



HERITAGE ASSESSMENT

Land at Claydon, Oxon.,

Client: S B Rice Ltd & Clients

19th February 2019

**Local Planning Authority:
Cherwell District Council**

**Site centred at:
SP46463 50950**

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Final**

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SUMMARY

This Heritage Assessment has followed the principles advocated by the NPPF and Historic England. This report has assessed the potential impact of a proposal for a marina development on land adjacent to the Oxford Canal at Claydon, on archaeological deposits and the setting of heritage assets.

The assessment is based on documentary, map search, and a site inspection in May 2017, which have recorded the current condition of the proposed development site and surrounding heritage assets.

The landscape of the proposed marina, identified as a reasonable study area, extended to 1km from the development site and included heritage assets of national importance, dating, principally, from the Modern periods. These reflect the development of the Oxford Canal and the changing nature of the historic landscape. In the 19th and 20th century the site has remained agricultural land though its surroundings have changed significantly with the construction of the Oxford Canal and in the 19th century the construction of the junction railway, its later closure and removal of the trackbed.

With respect to below ground archaeology no evidence has been found in archive or published sources to suggest that the development site will retain any important archaeological evidence of earlier activity.

With respect to the setting of heritage assets only one asset, the Oxford Canal Conservation Area, may be experienced from the development area. The development area, therefore, falls within its setting. The remaining heritage assets, comprising some 9 listed buildings within the study area, are either too distant to be seen or have canal-side settings from which perceptions of marina development, at the proposed site, will have no effect upon their heritage significance.

In conclusion the site of the proposed development has little potential for significant archaeology though further evaluation is considered appropriate as this is open countryside close to the parish boundary. Evaluation on a site such as this, where there is little identifiable potential and where there is no indication of evidence which would constitute a reason for refusal, can be secured by planning consent condition. The absence of evidence at the development sites which suggests there is no potential

for archaeology of greater than local significance means that the potential direct impact of development is not harmful for the purposes of the NPPF.

With respect to the impact of development on the setting of heritage assets, study of the setting of the Oxford Canal Conservation Area and its relationship to the proposed development site indicates that the development will adversely affect the heritage value (character and appearance) of the area. The re-design of the scheme has meant that the initial appraisal of harm has been reduced. Although the development will impact on the key views from the Conservation Area towards the east and, therefore, on its rural character, this will be lessened by the reduction in scale of the marina, its buildings and limitation of the concrete hardstanding. Together with the proposed landscaping the creation of a marina at the proposed site will better enhance the recreational facility of the canal and render it more sustainable in its current form.

The extent of harm, therefore, should be assessed against the overall character of the Oxford Canal Conservation Area. The impact of the scheme should be judged in light of the amenity provided by the new facility, details of which can be found in the Design and Access Statement. In this respect the effect of development will be less-than-substantial-harm affecting only one sector, Area 1, of the Conservation Area. Together

The conclusion of this assessment, consequently, is that the impact of the development will be less than substantial harm, at the lowest level of harm, for the purposes of the NPPF.

1.0 INTRODUCTION AND SCOPE OF STUDY

1.1 Introduction

1.1.1 This Heritage Assessment has been researched and prepared by Michael Dawson of CgMs Consulting, on behalf of **SBRice Ltd** and clients.

1.1.2 The assessment considers the proposed development of a canal marina adjacent to the Oxford Canal at Claydon, Oxfordshire. The site is centred at National Grid Reference SP46463 50950 (Fig 1).

1.1.3 This assessment addresses the impact of the proposed development on heritage assets.

1.2 Scope of Study

1.2.1 The objectives of the report can be summarised as follows:

- To assess the potential of the proposed development area to contain archaeological evidence.
- To assess the potential survival of archaeology at the proposed development area, its condition and extent.
- To assess the potential significance of any archaeology and to examine whether this might be the subject of further evaluation or mitigation.
- To assess the potential impact of the proposed development on the significance of heritage assets due to construction within their settings.

1.2.2 Evidence from published and unpublished sources and from Oxfordshire Historic Environment Records (HER), from Historic England Archives (Swindon) have been examined for the proposed development area. In addition, HER records and other evidence up to 500m surrounding the proposed development area have been examined to determine the pattern of archaeological and historic development of the landscape. The latter provides the basis for assessing the potential presence of archaeological data and the impact of development on setting.

1.2.3 The area within which the development could be seen was assessed by Michael Dawson during a series of field visits during May 2017. The landscape, built environment,

topography and vegetation were noted in relation to heritage assets during this preliminary assessment to gauge the extent of potential impact on the historic environment. Of specific concern was the potential impact on the special interest (significance) of heritage assets through development within their settings and on below ground archaeology.

2.0 PLANNING BACKGROUND AND DEVELOPMENT PLAN FRAMEWORK

2.1 Introduction

- 2.1.1 National legislation regarding archaeology, including scheduled monuments, is contained in the Ancient Monuments and Archaeological Areas Act 1979, amended by the National Heritage Act 1983 and 2002, and updated in April 2014.
- 2.1.2 In March 2012, the government published the National Planning Policy Framework (NPPF), which was later revised in July 2018. The NPPF is supported by the National Planning Practice Guidance (NPPG), which was published online 6th March 2014 and last updated 28 July 2017 (<http://planning.guidance.planningportal.gov.uk>).
- 2.1.3 The NPPF and NPPG are additionally supported by three Good Practice Advice (GPA) documents published by Historic England: GPA 1: The Historic Environment in Local Plans; GPA 2: Managing Significance in Decision-Taking in the Historic Environment (both published March 2015). The second edition of GPA3: The Setting of Heritage Assets was published in December 2017.

2.2 National Legislation

- 2.2.1 Legislation regarding buildings and areas of special architectural or historic interest is contained in the Planning (Listed buildings and Conservation Areas) Act 1990 (the 1990 Act).
- 2.2.2 Section 66 of the 1990 Act requires that:
- 2.2.3 (1) In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.
- 2.2.4 Sec 72 of the 1990 Act requires that:
- 2.2.5 (1) In the exercise, with respect to any buildings or other land in a conservation area, of any powers under any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

2.2.6 Protection of the fabric of Scheduled Ancient Monuments is established by the Ancient Monuments and Archaeological Areas Act 1979, the protection of their setting is rendered material by policy guidance (NPPF).

2.3 National Planning Policy

2.3.1 Section 16 of the NPPF, entitled Conserving and enhancing the historic environment provides guidance for planning authorities, property owners, developers and others on the conservation and investigation of heritage assets. Overall, the objectives of Section 16 of the NPPF can be summarised as seeking the:

- Delivery of sustainable development;
- Understanding the wider social, cultural, economic and environmental benefits brought by the conservation of the historic environment;
- Conservation of England's heritage assets in a manner appropriate to their significance; and
- Recognition that heritage makes to our knowledge and understanding of the past.

2.3.2 Section 16 of the NPPF recognises that intelligently managed change may sometimes be necessary if heritage assets are to be maintained for the long term. Paragraph 189 states that planning decisions should be based on the significance of the heritage asset and that level of detail supplied by an applicant should be proportionate to the importance of the asset and should be no more than sufficient to review the potential impact of the proposal upon the significance of that asset.

2.3.3 Heritage Assets are defined in Annex 2 of the NPPF as: a building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions. They include designated heritage assets (as defined in the NPPF) and assets identified by the local planning authority during the process of decision-making or through the plan-making process.

2.3.4 Annex 2 also defines Archaeological Interest as a heritage asset which holds or potentially could hold evidence of past human activity worthy of expert investigation at some point.

2.3.5 A Nationally Important Designated Heritage Asset comprises a: World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area.

2.3.6 Significance is defined as: The value of a heritage asset to this and future generations because of its heritage interest. This interest may be archaeological, architectural,

artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

2.3.7 Setting is defined as: The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

2.3.8 In short, government policy provides a framework which:

- Protects nationally important designated Heritage Assets;
- Protects the settings of such designations;
- In appropriate circumstances seeks adequate information (from desk based assessment and field evaluation where necessary) to enable informed decisions;
- Provides for the excavation and investigation of sites not significant enough to merit in-situ preservation.

2.3.9 The NPPG reiterates that the conservation of heritage assets in a manner appropriate to their significance is a core planning principle, requiring a flexible and thoughtful approach. Furthermore, it highlights that neglect and decay of heritage assets is best addressed through ensuring they remain in active use that is consistent with their conservation. Importantly, the guidance states that if complete or partial loss of a heritage asset is justified, the aim should then be to capture and record the evidence of the asset's significance, and make the interpretation publically available. Key elements of the guidance relate to assessing harm. An important consideration should be whether the proposed works adversely affect a key element of the heritage asset's special architectural or historic interest. Additionally, it is the degree of harm, rather than the scale of development, that is to be assessed. The level of 'substantial harm' is considered to be a high bar that may not arise in many cases. Essentially, whether a proposal causes substantial harm will be a judgment for the decision taker, having regard to the circumstances of the case and the NPPF. Importantly, harm may arise from works to the asset or from development within its setting. Setting is defined as the surroundings in which an asset is experienced, and may be more extensive than the curtilage. A thorough assessment of the impact of proposals upon setting needs to take into account, and be proportionate to, the significance of the heritage asset and the degree to which proposed changes enhance or detract from that significance and the ability to appreciate it.

2.4 Local Plan Policy

2.4.1 Cherwell District Council: The Cherwell Local Plan 2011 – 2031

2.4.2 The District Council's current Local Plan was adopted in July 2015 and the following represents the relevant Local Plan policies.

Policy ESD 15: The Character of the Built and Historic Environment

Successful design is founded upon an understanding and respect for an area's unique built, natural and cultural context. New development will be expected to complement and enhance the character of its context through sensitive siting, layout and high quality design. All new development will be required to meet high design standards. Where development is in the vicinity of any of the District's distinctive natural or historic assets, delivering high quality design that complements the asset will be essential.

New development proposals should:

- Be designed to deliver high quality safe, attractive, durable and healthy places to live and work in. Development of all scales should be designed to improve the quality and appearance of an area and the way it functions*
- Deliver buildings, places and spaces that can adapt to changing social, technological, economic and environmental conditions*
- Support the efficient use of land and infrastructure, through appropriate land uses, mix and density/development intensity*
- Contribute positively to an area's character and identity by creating or reinforcing local distinctiveness and respecting local topography and landscape features, including skylines, valley floors, significant trees, historic boundaries, landmarks, features or views, in particular within designated landscapes, within the Cherwell Valley and within conservation areas and their setting*
- Conserve, sustain and enhance designated and non designated 'heritage assets' (as defined in the NPPF) including buildings, features, archaeology, conservation areas and their settings, and ensure new development is sensitively sited and integrated in accordance with advice in the NPPF and NPPG. Proposals for development that affect non-designated heritage assets will be considered taking account of the scale of any harm or loss and the significance of the heritage asset as set out in the NPPF and NPPG. Regeneration proposals that make sensitive use of heritage assets, particularly where these bring redundant or under used buildings or areas,*

especially any on English Heritage's At Risk Register, into appropriate use will be encouraged

- *Include information on heritage assets sufficient to assess the potential impact of the proposal on their significance. Where archaeological potential is identified this should include an appropriate desk based assessment and, where necessary, a field evaluation.*
- *Respect the traditional pattern of routes, spaces, blocks, plots, enclosures and the form, scale and massing of buildings. Development should be designed to integrate with existing streets and public spaces, and buildings configured to create clearly defined active public frontages*
- *Reflect or, in a contemporary design response, re-interpret local distinctiveness, including elements of construction, elevational detailing, windows and doors, building and surfacing materials, mass, scale and colour palette*
- *Promote permeable, accessible and easily understandable places by creating spaces that connect with each other, are easy to move through and have recognisable landmark features*
- *Demonstrate a holistic approach to the design of the public realm to create high quality and multi-functional streets and places that promotes pedestrian movement and integrates different modes of transport, parking and servicing. The principles set out in The Manual for Streets should be followed*
- *Consider the amenity of both existing and future development, including matters of privacy, outlook, natural lighting, ventilation, and indoor and outdoor space*
- *Limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation*
- *Be compatible with up to date urban design principles, including Building for Life, and achieve Secured by Design accreditation Consider sustainable design and layout at the masterplanning stage of design, where building orientation and the impact of microclimate can be considered within the layout*
- *Incorporate energy efficient design and sustainable construction techniques, whilst ensuring that the aesthetic implications of green technology are appropriate to the context (also see Policies ESD 1 - 5 on climate change and renewable energy)*
- *Integrate and enhance green infrastructure and incorporate biodiversity enhancement features where possible (see Policy ESD 10: Protection and Enhancement of Biodiversity and the Natural Environment and Policy ESD 17 Green Infrastructure). Well designed landscape schemes should be an*

integral part of development proposals to support improvements to biodiversity, the micro climate, and air pollution and provide attractive places that improve people's health and sense of vitality

- *Use locally sourced sustainable materials where possible.*

The Council will provide more detailed design and historic environment policies in the Local Plan Part 2.

The design of all new development will need to be informed by an analysis of the context, together with an explanation and justification of the principles that have informed the design rationale. This should be demonstrated in the Design and Access Statement that accompanies the planning application. The Council expects all the issues within this policy to be positively addressed through the explanation and justification in the Design & Access Statement. Further guidance can be found on the Council's website.

The Council will require design to be addressed in the pre-application process on major developments and in connection with all heritage sites. For major sites/strategic sites and complex developments, Design Codes will need to be prepared in conjunction with the Council and local stakeholders to ensure appropriate character and high quality design is delivered throughout. Design Codes will usually be prepared between outline and reserved matters stage to set out design principles for the development of the site. The level of prescription will vary according to the nature of the site.

Policy ESD 16: The Oxford Canal

We will protect and enhance the Oxford Canal corridor which passes south to north through the District as a green transport route, significant industrial heritage, tourism attraction and major leisure facility through the control of development. The length of the Oxford Canal through Cherwell District is a designated Conservation Area and proposals which would be detrimental to its character or appearance will not be permitted. The biodiversity value of the canal corridor will be protected.

We will support proposals to promote transport, recreation, leisure and tourism related uses of the Canal where appropriate, as well as supporting enhancement of the canal's active role in mixed used development in urban settings. We will ensure that the towpath alongside the canal becomes an accessible long distance trail for all users, particularly for walkers, cyclists and horse riders where appropriate.

Other than appropriately located small scale car parks and picnic facilities, new facilities for canal users should be located within or immediately adjacent to settlements. The Council encourages pre-application discussions to help identify significant issues associated with a site and to consider appropriate design solutions to these and we will seek to ensure that all new development meets the highest design standards.

2.5 Guidance and Advice Notes

2.5.1 The Setting of Heritage Assets (Historic England, 2017)

2.5.2 Historic England has recently published guidance concerning the assessment of effects on the setting of heritage assets (Historic Environment Good Practice Advice in Planning Note 3 The Setting of Heritage Assets, March April 2017). This guidance proposes a five stage programme of assessment: (1) identifying the assets affected, (2) assessing the contribution setting makes to significance, (3) assessing the effect of the proposed development, (4) maximising enhancement and minimising harm, (5) making and monitoring the decision and outcomes. The methodology adopted for the purposes of this assessment has had regard to and is broadly based upon the five stage programme of assessment referred to in the guidance.

2.5.3 The document defines the extent of setting with reference to the following:

- That it is not fixed and may change according to new information or understanding
- That it can include many assets (such listed buildings within a Conservation Area, which may have settings of their own).
- That it may reflect the wider character of a townscape or landscape
- That in urban areas it is linked to consideration of townscape and urban design.

2.5.4 The guidance sets out a staged process for assessing the implications of proposed developments on setting:

1 Identification of heritage assets affected and their settings

Assessment of whether and what contribution the setting makes to the significance of a heritage asset.

2 Assessing the effects of proposed development on the significance of a heritage asset.

3 Maximising enhancement and reduction of harm on the setting of heritage assets.

4 Making and documenting the decision and monitoring outcomes.

2.5.5 The guidance reiterates the NPPF in stating that any harm to significance, should be weighed against the public benefits of the scheme.

2.6 Conclusion: In considering any planning application for development, the planning authority will take account of the NPPF, current Development Plan Policy and other material considerations.

3 ASSESSMENT METHODOLOGY

3.1 Introduction

3.1.1 This assessment of the predicted effects of the proposed development at Claydon on heritage assets, has involved the following stages:

- Data gathering from national, regional and local sources to establish the constituents of the historic environment.
- Site based inspection and confirmation of the baseline conditions of the historic environment.
- Desk based assessment to establish the potential for direct impacts within the proposed development site boundary.
- Appraisal of the topography to assess the level of impact on heritage assets through the visual impact on their settings.
- Assessment of the predicted effects of the development on the heritage assets identified as being constituents of the historic environment and forming the baseline conditions.
- Consideration of the policy protection afforded to heritage assets within legislation and national, regional and local planning policy.

3.1.2 Guidance consulted in this assessment has included:

- National Planning Policy Framework [NPPF July 2018]
- Ancient Monuments and Archaeology Areas Act 1979
- Planning (Listed Buildings and Conservation Areas) Act 1990
- Historic Environment Good Practice Advice in Planning Note 3 The Setting of Heritage Assets [2nd ed., Historic England, 2017]
- Understanding Place: Historic Area Assessments in a Planning and Development Context, [English Heritage 2011]
- Conservation Areas Advice Note 1 (Historic England 2016)

3.1.3 In considering the impact of the proposed development on the setting of listed buildings and the character and appearance of the Oxford Canal Conservation Area, the difference in emphasis between statute and guidance has been noted. In primary legislation, the test with regard to listed buildings is whether special regard has been paid to the preservation of their settings whilst for Conservation Areas the test is “the desirability of preserving or enhancing character or appearance”.¹ In concert the NPPF emphasises an approach in which the salient point is whether the contribution that setting makes to the significance of a heritage asset is so affected that the significance of the asset itself (i.e. its value) is altered, whether positively or negatively. This is expressed by NPPF paragraph 132 *‘Significance can be harmed or lost through alteration or destruction of the heritage assets or development within its setting’*. NPPF para 137 notes that local planning authorities should treat favourably applications that preserve those elements of the setting which make a positive contribution to or better reveal the significance of the asset. In circumstances where an application does not do this, local planning authorities are required to *‘weigh any [such] harm against the wider benefits of the application’* (para 134).

