

Landscape and Visual Impact Assessment

Addendum

for

Claydon Marina

on behalf of

W A Adams Partnership

July 2019

Quality Control
Landscape and Visual Impact Assessment
Addendum
for
Claydon Marina

Checked by Project Manager:

Approved by:

Name: Graham Farrier

Name: Phill Wray

Title: Associate

Title: Director

Date: 24 July 2019

Date: 24 July 2019

The Landscape Partnership Ltd is a practice of Chartered Landscape Architects, Chartered Ecologists and Chartered Environmentalists, registered with the Landscape Institute and a member of the Institute of Environmental Management & Assessment & the Arboricultural Association

The Landscape Partnership

Registered office
Greenwood House
15a St Cuthberts Street
Bedford
MK40 3JG

Registered in England No. 2709001

Contents

Report

1	Introduction	1
2	Comparison of the Development Proposals	1
3	Effects of the Proposed Development	2
4	Conclusion	4

1 INTRODUCTION

- 1.1 This Addendum has been prepared on behalf of W A Adams Partnership by The Landscape Partnership, in relation to the Landscape and Visual Impact Assessment (LVIA) prepared in February 2019. The LVIA was undertaken to assess the suitability of the proposed marina development near Claydon (hereafter referred to as the 'Site'), in relation to the effects it would have on the landscape character and features of the Site, the local and wider landscape character and changes to views. This was submitted in February 2019 as part of planning application Ref No: 18/00904/F (hereafter referred to as the 'Submitted Scheme'), and replaced a previous scheme that was submitted in May 2018. Further changes to the design and layout of the proposed development (hereafter referred to as the 'Proposed Scheme') have now been made and are the subject of this Addendum. The Addendum outlines the differences between the current proposals and those submitted in February 2019 and sets out what the differences in effect are on landscape features, landscape character and views. The Addendum should be read in conjunction with the LVIA previously submitted in February 2019.
- 1.2 The assessment of the proposed scheme is based on the following submitted plans: A05/020F Proposed Site Plan; A05/022E, Proposed Levels Plan; and A05/100F Site Marina Sections.

2 COMPARISON OF THE DEVELOPMENT PROPOSALS

- 2.1 The following sets out the main difference between the Proposed Scheme and the Submitted Scheme, that are relevant to landscape and visual considerations:
- ◆ access road entrance relocated to the centre of the western Site boundary, instead of the northern end;
 - ◆ the northern part of the perimeter road located further to the south, higher up the northern marina embankment. Parking bays relocated to the south of the perimeter road, instead of the northern side, along this section of the embankment;
 - ◆ car park adjacent to the proposed building, split into two separate parking areas of 14 spaces and 10 spaces;
 - ◆ removal of the 3m wide top road to the north of the marina, within the western part of the Site;
 - ◆ gradients of the marina embankments largely remain the same, with some relatively minor variations to the west and east;
 - ◆ existing vegetation retained along the northern end of the western Site boundary, due to relocation of the entrance;
 - ◆ additional tree planting provided on the northern marina embankment;
 - ◆ scrub regeneration within and adjacent to the Local Wildlife Site along the northern Site boundary;

- ◆ modified shape to the lake, with a narrower north-eastern end and wider central section; and
- ◆ creation of a swale along part of the northern fringe of the Site.

3 EFFECTS OF THE PROPOSED DEVELOPMENT

Construction

- 3.1 The construction phase would apply the same timing, machinery and processes for the Proposed Scheme as the Submitted Scheme. The changes to the design are not sufficient to make any material difference to the effects, with the main effects remaining as those associated with the Site and its immediate context, primarily relating to the earthworks work required within the Site and the visual disturbance arising from these works.

