CLAYDON WITH CLATTERCOTE PARISH COUNCIL

Minutes of an extraordinary meeting of the Parish Council held on Monday 2nd July 2018 at 7:30pm in the Church Room, Claydon.

Present: Cllrs J Jones, R Millward, A Hoggins, S Ingram (Chairman), V Purdey.

In attendance: Kirsty Buttle (Clerk), District Cllr Chapman, 27 members of the public.

14. **Apologies for absence** – None.
15. **Members declarations of interest for items on the agenda** – None.
16. **Details from applicant regarding planning application 18/00904/F as per item 18** – Details were given by Steven Rice of SBrice Chartered Surveyors and Rural Planning Consultants about the proposal. It has been a lengthy process – taken 2 years to get to this stage. The proposal is for an offlying marina attached to the oxford canal to provide 250 recreational berths. There is a big difference between a recreational marina and a residential marina. The marina will be connected to the Oxford Canal at the canal bridge. The basin will have some lift out bays for blacking of boats – boats require blacking roughly every 2 years and most marinas don't provide facilities for this. There are no buildings proposed in that particular area. There is a building to provide facilities for moorers only. There will be plenty of onsite car parking so there will be no need for anyone to park anywhere other than in the marina car park. The idea is to build a nature reserve that has a marina in it. There will be a big lake forming part of the development. This could create an irrigation reservoir for the farm. The land falls away from the canal so it will need to be built up to form the basin. The basin will be no deeper than the canal so it will be around 140cm deep. The cut and fill is in balance which means the amount of land cut away to create the basin will be the right amount to be used to build up other areas so there will be no import/export of materials. Agricultural subsidies are likely to disappear so farmers need to diversify to try to maintain an income. The marina will be run by the family and will generate income. There will be some areas that certain vegetables can be grown with irrigation which allows another farming source of income.
17. **Questions/comments from the public**

    Q. When the development is completed how many additional vehicles do you expect to go through the village as the number of extra boats may suggest extra vehicles?
    A. The comprehensive traffic survey was submitted with the application. I do not have the data to hand but this can be found on the CDC planning portal. The movement in traffic generated by this marina will not be significant.

    Q. What do you consider 'significant?
    A. This is decided by the government policy. The users of the marina are likely to bring their vehicles and park up at the marina and then use the boat for the next few days so are unlikely to cause a significant increase in road usage. There maybe around 125 vehicles at peak time but it is incredibly difficult to get exact figures as the numbers vary throughout the year.

    Q. If there is a recreational arena would there not also be tankers delivering fuel? If there is a shop won't there be deliveries? Will blacking of the boats require workmen in commercial vehicles?
    A. Yes there will be some additional commercial vehicles.

    Q. What is the difference between recreational and residential?
    A. Residential are those who live permanently on their boats. Recreational are just for short holidays and are limited to the amount of time they can spend there.

    Q. Where are those 250 boats that you expect at the moment?

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A. Some of them may not be in use yet and others may already be using other moorings. There is not a recreational marina facility in Oxford despite the Oxford Canal.

Some parishioners stated that this is incorrect as there are moorings in Oxford, Fenny Compton and Claydon. Mr Rice advised that those are linear moorings that are more for residential mooring.

Q. You talked about an amount of time for mooring to be allowed for recreational purposes. Would there be licensing for this which would not allow it to change to residential? Who sets the amount of time?
A. It would be a planning condition on the approval stating that it has to be for recreational purposes. If the planning authority thought that they were used for residential purposes they could enforce the planning condition. If you don't have a permanent residential address you can't have a mooring. If the marina management feel that someone is trying to live on their boat then the management will need to act on it.

Q. How long will it take to build and how will the right of access be put in?
A. You cannot permanently disrupt the access so when the bridge is being built the footpath would have to be temporarily diverted for a short time until the bridge is in so parishioners will still be able to access the walks there. It is likely to take around 6-8 weeks for the earthworks to be completed and around 12-18 months in total subject to the weather as it may not be possible to do any work over the winter.

Q. Can anyone using the marina use the already overstretched GP services at Cropredy if they are not residential?
A. They cannot register at the Drs without a local residential address.

Some parishioners advised that this is incorrect as those who are visiting the area are able to register as a temporary resident if they are ill and need to see a Dr.

Q. Would the earthworks vehicles be coming through the village?
A. Any construction traffic is going to come via the farm which already has suitable access for large vehicles so will not be coming through the village.

Q. All of the embankment is to be made from spoil from the lake – how are you going to prevent seepage?
A. The excavation equipment will compact the clay to make a good barrier. The canal and river trust require a stilling test to be completed over a number of days to show that the clay plug is holding and they will not allow the clay plug to be removed to have access to the canal if it wasn't passed. The owners would not spend a considerable amount of money on the marina if they weren't going to do sufficient work to pass the stilling test.

Q. What about light/noise pollution?
A. There is no reason at all why any marina should be creating light pollution. It should be possible to create nice facilities with lighting focused downwards that you would not know are there until you walk under them. The owners would like bats to fly over the marina and they would not fly over if the lights were upward facing. Boaters don't want the marinas fully lit – they want to be able to walk safely on the jettys but do not require lots of lighting.

Q. What about the blacking area? Will they need lighting?
A. It is unlikely they will be blacking in winter as it is all outside so lighting wouldn't be necessary.

Q. Will there be works for repairing engines etc?
A. It is unlikely - it is mainly to be used for blacking.

Q. There will be lights in the facilities building for those living there – won't these be visible?
A. The windows are fairly small but there will be some light.

