**From:** Tim Screen
**Sent:** 02 July 2018 11:12
**To:** Bob Duxbury
**Subject:** 18/00904/F - Glebe Farm Boddington Road Claydon

Bob

Further to consideration of the above scheme , the LVIA, and the illustrative masterplan I provide the following comments

Effects on Site Landscape Features

It is noted in the first paragraph the embankment on the western boundary is ‘visually intrusive’ from Boddington Road because of its 1:2.5 gradient. I agree with this comment. This harm  been misrepresented in the Visual assessment of VP 3  Road User with an overall visual sensitivity rating of low. My judged rating is **medium (adverse)** but a **high (adverse)** for walker/visual receptors using the road. The effect on roadside receptors  as one drives southwards on Boddington Road is going to be drastic once past the large hedgerow on the northern boundary (this is acknowledged in the first paragraph on page 19 of the LVIA). The view of the Clubhouse and car parking is going to be quite harmful. Again, the low rating of viewpoint 4 is a mis-representation. The most realistic ratings is overall visual sensitivity of **high (adverse)** .

This, in my view,  is an overly large development for this site with extensive amount of spoil distribution and cut and fill operations that will contribute excess construction harm (noise and dust) for receptors, namely the canal users. The construction impacts and effects appear not to have been addressed in the LVIA. It is unclear as to the construction period and whether additional spoil will be required to be imported to site along narrow country roads with the associated noise and disruption to traffic. The arboricultural report should indicate, and on a scaled drawing, the root protection areas to ensure that the visual containment and wildlife and amenity values of the northern, eastern and southern hedgerows are protected from construction damage maintained and enhanced.

The development is a dramatic change to the character of the landscape with the rather imposing embankments required to contain the water for the marina

Additional Viewpoint Appraisals

The towpath bridge an entrance to the proposed marina should be judged in respect of the significance of effect to visual receptor (towpath walkers and narrow boat users)

There is a prominent view northwards the site from the PRoW rc 170/3/20 near the southern canal overbridge.

A reduction of scale of the development is required. The western boundary of the marina and relocated entrance should be set back further into the site and the 2: 2.5 gradient adjacent to Boddington Road will no longer be an issue. With the revised scheme cross-sections will be required to explain the changes.  Detailed landscape proposals with maintenance specifications, along with long term landscape management objectives (LEMP).

Regards

Tim

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