



REPORT - APPRAISAL OF EXPRESSION OF INTEREST	
NO OF BERTHS: 250 (PRIVATE)	SITE: GLEBE FARM
CANAL: OXFORD CANAL	
REF: NM_585	
APPLICANT: ROWAN ADAMS	

Summary of Appraisal

An Expression of Interest was received by the Canal & River Trust (Trust), dated 15th December 2015. The supporting information has been reviewed and I can confirm that the Applicant can proceed to the Feasibility Stage.

Detailed Appraisal of the Submission

Water Resources

Water Management has undertaken a Stage 2 Water Resources Study in relation to the proposal to build a 250 berth marina at Glebe Farm. The proposed development site is located on the South Oxford Canal summit pond, which is part of the Oxford & Grand Union Hydrological Unit (Ox & GU), within the Canal & River Trust South East Waterway. The marina will cater for private leisure boats only (i.e. no hire boats).

Consequently although the proposed marina will place a greater demand on the Ox & GU hydrological unit's water resources, on balance, the impact is minimal (particularly when viewed within the context of the modelling uncertainty and accuracy of the available data), and therefore deemed acceptable.

It is therefore recommended that the marina extension is granted permission to proceed (i.e. a NAA can be negotiated with the marina operator/developer).

Engineering and Operational Observations

There are two access issues for the Applicant to consider when designing the entrance of the marina. The first is the towpath access, which will require a bridge of some sort (see bridges comment). The second is the access track from the Boddington Road to the Glebe Farm House which will also require a bridge over the marina access, unless the access road is redirected to run along the northern boundary of the marina, where the Applicant will have to consider the abandon railway embankment and water course. EA consent may be required.

There is a culvert located just south of the Glebe Farm House that appears to carry the drainage from the catchment where the marina is being proposed. The future of the culvert and the downstream impact of the water course it carries will have to be reviewed and addressed. EA consent may be required.

Engineering records show that the towpath bank along the south boundary of the marina is made up of a combination of soft bank and natural earth bank protection. They also have records of a number wash holes and failed bank notifications along that stretch. The marina integrity along that boundary will have to be designed to be self-contained/seal as the towpath bank is not designed to be water tight nor will it provided adequate water containment for the marina. The design should consider continuous sheet piling along the southern boundary and either side of the marina entrance.

Navigational Safety

When designing the entrance to the marina, the Applicant is to refer to the guidance provided on new marinas website relating to a typical marina entrance detail. The Applicant shall consult with the Trust on the proposed location of the marina entrance in relation to the bend within the canal.

The Applicant is to consult with the Trust on location of marina entrance in consideration of the following: use of advance warning signage to be installed on main line and within the marina, removal of nearby on-line moorings where the Trust can influence (ref On-line mooring policy), operational plan to ensure safe passage of boats. Signage to comply with AINA standard. For visibility/safety reasons the developer will need to ensure that the moored boats are permanently removed for a distance of 40m either side of the centreline of the entrance (for a marina). There will be a requirement for removal/trimming of vegetation around the entrance area. The marina entrance shall not be within 60 m of the existing bridge, lock, weir, or similar structure, and craft travelling along the canal shall have unobstructed views (min. 40m) of any craft egressing the marina.

The Applicant shall consult with the Trust in consideration of the following: whether works require a closure of the canal, isolating works from canal, undertaking further investigation/analysis including soils investigation to determine the engineering and geotechnical feasibility of what is proposed.

Location

The proposed marina is located along the summit pound of the Oxford Canal, approximately 1km north of Claydon and 2.5km south west of Wormleighton. There is access to the proposed site from Boddington Road. The Applicant is advised to consult with the highways authority/other authority in relation to access and to identify any restrictions to accessing the site.

Vehicle access to the site is restricted along the Boddington Road Bridge (Bridge 143, Hay Bridge) which has a 13T weight limit and is very narrow. Given the steepness of the arch there may be a risk that long vehicles could become grounded. From the northern direction the road has a 10T weight limit and width restriction over the Claydon Hay Road Bridge (Bridge 5).

Bridges

As the proposed marina is on the towpath side of the canal, you will be required to provide an appropriate bridge across the marina entrance to provide continuity of the towpath. You will need to consult with the Trust in order to establish design parameters such that your proposal satisfies our design criteria and any other relevant design criteria such as Disability Discrimination Act.

