a more detailed evaluation from the CRT, a formal 'Feasibility Submission' was submitted to the CRT. The results of CRT's formal Feasibility Submission Appraisal provided further technical and planning guidance that the applicants have considered and incorporated into design, proposals and planning application.
- 5.14 The vast majority of the proposed site and its associated buildings are in Flood Zone 1 and therefore are outside of any flood plain, as determined and shown on the Governments Flood Map for Planning website. A small section of the main proposed road entrance, yard area and northern peripheral access road will reside in Flood Zones 2 & 3. This is detailed in **Fig 5.16** below.
- 5.15 The applicants have commissioned an independent Flood Risk Engineer to assess the proposals against flood risk, minimize the likelihood of the development increasing flood risk elsewhere in the vicinity and to ensure that adequate flood compensation is allowed for on the site.
- 5.16 A Flood Risk Assessment (FRA) is submitted as part of the planning application documentation and can found as **Appendices Ga, Gb1n& Gb2**.

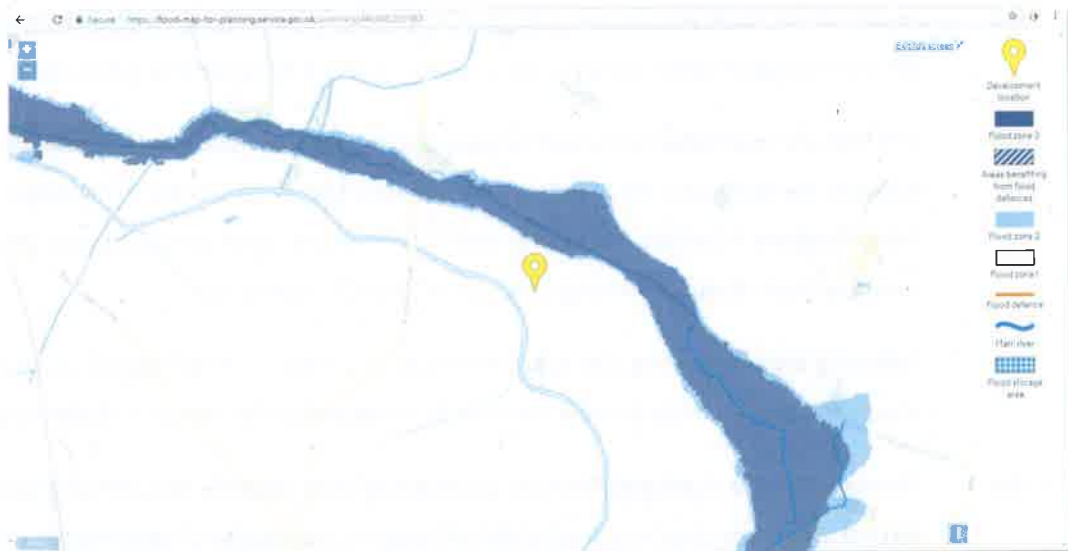


Fig 5.16.

*Map of Glebe Farm and its relationship to the flood plain. Site is predominately in Flood Zone 1 but the northern perimeter does fall within Flood Zones 2 & 3
(Government Flood Map for Planning/ <https://flood-map-for-planning.service.gov.uk/>)*

6.0 DESIGN

6.1 The application seeks: Construction of a

- New 250 berth inland waterways Marina.
- Associated yard area with wet dock/maintenance bay.
- Facilities & clubhouse building.
- New road access off Boddington Road.
- Internal access roads and parking.
- Pedestrian footbridge continuing a towpath/PROW link over the Marina entrance.
- Wildlife peninsular, comprehensive landscaping scheme and enhanced ecological features.
- Irrigation lake.

6.2 The design of the Marina basin is intended to replicate a natural body of water with soft edge margins & shallows on the perimeter that is large enough to safely accommodate 250 private narrowboats & moorings.

6.3 As part of the applicant's liaison with the CRT throughout the design & planning process, a formal pre-planning application design appraisal was requested from the CRT in November 2017.