3.2 Impact Assessment Methodology

3.2.1 Direct Harm or Loss

3.2.2 The assessment of direct harm or loss to heritage assets has been approached by survey in accordance with the NPPF. This policy requires *‘developers to submit an appropriate desk based assessment and, where desk based research is insufficient, to properly assess the interest, through a field evaluation’*.

3.2.3 The desk based assessment element has been undertaken in accordance with the principals of the *CIfA Standard and Guidance on Desk Based Assessments (2015)*

3.2.4 Harm or Loss through Effects on the Setting of Heritage Assets

3.2.5 This assessment takes account of the potential visual and perceptual impacts of the proposed development on the settings of heritage assets which in this case comprise Listed Buildings and Conservation Area.

¹ Section 66, Town and country Planning Act 1990

3.2.6 The setting of heritage assets within the visual envelope has been considered as part of this assessment. The visual envelope is based upon a study area initially of 1km with data gathered in detail from published and archive sources. Within this area the visibility of the proposed development is extremely limited and meaningful views are only available within approximately 100m. A distribution plot showing heritage assets up to 500m from the site shows the nature of the historic environment (Appendix 1)

3.2.7 The setting of assets is defined by NPPF as '*the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral*'.

3.2.8 Historic England, as English Heritage, has published guidance on the factors that should be considered when assessing impacts on the setting of heritage assets and these factors are listed below and have been taken into account where relevant in this assessment:

- Visual dominance
- Scale
- Intervisibility
- Vistas and sight-lines
- Sound and light impacts
- Unaltered settings

3.2.9 English Heritage had also published recent advice concerning the assessment of effects on the setting of heritage assets (*The Setting of Heritage Assets*, 2017). This advice proposes a five stage programme of assessment: (1) identifying the assets affected, (2) assessing the contribution setting makes to significance, (3) assessing the effect of the proposed development, (4) maximising enhancement and minimising harm, (5) making and monitoring the decision and outcomes. Step 5 is the responsibility of the local authority. The methodology adopted for the purposes of this assessment, the details of which are set out below, has had regard to this and is broadly based upon the five stage programme of assessment referred to in the guidance.

3.2.10 The methodology adopted for the purposes of this assessment consists of a staged process, as follows:

- **Step 1:** The baseline heritage assets located within the study area are identified and their **heritage significance** described as required by NPPF.
- **Step 2:** The setting of each heritage asset forming part of the baseline is identified and described.
- **Step 3** The contribution which setting makes to the heritage significance of the asset is then determined.
- **Step 4:** The magnitude of the impact on the heritage significance of each heritage asset is identified. This is a measure of the degree to which the heritage significance of the asset will be increased or diminished by the proposed development. Where the only potential impact is on the setting of the heritage asset, only that part of the heritage significance derived from its setting can be affected. The assessment of magnitude of impact must therefore be weighted proportionately. Regard is had at this stage and, where relevant, to the factors referred to above, together with development attributes taken from English Heritage advice on the Setting of Heritage Assets, 2017. Having identified the magnitude of impact, the sensitivity of an asset to impacts on its heritage significance is considered by reference to the **heritage importance** of the asset and the policy protection it is afforded in statute or policy and the level of harm identified.

3.2.11 Harm or Loss through Effects on the Character and Appearance of Conservation Areas

3.2.12 The character and appearance of Conservation Areas are protected by legislation. What constitutes these factors has been established by custom and practice in the establishment and appraisal of Conservation Areas. Historic England's recent *Conservation Area Designation, Appraisal and Management Advice Note 1* (2016) sets out the characteristics of a Conservation Area which provide the basis for assessing harm. These features include:

- Location and setting
- Historic development
- Architectural quality and built form
- Open space, parks and gardens, and trees
- Character zones
- Positive contributors
- Locally important buildings
- Heritage assets

3.2.13 The section which follows assesses the potential impact of development in the terms specified by the NPPF.

4 ARCHAEOLOGICAL AND HISTORICAL BASELINE AND IMPACT ASSESSMENT **(Including Map Regression Exercise)**

4.1 Introduction

4.1.1 This section of the Heritage Assessment is divided into two parts. In the first, the direct impact of the proposed development is addressed with reference to heritage assets within 500m of the proposed development. It is based on an Historic Environment Record (HER) search at Oxfordshire County Council and is founded on the principles of NPPF, summarising the sequence of documentary, survey and other evidence for historic and archaeological activity in a short descriptive section. An assessment of the likely direct impact of the proposed development is made based on the evidence of the historic development of the landscape.

4.1.2 In the second element of the report the impact of the proposal due to development within the settings of heritage assets is assessed. It is based on the staged approach outlined in Section 3 above.

4.1.3 Geology

4.1.4 The British Geological Survey indicates that the solid geology of the proposed marina is the Charmouth Mudstone Formation. This is a mudstone, a sedimentary bedrock formed approximately 183 to 199 million years ago in the Jurassic Period when the local environment was dominated by shallow seas. These sedimentary rocks are shallow-marine in origin. They are detrital, ranging from coarse- to fine-grained (locally with some carbonate content) forming interbedded sequences.

4.1.5 Topography

4.1.6 The proposed development area lies on gently sloping ground from a high point in the west of some 114m AOD to 110m AOD in the east. The site lies in a shallow valley along which flows the High Furlong Brook a tributary of the River Cherwell. The proposed marina site lies in an area which is characterised by a series of low clay hills.

4.1.7 The proposed development area is arable farmland within a wider area of agricultural land. It is bounded to the east by the line of the former East and West Junction Railway between Woodford Halse and Fenney Compton, which ran just west of the High Furlong Brook, and in the west by the Oxford Canal.

4.2 Assessing the Implications of Development – Direct Impact on Below Ground Archaeology and Above Ground Structures.

4.2.1 Introduction

4.2.2 The section which follows is a consideration of archaeological finds and features within the area of the proposed development, from the Oxfordshire HER, and includes a wider study zone extending to 500m from the proposed location of the development area. Typically historic data gathered from the search zone has been used as the basis for assessing the landscape patterning in the area and to predict the likelihood of significant archaeology within the proposed development area.

4.2.3 Data obtained from Historic England and the Local Planning Authority confirms that there are no designated heritage assets (Listed Buildings, Scheduled Monuments, Conservation Areas, Registered Battlefields or Parks and Gardens) on the application site.

4.2.4 The data obtained from the county HER includes no 'event' records within the search area which reflects the absence of development locally.

Prehistoric

| | | |
|--------------|-----------|-----------|
| Palaeolithic | 450,000 - | 12,000 BC |
| Mesolithic | 12,000 - | 4,000 BC |
| Neolithic | 4,000 - | 1,800 BC |
| Bronze Age | 1,800 - | 600 BC |
| Iron Age | 600 - | AD 43 |

Historic

| | | |
|----------------------|-----------|---------|
| Roman | AD 43 - | 410 |
| Saxon/Early Medieval | AD 410 - | 1066 |
| Medieval | AD 1066 - | 1485 |
| Post Medieval - | AD 1486 - | 1749 |
| Modern | AD 1750 - | Present |

Timescales used in this report

4.3 The Prehistoric Period: Palaeolithic to Later Bronze Age

- 4.3.1 The Oxfordshire HER has recorded no archaeological data from the vicinity of the proposed development and no evidence from the development site itself.
- 4.3.2 The topographical location of the proposed development area, which comprises an east facing valley side above the High Furlong Brook, suggests that the proposed development area has little potential to contain as yet significant, undiscovered early or later prehistoric archaeology. In terms of period specific expectations, the Research Frameworks Project (2014) emphasizes the potential of higher ground from the Mesolithic period with valley bottom sites increasing in significance during the Neolithic and later prehistoric periods. There is potential, therefore, for archaeology of the prehistoric period though deposits are likely to comprise at most lithic material on the topsoil. This would be of local significance.

4.4 Iron Age to Roman Period

- 4.4.1 No evidence of Iron Age activity has been recovered from the search area or the proposed development site. The settlement pattern of the region is not well understood in detail, though a general pattern of development from open settlements along valley floors during the Bronze Age to a denser pattern of compact Iron Age settlements is evident across the region (Lambrick 2014, 128). Evidence from areas to the south at Bicester, Yarnton and Little Wittenham indicate the proliferation of ditched boundaries dividing up river valleys, including the meanders cut-off boundaries which seem to create large areas surrounded by watercourses (Lambrick

2014, 126). This pattern may have some relevance to the proposed site and suggest a slight potential for evidence of Iron Age date.

4.4.2 No evidence of Roman period activity has been found within the development site or the search area.

4.4.3 The pattern of settlement during the Roman period tends to favour valley side and ridge top locations. The latter often comprise stock and arable enclosures with dwellings in a linear pattern running along the ridge top and valley slopes, often on southern facing slopes. This suggests continuing clearance of timber and exploitation of the heavier soils for arable agriculture. The absence of evidence from the area and the topographical location suggests there is only slight potential for evidence for this period.

4.5 Anglo-Saxon, Medieval and Early Post-Medieval

4.5.1 The proposed development area lies within the parish of Claydon with Clattercote, Oxfordshire. The village of Claydon is probably Saxon in origin and lies north of Cropredy. The parish comprises some 1,199 acres at the northern tip of Oxfordshire and in the later 19th century Claydon came to be regarded as a separate civil parish. In 1932 its bounds were increased by the addition of the extra-parochial district of Clattercote (338 a.); apart from the addition the modern parish and the ancient chapelry were probably the same.

4.5.2 The proposed marina site lies in the eastern part of the parish, distant from the village of Claydon. During the medieval period the proposed development site was part of the open fields system of the village and vestigial ridge and furrow is visible on aerial photographs up to the late 1990s. The Victoria County History provides a summary of the field names in the chapelry² but there are no early maps of the area.

² No sizeable stream passes through the chapelry: the Highfurlong Brook crosses its south-east tip, and two small and nameless tributaries flow along portions of its boundaries on all three sides. The field-name Radmore (Radmore pool occurs in 1642) in the south part of the chapelry suggests land liable to floods. The south-east portion of the parish was known as Lawnd Hill or (as in 1966) Lawn Hill; and the word 'Lawn' occurs in field-names in Claydon and Clattercote, in Cropredy Lawn in Cropredy, and in Lawn Hill Cottage in Appletree (Northants.). Probably the various names are ultimately derived from the former tenure of land in the area by the Priory of Laund (Leics.), rather than directly from the substantive 'launde' ('pasture'), itself the root from which that place-name stems. 'The Spellows shooting in to Boddington hedge' are mentioned in 1665 and some fields in Lawn Hill are given the name 'Spellow' in 1717, as are others nearby in Prescote in 1797; the names, like perhaps 'Spella House' two miles away in Boddington (Northants.), may denote the existence at some time of a 'speech hill'. The chapelry has almost no woodland. (Colvin et al., 1972)

4.6 Post Medieval and Modern (including map regression exercise)

- 4.6.1 The earliest map evidence of the chapelry relevant to the proposed marina site is the 1812 Ordnance Surveyors map (Fig 3). This shows the Oxford Canal, built in 1790, running along the western boundary of the site. Within the development area there are no field sub-divisions in the land flanking a tributary of the High Furlong Brook and no suggestion of any structural remains within the proposed development area. The HER records the location of the canal locks (HER 52) and Hay Bridge (HER4249) contemporary with the construction of the canal in 1790. By the later 19th century the proposed development site had been subdivided into smaller fields and Glebe Farm established in the western part of the site. Glebe Farm remains in situ today.
- 4.6.2 The 19th century map evidence indicates that the development site itself has remained agricultural land throughout the post-medieval and into the Modern period (see Appendix 2). During the 19th century the site included the trackbed of the East West Junction Railway and to the west was bounded by the Oxford Canal. There is no indication of significant archaeology from this period within the development site.
- 4.6.3 In the late 19th century the OS 1st edition 1:2500 series shows the central part of the proposed development site north of Glebe Farm as allotments. These remained in 1905 but had gone by 1975, the next edition of the series. The map evidence and absence of any further detail on aerial photographs from the site suggests that there is no potential for significant archaeology of the 20th century within the proposed development area.
- 4.6.4 **The Significance of the Evidence and Policy – Direct Impacts on Below Ground Archaeology**
- 4.6.5 The NPPF in section 16 Conserving and Enhancing the Historic Environment, employs the concept of significance as the basis for assessing impact on the historic environment and historic assets; paragraph 197 notes that *'The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non-designated heritage assets, a balanced judgment will be required having regard to the scale of harm or loss and the significance of the heritage asset'*.
- 4.6.6 **Heritage Assets**
- 4.6.7 The proposed development of Claydon marina will take place where agricultural activities may have eroded any surface indications. However it is of interest that there

is only the slight record of vestigial ridge and furrow on aerial photographs. There is no Lidar data for the site.

4.6.8 At Claydon the scale of the areas affected and the nature of the ground, together with the anticipated nature of the archaeological resource, suggests any surviving archaeology will be of local character. In light of the ground conditions it is clear that the traditional methods of further evaluation can be applied. Geophysical survey is the most appropriate first stage followed if necessary by trial trenching, both can be secured by planning consent condition.

4.6.9 **Mitigation**

4.6.10 Mitigation of the effects of development can take several forms and NPPF, para 131, notes that when determining planning applications, local planning authorities should take account of the *'the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation'*.

4.6.11 The absence of evidence at this development site does not suggest a genuine absence of activity, though the activity is only likely to be of local significance. Consequently, at this stage no mitigation has been suggested.

4.6.12 **Impact Assessment on Below Ground Archaeology**

4.6.13 The proposed development falls within that group of development sites where there is little evident potential for *significant* surviving archaeological evidence. It is unlikely that further information regarding the history and archaeology of the site of more than local interest will be revealed by archaeological investigation; consequently this assessment concludes that although further evaluation is appropriate the impact of development on the historic environment can be mitigated and that the effect of development will be neutral (no harm) in accordance with the purposes of the NPPF.

4.7 **Assessing the Implications of Development – Impact on Setting**

4.7.1 The proposed development lies on sloping ground east of the Oxford Canal Conservation Area. Today the development site is agricultural land and lies within the parish of Claydon with Clattercote. The development is proposed within the valley of a tributary of the High Furlong Brook. Visibility from the site is restricted by the topography and views towards the site from the east are experienced from the higher ground of the Oxfordshire-Northamptonshire boundary. The view from the north is limited due to the falling topography of the shallow valley towards Wormleighton

Reservoir. Views from Claydon village are also limited by the topography and tree cover. Perceptions of change to the built environment in the area of the proposed marina are also limited with the landscape characterised by the canal and agricultural land.

- 4.7.2 Within a study zone of 1km there are 9 listed buildings of which 6 are within Claydon village and 3 on the Oxford Canal. The latter comprise two canal bridges 145 and 146 and Claydon Lock all grade II. The listed buildings in Claydon cannot be experienced from the proposed development site which does not lie within their settings. Consequently these have been scoped out of further assessment. The closest listing buildings are the listed canal bridges 145 and 146 and Claydon Lock. These listed buildings (see Appendix 2) are south of Claydon Top Lock. The setting of Bridge 145 is limited by the surrounding vegetation and its situation straddling the canal. It carries the minor road from Claydon to Appletree. The bridge can neither be seen nor experienced from the development site and, therefore, it too has been scoped out of further assessment.
- 4.7.3 The listed bridge 146 lies south of Claydon Lock. It is situated south of the lock and like the lock is almost hidden from the surrounding countryside by the encircling hedgerows. This bridge is distant from the proposed development site from which it cannot be seen or experience and has, therefore, together with Claydon Lock (II) been scoped out of further assessment.
- 4.7.4 The summary above indicates that the proposed development will have no more than a neutral effect, no harm, on nearby listed buildings for the purposes of the NPPF.
- 4.7.5 The remaining heritage asset is the Oxford Canal Conservation Area. The section of the Canal to which the marina will be adjacent comprises a broad sweeping curve where the canal follows the 115m contour. In the following section the impact of the proposed marina will be assessed in terms of its effect on the heritage significance (historic, architectural, archaeological and aesthetic interest) of the canal.
- 4.7.6 **Oxford Canal Conservation Area**
- 4.7.7 **Significance** (Character and Appearance): The Oxford Canal Conservation Area was first designated by Cherwell District Council in October 2012.³ The Conservation Area is a largely linear area along Oxford Canal from the boundary of Oxford City as far north as the county boundary with Warwickshire, north of Claydon.
- 4.7.8 The **history** of the canal forms part of the Conservation Area Appraisal which notes that *“whilst flat-bottomed boats found the river reasonably navigable, it was not until*

the late 1760s that the canal was proposed as part of the Grand Cross across England, linking rivers and waterways. This would eventually link London with Oxford, Liverpool, Hull and Bristol. Along this section of the Oxford Canal, the River Cherwell fed the canal, making it a more reliable waterway.. The Oxford Canal Company was the second of two companies created to enable this project. James Brindley, a former millwright (1716-1772), was hired as the Engineer and General Surveyor, having already worked on the Trent & Mersey Canal. Work began at the northern end of the route, and by 1771 ten miles had been completed. Brindley died the following year, and work slowed due to lack of ready funds. Banbury was reached by March 1778, with a wharf being established close to the site of the castle. Following a period of inactivity due to finances and slow work on other canals, work started again from Banbury in 1786, this time with James Barnes as resident engineer. The line was officially opened throughout on New Year's Day 1790. With the opening of the Isis Lock in 1796, the canal and the Thames were linked within Oxford, with an interchange wharf to change goods between the narrowboats of the canal and the river boats of the Thames."

