**From:** Clare O'Hanlon   
**Sent:** 10 August 2018 15:41  
**To:** DC Scanning; DC Support  
**Subject:** 18 00904 F CONSERVATION COMMENTS

Please record and scan the attached comments.

Thanks

Clare

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**18/00904/F**

**Setting of Listed Building and the Conservation Area**

**Application Site**

Glebe Farm, Boddington Road, Claydon, Banbury, OX17 1TD

**Understanding the heritage assets affected**

The application site is an area of agricultural land to the north of the Oxford Canal. The Oxford Canal is a canal conservation area that covers the length of the canal within the county of Oxfordshire. The site does not lie within the conservation area but is within the setting of the conservation area at this location. There are approximately nine Listed Building within the wider area; these are further along the canal to the south, the closest at Top Lock and within the village of Claydon.

**Significance**

The significance of the site lies in the association between this area of currently agricultural land and the canal conservation area.

**Proposals**

Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake.

**Appraisal of issues**

The Listed Buildings that are located within the canal conservation area and the village of Claydon are considered to be far enough away from the proposed development site to ensure that the development will not impact on these or harm their setting.

The proposed development of a marina covers a substantial area of land which is currently part of the agricultural landscape. Therefore the setting of the canal conservation area will be notably altered in this section of the Oxford Canal. Currently the area is part of the rural landscape comprising of agricultural land with an enclosed field pattern. This rural setting is highlighted in the Oxford Canal Conservation Area Appraisal as enhancing the conservation area. The scale of the proposed development to create a Marina with associated buildings and including service roads and car parking will encroach into this surrounding area and therefore detract from this rural setting.

Although the creation of the marina, lake and hard surfacing will themselves alter the appearance of the agricultural land, the new buildings and structures proposed will also increase the impact. The large clubhouse building will be very prominent particularly in views both on the approach from Boddington Road and also along the pedestrian route through the canal corridor. The new pedestrian bridge over the canal entrance to the marina will also significantly alter the experience of the canal at this location as it will be an engineered structure in place of what is currently a green boundary.

The conservation area appraisal highlights that the rural sections of the canal have natural viewpoints both of the canal and along it; furthermore two positive vistas within this section of the canal conservation area are identified. The proposed marina is considered to impact on both of these and therefore will result in 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.

It is accepted that this type of development is in keeping with the nature of the canals and their function however the introduction of marinas are highlighted as a threat to the canal conservation area in the conservation area appraisal and this should be given weight when assessing the suitability of the proposed scheme.

It is recognised that the development of the HS2 Railway line close by may have an overall impact on the rural landscape. However the proposed marina is considered to impact on the immediate setting of the canal and its conservation area.

The cumulative impact of the buildings hardstanding and marina itself will be an unwelcome and harmful intrusion into the landscape that will result in harm to the setting of the canal conservation area.

**Level of harm**

The development is considered to result in less than substantial harm to the significance of the setting conservation area and there is currently no evidence of public benefit to outweigh this harm.

**Policies**

The relevant local and national policies are as follows:

Cherwell District Council Local Plan Policy ESD15

This policy states that new development proposals should: Conserve, sustain and enhance designated and non-designated ‘heritage assets’ including buildings, features, archaeology, conservation areas and their settings, and ensure new development is sensitively sited and integrated, furthermore development should respect the traditional pattern of the form, scale and massing of buildings. In development is not considered to conserve, sustain or enhance the Conservation area and therefore does not comply with policy ESD15.

NPPF – Chapter 16

Paragraph 193 requires that when considering the impact of a proposed development on the significance of a designated heritage asset great weight should be given to the assets conservation.

Paragraph 194 outlines 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.

The development to create a marina is considered to result in harm to the significance of the setting of the Oxford Canal conservation area and therefor is contrary to paragraphs 193 and 194 of the NPPF.

Planning (Listed Buildings and Conservation Areas) Act 1990

Section 72 of the Act requires that ‘with respect to any buildings or other land in a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area’.

**Recommendation**

There are objections to the proposals to develop a marina.

**Officer / Date**

Emma Harrison 31/07/2018