**From:** Ames, Mark - Fire and Rescue Service [mailto:Mark.Ames@Oxfordshire.gov.uk]
**Sent:** 30 April 2019 23:57
**To:** DC Support
**Subject:** Glebe Farm Boddington Road Claydon Banbury OX17 1TD 18/00904/F - Objection

Dear Sir

Please find my objections to the proposed development to build an inland Marina at Claydon Oxfordshire.

Firstly I refer you to the planning decision for the application number 18/00582/f. this planning application was refused and I would like you to consider the reasons for that refusal when considering the application to build a marina not 50m away.

8.5 – Paragraph 79 of the NPPF state that isolated homes in the countryside should be avoided unless special circumstances exist. This proposal incorporates a single dwelling and as such I do not believe there is an ESSENTIAL need for rural worker to live predominantly at or near their place of work. A refusal for the dwelling should be made to be in accordance with the NPPF and the councils rural housing strategy ESD1.

8.7 – Policy SLE1 of the CLP Part 1 which seeks to provide guidance on new employment, states where a development is justified in rural areas it should be located within or on the edge of a Category A settlement. Please could you confirm that this stipulation is satisfied.

8.09 – Rural Housing Policy – the provision of the dwelling on this site conflicts with the Councils Rural Hosing strategy.

8.14 – The applicant claiming that the need to live on site for security reasons – The use of CCTV and alarms would suffice for this site as the development is for a marina and would have large amounts of residents on site at all times.

8.17 – Policy ESD13 states that proposals will not be permitted if they cause undue visual intrusion into the open countryside – this proposal incorporates large embankments that will totally remove the view from the Boddington road across miles of countryside. For the views to remain the marina needs to be a sunken marina with a lock for the boats to get access to the lower water level necessary to maintain the views across the fields.

Another objection to the impact on the views are the proposals to surround the marina with a fence, this will be an eyesore for the local residents and will be in breach of policy ESD13.

Secondly I would like to add my own observations and objections and suggested constraints

1. The proposed development is a workplace and as such is subject to Building Regs Consultation. Part of this would be to ensure access to the Fire & Rescue Service. This is detailed in the Approved Document B. The access for fire service vehicles need to be such that they can reach 15% of the perimeter of the building or within 45 m of the entire building, the minimum width of the road must be 3.7 m and any gateway needs to be at least 3.1m, it also cannot incorporate dead end situations of more that 20m without a turning area. Please could you confirm that these standards have been satisfied.
2. The road network leading to the proposed development is sub standard. The road is single track with no passing places for vehicles. The road is of national speed limit with blind bends and acute hump back bridges. Boddington road will be altered by the HS2 network and as such the same design standard should be incorporated for this development and the road leading to it.

A.6.7 For safety reasons, the normal width of single-track roads shall be 3.5 metres

(above which the risk of uncertainty increases about whether two vehicles can

pass each other over a length without passing places). However, the need for

local widening at bends must be determined of a case-by-case basis using vehicle

tracking design tools.

A.6.8 Inter-visible passing places must be provided on single-track roads at a maximum

spacing of 200 metres.

A.6.9 The combined width of single-track road plus passing bay shall be 5.5 metres

over a length of 5 metres (or 15 metres where likely to be used by buses or

heavy goods vehicles). Tapers 5 metres long shall be provided at each end.

A.6.10 The carriageway width across overbridges and through underbridges on single track

roads shall be 5.5 metres, using road markings to give a centred 3.5 metre

running lane to discourage a sudden increase in traffic speed or unsafe

overtaking manoeuvres. Inter-visible passing places must be provided at each

end of the structure.

Without these stipulations the road that is heavily used by cyclists, pedestrians and horse riders would become even more dangerous.

This proposed development will increase the pedestrian traffic considerably into the village of Claydon therefore a stipulation of a footpath from Claydon to the development should be considered.

Boddington road and the other roads that will be severely impacted upon by the increased car and LGV traffic are all in very poor state of repair. The substrate of the roads in insufficient and this is leading to the roads subsiding in areas with large cracks appearing. The recent patching of the cracks is doing nothing at remedying the problem of the poor construction. A comprehensive road network survey needs to be carried out in order to satisfy the future demands on these rural roads.

1. Currently the area of the proposed development is used regularly by walkers and horse riders, the removal of this area will impact negatively to the local residents. The proposed marina does not have any public access and offers no facilities or benefits to the local residents or economy. I would like a constraint to be added to ensure full and open access at all times to the public and this should be protected for any future amendment of ownership.
2. The parish of Claydon with Clattecote is a small parish where funds are stretched and the amenities are very limited. The residents of the development would have access to these facilities without providing and financial contribution, this is unfair to the tax payer in the parish. The marina should contribute financially to the parish if the development is agreed.
3. Lighting – the village of Claydon has no street lights, and therefore no light pollution, I note that in the proposal the lighting plan considers this light pollution. However with all lighting there will be some light pollution, this will severely impact on the village. A constraint should be added that any lighting that is installed should be of such that the light is directed down and that they must be turned off by 10pm each day. This will limit the impact on the village.
4. Overall  - there is no requirement for this development at Claydon with a large marina only 1.5 miles away in Cropredy. This development will effectively double the residents in Claydon without bringing ANY benefit. The increase in traffic that this development will bring will be a major safety concern for the village with the vast majority of the traffic will be directed via sat nav through our little village.

Yours sincerely

Mark Ames

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