4.7.9 The principal cargo of the canal in the late 18th and early 19th century was coal, but in the mid-19th century the opening of the LNWR and the GWR created significant competition. Tolls were dramatically reduced to ensure continuity, but deliveries requiring reliability rather than speed, such as coal, still travelled by narrowboat. Although the gross tonnage being carried increased slightly, the income of the canal gradually fell as the railways took hold.

4.7.10 *"By the mid-20th century traffic had reduced dramatically and maintenance standards fell. By the time Tom Rolt began his campaign to restore the inland waterways; there was only one regular working boat on the Oxford Canal: a weekly coal boat. Rolt's 1944 work Narrowboat indicates that the canal was a lonely place, and that repairs had not been undertaken for some time, as locks were starting to come apart. The Second World War had given the canal a reprieve, being put under the control of the Ministry of Transport and as an independent company, the Oxford Canal managed to carry out some emergency maintenance works before being taken over in 1942. The works of Tom Rolt and Charles Hadfield brought the canals to the attention of the public, who were keen to retain them. After more reports, by the powers of the 1968 Transport Act, the waterways were officially divided into those considered to be mainly commercial and those considered to be 'cruiseways', 'to be principally available for cruising, fishing, and other recreational purposes'; the Oxford Canal, already popular with recreational boaters, was naturally placed in that latter category."*⁴

³ *Oxford Canal Conservation Area Appraisal* October 2012, Chewell District Council

⁴ *Oxford Canal Conservation Area Appraisal* October 2012, Chewell District Council, 13-15

- 4.7.11 **Character:** The proposed marina site lies within Character Area 1 of the canal, which comprises the *“northern end of the canal at about 120m above sea level and starts near the canal’s summit level. This is in the northernmost tip of Oxfordshire, less than a mile from where it and the adjacent counties of Warwickshire and Northamptonshire meet. Despite the height above sea level and the fact this is the canal’s summit level, it runs in a fairly flattish area bounded by taller hills to either side – Stoneton to the north-east and Windmill Hill to the south-west – giving the impression that it is in a valley setting. Historically, this provides one of the easiest crossings through the Cotswolds ridge. (7.2.3) The focal point at this end of the proposed conservation area is the first of the distinctive lift bridges for which the Oxford Canal is renowned, although Boundary Bridge (No.141) is actually just a few yards over the county boundary in Warwickshire. The canal passes fairly close to the village of Claydon, which is not visible from the canal; this sets a precedent for the rest of the conservation area, as the sinuous line of the canal generally stays away from the villages... Close to Claydon, [and to the south of the proposed marina] the canal drops down over 30 feet (9 metres) from its summit level in the leisurely Claydon flight of five locks. At the top lock is a small canal workshop, housed in buildings that could date back to the late-18th century and the construction of the canal. There are also ruins of stabling, but no lock-keeper’s cottage.”*
- 4.7.12 **Key Views:** The Canal conservation Area Appraisal describes how *“In a more typical Conservation Area, the identification of key views is an important part of any appraisal. In this linear Conservation Area, the views into and out of the canal zone are virtually endless where there is no towpath hedge or woodland. (6.70) In the rural sections, the natural view points along the canal itself are up and down the canal. Such views, usually framed by a hedge on one side and open country on the other, can be very rewarding, and there is usually a good focal point to the view. This can often be one of the main bridges, or even a simple bend in the line of the cut, and there is always the hope of seeing a moving narrowboat. (6.71) Where there is public access across them, the bridges over the canal offer the opportunities for views into the distinctive, almost secretive, world of the canal from the wider world beyond its banks. Conversely, there are views from bridge parapets out from the canal and over any hedgerows. Often there is a gateway in the towpath hedge even at accommodation bridges, again allowing views through.”*
- 4.7.13 **Setting:** Whilst the overall setting of the Conservation Area can be described as the valley of the River Cherwell and its tributaries, the setting of the canal in the area of the development largely comprises an open rural landscape. To the east is the shallow valley of the High Furlong tributary stream and to the west the rising ground towards Claydon village. Views along the canal to north and south are constrained by the

flanking hedge to the east and foliage to the west and when walking or sailing to the south there is a brief section of the canal from which the proposed development site can be seen through the hedgerow south of Glebe Farm.

- 4.7.14 **Setting and Significance:** The Canal Conservation Area and the development site, share a common boundary. This is formed by a substantial hedge which runs along the western side of the development area between Hay Bridge and approximately 100m north of the footpath between Claydon and lower Boddington. As the Conservation Area Appraisal notes *"The Rural Setting: (6.86) It is accepted that the original character of the canal has been lost, due to its change from an industrial carriageway to a leisurely cruiseway. However, the rural setting of most of the canal and the intimate relationship between it and the River Cherwell are positive factors that enhance the conservation area. Apart from a derelict cement factory, the ongoing flood prevention scheme, and the M40, there is little in the setting that harms the current character of the canal.*
- 4.7.15 **The Significance of the Evidence and Policy – Impacts on the Setting of Heritage Assets.**
- 4.7.16 The NPPF in section 16 Conserving and Enhancing the Historic Environment, employs the concept of significance as the basis for assessing impact on the historic environment and historic assets; paragraph 193 notes that *'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.*
- 4.7.17 Paragraph 194 goes on to state that *"Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of a) grade II listed buildings, park or garden should be exceptional; b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.'*
- 4.7.18 **Impact Assessment on the Setting of Heritage Assets**
- 4.7.19 The proposed development area at Claydon occupies an area where the visual impact of development is to some extent limited by the topography and existing hedgerows. In particular the hedgerow along the east towpath is significant characteristic of the landscape to the east which will be retained. The views of the proposed development

site are briefly glimpsed whilst progressing along the canal from north to south, from Hay Bridge, past Glebe Farm to the footpath between Claydon and Lower Boddington.

4.7.20 The Conservation Area Appraisal, however, notes under potential threats the ***Development of Marinas***, describing how (6.96) *There are several successful marinas on this section of the canal, catering for the growing needs of recreational boating. Two of these, at Aynho Wharf and Lower Heyford, are fairly large and in a rural setting, but they have no adverse impact on the character of the canal. Similarly, there are also some smaller ones on the line that are also more positive than negative in their impact. It is strongly suggested that any future development of marinas in the rural areas be very carefully designed and quite limited in their capacity. Otherwise they will be obtrusive and inappropriate. It is further recommended that large marina development should be within urban areas, such as Banbury or Kidlington.*

4.7.21 **Design Iteration**

4.7.22 **Original Design:** The original design of the proposed marina was undertaken with this cautionary statement from the Conservation Area Appraisal in mind. The provision of landscaping and tree planting was designed to reduce the overall visual impact of the marina, its tow path bridge, club house, workshops and vehicle access and parking. The marina was to have been set amongst trees and located behind the hedge running along the eastern boundary of the Conservation Area. It was recognised that the impact of the marina was to introduce a modern leisure facility to the Oxford Canal which would change the historic relationship between the canal and its rural, agricultural hinterland. It was, though, accepted that the construction of a marina in open countryside would have created a visually discordant effect placing a modern facility into a landscape which is presently characterised by largely 19th century structures.

4.7.23 The extent of harm, due the first proposal, was assessed in proportion to the whole Conservation Area, the existing marinas at Aynho Wharf and Lower Heyford and to the loss of one key view. When considered in these terms the effect of a single marina was felt to be harmful to the historic environment and the asset represented by the Canal Conservation Area but at a level of less-than-substantial-harm. This was characterised as creating an adverse effect on one key view and creating a somewhat urbanising effect through the development of a modern leisure related facility.

4.7.24 **Local Authority Position:** The Conservation Officer in commenting on the first design iteration submitted in February 2018 noted that: (1) The proposed development affected the setting of the canal Conservation Area detracting from its rural setting; (2) the creation of the marina, lake and hard surfacing would alter the appearance of

the agricultural land whilst the new buildings and structures, especially the large clubhouse building, would be very prominent particularly in views both on the approach from Boddington Road and from the tow path. (3) The new pedestrian bridge over the canal entrance to the marina would significantly alter the experience of the canal at this location inserting an engineered structure in place of what is currently a green boundary and (4) two positive vistas within this section of the canal identified by the Conservation Area appraisal will be affected by the marina. The result will be harm to the views enjoyed both out from the conservation area into the wider rural setting and into the conservation area from the wider landscape.

4.7.25 In conclusion the Conservation Officer noted that the cumulative impact of the buildings, hardstanding and marina itself will be an unwelcome and harmful intrusion into the landscape that will result in less than substantial harm to the setting of the canal conservation.

4.7.26 **Current Proposal:** The present proposal has taken on board the comments of the Conservation Officer and the four key factors which contributed to the perceived harm of the original scheme. The current scheme therefore has been amended to reduce the adverse impact by (1) has reducing the development in size from 250 to 192 berths; (2) moving the basin to the east, away from the canal bridge and Boddington Road; (3) reducing the extensive area of concrete hardstanding which was to have provided an area to work the boats; (4) redesign of the facilities buildings and bridge and (5) reduction in the scale of the facilities building.

4.7.27 The scale of the development on the western end has, therefore, been significantly reduced. In addition the facilities building has been redesigned to take account of the criticism received from the Canal and River Trust. It now replicates a traditional agricultural barn with varying roof lines and fenestration typically found on converted agricultural buildings.

4.7.28 In mitigation the marina proposals continue to represents the evolution of the Canal from *an industrial carriageway to a leisurely cruiseway*.

4.7.29 **Impact Assessment**

4.7.30 The proposed marina falls within that group of development sites where there is evident potential for harm through visual impact and the experience of increasing leisure development. In the case of the marina development, the construction of a new basin, offices and clubhouse will visually interrupt the view between the Conservation Area and its countryside setting. The revised designs have addressed this aspect of the marina. By reducing the area of hard surfacing adjacent to the facilities building, improving the design of the facilities building and reducing its mass will soften the

impact of the new development. The reduction in size of the basin also leaves a significant area between the basin and the Boddington Road. Here, where the profile of the slope will be much shallower from the road towards the marina this area will be planted with trees and shrubs reducing the impact of the visually contrasting marina. Although evidently compromising key views of the rural landscape, the revised design is intended to ensure that the new marina is not seen as incongruous on this popular leisure way.

- 4.7.31 Secondly it remains the case that development of the proposed marina will increase the level of activity and noise, though, due to the location of the proposed development, it is unlikely to affect appreciation of a large proportion of the Conservation Area. The architecture of the listed buildings and non-designated assets, largely canal structures elsewhere within the Conservation Area, are clearly discrete entities and unlikely to be adversely affected by the marina. Nor will it obscure any views of their principal exterior elevations.
- 4.7.32 In conclusion the impact of development on the historic environment will remain less-than-substantially-harmful in the terms of the NPPF, but with the revised plans the harm will be at the very lowest level of harm.
- 4.7.33 The findings of this assessment are consistent with the local plan policy, ESD 61 in that it has ensured that the District's historic environment has been identified and that its recommendations are in accordance with the heritage value of the proposed development site.

5.0 SUMMARY AND CONCLUSIONS

5.1 Summary

5.1.1 This Heritage Assessment has followed the principles advocated by the NPPF and Historic England. This report has assessed the potential impact of a proposal for a marina development on land adjacent to the Oxford Canal at Claydon, on archaeological deposits and the setting of heritage assets.

5.1.2 The assessment is based on documentary, map search, and a site inspection in May 2017, which have recorded the current condition of the proposed development site and surrounding heritage assets.

5.1.3 The landscape of the proposed marina, identified as a reasonable study area, extended to 1km from the development site and included heritage assets of national importance, dating, principally, from the Modern periods. These reflect the development of the Oxford Canal and the changing nature of the historic landscape. In the 19th and 20th century the site has remained agricultural land though its surroundings have changed significantly with the construction of the Oxford Canal and in the 19th century the construction of the junction railway, its later closure and removal of the trackbed.

5.1.4 With respect to below ground archaeology no evidence has been found in archive or published sources to suggest that the development site will retain any important archaeological evidence of earlier activity.

5.1.5 With respect to the setting of heritage assets only one asset, the Oxford Canal Conservation Area, may be experienced from the development area. The development area, therefore, falls within its setting. The remaining heritage assets, comprising some 9 listed buildings within the study area, are either too distant to be seen or have canal-side settings from which perceptions of marina development, at the proposed site, will have no effect upon their heritage significance.

5.2 Conclusion

5.2.1 In conclusion the site of the proposed development has little potential for significant archaeology though further evaluation is considered appropriate as this is open countryside close to the parish boundary. Evaluation on a site such as this, where there is little identifiable potential and where there is no indication of evidence which would constitute a reason for refusal, can be secured by planning consent condition.

The absence of evidence at the development sites which suggests there is no potential for archaeology of greater than local significance means that the potential direct impact of development is not harmful for the purposes of the NPPF.

- 5.2.2 With respect to the impact of development on the setting of heritage assets, study of the setting of the Oxford Canal Conservation Area and its relationship to the proposed development site indicates that the development will adversely affect the heritage value (character and appearance) of the area. The re-design of the scheme has meant that the initial appraisal of harm has been reduced. Although the development will impact on the key views from the Conservation Area towards the east and, therefore, on its rural character, this will be lessened by the reduction in scale of the marina, its buildings and limitation of the concrete hardstanding. Together with the proposed landscaping the creation of a marina at the proposed site will better enhance the recreational facility of the canal and render it more sustainable in its current form.
- 5.2.3 The extent of harm, therefore, should be assessed against the overall character of the Oxford Canal Conservation Area. The impact of the scheme should be judged in light of the amenity provided by the new facility, details of which can be found in the Design and Access Statement. In this respect the effect of development will be less-than-substantial-harm affecting only one sector, Area 1, of the Conservation Area. Together
- 5.2.4 The conclusion of this assessment, consequently, is that the impact of the development will be less than substantial harm, at the lowest level of harm, for the purposes of the NPPF.

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General

Oxfordshire Historic Environment Record (HER)

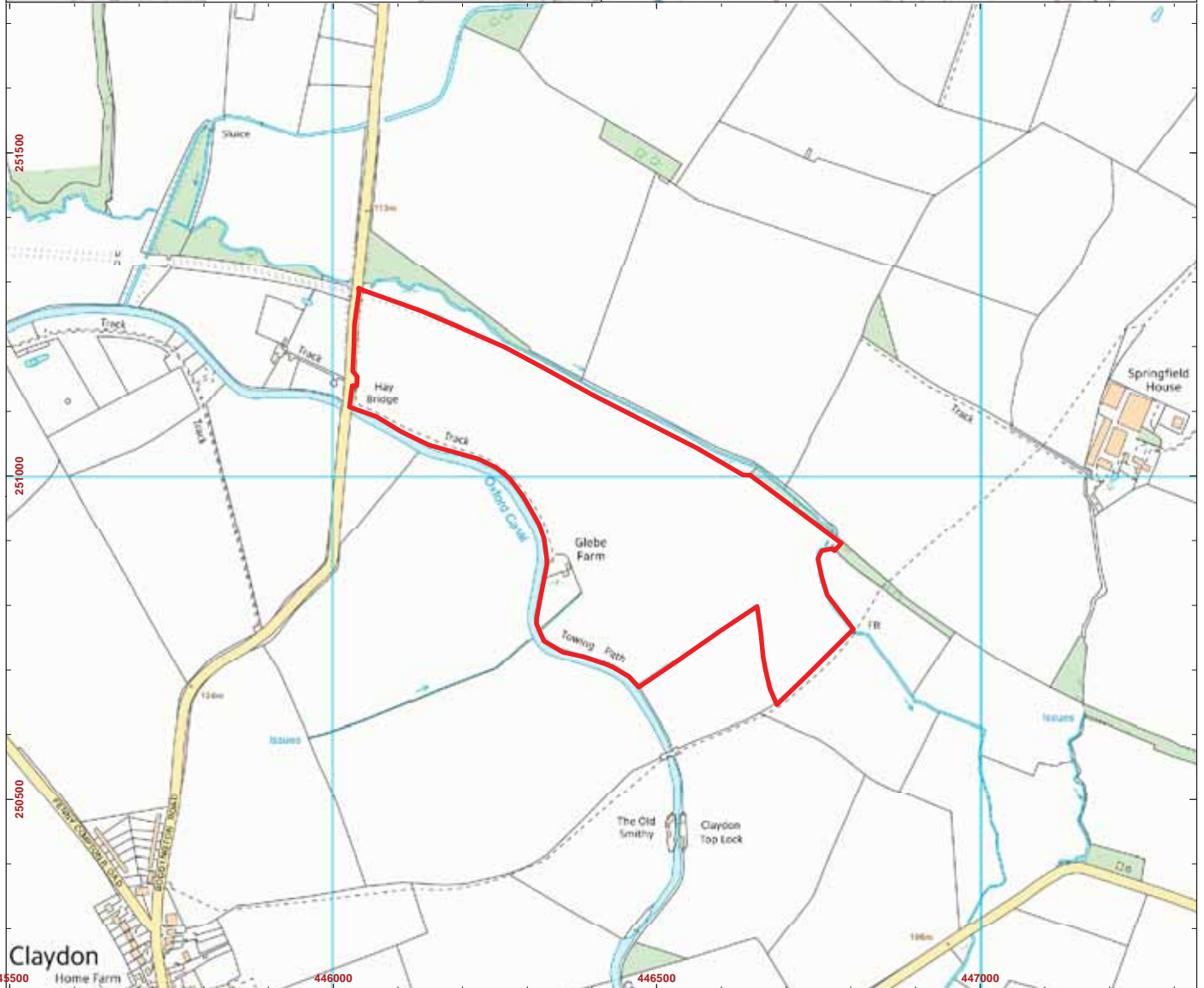
Historic Maps, in particular OS 1:2500 Series from the 1877 1st edition onwards.





General

Oxfordshire Historic Environment Record (HER)

Historic Maps, in particular OS 1:2500 Series from the 1877 1st edition onwards.