Landscape Features and Landscape Character

- 3.2 The Proposed Scheme would enable the retention of the existing vegetation at the northern end of the western Site boundary, which was proposed to be removed as part of the Submitted Scheme. The Proposed Scheme would include some additional tree planting along the northern marina embankment and scrub regeneration along the northern Site boundary that does not form part of the Submitted Scheme. This would have some additional benefit. However, this is not considered sufficient to change the overall assessed significance of effect on vegetation that were determined for the Submitted Scheme.
- 3.3 The extent of changes to the landform resulting from the proposed changes are relatively minor and are unlikely to form a discernible difference that would be apparent within the landscape or experienced in views. The Proposed Scheme would still deliver a design for the marina and lake that provides a natural organic form. The significance of effects on landform would not differ from that assessed for the Submitted Scheme.
- 3.4 There would be little difference in terms of the extent of proposed grassland and aquatic vegetation, with changes to land use and access essentially remaining the same as previously proposed as part of the Submitted Development.
- 3.5 The Proposed Scheme would create essentially the same features and characteristics as the Submitted Scheme. Whilst there would be some modifications to the northern marina embankment and the lake, the extent and proportions would largely remain the same. The removal of part of the top road along the northern marina embankment, the sub-division of the car park next to the proposed building, and increase in planting and scrub regeneration would have a minor benefit to landscape character created by the proposed marina. Overall though, the proposed changes are relatively minor in terms of the effect this will have on the local and wider landscape character. The key characteristics of the Upper

Cherwell Basin LCA would largely remain the same, with both the Proposed Scheme and the Submitted Scheme resulting in very similar effects on landscape character. Consequently, the assessed significance of effects for the Submitted Scheme would remain the same for the Proposed Scheme.

Visual Receptors

- 3.6 The changes in design arising from the Proposed Scheme in comparison to the Submitted Scheme would not be discernible to most visual receptors and in most views. As was previously assessed for the Submitted Scheme, the effects of the proposed development are localised, due to the visual containment of the Site, resulting in there being little influence on views beyond the immediate context of the Site. The LVIA assessed that the visual receptors who would be mainly affected by the proposed development are the users of the Oxford Canal, whether this be boat users or walkers, cyclists and anglers using the towpath, and road users using Boddington Road that passes along the western Site boundary.
- 3.7 As most of the proposed changes are associated with design changes within the northern and north-eastern parts of the Site, there would be no discernible change to visual receptors using the Oxford Canal, as represented by Viewpoint 1, 2 and 13, due to the raised levels formed by the proposed marina. This would similarly apply where experienced in crossing over the canal on Boddington Road, as represented by Viewpoint 3. The only noticeable change from Viewpoint 3 would be the retention of the scrub at the northern end of the western Site boundary and the relocation of the access entrance further to the south. However, this change would be more evident further to the north along Boddington Road when passing the Site, as illustrated by Viewpoint 4, where more of the existing scrub would be retained. The relocation of the access entrance would have a more beneficial effect in relation to Viewpoint 4. However, this would make little difference to the overall visual experience of the road user using Boddington Road, as the same proposed features would be experience when travelling along the road, just in a different location. Whilst it is possible to observe a small amount of change to the shape of the lake and relocation of the perimeter road for those walking along Public Footpath 170/3 (near the bridge over the Oxford Canal, as represented by Viewpoint 14), it is unlikely that the visual receptor would discern any difference to the visual appearance of the proposed development.
- 3.8 There would be no discernible difference to the other representative viewpoints and visual receptors assessed for the Submitted Scheme.
- 3.9 Consequently, the Proposed Scheme is assessed as having no material difference in terms of effect on views and visual receptors, to that of the Submitted Scheme.

Cumulative Effect of the HS2 Proposals

- 3.10 There would no difference between the Proposed Scheme and Submitted Scheme in cumulative effects arising from the proposed development and HS2 proposals.

Designations

- 3.11 There would no difference between the Proposed Scheme and Submitted Scheme arising from the proposed development in relation to landscape and visually related designations.

4 CONCLUSION

- 4.1 TLP have assessed the differences in the proposed changes that form part of this submission (which this Addendum referred to as the Proposed Scheme) and the proposed development that was assessed as part of the LVIA prepared in February 2019 (referred to as the Submitted Scheme). We have assessed the effects, and find that there would be little difference in terms of effect on landscape features, landscape character and views, between the Proposed Scheme and the Submitted Scheme.