6.4 CRT formally responded on the 24th January 2018 and a subsequent on-site meeting was arranged between the applicants, the CRT Area Planner (West Midlands) and the CRT Infrastructure Services Team Regional Manager (South) for the 12th February 2018 to discuss the design, planning, technical issues & queries arising from the 24th Jan CRT appraisal.

6.5 Following the site meeting, the applicants made a number of design changes & alterations to the proposed scheme which are now reflected & incorporated into the current planning submission.

6.6 The design of the clubhouse/facilities building has been carefully considered to provide a typical level of modern services required while reflecting the vernacular of converted farm buildings.

6.7 The designed appearance of the facilities building has been guided by both the CRT's formal pre-application consultation process & subsequent responses, as well as referencing the Cherwell



Design Guide Supplementary Planning Document (Oct 2017). Whilst this document is not yet adopted and also heavily biased towards residential development, it still contains valid design principals and outlines general good practice in the expected building design details & materials typical of the region and character, that should be incorporated in any new development. A copy of Cherwell Design Guide SPD (Oct 2017) is included as **Appendix I** for reference.

- 6.8 The clubhouse/facilities building is designed to replicate a two storey barn with 2 single storey wings and its elevations are characterized by the largely red brick façade. Arched red brick soldier coursing at window heads, red brick window sills and dentil course detailing along both eaves & gable ends, all help to portray a traditional style. External glazing and openings have been largely kept to a minimum but proportioned to provide adequate natural light & ventilation. The pitched roofs will be finished in slate.
- 6.9 The typical elevational treatment of the clubhouse/facilities building is depicted in **Figs 6.9a & 6.9b** below, while the full scaled elevations are included as **Appendix J**.



SOUTH WEST ELEVATION (BASIN SIDE)

Fig 6.9a.
South western elevation of the proposed facilities/clubhouse building.
(Langton Architecture – April 2018)



Fig 6.9b.

*North western gable elevation of the proposed facilities/clubhouse building.
(Langton Architecture – April 2018)*

- 6.10 The design of the proposed Marina has been carefully considered to avoid increasing surface water run off and/or increased flood risk to the site and the surrounding area. All the surface finish materials, where feasible, have been chosen to be porous and this includes all access roads and parking.
- 6.11 The yard area and perimeter surface surrounding the lift-out & maintenance bays are to be concrete to cater for the loadings required when maneuvering narrow boats into and out of the water. This catchment area is located inside the Marina basin clay dam and to avoid perforating the dam with pipework, it is proposed to drain this area via laid to falls surface gradients into the Marina basin.
- 6.12 Where impermeable surface material is to be used (concrete yard area and new road access off Boddington Road) outside the perimeter of the clay dam, the surface is to be laid to falls with gullies and slot drains proposed to catch surface water before it is channeled into a swale, via a petrol interceptor, before the subsequent clean outfall gets fed into the existing watercourse that runs to the north of the proposed site.
- 6.13 Design calculations for the surface water/greenfield run-off rates, flood risk compensation and

proposed SuDS drainage design have been completed and attached in the FRA included as **Appendix G**.

- 6.14 **Use** - The purpose of the proposed Marina is to provide a safe secure environment in which to moor 250 private narrowboats while providing modern, safe facilities that boaters need to service & maintain their boats.
- 6.15 The provision of 250 private berths will provide 'offline' moorings on this section of the Oxford Canal that will provide a facility to aid in the relocation of current 'online' moorings thereby freeing up the canal network and reducing congestion.
- 6.16 The proposed Marina provides the applicants with an opportunity to diversify their farming business following the loss of land for the construction of HS2 and the impact of Brexit which is likely to significantly impact on arable farming revenue.
- 6.17 **Layout** – The layout of the proposed Marina basin has been largely dictated by the requirements to safely accommodate 250 private moorings. The rest of the layout, including its infrastructure and access, has been considered against the sites existing topography and boundary features, including the Oxford Canal and Boddington Road, as well as the Flood Zone 2 & 3 areas that exist on part of the site.
- 6.18 The full scaled copy of the proposed site layout plan is provided as drawing ref A05-010G and included as **Appendix K** within this application. A snapshot of the proposed layout is shown below in **Fig 6.18**.