Historic England Archive Aerial Photograph Collection



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| <p>  Site Boundary </p> <p style="text-align: center;">  </p> |  | <p>Scale at A4: 1:10,000</p> <p>  </p> <p style="text-align: center;">Figure 1: Site Location</p> |
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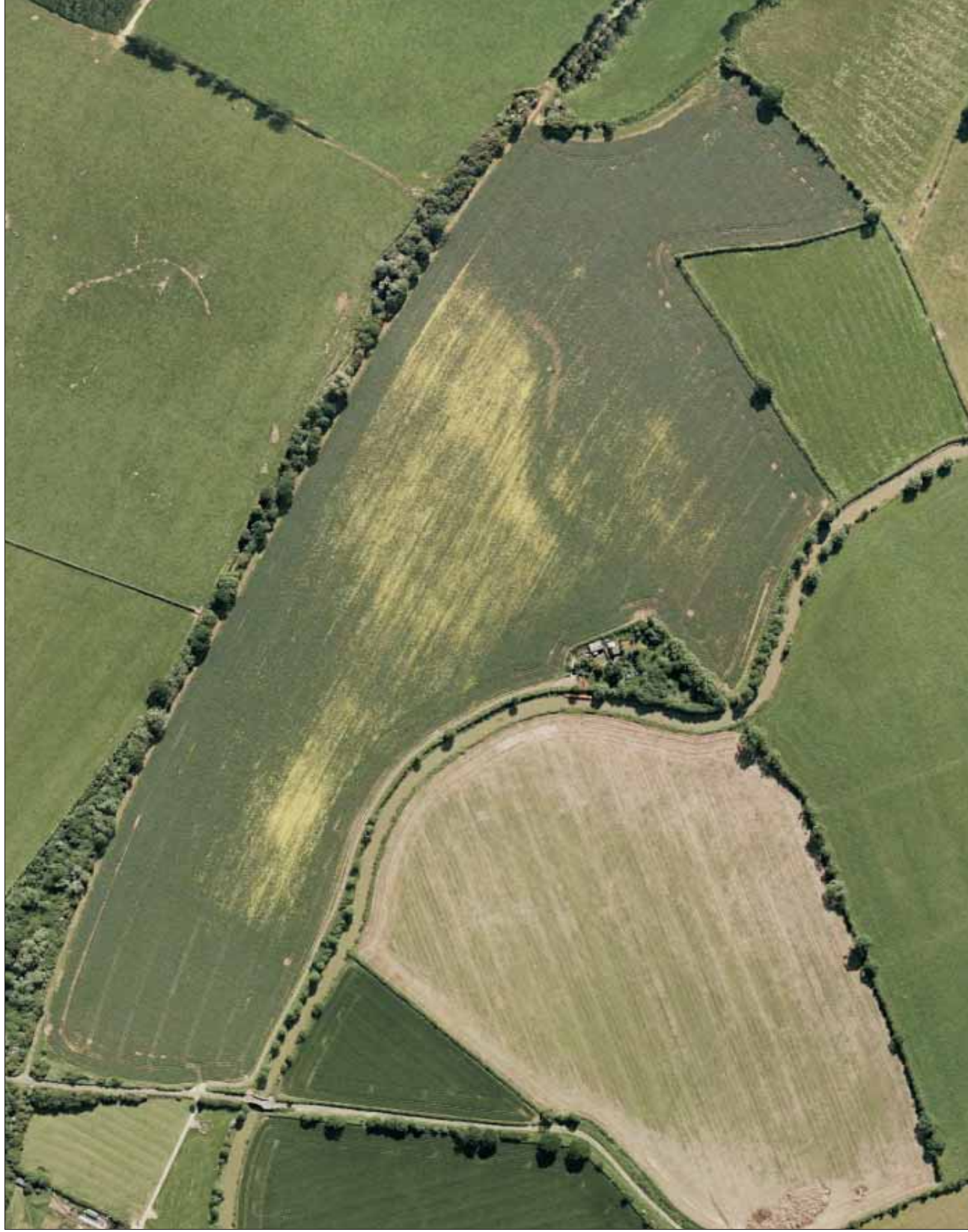



Figure 2:
Vestigial Ridge
in 1999
(Google Earth)

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| Claydon |  London Cheltenham Kettering Newark Birmingham www.cgms.co.uk |
| Planning & Development Archaeology & Historic Buildings | |
| Not to scale Illustrative only | |
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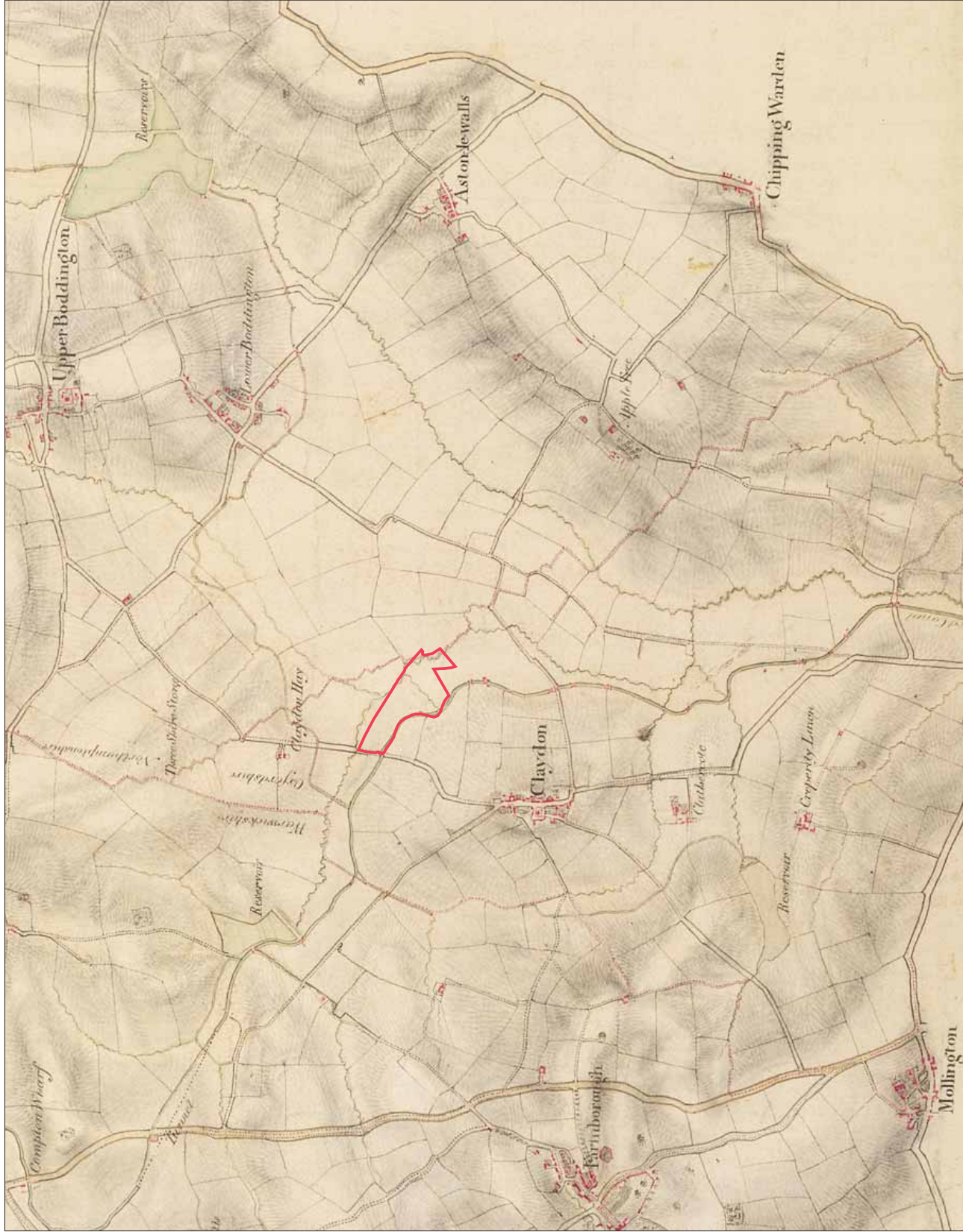


Figure 3:
 Ordnance surveyors
 drawing
 Stevens, Henry -
 Draughtsman
 Ladbroke, Warwickshire
 (OSD 227)




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Fig 4 Upper - Bridge 145 (II) from the south
Lower - Bridge 146 (II) from the south

Claydon Marina

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Fig 5 Upper - View of the proposed marina area from Hay Bridge (143)
 Lower - The canal opposite Glebe Farm

Claydon Marina

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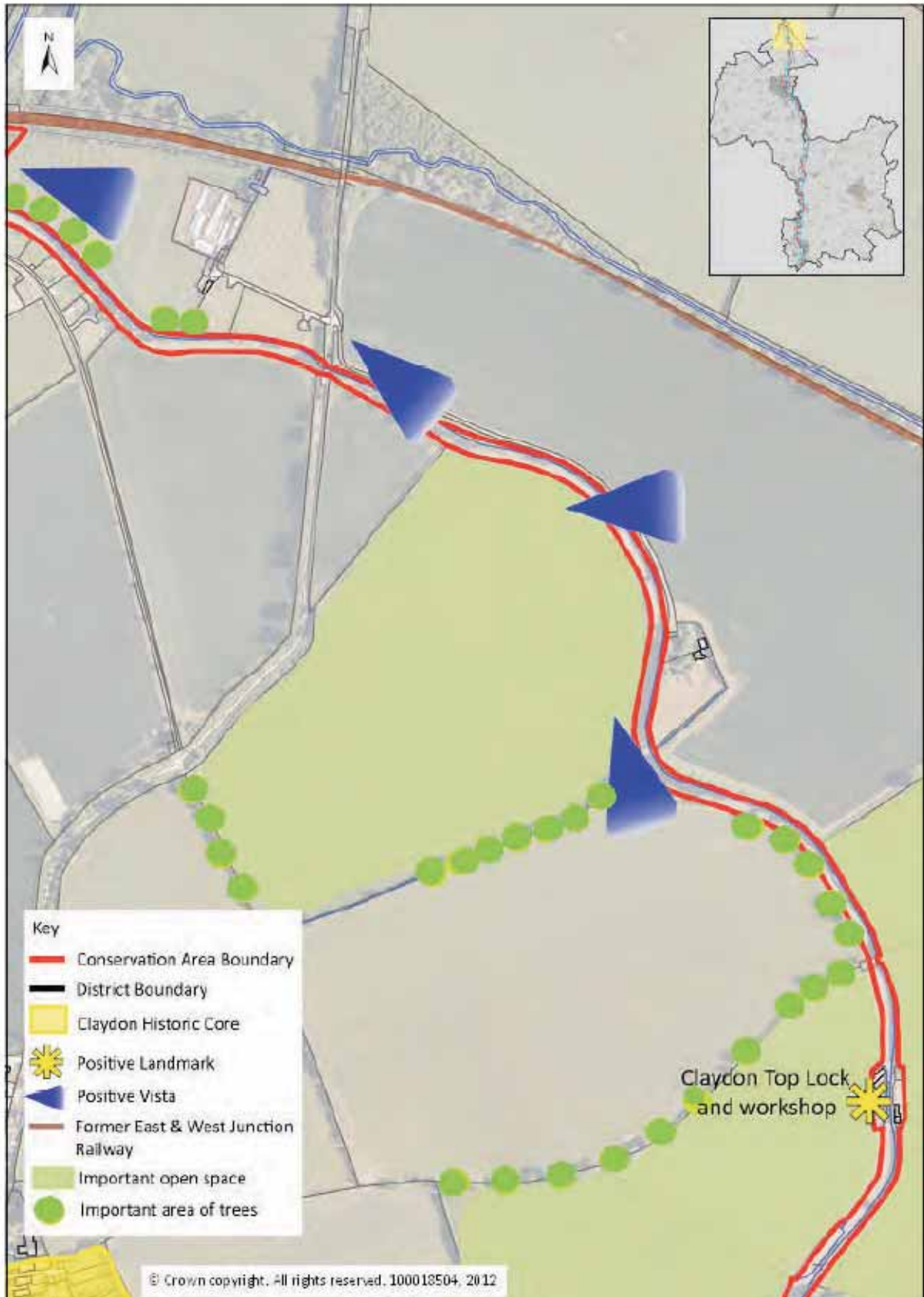


Fig 6 The Oxford Canal Conservation Area Appraisal showing the key views in the are of the proposed marina

Claydon Marina

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Fig 7 Upper - View of the proposed marina area showing Glebe Farm
 Lower - View through a gap in the hedge of the southern section of the proposed marina, east, towards Cedars Farm

Claydon Marina

Not to scale
 Illustrative only

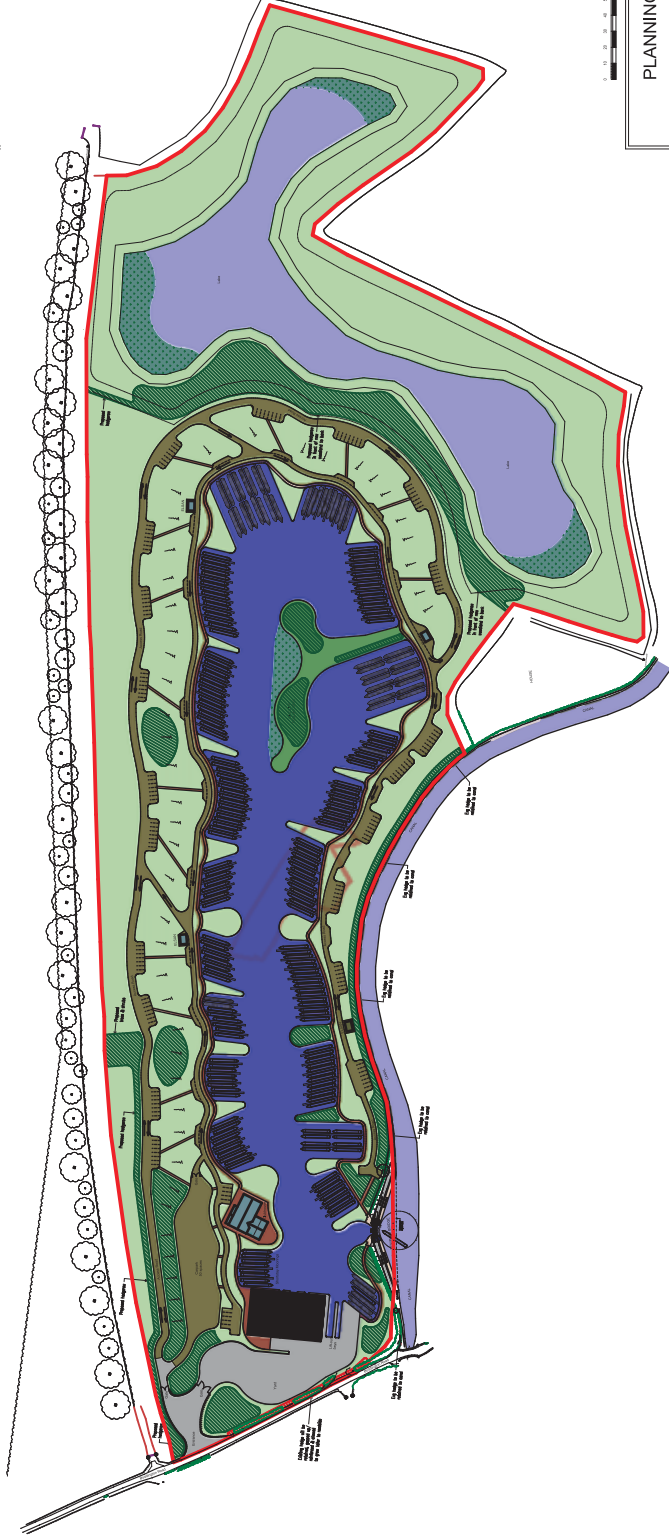
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| Revisions | Date | Description |
|-----------|----------|---------------------------------------|
| A | 18/12/17 | Revised ponds, building footprints |
| B | 18/12/17 | Revised ponds, building footprints |
| C | 18/12/17 | Revised ponds and building footprints |

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| PLANNING | |
| | |
| PROJECT NO: PROPOSED MARINA AT BODDINGTON ROAD, CLAYDON, BANBURY | |
| Client Ref: 11/250 @ A1 | Project Ref: 18/12/2017 |
| Client Name: ALB | Project Name: PROPOSED SITE PLAN |
| Client Ref: A05/005 c | Project Ref: A05/005 c |
| L:\Projects\Marina\A05005_c_Plan.dwg | |

Figure 8:
The Initial Design
 (18/12/17)

| | |
|-----------------------------------------------------------------------------|-----------------------------|
| Claydon | |
| London Cheltenham Kettering Newark Birmingham www.cgms.co.uk | |
| Planning & Development Archaeology & Historic Buildings | |
| Not to scale Illustrative only | |
| Date printed: 22/4/18 | Drawn by: MD Checked by: |



Figure 9:
The Proposed
Canal Marina
(January 2019)

| | |
|------------------------------------------------------------|-----------------------------------------------------------------------------|
| Claydon | London Cheltenham Kettering Newark Birmingham www.cgms.co.uk |
| Planning & Development Archaeology & Historic Buildings | |
| Not to scale Illustrative only | |
| Date printed: 19/2/19 | Drawn by: MD Checked by: |

APPENDIX 1
HER Baseline Data

SOURCES OF INFORMATION

OXFORDSHIRE HISTORIC ENVIRONMENT RECORD (HER)

HER data within 500m of the proposed development site:

| Monuments | Description |
|-----------|--------------------------------------------------------------------------------------------------------|
| 52 | Canal Lock Shown on 1881 edition 25" OS map. Lock and associated buildings including a smithy in 1882. |
| 4249 | Canal Bridge (Hay Bridge) |