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Q. Have you considered a different aspect for the building so it doesn't show any light onto the nearby highway?
A. This is something we would be prepared to look at.

Q. How do the levels work in particular the yard in relation to the Boddington Road? Won't the yard be around 3.5-4metres higher than the road? That would be quite a steep bank. What height will the bank be between the watercourse and the marina?
A. There is a detailed water surface drainage plan on the planning portal.

Q. What is the real benefit for the village if it goes ahead?
A. In direct terms it is providing a facility that some parishioners may choose to use to moor a boat. In terms of the planning application the development supports the tourism policy which is an important part of OCC income generation. There are an awful lot of people who earn their income through tourism – they may or may not live in this village. There are a lot of people who want to stay on a boat in Oxfordshire.

Q. Why are you not allowing the parishioners to walk around the marina to access what looks like will be a very nice nature reserve?
A. The survey of boaters seems to say that the most important thing for them is security. If it was possible to combine security and the public it could be a very successful marina. We could potentially enable a walk at a slightly further distance from the boats on the outer path and it would be likely to be on a timed access. There is also the issue of litter, dog mess etc as this may cause a problem re the cattle. It definitely can be considered.

A parishioner stated they think it could increase security if the public were allowed to walk around as there would be more public monitoring and Claydon is not a large village so it would not be a large number of people walking around there. The applicants are concerned that this suggestion would be opposing the general view of boaters as they don't want people coming onto or too near their boats.

Q. What is the purpose of the facilities building?
A. It will be a small scale café facility for boat users, offices, chandlery and living accommodation upstairs with a maximum of 2 bedrooms.

Q. Although you say all traffic will go through the farm entrance there are still likely to be additional vehicles such as Tesco deliveries to the boaters. Have you considered this?
A. Traffic data is based on actual data for other marinas in use but it is still very difficult to estimate what the traffic impact will be. From October to March recreational marinas are largely unused so any additional traffic would not be all year round.

Q. Are local residents using the Cropredy facility?

A. Most people seem to be travelling around an hour to their boats.

A parishioner stated that you cannot restrict how long people can stay on their £200k narrowboat – if you try to say just 4 days then they are unlikely to choose to moor on your marina and it is difficult for CDC to enforce it.

Mr Rice advised that the owners of the marina can stipulate the length of time that users can stay and if they choose not to use the marina then that is their decision but that is a commercial decision for the marina owners. The District Council can enforce against the owner of the marina, not against the boat user. Two weeks ideally should be the maximum length of time at the marina. Most recreational users like the feel of a recreational marina and don't like the feel of residential forming.

Q. Which direction do you expect all of these boats to go – it is already pretty slow going through Claydon?

A. Users can choose when they leave so could try to avoid bottleneck times.

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A parishioner stated that they feel that is a bit of a nonsense as people go on holiday at a time that is convenient for them and don't stay for additional time or go early to avoid peak times.

Q. Is there potential interest in the lake being used for moorings in the future?
A. Absolutely not – it is at the wrong level.

Q. The length of how long people can stay – 2 weeks – how long until they come back again for another 2 weeks? Do you limit it to a certain number of visits per year?
A. No we don't put on restrictions on how often users can visit but they do have other interests so we don't expect this to be a problem. If we noticed a pattern of people returning after very short periods of time we would have a word with them if it appears they may be residential. Even at peak weather/bank holidays we only have around 40% of the total users at that time.

Q. If you are giving electrical hook-ups are we likely to see a solar/wind farm nearby?
A. There are no plans at the moment to generate renewable energy for this site but you can never say never.

Q. Has there been an assessment of access for emergency services on the site.
A. Everything has been designed on site so it is accessible for fire engines.

A parishioner advised Mr Rice that they would need to ensure a route was set for emergency services that doesn't direct them through the village as they may get stuck.

Q. Are you saying the only access will be via the farm?
A. No - All access is via the farm for heavy goods. Other users can use the Boddington Road or the farm entrance.

Q. Have you surveyed the canal bridge to ensure it is safe for additional traffic?
A. We didn't complete the survey but we have been advised that it is safe.

Q. How did the parish council inform the parishioners about this meeting?
A. The notice went on the noticeboard and on Facebook.

A parishioner stated that they felt the parish council should have advertised the meeting more widely.

Q. When is this planning application likely to be decided by CDC?
A. Around the end of August.

Q. Why do you state that the proposal isn't in green belt or other statutory area?

A. Because it isn't. Information on what constitutes green belt can be found online.

A parishioner pointed out to Mr Rice that there is an assumption in the planning statement that the canal towpath is a public footpath. The farmer has prohibited the connection on the towpath at Top Lock – you can't get onto the road bridge from the towpath. Mr Rice agreed to look at that and see if the public ROW over the bridge continues into the land and will look at creating a link with that footpath to ensure parishioners can get across there.

Parishioners raised concerns that the neighbours weren't consulted.

Concerns were raised about a part of the ecological report having redacted information about badgers. Mr Rice stated that he does not know why CDC did that.

Q. Is there a way that parishioners can ask further questions if they think of anything after this meeting?
A. They could respond to the application on the planning website and submit any questions they have. They could ask the parish council to pass questions on to the applicant.

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At 9.10pm the meeting was closed as the room had only been booked until 9pm. This did not allow the parish council time to make a decision on the parish council response to the application so this will go on the agenda for the parish council meeting on 10th July.

18. **Planning Applications received – Deferred to next meeting.**

18/00904/F: Glebe Farm, Boddington Road, Claydon, OX17 1TD. Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake.

Meeting closed at 9.10pm.

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