Fig 6.18.

*A snapshot of the proposed Glebe Farm Marina site plan
(Langton Architecture – April 2018)*

- 6.19 The proposed facilities building has been located to provide the Marina office with an unrestricted view of the Marina canal entrance, new road access and the full extent of the Marina water space. This will ensure maximum visibility from the facilities building to the main key operational areas ensuring operational site safety and security are maintained.
- 6.20 A snapshot of the facilities/clubhouse building floor plan layout is included in **Fig 6.20** below. The full scaled building floor plans are included in the application as **Appendix J**.

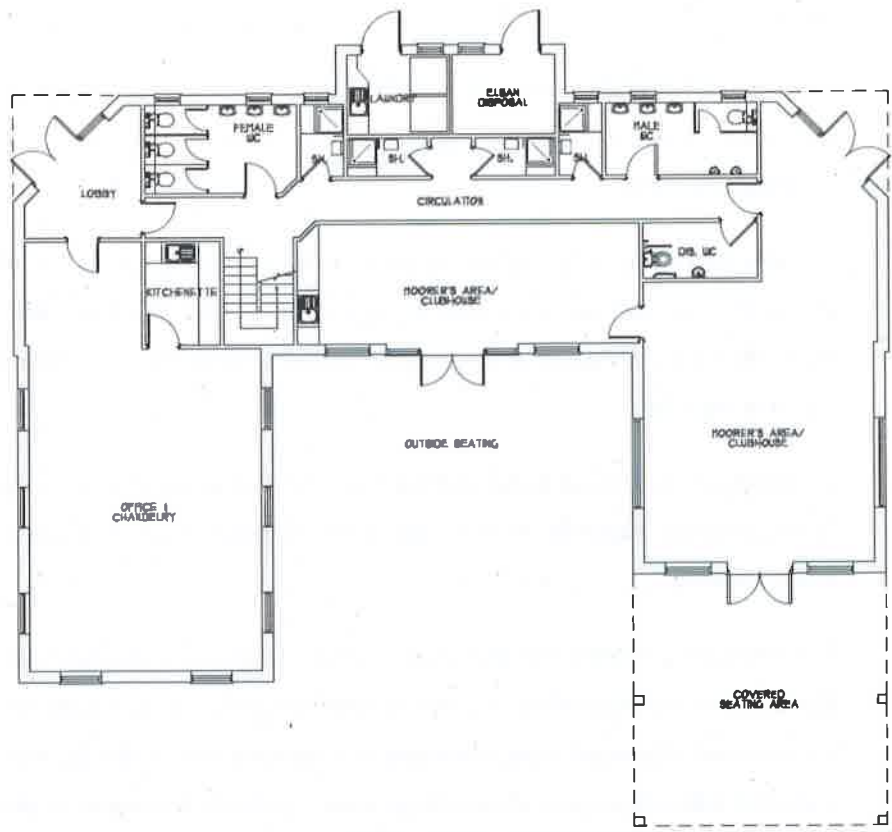


Fig 6.20.

*A snapshot of the proposed facilities/clubhouse building floor layout.
(Langton Architecture -April 2018)*

- 6.21 **Amount** – The proposal is for a new 250 berth inland waterways Marina. The proposal also includes a two-storey clubhouse/facilities building.
- 6.22 **Scale** – The proposed development red line application boundary which includes all associated landscaping and infrastructure encapsulates an area of circa 17.79ha.
- 6.23 Of this, the Marina basin encompasses circa 4.00ha and the new irrigation lake 2.16ha. Between the Marina basin and the lake, approximately 34.6% of the proposed development is for water

space.