National Monuments Record

| Sortie number | Library number | Camera position | Frame number | Held | Centre point | Run | Date | Sortie quality | Scale 1: | Focal length (in inches) | Film details (in inches) | Film held by |
|------------------|----------------|-----------------|--------------|------|--------------|-----|-------------|----------------|----------|--------------------------|----------------------------|--------------|
| RAF/CPE/UK/1926 | 542 | V | 5074 | P | SP 462 516 | 15 | 16 JAN 1947 | A | 10000 | 36 | Black and White 8.25 x 7.5 | RAF |
| RAF/CPE/UK/1994 | 596 | RS | 4109 | P | SP 466 512 | 20 | 13 APR 1947 | AB | 9800 | 20 | Black and White 8.25 x 7.5 | RAF |
| FSL/6125 | 1118A | V | 19075 | P | SP 461 508 | 72 | 1961 | A | 8000 | 6 | Black and White 9 x 9 | AF |
| FSL/6125 | 1118A | V | 19076 | P | SP 468 508 | 72 | 1961 | A | 8000 | 6 | Black and White 9 x 9 | AF |
| RAF/82/1006 | 1520 | F62 | 267 | P | SP 462 512 | 33 | 31 AUG 1954 | AB | 15000 | 36 | Black and White 8.25 x 7.5 | NMR |
| RAF/542/16 | 1564 | F22 | 8 | P | SP 463 514 | 20 | 27 AUG 1954 | AC | 10000 | 20 | Black and White 8.25 x 7.5 | NMR |
| RAF/542/16 | 1564 | F22 | 189 | P | SP 466 502 | 26 | 27 AUG 1954 | AC | 10000 | 20 | Black and White 8.25 x 7.5 | NMR |
| RAF/542/16 | 1564 | F22 | 190 | P | SP 460 502 | 26 | 27 AUG 1954 | AC | 10000 | 20 | Black and White 8.25 x 7.5 | NMR |
| RAF/58/1567 | 1575 | F22 | 146 | P | SP 463 510 | 14 | 21 SEP 1954 | A | 10000 | 20 | Black and White 8.25 x 7.5 | NMR |
| RAF/106G/UK/1361 | 3356 | RP | 3107 | P | SP 466 513 | 5 | 03 APR 1946 | AC | 11000 | 20 | Black and White 8.25 x 7.5 | NMR |
| RAF/106G/UK/1361 | 3356 | RP | 3108 | P | SP 460 513 | 5 | 03 APR 1946 | AC | 11000 | 20 | Black and White 8.25 x 7.5 | NMR |
| OS/71400 | 10173 | V | 203 | P | SP 460 504 | 6 | 30 JUL 1971 | A | 7300 | 12 | Black and White 9 x 9 | NMR |
| OS/71400 | 10173 | V | 204 | P | SP 460 510 | 6 | 30 JUL 1971 | A | 7300 | 12 | Black and White 9 x 9 | NMR |
| OS/93289A | 15433 | V | 55 | P | SP 468 504 | 2 | 13 AUG 1993 | A | 8200 | 12 | Black and White 9 x 9 | NMR |
| OS/93289A | 15433 | V | 56 | P | SP 469 512 | 2 | 13 AUG 1993 | A | 8200 | 12 | Black and White 9 x 9 | NMR |
| OS/99392 | 23071 | V | 12 | N | SP 464 504 | 1 | 13 OCT 1999 | A | 7400 | 12 | Black and White 9 x 9 | NMR |

Heritage Assessment
Land at Claydon, Oxfordshire

| | | | | | | | | | | | | |
|--------------|-------|---|-----|---|------------|----|-------------|---|-------|----|--------------------------|---------|
| OS/9939 2 | 23071 | V | 54 | N | SP 464 514 | 3 | 13 OCT 1999 | A | 7400 | 12 | Black and White 9 x 9 | NM R |
| OS/0498 4 | 24584 | V | 198 | N | SP 464 509 | 4 | 23 APR 2004 | A | 7500 | 6 | Colour 9 x 9 | NM R |
| OS/0507 2 | 24608 | V | 340 | N | SP 464 506 | 12 | 27 JUN 2005 | A | 10000 | 6 | Colour 9 x 9 | NM R |

Total Sorties 12

Total Frames 19

APPENDIX 2

Listed buildings within 500m of the proposed development site (Images of England)



© Mr Alistair F Nisbet

IoE Number: 401207

Location: LOCK IMMEDIATELY TO NORTH OF BRIDGE NUMBER 146 AT SP 4664 4970
OXFORD CANAL,

CLAYDON WITH CLATTERCOT, CHERWELL, OXFORDSHIRE

Photographer: Mr Alistair F Nisbet

Date Photographed: 17 August 2002

Date listed: 26 February 1988

Date of last amendment: 26 February 1988

Grade II

CLAYDON WITH CLATTERCOTE OXFORD CANAL SP44NE4/39 Lock immediately to N of
bridge No,146 at SP 4664 4970

CLAYDON WITH CLATTERCOTE OXFORD CANAL SP44NE 4/39 Lock immediately to N of
bridge No,146 at SP 4664 4970 GV II Lock, Late C18. Red brick and large stone blocks. C20
repairs. Wooden gates, Part of the Oxford Canal. The stretch from Coventry to Banbury was
completed by 1778, Included for group value. (VCH; Oxfordshire: Vol X, p161)



© Mr Alistair F Nisbet

IoE Number: 401206

Location: FIELD BRIDGE NUMBER 146 OVER OXFORD CANAL,
CLAYDON WITH CLATTERCOT, CHERWELL, OXFORDSHIRE

Photographer: Mr Alistair F Nisbet

Date Photographed: 22 June 2006

Date listed: 26 February 1988

Date of last amendment: 26 February 1988

Grade II

CLAYDON WITH CLATTERCOTE OXFORD CANAL SP44NE4/38 Field bridge No. 146
over Oxford Canal

CLAYDON WITH CLATTERCOTE OXFORD CANAL SP44NE 4/38 Field bridge No. 146 over
Oxford Canal GV II Field bridge over Oxford Canal. Late C18/early C19. Red and blue brick laid to
English bond. Single arch with brick parapet and piers with stone caps. Brick band. The stretch of
canal from Coventry to Banbury was completed by 1778. (VCH: Oxfordshire: Vol X, p161)



© Mr Alistair F Nisbet

IoE Number: 401205

Location: FIELD BRIDGE NUMBER 145, OVER OXFORD CANAL,
CLAYDON WITH CLATTERCOT, CHERWELL, OXFORDSHIRE

Photographer: Mr Alistair F Nisbet

Date Photographed: 17 August 2002

Date listed: 26 February 1988

Date of last amendment: 26 February 1988

Grade II

CLAYDON WITH CLATTERCOTE OXFORD CANAL 3P45SE1/37 Field bridge No.145,
over Oxford Canal

CLAYDON WITH CLATTERCOTE OXFORD CANAL 3P45SE 1/37 Field bridge No.145, over
Oxford Canal - II Road bridge over Oxford Canal. Late C18/early C19. Redd brick laid to English
bond. Single arch with brick parapet and end piers with stone caps. The tow path passes underneath.
The stretch of Canal between Coventry and Banbury was completed by 1778. (VCH: Oxfordshire:
Vol X. p161)

Please note that the inclusion of a listed building on this website does not mean it is open to the
public.

APPENDIX 3

Historic Map Series (OS)

Historical Mapping Legends

Ordnance Survey County Series 1:10,560

| | | | | | | | | | | | | | | | | | | | | | | | | |
|------------|---------|-------|-----------|---------------|-------------------------|------------|-----------------------------|--|--|----------------------|---------------------|-------------|-------------|--------------------|----------------|------------------|--|--------------------------------|--------------------------------|-----------------------------------------------|-----------------------------------|----------------------------------|-------------------------|-----------------------|
| | | | | | | | | | | | | | | | | | | | | | | | | |
| Other Pits | Orchard | Marsh | Brushwood | Rough Pasture | Trigonometrical Station | Bench Mark | Well, Spring, Boundary Post | | | Instrumental Contour | Fenced Un-Fenced | Minor Roads | Raised Road | Railway over River | Level Crossing | Road over Stream | | County Boundary (Geographical) | County & Civil Parish Boundary | Administrative County & Civil Parish Boundary | County Borough Boundary (England) | County Burgh Boundary (Scotland) | Rural District Boundary | Civil Parish Boundary |

Ordnance Survey Plan 1:10,000

| | | | | | | | | | | | | | | | | | | | | |
|---------------------------------------------------------|-----------------------|---------------------|----------|----------------------|---------|---------|-------|----------------------------|------------|-----------------|-------|-------------------------------|-------------------------------|-----------------------------|---------------------------------|--------------|---------------------|---------------------------------------------------------|-----------------------------------------------------------------------------------|--------------|
| | | | | | | | | | | | | | | | | | | | | |
| Gravel Pit | Disused Pit or Quarry | Lake, Loch or Pond | Boulders | Non-Coniferous Trees | Scrub | Heath | Reeds | Direction of Flow of Water | | | | | | | | | | | | |
| Chalk Pit, Clay Pit or Quarry | Sand Pit | Refuse or Slag Heap | Dunes | Coniferous Trees | Orchard | Bracken | Marsh | Building | Glasshouse | Sloping Masonry | Pylon | Electricity Transmission Line | Standard Gauge Multiple Track | Standard Gauge Single Track | Siding, Tramway or Mineral Line | Narrow Gauge | Geographical County | Administrative County, County Borough or County of City | Municipal Borough, Urban or Rural District, Borough, Burgh or County Constituency | Civil Parish |
| Shown alternately when coincidence of boundaries occurs | | | | | | | | | | | | | | | | | | | | |

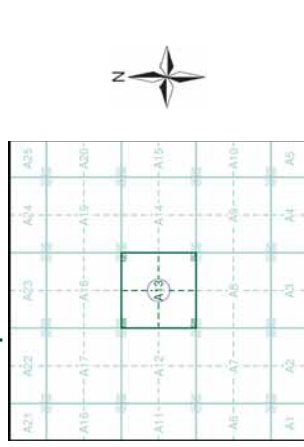
1:10,000 Raster Mapping

| | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------|------------------|----------------------|---------|----------|--------------|--------------------|----------------------|----------------------|-------------------------------------|----------------------------------------------------------|---------------------------|----------------------------------|------------------------------|--------------------|-----------------|----------------------------|---------------|---------------------------|--------------------------------------------|--------------------------|-----------------------------------------------|---------------------|--------------------|
| | | | | | | | | | | | | | | | | | | | | | | | |
| Refuse tip or slag heap | Rock (scattered) | Boulders (scattered) | Mud | Sand Pit | Top of cliff | Underground detail | Narrow gauge railway | Single track railway | Civil, parish or community boundary | Constituency boundary | Non-coniferous trees | Coniferous trees | Positioned tree | Coppice or Ostlers | Heath | Marsh, Salt Marsh or Reeds | Flow arrows | Mean low water (springs) | Electricity transmission line (with poles) | Triangulation station | Pylon, flare stack or lighting tower | Glasshouse | Important Building |
| Gravel Pit | Rock | Boulders | Shingle | Sand | Slopes | General detail | Overhead detail | Multi-track railway | County boundary (England only) | District, Unitary, Metropolitan, London Borough boundary | Area of wooded vegetation | Non-coniferous trees (scattered) | Coniferous trees (scattered) | Orchard | Rough Grassland | Scrub | Water feature | Mean high water (springs) | Telephone line (where shown) | Bench mark (where shown) | Point feature (e.g. Guide Post or Mile Stone) | Site of (antiquity) | General Building |

Historical Mapping & Photography included:

| Mapping Type | Scale | Date | Pq |
|-------------------------------|----------|-------------|----|
| Northamptonshire | 1:10,560 | 1884 | 2 |
| Oxfordshire | 1:10,560 | 1885 | 3 |
| Warwickshire | 1:10,560 | 1886 | 4 |
| Oxfordshire | 1:10,560 | 1900 | 5 |
| Oxfordshire | 1:10,560 | 1900 - 1906 | 6 |
| Oxfordshire | 1:10,560 | 1906 | 7 |
| Oxfordshire | 1:10,560 | 1923 | 8 |
| Northamptonshire | 1:10,560 | 1923 | 9 |
| Oxfordshire | 1:10,560 | 1923 | 10 |
| Historical Aerial Photography | 1:10,560 | 1947 - 1949 | 11 |
| Ordnance Survey Plan | 1:10,000 | 1955 | 12 |
| Ordnance Survey Plan | 1:10,000 | 1982 - 1983 | 13 |
| 10K Raster Mapping | 1:10,000 | 1999 | 14 |
| 10K Raster Mapping | 1:10,000 | 2006 | 15 |
| VectorMap Local | 1:10,000 | 2018 | 16 |

Historical Map - Slice A



Order Details

Order Number: 164843617_1
 Customer Ref: JAC23304
 National Grid Reference: 446460, 250950
 Slice: A
 Site Area (Ha): 0.01
 Search Buffer (m): 1000

Site Details

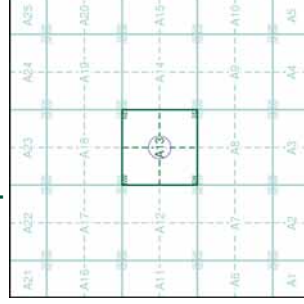
Site at 446460, 250950

The historical maps shown were reproduced from maps predominantly held at a 1:25,000 scale for England, Wales and Scotland in the 1840's. In 1854 the Ordnance Survey published the first 1:10,560 maps. These maps were used to update the 1:25,000 maps. The published data on these maps are often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties giving rise to significant inaccuracies in outlying areas. In the late 1940's, a Provisional Edition was produced, which updated the 1:10,560 mapping from a number of sources. The maps appear unfinished - with all military camps and other strategic sites removed. These maps were initially overprinted with the National Grid. In 1970, the first 1:10,000 maps were produced using the Transverse Mercator Projection. The revision process continued until recently, with new editions appearing every 10 years or so for urban areas.

Map Name(s) and Date(s)

| | |
|----------|------|
| 049SW | 1884 |
| 1:10,560 | |
| 054NW | 1884 |
| 1:10,560 | |

Historical Map - Slice A



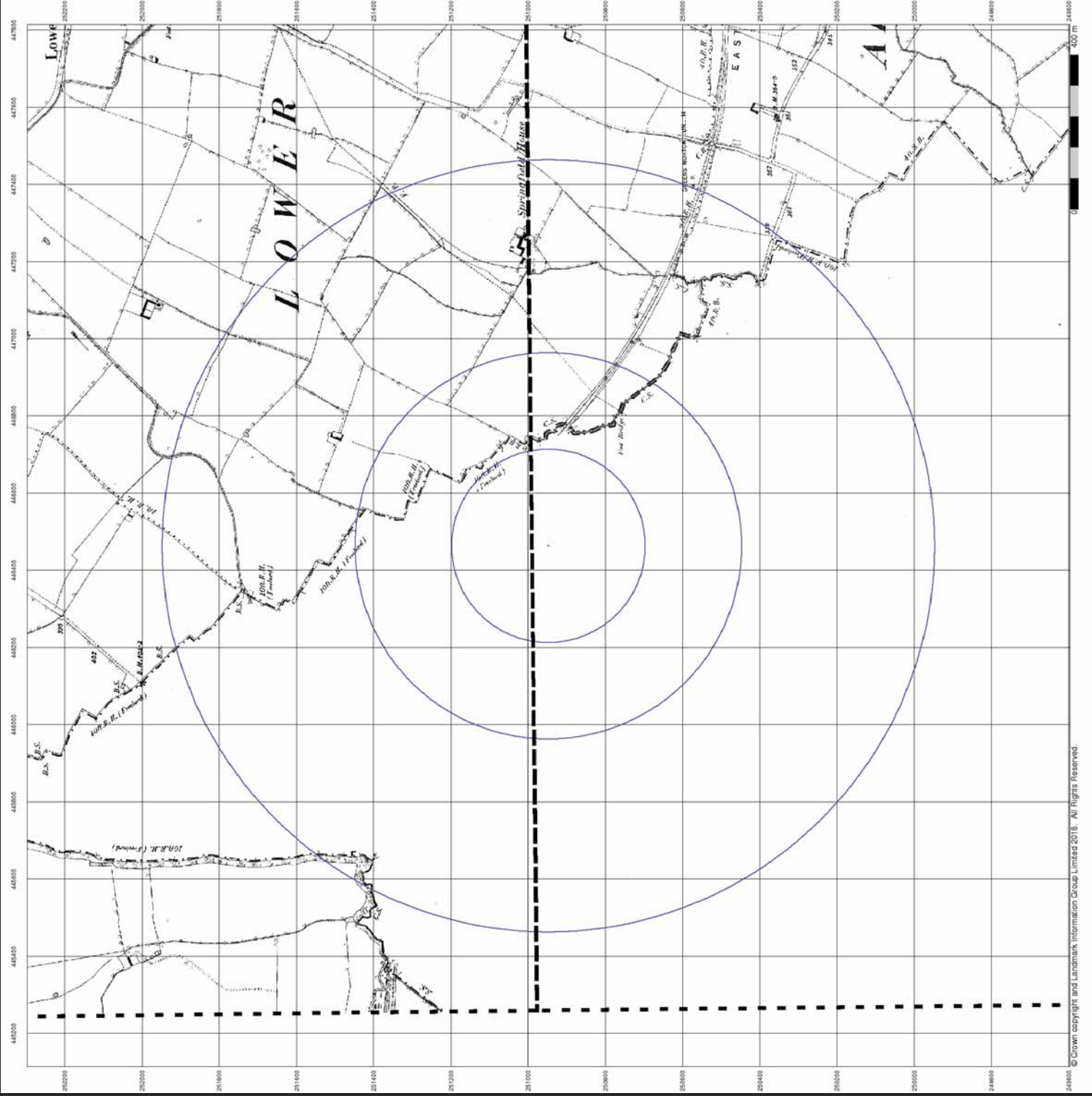
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 Search Buffer (m): 1000

Site Details

Site at 446460, 250950

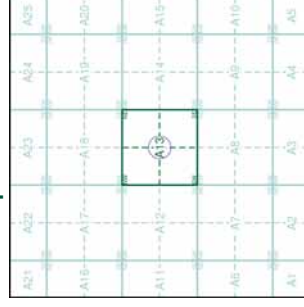


The historical maps shown were reproduced from maps predominantly held at 1:25,000 scale for England, Wales and Scotland in the 1840's. In 1854 the Ordnance Survey published the first 1:10,560 maps. These maps were used to update the 1:10,560 maps. The published data then therefore are often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties giving rise to significant inaccuracies in cutting areas. In the late 1940's, a Provisional Edition was produced, which updated the 1:10,560 mapping from a number of sources. The maps appear unfinished - with all military camps and other strategic sites removed. These maps were initially overprinted with the National Grid. In 1970, the first 1:10,000 maps were produced using the Transverse Mercator Projection. The revision process continued until recently, with new editions appearing every 10 years or so for urban areas.