Once you have satisfied our design criteria for the bridge, you will need to enter into a formal Bridge Agreement with the Trust. The agreement will set down ownership details and responsibilities for maintenance, and will include the granting of an easement to the Trust where the bridge is constructed on your land. The bridge ownership and maintenance responsibilities will rest with the marina owner. Please discuss the issues above further with the Trust.

Wildlife and the Natural Environment

Please find attached Environmental Appraisal Report for guidance and advice on issues relating to the proposed marina. I have highlighted the following issues for your information:

Planning issues

(Not already covered above)

The site is located in the administrative area of Cherwell District Council.

The Applicant is advised to identify all relevant planning policies and constraints.

The LPA's current adopted development plan comprises a mixture of saved policies from the 1996 Cherwell Local Plan and the new Cherwell Local Plan Part 1 which was adopted in July 2015.

A 2011 Non-statutory Local Plan was discontinued prior to adoption but was approved as interim planning policy for development management purposes and should be afforded limited weight in decision making.

The emerging new Local Plan part 2 is at a very early stage (scoping).

The canal and towpath are in a Conservation Area. The site is outside the Conservation Area but will be visually prominent from within it, especially on the eastern side of the site. See Local Plan Policy C23, Non-statutory Local Plan Policies EN39 and EN40 and new Local Plan Policies ESD 15 and ESD 16.

It is within an area designated in the 1996 Local Plan as an 'Area of High Landscape Value'.

Other policies of note include new Local Plan Policy ESD16 (The Oxford Canal) and saved Local Plan Policy C5.

In relation to the above policies the Applicant is strongly advised to seek the guidance of the LPA with reference to the implications of Annex 1 of the National Planning Policy Framework. This provides guidance to decision makers on the weight to be afforded to relevant policies in existing and emerging plans. The weight that the council will attach to the policies will be important in understanding the planning policy context for any planning application.

New Local Plan Policy ESD16 directs larger new facilities for canal users to settlements or areas immediately adjacent to them. It is therefore recommended that the Applicant enters into pre-application discussions with the LPA to determine whether or not the proposed marina would be of a scale and type that they would consider appropriate in an open countryside location. Such discussions would be likely to be more meaningful if the Applicant had a draft layout plan of the marina and sketch elevations of any proposed buildings.

The visual impact of the scheme as viewed from the Conservation Area will also be an important consideration. Retention of as much of the existing mature vegetation as possible and the design of careful landscaping proposals would be recommended. The design of the towpath bridge in particular would have a major impact. New buildings and cranes will need to be carefully sited and have a high quality of design. Design and use of materials should have regard to local vernacular canal architecture but pastiche should be avoided. The visual impact of parking from the canal will require careful consideration.

Part of the site is in Environment Agency Flood Zone 3 so a full site-based Flood Risk Assessment is likely to be required.

The Applicant should refer to any local Landscape Character Assessment that may be available.

The above relates to the marina element of the proposal only. The Canal & River Trust, as a Statutory Consultee on planning applications would also encourage pre-applications discussions in relation to the residential element of the scheme

Estates issues

The towpath cannot be used (in completing the works) without the express permission of the Canal and River Trust.

If the scheme goes ahead, for visibility/safety reasons the Trust will need to ensure that any moorings/moored boats (including hire boats, private boats and standard unmarked towpath moorings) are removed for a distance of 30m either side of each end of the entrance on both sides of the canal. 'No mooring' signs will be required to be procured and installed at the Applicant's cost. The Trust would maintain these.

Utilities

It is the applicant's responsibility to conduct appropriate investigative works to establish the presence of utilities and to obtain the necessary approvals from the respective utilities companies prior to commencing works on site.

The applicant should also be aware that they will need permission from the Trust to discharge surface water or anything else into the Canal or to lay cables or pipes of any kind in on or under Canal & River Trust land. They will also need to ensure that any existing service media in on or under Trust land are preserved during the course of any works they may carry out.

Other issues

Boaters require a minimum standard of facilities (e.g. pump out, elsan disposal etc.). If you do not propose to include these within your development then it is likely that you will need to enter into an agreement with the Trust for use of nearby Trust facilities.

Appraised by

Name	Osi Ivowi
Job Title	Infrastructure Services Team Regional Manager (South)
Date	04 August 2016