- 6.24 The proposed facilities building footprint equates to 329.20sqm. When viewed as a percentage of the whole application site, the proposed building only accounts for 0.18% of the entire development area.
- 6.25 The site layout plan, showing the proposed building in context with the Marina basin, lake and immediate surroundings, is provided as drawing ref A05-010G and included as **Appendix K** within this application. A snapshot of the proposed layout showing the scale of the development is shown above in **Fig 6.18**.
- 6.26 **Landscaping** – A landscaping scheme has been included as part of the proposed development and can be viewed as **Appendix La**, with a detailed breakdown of species lists & percentages presented in **Appendix Lb**.
- 6.27 The landscaping scheme includes proposals for a sympathetic arrangement of and appropriately planted scheme that is reflective of the local landscape character. Incorporated within this scheme are new seeded grassed areas, a mixture of indigenous trees & shrubs, retention of existing road and canal side hedgerows and substantial aquatic planting & marginal shallows.
- 6.28 The design of the Marina basin has incorporated an isolated peninsular/wildlife peninsular that will be closed to Marina users to encourage colonisation by flora and fauna. This isolated peninsular also includes a significant area of wetland planting and marginal shallows to further encourage colonisation from aquatic species of flora & fauna.
- 6.29 An irrigation lake is to be created to the east of the Marina development. At just under 2.16ha in size and incorporating similar marginal shallows & wetland areas as the Marina basin, this lake will provide further opportunities for biodiversity and ecological enhancements.
- 6.30 The applicants have also considered the effect of the development upon the local landscape character and a comprehensive Landscape & Visual Impact Assessment (LVIA) has been compiled by an independent specialist consultant to assess the potential impact on the immediate & surrounding landscape character. The LVIA is included as **Appendices Qa, Qb1, Qb2, Qb3 & Qb4**.

- 6.31 **Appearance** – The existing topographical land form slopes away, from a highpoint in the southern boundary adjacent the Oxford Canal, to a low point at the sites north-eastern corner. The height difference and change in levels across the site equates to around 7m.
- 6.32 The Oxford Canal sits at circa +115.011AOD at the sites location, meaning the proposed Marina basin and connected water space must also replicate this level. As such, the proposed Marina will have to be built up above existing ground levels and therefore introduce new embankments into the site.
- 6.33 Full site cross sections for the proposed development have been produced as part of the planning application to depict the proposed appearance of the Marina and show the change in ground levels.
- 6.34 A typical example cross section can be viewed in **Fig 6.34** below, while the full suite of existing and proposed yard and site cross sections are included as **Appendix M & N** respectively.



Fig 6.34.

A snapshot of site section BB. The red line indicates existing ground level with the Oxford Canal shown at the far left.

(Langton Architecture – April 2018)

7.0 ACCESS

- 7.1 Boddington Road runs north/south along the sites western boundary. An existing gated agricultural field access currently forms the main entrance into the site.
- 7.2 The applicants are not including this access within the proposed development in order to retain a separate agricultural access into the field and the rest of the farm holding. By omitting this access

and providing a new purpose-built access that wholly serves the Marina, the applicants will ensure that agricultural vehicles and the ongoing farming operations are completely separated from the Marina & members of the general public, thereby preventing interaction between the two and mitigating any potential danger.



Fig 7.1a.

*A photo looking north bound up Boddington Road when viewed from the location of the existing Glebe Farm agricultural vehicular access.
(November 2017)*



Fig 7.1b.

*A photo looking south bound down Boddington Road from the existing Glebe Farm agricultural vehicular access. The proposed location of the new Marina road access is slightly further south and shown approximately center of this photo
(November 2017)*



Fig 7.1c.

*A photo looking south bound down Boddington Road and into the site from the proposed location of the new Marina road access. The canal bridge is clearly visible in the top right.
(November 2017)*

- 7.3 The proposed Marina road access has been assessed by an independent transport consultant who has concluded that the proposed entrance position is satisfactory and that the required highways visibility splays can be achieved.
- 7.4 Although Boddington Road is a 60mph limited highway, due to the presence of the existing single file hump back canal bridge, average traffic speeds are much less than 30 mph. A traffic speed survey has confirmed that the 85th percentile speeds range from 25.4 to 28 mph. A design speed of 40mph was used for north bound traffic at this point resulting in a lesser, 120m visibility splay requirement.
- 7.5 The full Transport Assessment is included within the submitted planning application documentation as **Appendix O**, but a snapshot of the visibility splay calculations and requirements

is shown below as **Fig 7.5**.