Map Name(s) and Date(s)

| | |
|----------|----------|
| 001A00 | 00100 |
| 1885 | 1885 |
| 1:10,560 | 1:10,560 |
| 00200 | 00300 |
| 1885 | 1885 |
| 1:10,560 | 1:10,560 |

Historical Map - Slice A

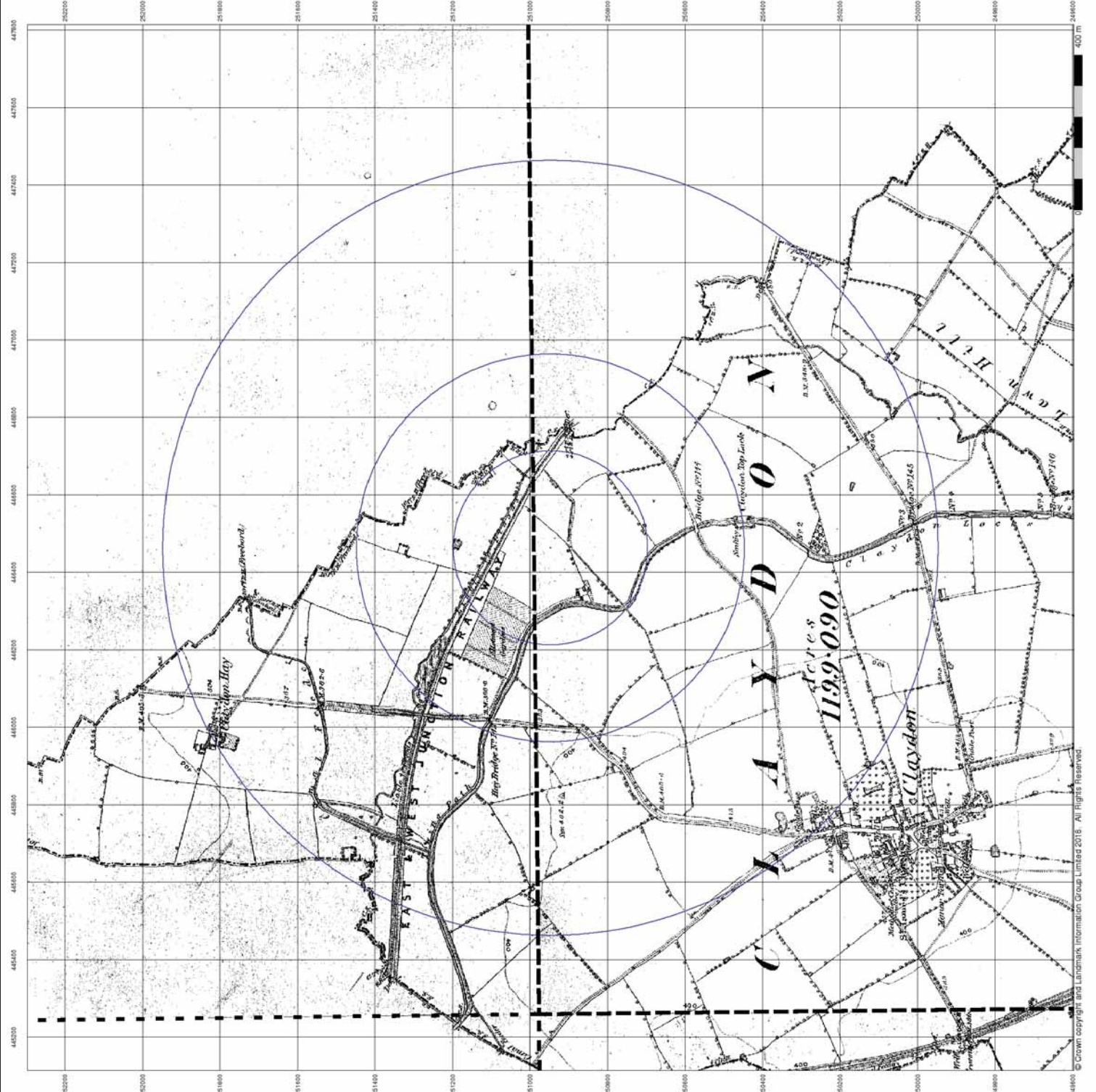


Order Details

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 Site Area (Ha): 0.01
 Search Buffer (m): 1000

Site Details

Site at 446460, 250950

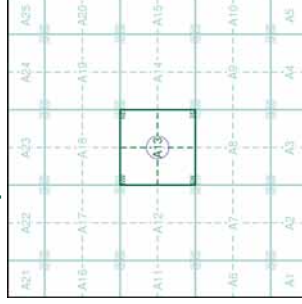


The historical maps shown were reproduced from maps predominantly held at the Ordnance Survey, which were produced in the 1840's. In 1854 at a 1:2,500 scale for England, Wales and Scotland. In 1860's, maps were used to update the 1:10,560 maps. The published data on these maps are often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties giving rise to significant inaccuracies in outlying areas. In the late 1940's, a Provisional Edition was produced, which updated the 1:10,560 mapping from a number of sources. The maps appear unfinished - with all military camps and other strategic sites removed. These maps were initially overprinted with the National Grid. In 1970, the first 1:10,000 maps were produced using the Transverse Mercator Projection. The revision process continued until recently, with new editions appearing every 10 years or so for urban areas.

Map Name(s) and Date(s)

| | | |
|-------|------|----------|
| 046SE | 1886 | 1:10,560 |
| 052NE | 1886 | 1:10,560 |

Historical Map - Slice A

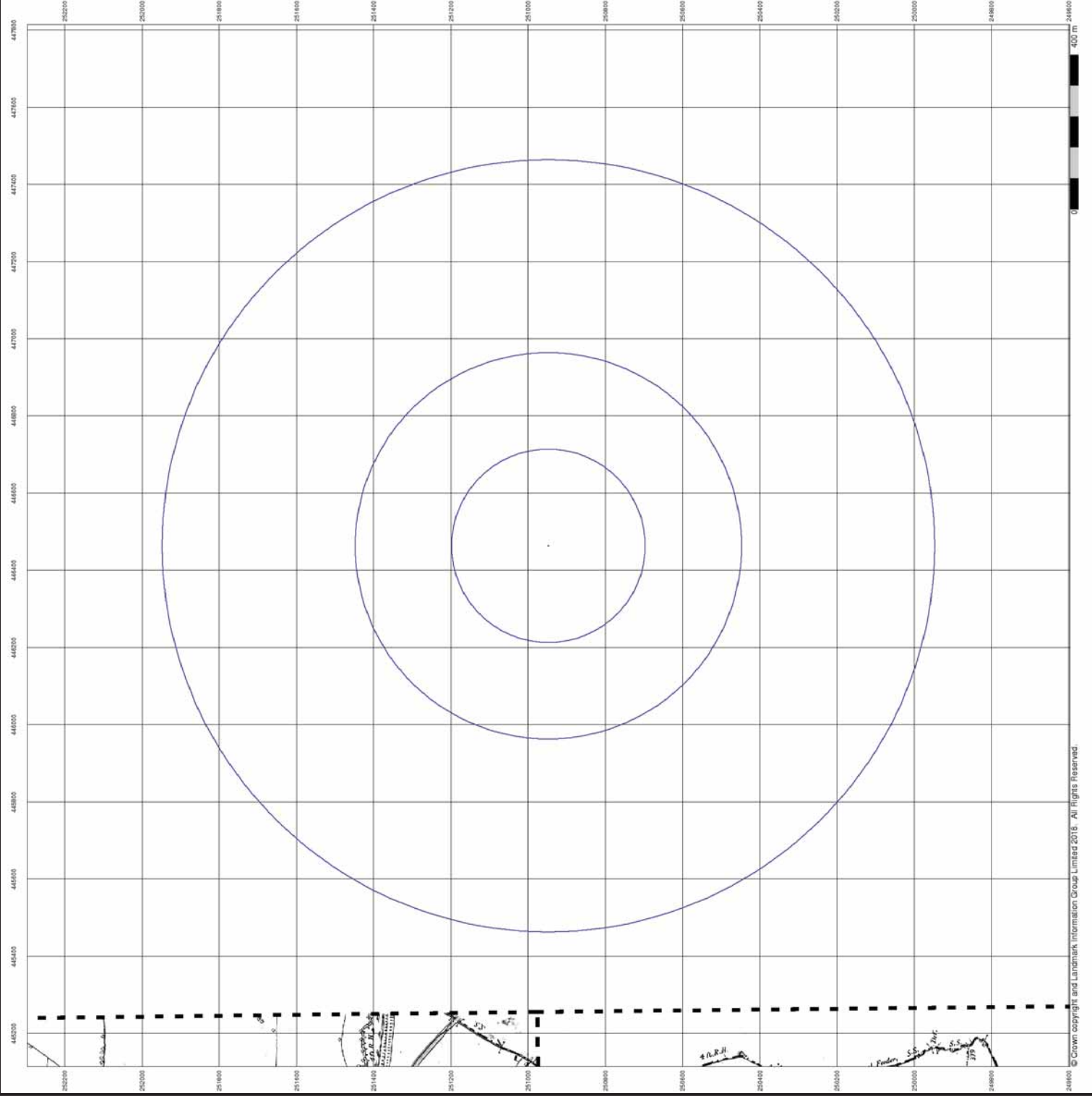


Order Details

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Site Details

Site at 446460, 250950

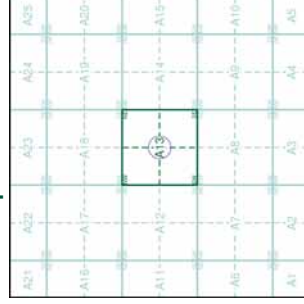


The historical maps shown were reproduced from maps predominantly held at 1:25,000 scales for England, Wales and Scotland in the 1940's. In 1854 at 1:25,000 scales for the Republic of Ireland. The maps shown here are used to update the 1:10,560 maps. The published data shown therefore is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties giving rise to significant inaccuracies in cutting areas. In the late 1940's, a Provisional Edition was produced, which updated the 1:10,560 mapping from a number of sources. The maps appear unfinished - with all military camps and other strategic sites removed. These maps were initially overprinted with the National Grid. In 1970, the first 1:10,000 maps were produced using the Transverse Mercator Projection. The revision process continued until recently, with new editions appearing every 10 years or so for urban areas.

Map Name(s) and Date(s)

| | |
|----------|----------|
| 001ASE | 001SW |
| 1900 | 1900 |
| 1:10,560 | 1:10,560 |
| 002NE | 003NW |
| 1900 | 1900 |
| 1:10,560 | 1:10,560 |

Historical Map - Slice A



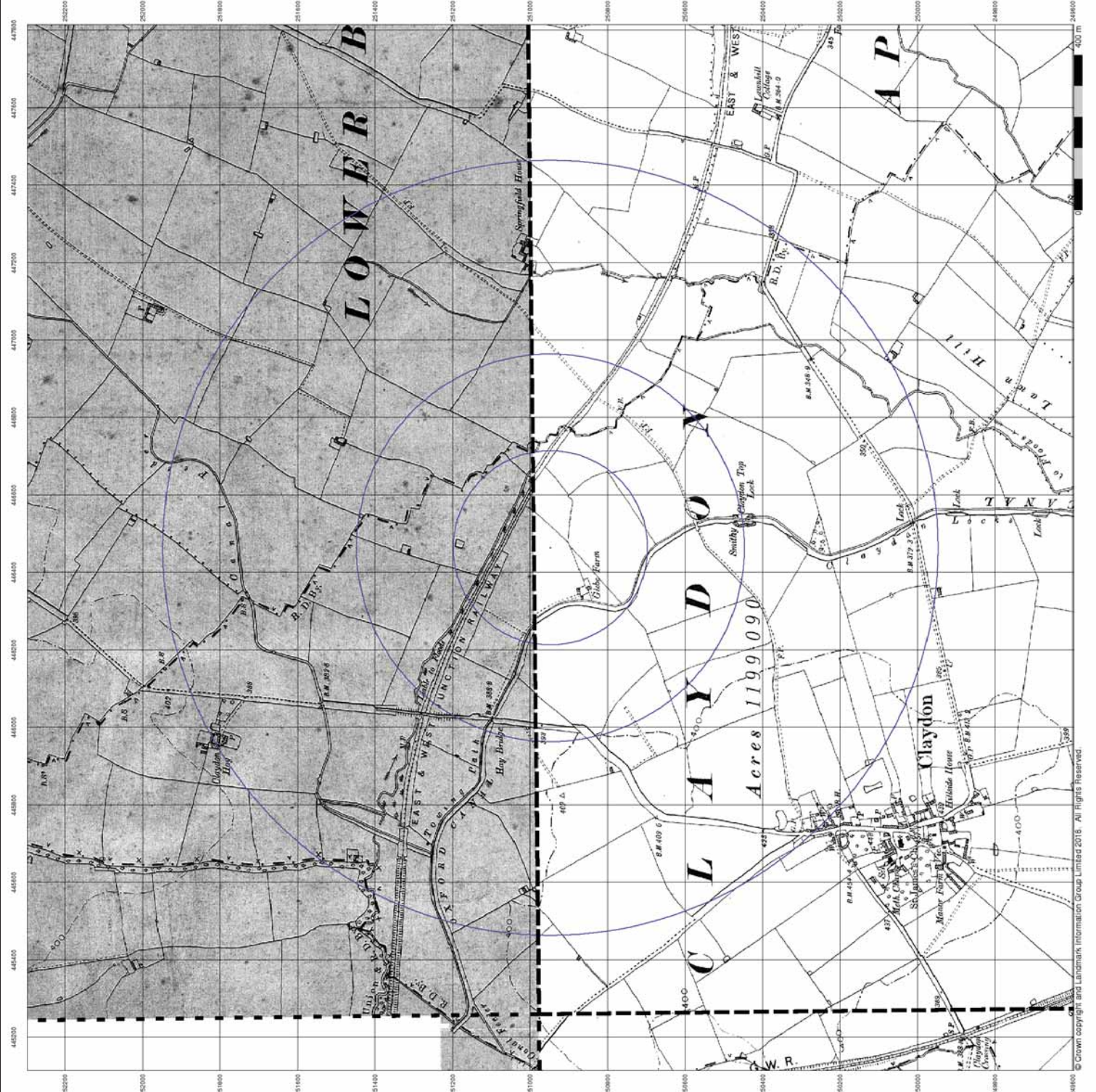
Order Details

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Site Area (Ha): 0.01
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Site Details

Site at 446460, 250950

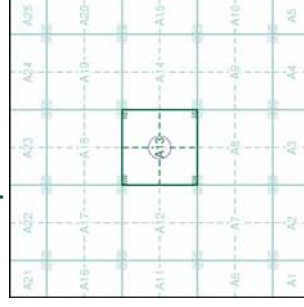


The historical maps shown were reproduced from maps predominantly held at a 1:25,000 scale for England, Wales and Scotland in the 1840's. In 1854 a 1:25,000 scale map was produced for the first time, and these maps were used to update the 1:10,560 maps. The published data on these maps are often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties giving rise to significant inaccuracies in cutting areas. In the late 1940's, a Provisional Edition was produced, which updated the 1:10,560 mapping from a number of sources. The maps appear 'unfinished', with all military camps and other strategic sites removed. These maps were initially overprinted with the National Grid. In 1970, the first 1:10,000 maps were produced using the Transverse Mercator Projection. The revision process continued until recently, with new editions appearing every 10 years or so for urban areas.

Map Name(s) and Date(s)

| | | |
|--------|------|----------|
| 001ASE | 1906 | 1:10,560 |
| 001SW | 1900 | 1:10,560 |
| 002NE | 1906 | 1:10,560 |

Historical Map - Slice A



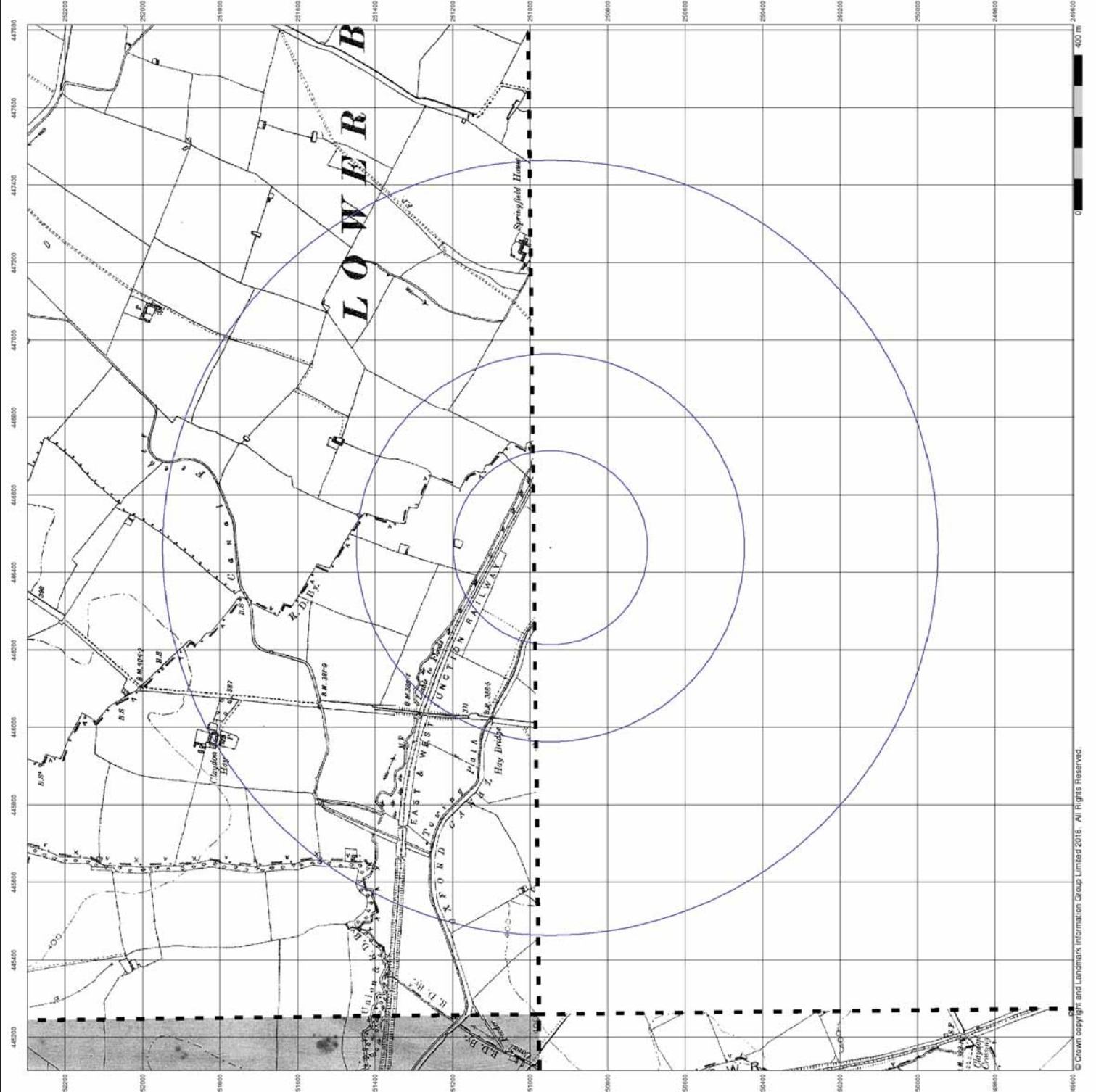
Order Details

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Customer Ref: JAC23304
National Grid Reference: 446460, 250950

Slice: A
Site Area (Ha): 0.01
Search Buffer (m): 1000

Site Details

Site at 446460, 250950





Oxfordshire

Published 1906

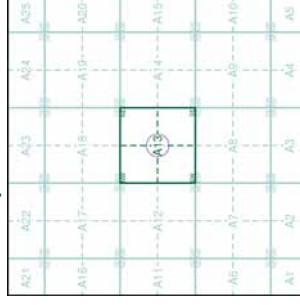
Source map scale - 1:10,560

The historical maps shown were reproduced from maps predominantly held at the Ordnance Survey office in Southampton in the 1940's. In 1854 the Ordnance Survey adopted the Cassini Projection for England, Wales and Scotland. In 1890 the Ordnance Survey adopted the Transverse Mercator Projection for Great Britain. The published data shown therefore are often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties giving rise to significant inaccuracies in outlying areas. In the late 1940's, a Provisional Edition was produced, which updated the 1:10,560 mapping from a number of sources. The maps appear unfinished - with all military camps and other strategic sites removed. These maps were initially overprinted with the National Grid. In 1970, the first 1:10,000 maps were produced using the Transverse Mercator Projection. The revision process continued until recently, with new editions appearing every 10 years or so for urban areas.

Map Name(s) and Date(s)

| |
|----------|
| 001ASE |
| 1906 |
| 1:10,560 |

Historical Map - Slice A



Order Details

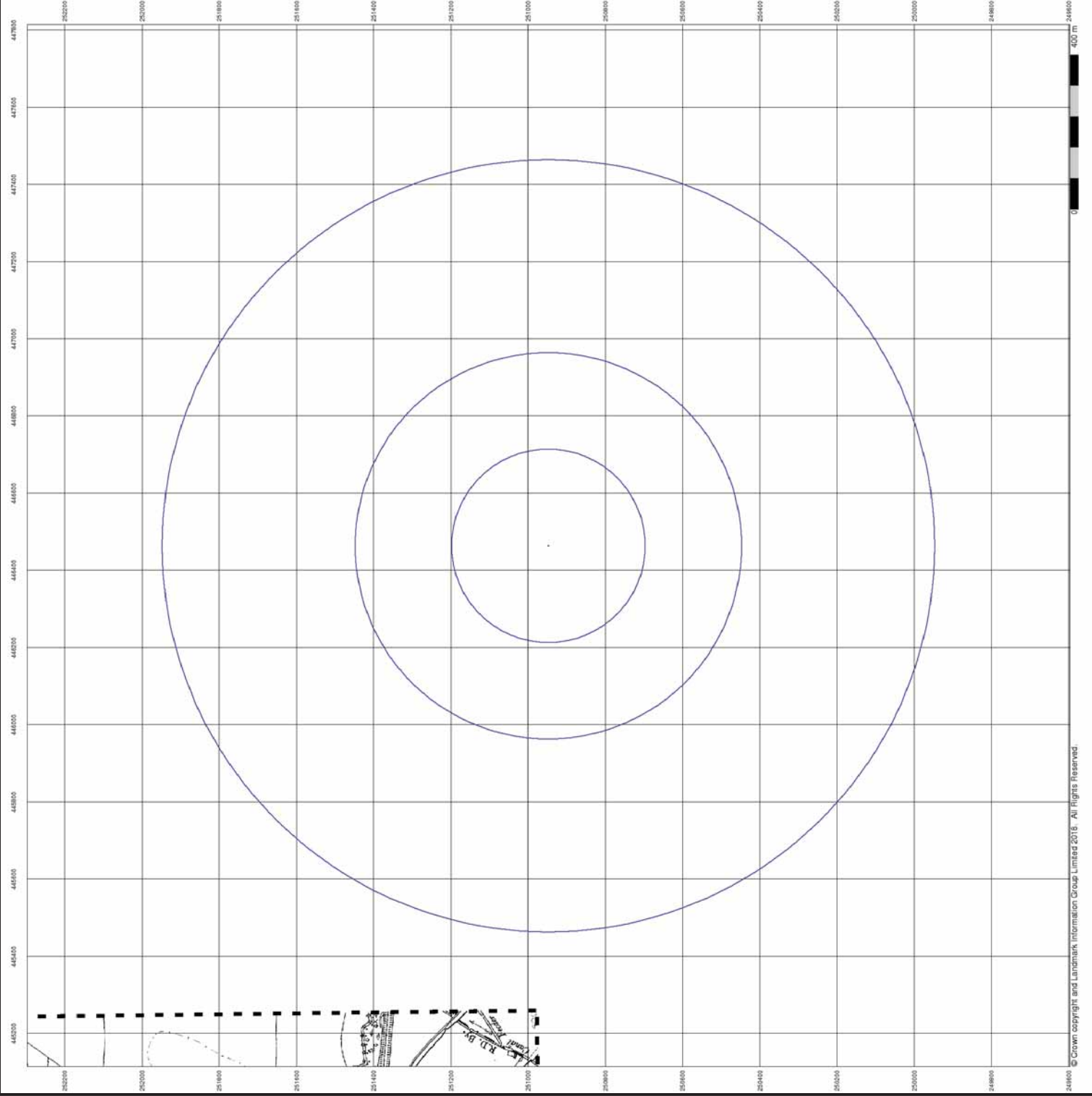
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 Customer Ref: JAC23304
 National Grid Reference: 446460, 250950
 Slice: A
 Site Area (Ha): 0.01
 Search Buffer (m): 1000

Site Details

Site at 446460, 250950



Tel: 0844 844 9952
 Fax: 0844 844 9951
 Web: www.envirocheck.co.uk





Oxfordshire

Published 1923

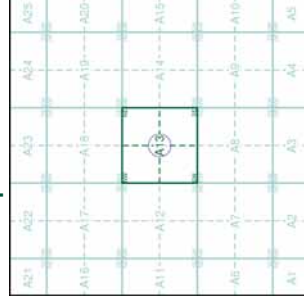
Source map scale - 1:10,560

The historical maps shown were reproduced from maps predominantly held at the Ordnance Survey, which were first published in the 1840's. In 1854 the 1:2500 scale maps were replaced by the 1:10,560 scale maps. These maps are often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties giving rise to significant inaccuracies in outlying areas. In the late 1940's, a Provisional Edition was produced, which updated the 1:10,560 mapping from a number of sources. The maps appear 'unfinished', with all military camps and other strategic sites removed. These maps were initially overprinted with the National Grid. In 1970, the first 1:10,000 maps were produced using the Transverse Mercator Projection. The revision process continued until recently, with new editions appearing every 10 years or so for urban areas.

Map Name(s) and Date(s)



Historical Map - Slice A



Order Details

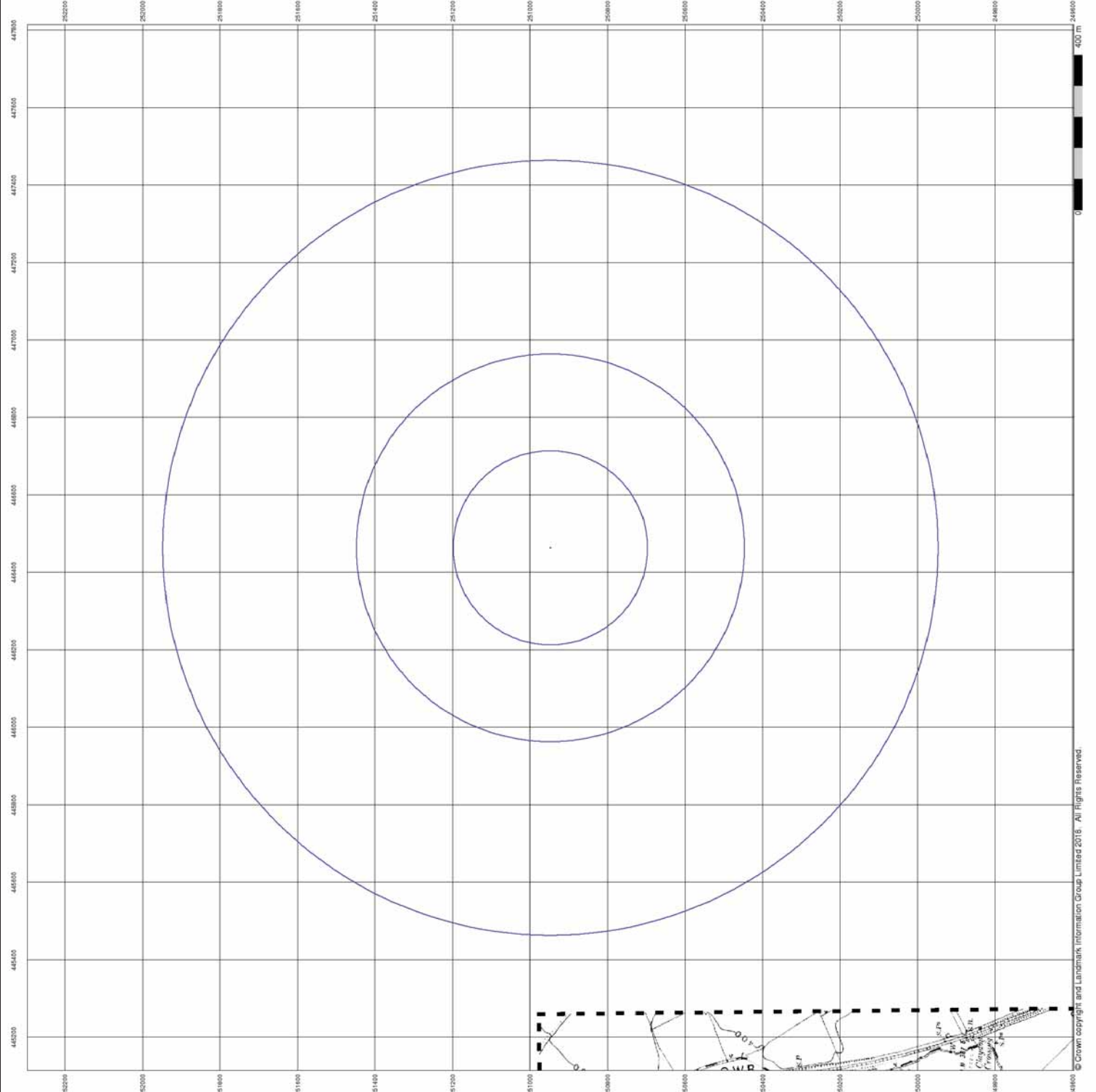
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 Slice: A
 Site Area (Ha): 0.01
 Search Buffer (m): 1000

Site Details

Site at 446460, 250950



Tel: 0844 844 9952
 Fax: 0844 844 9951
 Web: www.envirocheck.co.uk





Oxfordshire

Published 1923

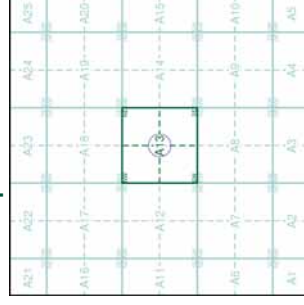
Source map scale - 1:10,560

The historical maps shown were reproduced from maps predominantly held at the Ordnance Survey office in Southampton in the 1940's. In 1854 the 1:2,500 scale maps were published and the 1:10,560 maps were often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties giving rise to significant inaccuracies in outlying areas. In the late 1940's, a Provisional Edition was produced, which updated the 1:10,560 mapping from a number of sources. The maps appear 'unfinished', with all military camps and other strategic sites removed. These maps were initially overprinted with the National Grid. In 1970, the first 1:10,000 maps were produced using the Transverse Mercator Projection. The revision process continued until recently, with new editions appearing every 10 years or so for urban areas.

Map Name(s) and Date(s)



Historical Map - Slice A



Order Details

Order Number: 164843617_1_1
Customer Ref: JAC23304
National Grid Reference: 446460, 250950
Slice: A
Site Area (Ha): 0.01
Search Buffer (m): 1000

Site Details

Site at 446460, 250950



Tel: 0844 844 9952
Fax: 0844 844 9951
Web: www.envirocheck.co.uk



Historical Aerial Photography

Published 1947 - 1949

Source map scale - 1:10,560

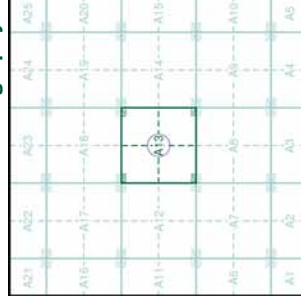
The Historical Aerial Photos were produced by the Ordnance Survey at a scale of 1:1,250 and 1:10,560 from Air Force photography. They were prepared by the Ordnance Survey in 1944 and 1949. The preparation of conventional maps for use in post-war years, pre-photogrammetry, meant that every photograph was checked for potentially unsafe information with security sites replaced by fake fields or clouds. The original editions were withdrawn and only later made available after a period of fifty years although, due to the accuracy of the editing, without viewing both revisions it is not easy to spot the edits. Where available Landmark have included both revisions.

© Landmark Information Group and/or Data Suppliers 2010.

Map Name(s) and Date(s)

- SP 45 SE 1947 1:10,560
- SP 44 NE 1949 1:10,560

Historical Aerial Photography - Slice A



Order Details

Order Number: 164843617_1
 Customer Ref: JAC23304
 National Grid Reference: 446460, 250950
 Slice: A
 Site Area (Ha): 0.01
 Search Buffer (m): 1000

Site Details

Site at 446460, 250950



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Ordnance Survey Plan Published 1982 - 1983

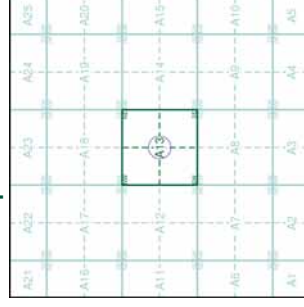
Source map scale - 1:10,000

The historical maps shown were reproduced from maps predominantly held at 1:25,000 scale for England, Wales and Scotland in the 1840's. In 1854 at 1:25,000 scale for England, Wales and Scotland. The maps were used to update the 1:10,000 maps. The published data on these maps are often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties giving rise to significant inaccuracies in outlying areas. In the late 1940's, a Provisional Edition was produced, which updated the 1:10,000 mapping from a number of sources. The maps appear unfinished - with all military camps and other strategic sites removed. These maps were initially overprinted with the National Grid. In 1970, the first 1:10,000 maps were produced using the Transverse Mercator Projection. The revision process continued until recently, with new editions appearing every 10 years or so for urban areas.