Fig 7.5.

Visibility splay assessment of the proposed new highways access located off Boddington Road. Assessment concluded that a 215m splay to the north and a 120m splay to the south could be achieved meeting requirements.

(EAS Transport Planning - August 2017)

- 7.6 The new canal entrance has been positioned and designed following consultation with and in accordance with the CRT's requirements.
- 7.7 The CRT provide guidance on a standardized entrance structure and opening splay to ensure that all new Marina developments provide an entrance that is safe and allows all craft to navigate into and out of the new Marina freely.
- 7.8 The entrance structure also contains facilities to hydrologically isolate the Marina basin from the connecting canal network should the need arise.
- 7.9 The location of the Marina canal entrance can be viewed on the proposed site plan which is included as **Appendix K**.
- 7.10 Due to the Marina canal entrance cutting through a short section of the existing towpath, the proposals include a new canal entrance footbridge to facilitate continuation of the towpath and PROW.
- 7.11 This footbridge has also been designed following formal consultation with the CRT and has been designed to incorporate their current requirements. The proposed footbridge is to contain non-slip surfacing and with 1:20 ramped gradients.

7.12 The full scaled bridge elevations and section are included as **Appendix P**, but a snapshot of the typical bridge design is included below as **Fig 7.12**.

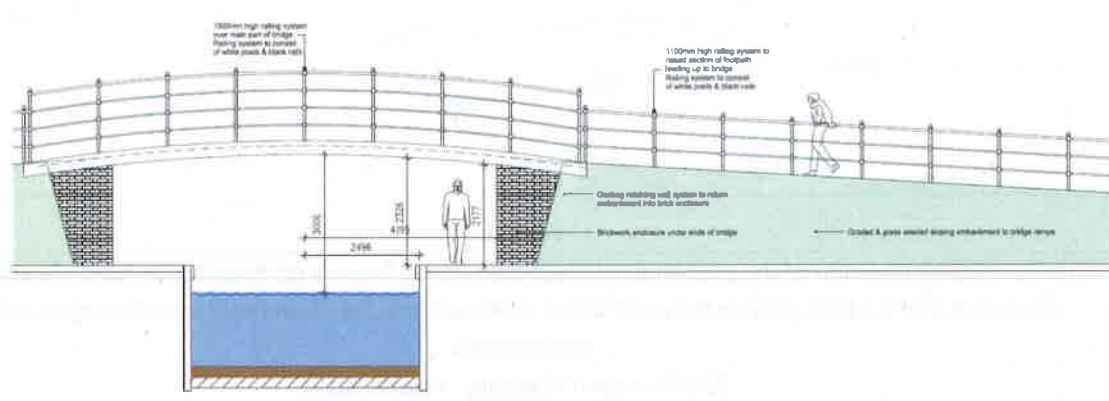


Fig 7.12.

Typical elevation of the proposed new footbridge over the new canal entrance.
(Langton Architecture - April 2018)

7.13 The proposed yard area has been kept to a minimum due to the applicants' method of lifting the boats out of the Marina.

7.14 Rather than a traditional slipway, which requires a substantial unobstructed linear length of ramp both in and out of the water, the applicants will use a mobile boat lifting sling. This sling is able to straddle a narrowboat moored in a maintenance or wetdock bay and lift the boat clean in a vertical direction. The boat sling allows the boat to be maneuvered within a much tighter turning circle negating the need for a much larger yard area, normally required to allow maneuvering a boat on a trailer with a tractor.

7.15 A typical photo of the applicants' boat sling in operation can be seen below in **Fig 7.15**



Fig 7.15.

Photo of a boat sling similar to the applicants' in operation. The wheels on each leg allow for improved maneuvering within a tighter area.

7.16 This concludes the Design and Access Statement.