Map Name(s) and Date(s)

- SP45SE 1983 1:10,000
- SP44NE 1982 1:10,000

Historical Map - Slice A



Order Details

Order Number: 164843617_1_1
 Customer Ref: JAC23304
 National Grid Reference: 446460, 250950

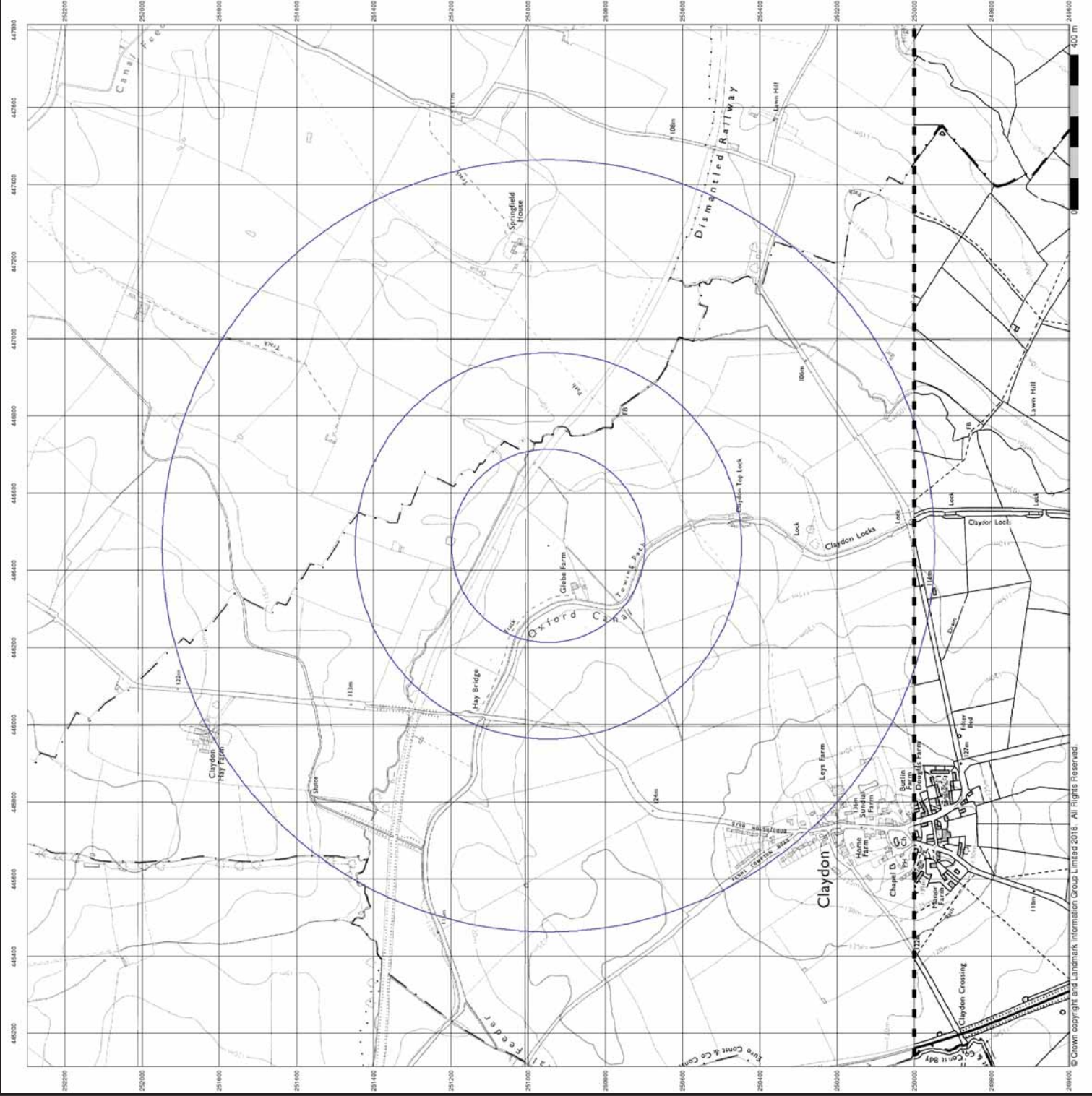
Site: A
 Site Area (Ha): 0.01
 Search Buffer (m): 1000

Site Details

Site at 446460, 250950



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10k Raster Mapping

Published 1999

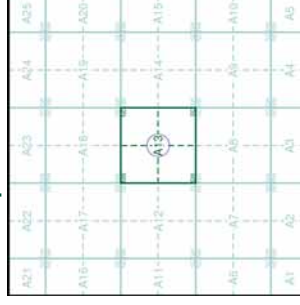
Source map scale - 1:10,000

The historical maps shown were produced from the Ordnance Survey's 1:10,000 colour raster maps. These maps are derived from the data which was used to produce the 1:10,000 maps originally published in 1970. This data is highly detailed showing buildings, roads, tracks and field boundaries as well as all roads, tracks and paths. Road names are also included together with the relevant road number and classification. Boundary information depicted includes county, unitary authority, district, civil parish and constituency.

Map Name(s) and Date(s)

- SP45SE 1999 1:10,000
- SP44NE 1999 1:10,000

Historical Map - Slice A



Order Details

Order Number: 164843617_1
 Customer Ref: JAC2304
 National Grid Reference: 446460, 250950

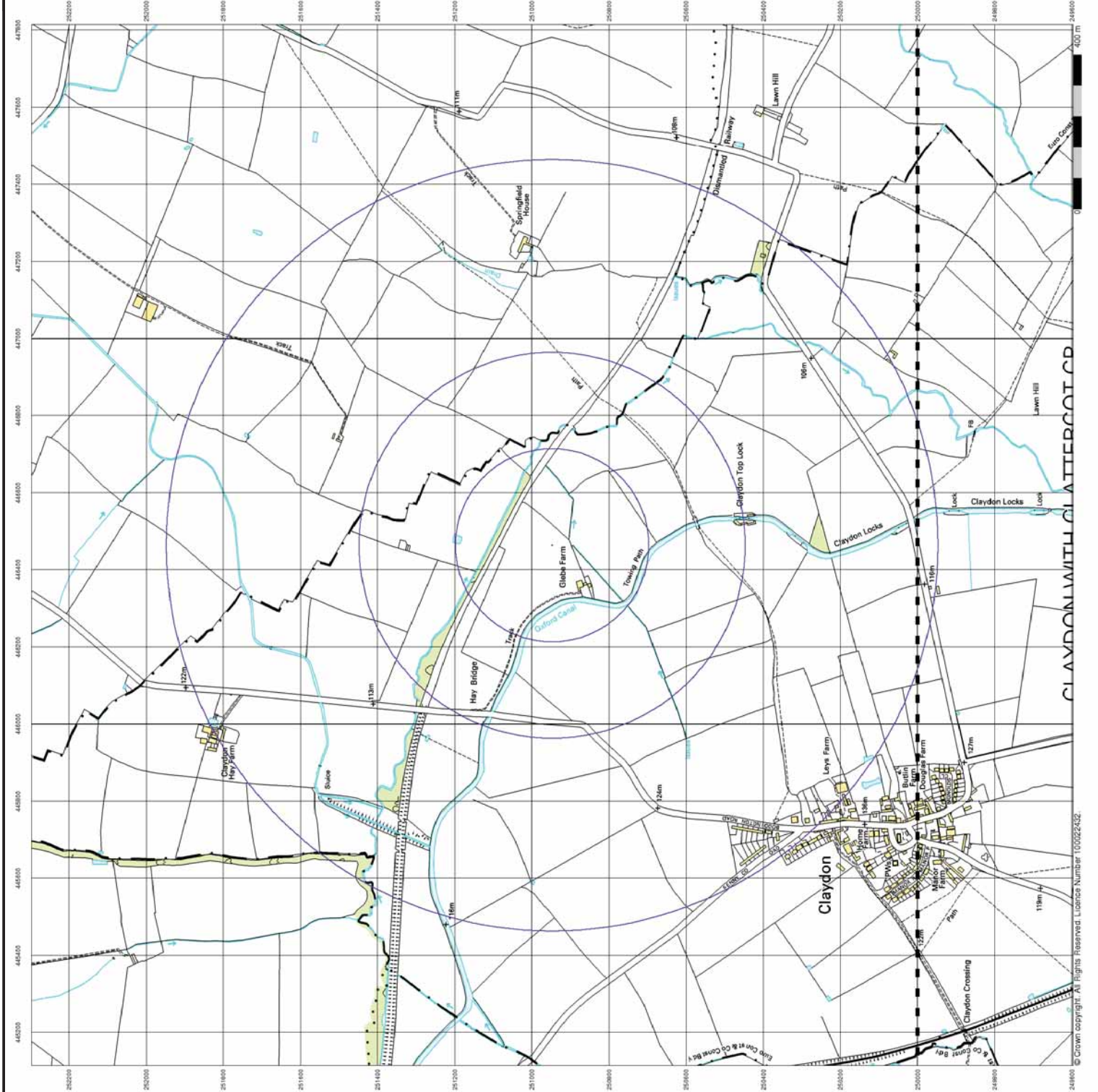
Slice: A
 Site Area (Ha): 0.01
 Search Buffer (m): 1000

Site Details

Site at 446460, 250950



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10k Raster Mapping

Published 2006

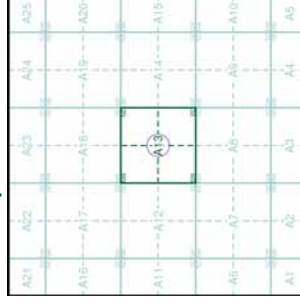
Source map scale - 1:10,000

The historical maps shown were produced from the Ordnance Survey's 1:10,000 colour raster mapping. These maps are derived from the data which was used to produce the 1:10,000 maps originally published in 1970. The data is highly detailed showing buildings, roads, tracks and field boundaries as well as all roads, tracks and paths. Road names are also included together with the relevant road number and classification. Boundary information depicted includes county, unitary authority, district, civil parish and constituency.

Map Name(s) and Date(s)

- SP45SE
2006
1:10,000
- SP44NE
2006
1:10,000

Historical Map - Slice A



Order Details

Order Number: 164843617_1
 Customer Ref: JAC2304
 National Grid Reference: 446460, 250950

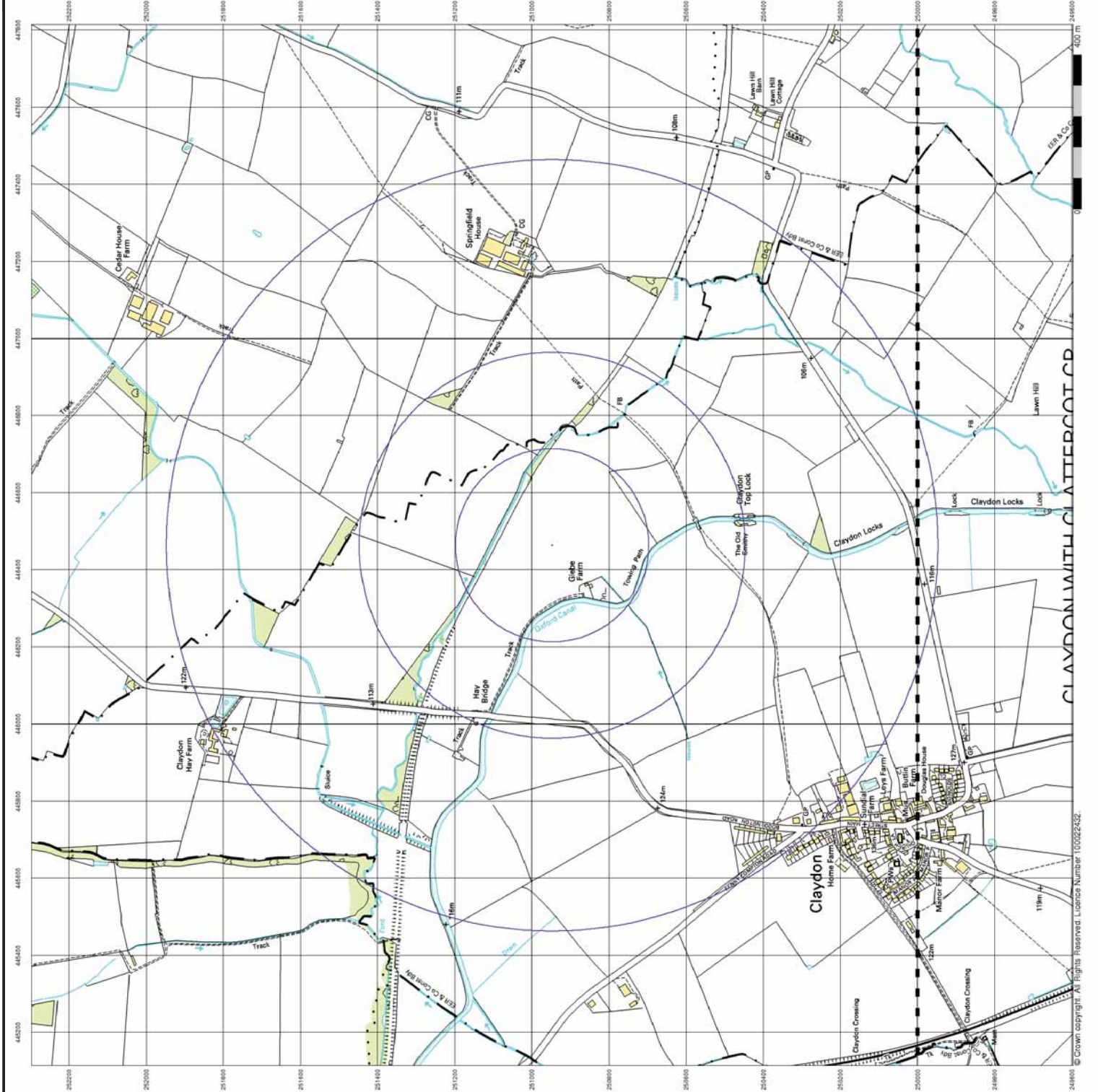
Site: A
 Site Area (Ha): 0.01
 Search Buffer (m): 1000

Site Details

Site at 446460, 250950



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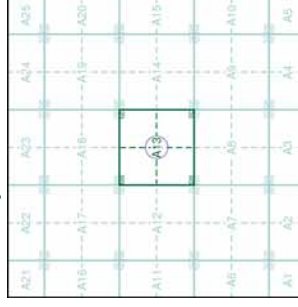


VectorMap Local (Raster) is Ordnance Survey's highest detailed 'backdrop' mapping product. These maps are produced from OS's VectorMap Local, a raster map of Great Britain, that has been designed for creating graphical maps of Great Britain. VectorMap Local is derived from large-scale information surveyed at 1:250 scale (covering major towns and cities), 1:2500 scale (smaller towns, villages and developed rural areas), and 1:10,000 scale (mountain, moorland and river estuary areas).

Map Name(s) and Date(s)

- SP45SE
2018
Variable
- SP44NE
2018
Variable

Historical Map - Slice A



Order Details

Order Number: 164843617_1_1
 Customer Ref: JAC23304
 National Grid Reference: 446460, 250950

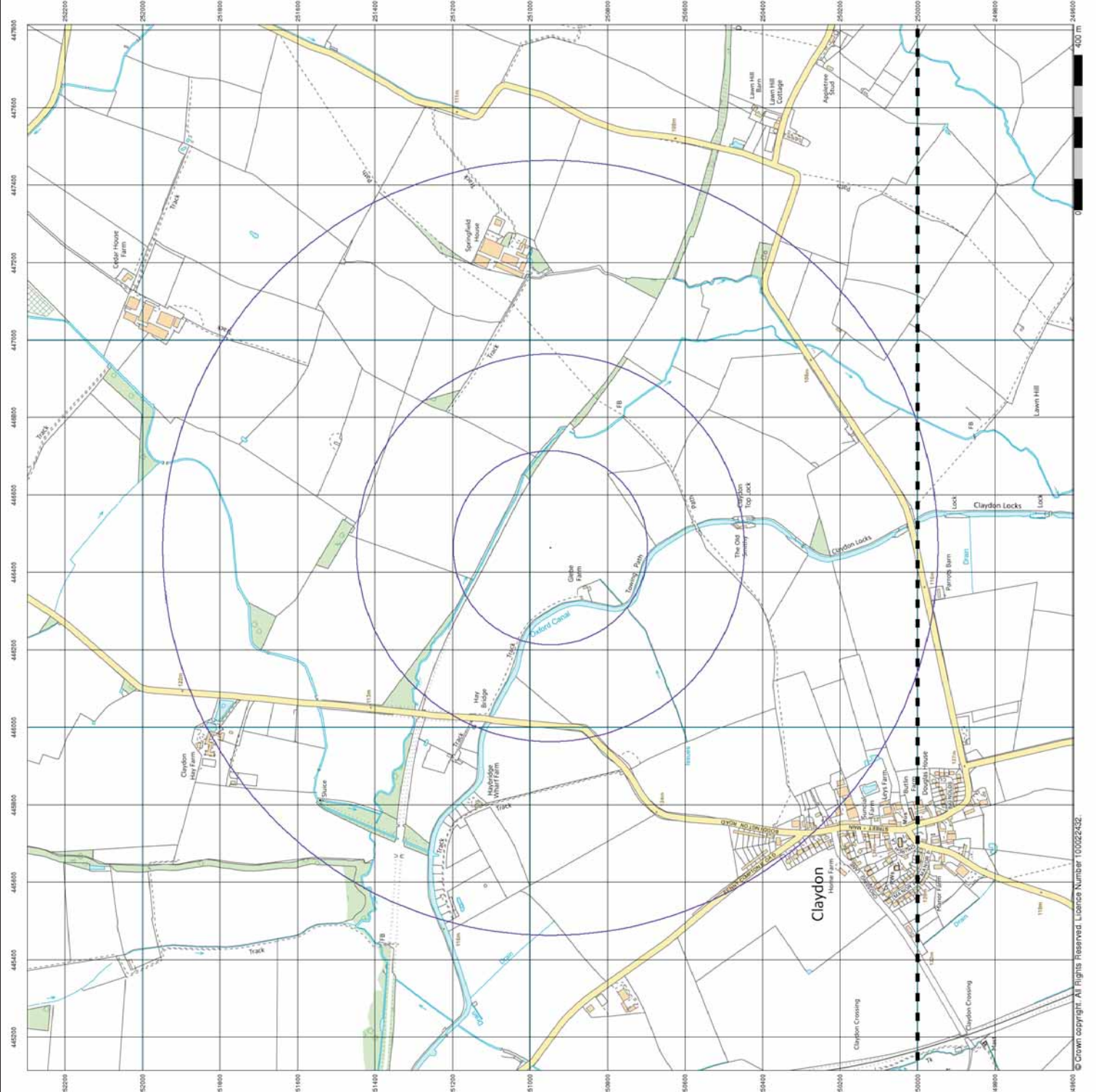
Slice: A

Site Area (Ha): 0.01

Search Buffer (m): 1000

Site Details

Site at 446460, 250950



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